



City of  
**Peterborough**

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

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

**Meeting Date:** **December 4, 2017**

**Subject:** **Report USTR17-017B  
Public Consultation Results and Recommendations to Install  
Sidewalks on Foxmeadow Road, Easthill Drive and  
Meadowview Road**

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## **Purpose**

A report to update Council on the results of the public consultation related to the proposed sidewalks on Foxmeadow Road, Easthill Drive and Meadowview Road and recommend, for safety purposes, that the sidewalks be implemented on both sides of these streets.

## **Recommendations**

That Council approve the recommendations outlined in Report USTR17-017B dated December 4, 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;
- 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; and
- c) That after the installation of the sidewalks, staff review and consult with the neighbourhood on the need for traffic calming measures.

## Budget and Financial Implications

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

At its meeting of October 2, 2017, City Council passed the following resolution with respect to Report USTR17-017 “Provision of Sidewalks on Foxmeadow Road, Easthill Drive and Meadowville Road” (attached in Appendix E):

“That the matter be deferred to enable staff to convene a public meeting with area residents regarding the provision of sidewalks on Foxmeadow Road, Easthill Drive and Meadowview Road.”

In response to the resolution, staff arranged for a public open house meeting (October 17, 2017) and created a survey for residents to express their views on the need for sidewalks and the options presented at the public open house. In addition, two neighbourhood petitions were circulated by area residents of Foxmeadow Road and Easthill Drive. The results of the various forms of feedback received are discussed in the subsequent sections.

### 1.0 Neighbourhood Petitions

Prior to the public meeting being held, two neighbourhood petitions were circulated by residents of Foxmeadow Road and Easthill Drive. The petitions were submitted to City staff at the public open house.

The following table provides a summary of the information in the petitions.

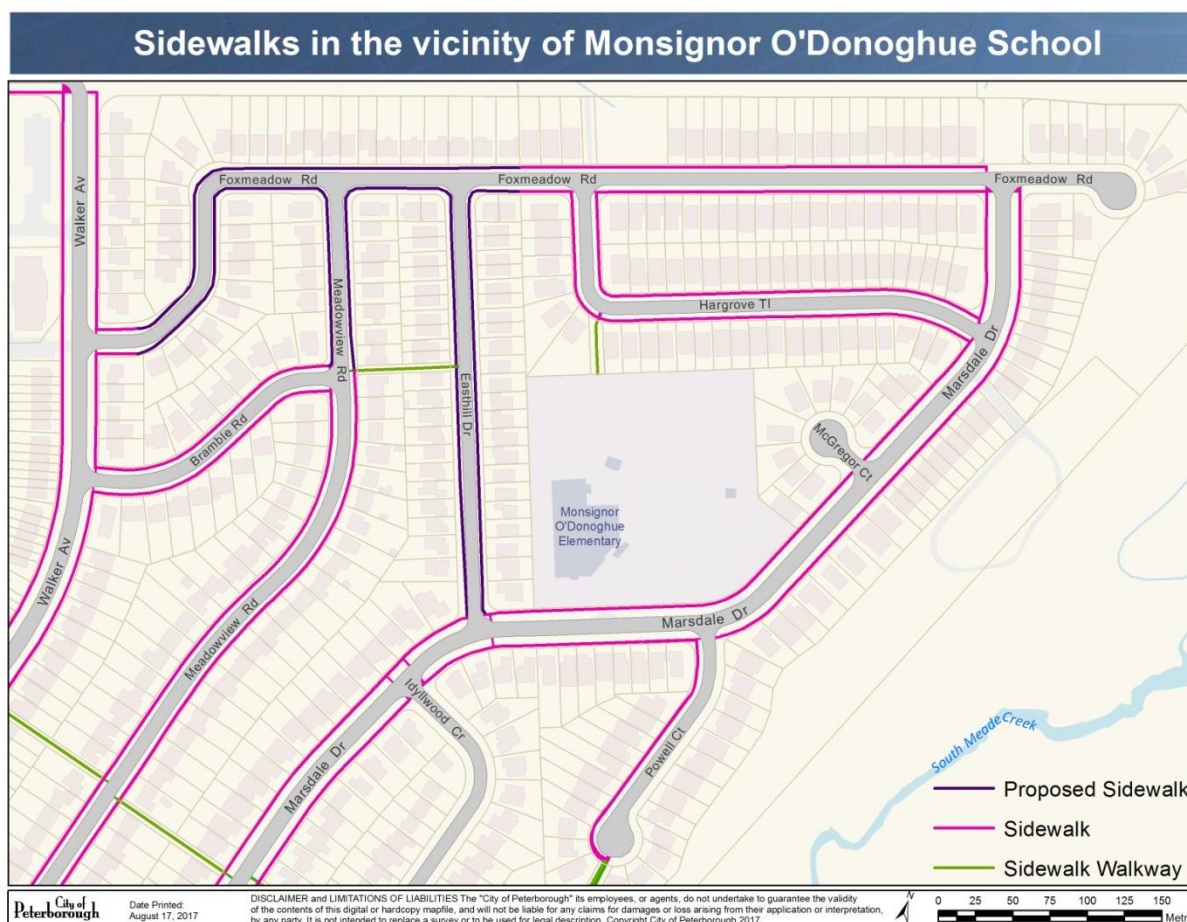
**Table 1: Summary of Petitions Received**

Petition	Foxmeadow Road	Easthill Drive
# of addresses signed “No” to sidewalks	66% of households opposed to sidewalks  25 out of 38 homes on this section of street, more on north side than south side	72% of households opposed to sidewalks  36 signatures, 31 out of 43 homes on street, equal on both sides of street
# of signees requesting “speed bumps”	23	n/a

## 2.0 Public Open House

A public meeting was held on Tuesday, October 17 from 6:00 p.m. to 8:00 p.m. at Monsignor O'Donoghue Catholic Elementary School to discuss the proposed sidewalks with residents. The meeting was advertised in Peterborough This Week and a letter providing notice about the meeting was hand delivered to all households on the streets where the sidewalks are proposed, as well as some areas on adjacent streets, such as the east end of Foxmeadow Road and the north end of Walker Avenue, that may use the sidewalks. Figure 1 shows the streets where the sidewalks are proposed and the adjacent streets where residents may also benefit from the proposed sidewalks.

Figure 1: Sidewalks in the vicinity of Monsignor O'Donoghue School



The meeting used a drop-in format with display materials to describe the project and drawings available to show residents how the proposed design would affect the boulevard in the vicinity of their properties. Staff prepared a survey form that attendees could fill out to provide their thoughts on the need for sidewalks and express their comments on the project. All of the information materials and the survey were provided on-line from October 17 through to November 2, to allow residents who could not attend the meeting to provide their input.

While the overall tone of the public open house was opposed to the proposed sidewalks, there were a number of individuals that expressed support as well. At the meeting, staff had the opportunity to discuss the reason the sidewalks were being proposed, the conceptual design of the sidewalks, obtain information or suggestions about possible changes to the design to address impacts and concerns, and explain to residents how the City would deal with restoration activities during construction.

### **3.0 Public Survey Results**

Fifty people signed in at the Open House and 53 people provided comments through the survey, phone calls or emails. All comments and surveys that were provided off-line were manually entered into the on-line survey format so that a comparative analysis of input could be provided. The survey includes direct questions asking if respondents support the sidewalk plans and also questions about how much they walk along these streets and their perception of safety. A summary of the survey results is provided in Appendix A. Appendix B is the survey results filtered to include only those people that indicated in question 1 that they use or would like to use these streets to walk along.

Of the 53 respondents, 72% lived on one of the streets proposed for new sidewalks, 13% identified themselves as residents of adjacent areas who would use the new sidewalks, and the other 15% were either members of organizations, landlords, or other residents who did not specify their interest.

The 53 respondents to the survey provided 58 answers to the question of which sidewalk option they preferred, as respondents were able to select more than one response. Of the total responses to this question, 48% were opposed to the sidewalks, 36% were in favour of sidewalks on both sides of the street, and 16% were in favour of sidewalks on one side of the street only.

The survey also asked some more general questions about use of the streets and user perceptions of safety. 43% of respondents indicated that they walk on these streets on an almost daily basis, and another 33% indicate that they walk on the streets on a weekly basis. 16% of respondents indicated that they rarely or never walked on these streets.

When asked if walking on these streets is currently safe for people, 48% of respondents generally disagreed, 44% generally agreed, and 8% offered no opinion one way or the other. Just over 64% of respondents, however, agreed with the statement that there are rarely conflicts between vehicles and pedestrians in this neighbourhood, with only 26% disagreeing with this statement. About 34% of respondents indicated a concern with the speed of vehicles when they were walking on these streets, while 51% indicated no concerns and 15% expressed no opinion.

The survey allowed respondents to provide detailed written comments about the proposed sidewalks. A full listing of these comments, with personal information redacted, is provided in Appendix A. Out of 43 detailed responses, 21 of these cited parking concerns and loss parking in their driveways as the main reason, or at least one

of the reasons, they were opposed to the proposed sidewalks. Of the 23 respondents who answered the question about how many vehicles they often parked in their driveways, approximately 52% indicated they park 3 or 4 vehicles today, 35% indicated they regularly park 2 vehicles, and 13% indicated they only parked one vehicle in their driveways. About 17% of respondents indicated that members of their family or visitors often park on the street today, while 69% indicated that they rarely require family or visitors to park on the street.

Concerns about the speed of traffic and the desire for traffic calming were also raised by a few respondents, along with the preference for the Maria Street extension to be constructed to take traffic off of Foxmeadow Road, in particular.

In addition to the comments received from residents, two letters were received from organizations; one from Peterborough Public Health, and one from the Chair of the Active and Safe Routes to School Committee. These letters are provided in Appendices C and D respectively.

#### **4.0 Discussion of Results**

The survey results reveal two strong opposing viewpoints. One group is opposed to the proposed sidewalks and the other is supportive of sidewalks. Some expressed that, out of fairness, if sidewalks are provided they should be provided on both sides. Interestingly, a sidewalk on one side of the street is only supported by 16% of respondents.

There are some noted differences in the results found between the anonymous survey respondents and those who signed the petitions. Some of these differences can be explained by the fact that the survey reached out to a broader group; including a number of respondents who indicated that they would use these sidewalks but do not necessarily live on the affected streets.

What is clear, is that amongst the residents living on the street, the majority do not want the sidewalks. When the broader needs of the neighbourhood beyond the area of immediate impact are considered, the results were more balanced. To some degree, this result is not unexpected, and is typical of the response pattern observed on other types of transportation projects with benefits or impacts beyond the immediate area of the project.

From a staff perspective, the requests for traffic calming and safety concerns about speeding vehicles confirm that sidewalks would provide a positive safety benefit for the most vulnerable road users, the pedestrians. The traffic calming policy has a screening process to determine when traffic calming should be considered. The screening process will not consider other forms of traffic calming if there are not sidewalks on at least one side of the street.

#### **4.1 Rationale for Recommendation to Build Sidewalks**

Even taking into account the relative lack of broader neighbourhood consensus on this issue, staff are still of the opinion that proceeding with the original recommendation to install sidewalks on both sides of Foxmeadow Road, Easthill Drive, and Meadowview Road in accordance with City policy direction to provide sidewalks on both sides of the street is the appropriate course of action for both the safety and accessibility benefits provided by the sidewalks.

#### **5.0 Mitigation of Resident Concerns**

In the public consultation, the biggest concern residents expressed about the proposed sidewalks was the impact that it would have on the number of vehicles they can park in their driveways. In Report USTR17-017, staff proposed moving the location of the proposed sidewalks closer to the curb (2.0 metres from the back of curb) than the standard location, and this approach still seems like it would help.

Some residents requested more options for parking on-street if they lose parking spaces in their driveway because of the sidewalk installation. Others asked if their driveways could be widened to compensate for lost parking opportunities on the boulevard portion of their driveways. The zoning by-law currently allows a maximum driveway width of 6.0m at the street line for single unit lots that are 9.0m in width or larger. Most of the properties in this neighbourhood have lot sizes over 9.0m in width, and, accordingly, there may be sufficient space to widen some driveways to mitigate against parking losses. As with other sidewalk projects, design staff will work with residents to assess the need for some localized widening of driveways on a case by case basis.

There are several options for on-street parking management that staff can explore with the neighbourhood. This work is best done after the sidewalks have been installed and new patterns of parking are established. Options that can be explored include calendar parking, on-street parking permits and designated off-street public visitor parking.

Similar to the concerns about parking, some residents expressed a desire for speed bumps or other forms of traffic calming on the streets in question. To address this concern staff would propose to conduct a review of the need for traffic calming once the sidewalk work has been completed and traffic patterns have a period of time to normalize. A typical traffic calming review includes the collection of traffic data (including vehicle, pedestrian and cyclist counts, vehicle speed data, collision data, and information on conflicts) and neighbourhood consultation to discuss the effectiveness of various traffic calming measures and reach consensus on a plan to address the concerns identified. In the meantime, staff will arrange to deploy the portable speed radar trailer on the streets in this area to monitor speeds and influence driver behaviour.

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

Through the public consultation, it is clear that 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. A sidewalk on one side of the street was the least popular option with only (16%) respondents supporting this option.

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.

## **Summary**

Providing sidewalks in existing residential neighbourhoods is challenging. It is necessary to weigh the benefits of the sidewalks for the broader neighbourhood 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.

What is clear is that amongst the residents living on the street, the majority do not want the sidewalks. When the broader needs of the neighbourhood beyond the area of immediate impact are considered, the results were more balanced.

Given the relative lack of broader neighbourhood consensus on this issue and the safety and accessibility benefits of sidewalks, staff are still of the opinion that proceeding with the original recommendation to install sidewalks on both sides of Foxmeadow Road, Easthill Drive, and Meadowview Road is the appropriate course of action.

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, and localized driveway widening will be considered on a case by case basis. Staff will follow up with the neighbourhood after construction to consider the need for additional modifications to parking restrictions and additional traffic calming measures that may be warranted.

Submitted by,

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Director of Utility Services

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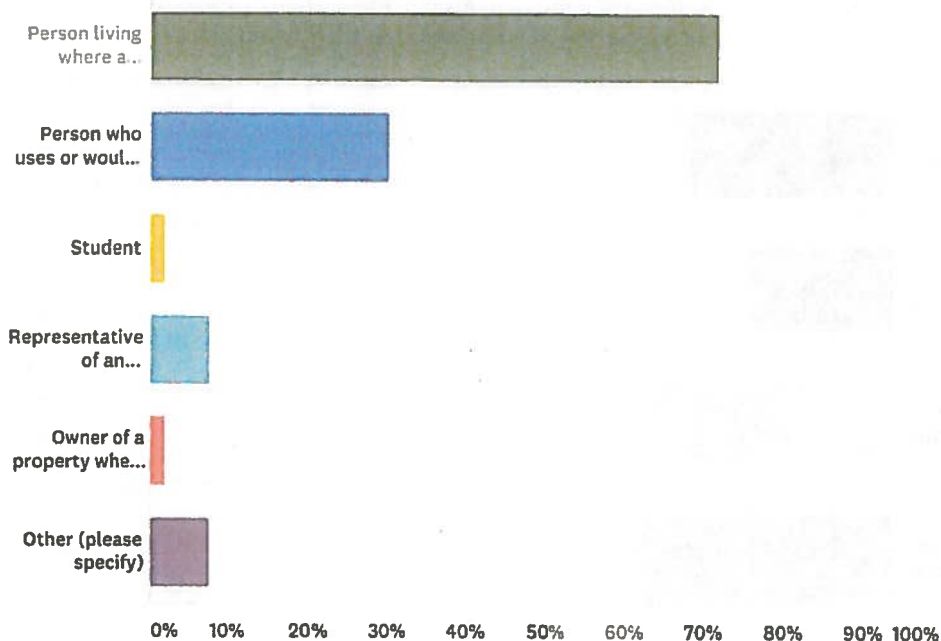
Appendix A: Summary of Public Consultation Results  
Appendix B: Summary of Public Consultation Results – People that Identified as  
Walkers in Question 1  
Appendix C: Letter from Peterborough Public Health  
Appendix D: Letter from Active and Safe Routes to School Committee  
Appendix E: Report USTR17-017



## Appendix A: Report USTR17-017B

### Q1 Would you like to provide your comments as a... (check all that apply)

Answered 53 Skipped 0



#### ANSWER CHOICES

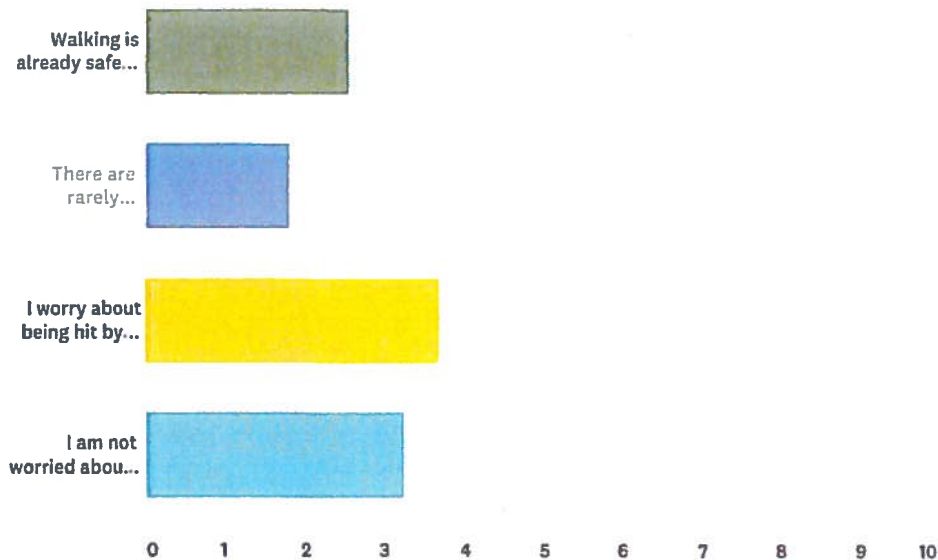
#### RESPONSES

Person living where a sidewalk is proposed	71.70%	38
Person who uses or would like to use these streets to walk along	30.19%	16
Student	1.89%	1
Representative of an organization	7.55%	4
Owner of a property where the sidewalks are proposed but does not live there	1.89%	1
Other (please specify)	7.55%	4
Total Respondents: 53		

#	OTHER (PLEASE SPECIFY)	DATE
1	I have owned my home here for 20+ years without a sidewalk and don't feel the need to have one installed now!	10/24/2017 9:57 AM
2	not specified	10/23/2017 4:43 PM
3	not specified	10/23/2017 4:14 PM
4	resident of the neighbourhood	10/17/2017 11:58 AM

## Q2 These questions ask about your experience of walking in the area as it is today. Please indicate how much you agree with the following statements.

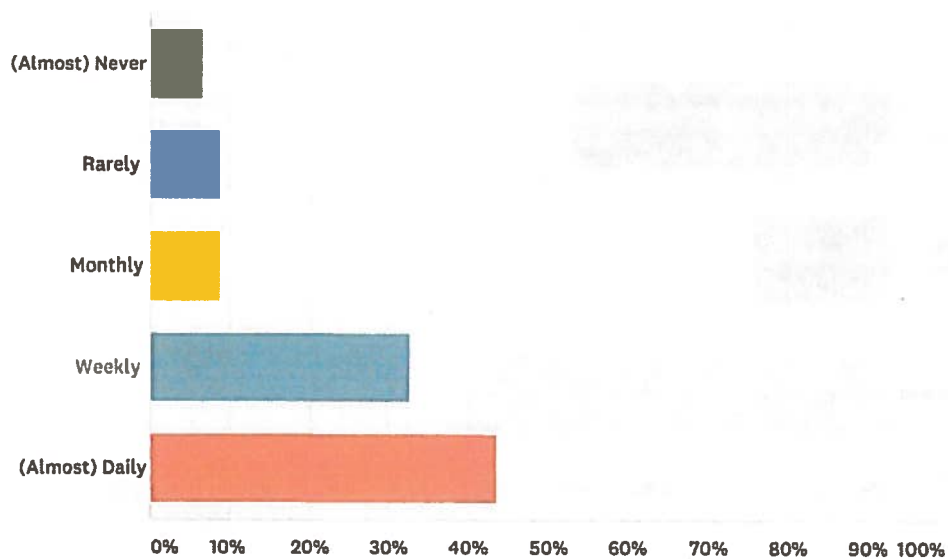
Answered 49 Skipped 4



	STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE	N/A	TOTAL	WEIGHTED AVERAGE
Walking is already safe for all people on the streets where sidewalks are proposed (including children, seniors, etc.)	35.42% 17	8.33% 4	6.25% 3	25.00% 12	22.92% 11	2.08% 1	48	2.55
There are rarely conflicts between vehicles and pedestrians in this neighbourhood.	45.24% 19	19.05% 8	7.14% 3	14.29% 6	11.90% 5	2.38% 1	42	1.80
I worry about being hit by a motor vehicle when walking	4.65% 2	23.26% 10	4.65% 2	20.93% 9	41.86% 18	4.65% 2	43	3.71
I am not worried about the speed of vehicles when walking on Foxmeadow Road, Easthill Drive or Meadowview Road.	10.64% 5	23.40% 11	10.64% 5	23.40% 11	27.66% 13	4.26% 2	47	3.24

### Q3 How often do you walk on any of these streets? Select one.

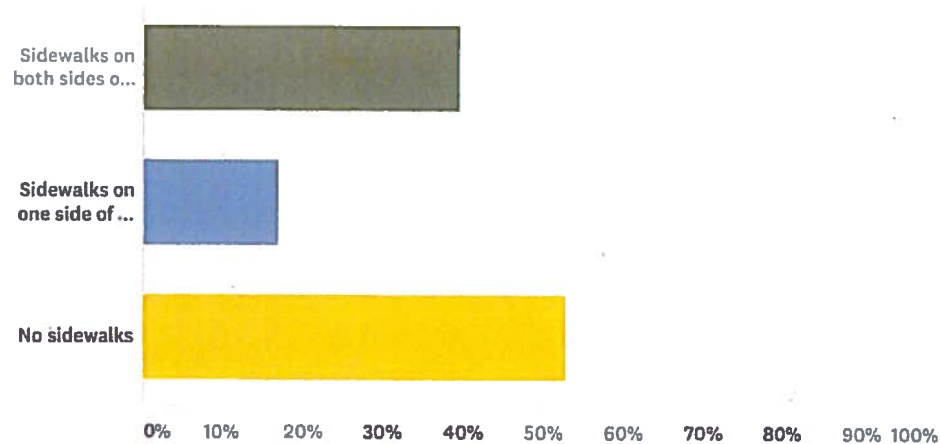
Answered: 46 Skipped: 7



ANSWER CHOICES	RESPONSES	
(Almost) Never	6.52%	3
Rarely	8.70%	4
Monthly	8.70%	4
Weekly	32.61%	15
(Almost) Daily	43.48%	20
TOTAL		46

Q4 Indicate which of the options for sidewalks provided below you would be satisfied with.

Answered: 53 Skipped: 0



ANSWER CHOICES

- Sidewalks on both sides of the street
- Sidewalks on one side of the street
- No sidewalks

Total Respondents: 53

RESPONSES

39.62%	21
16.98%	9
52.83%	28

**Q5 If you have concerns about the proposed sidewalks, please explain as clearly as possible what those concerns are and how they may be addressed.**

Answered: 43 Skipped: 10

#	RESPONSES	DATE
1	Some people wouldn't have room for vehicles in their driveways. As well as people don't appreciate the construction in their neighbourhood.	11/3/2017 8:54 AM
2	My concerns are: we won't be able to go in our drive ways. We will lose some of our property. There won't be enough room for vehicles.	11/3/2017 8:52 AM
3	Additional Information obtained since the Open House: A signed petition from Easthill with 36 names indicating no sidewalk - approximately 83% of the residents. And there is already a signed petition submitted from Foxmeadow Rd with 26 names indicating no sidewalk - approximately 66 % of the residents. The residents do not want sidewalk in this area. A conversation with the Transportation Demand Management Planner at the onset of this discussion indicated if a petition was circulated and the majority did not want sidewalk then sidewalk would not be installed in this area and the city would move their focus and capital budget to another area. We - the residents - would like to see this happen.	11/2/2017 4:06 PM
4	I live on west side of Meadowview Rd. with the purposed sidewalks on this side would greatly change my way of life and was told .by city there would be no sidewalks 30 years ago. After 30 years of living here we have changed our life style based on our parking spaces. One child still at home working in area will be forced to find other parking arrangements, or forced to park on front lawn. with new purposed laws this will be a ticket. I purpose putting sidewalk on east side of street where they have access to side lawns and back yards where west does not. All houses on east side can accommodate 3 or more cars with side walks installed. On west side with side walk installed only 2 cars because we have no access to side or back yards or garages. I also feel offended when told if put on one it would be cost effective on west side because we didn't break city laws and add trees and gardens on city property. If we try to sell house after side walks are installed we will be limited to a smaller buyers market due to lack of parking. I feel the city is putting a great deal of stress on owners on west side of street because of this project. We all bought these houses for our forever homes but may have to move to accommodate our life style that we have grown to over 30 years. We have no bus stops on our street and only children living on east (2). If sidewalks are installed on west side all visitors will be forced to park on street and will greatly reduce traffic flow down to single lane traffic. After 30 years we have bought boats and trailers, we don't store any on property but we will not be able to bring any of these home for service or cleaning because of limited parking. By putting side walks on east side, would accommodate project target and allow these house to have ample parking, leaving west side with out sidewalks to accommodate lack of parking.	11/1/2017 11:12 PM
5	I live [REDACTED] Meadowview Rd. between Bramble and Foxmeadow, this patch of the Meadowview Road traffic very low, major traffic flow is through Bramble road. And goes to south on the Meadowview Rd. North side of Bramble on Meadowview Rd. traffic is always very low. I would like to request city for not constructing side walk on the Meadowview Road north of the Bramble. Thank you.	10/29/2017 8:22 PM

- 6 I live on Meadowview Rd [REDACTED] since [REDACTED]. My comments relate only to the short section of Meadowview Rd and more specifically the west side. Timing/Consultation At the time of our purchase, sidewalks were not included in the development and we were advised that sidewalks would not be constructed. The 2002 Official Plan Amendment and the 2008 Sidewalk Strategic Plan were not presented to advise us that sidewalks were in our imminent future; and in those documents, our short section was listed as Priority 3. In the summer of 2017 we were advised via a leaflet in our mailbox that sidewalks would be constructed in the summer of 2018. How this will affect our family/property In 1989 we asked the builders of our house to shift the foundation 4' to the south to help accommodate a driveway wide enough to allow 2 cars parked side by side. 28 years later - we have 2 adult children (1 living with us and the other often visits) and they have their own vehicles. We cannot manage to fit 3 or more vehicles in our driveway without encroaching on the proposed sidewalk location or on street parking bylaws. The proposed sidewalk offset of 1.5 meters does not provide enough room for us to park a third vehicle. So what happens now? What solution does the city have for us? In the summer of 2017 we were advised via a leaflet in our mailbox that sidewalks would be constructed in the summer of 2018. One Side Option Report USTR17-017 states that the most cost effective and least impactful solution, should the City choose a 1 side option, would be the west side of Meadowview. First, I take offense to the statement "least impactful", as this is least impactful to who? It certainly isn't to me! Additionally, this sidewalk solution should not be based on cost effectiveness - the cheapest way isn't always the best or safest way. If the city chooses the west side of Meadowview Rd, then students coming from Foxmeadow will have to walk along the proposed west side Meadowview sidewalk, only to cross the road at Bramble (uncontrolled to north/south traffic) to access the breezeway leading to the proposed sidewalks on Easthill. If the east side is selected, then the crossing is at Meadowview and Foxmeadow which is already controlled with a stop sign. Wouldn't this be the safer solution? Secondly, a sidewalk on the west side of Meadowview Rd is VERY impactful on my family. The east side should be strongly considered as 6 of the 7 properties have been turned sideways and have more than enough room to extend their driveway further into their property. The 7th property has a garage and enough room to support 2 cars side by side. During the information meeting at Monsignor Donohue on Oct 17, I overheard residents explain how they were going to park vehicles on their front lawns as they had no other option to accommodate their current parking requirements. Is this really what we want for our neighborhood? So many of us have tried to beautify the street and now, we will be faced with families parking on their lawns. You can only imagine what this will do to our property values! For us, living on this street for almost 30 years, we have grown to rely on our parking spaces - sidewalks will definitely create family financial hardship. This decision to force sidewalks onto the 4 homeowners on the west side of Meadowview, none of whom want them, (nor is it warranted by the current low volume of foot traffic) - is truly an expensive option for us and inconsiderate on the City's part. It will definitely affect our ability to enjoy our residence as we have done for the past 30 years. 10/29/2017 3:09 PM
- 7 AGAINST SIDEWALKS ON FOXMEADOW ROAD: A petition signed reported 68% opposed sidewalks. 22 homes on the north side of Foxmeadow vs 16 homes on the south side affected. 1. We will lose parking in our driveways from 4 cars to 2. 2. More cars parked on the streets due to lost Parking making it difficult to pull out of driveways due to vehicle obstruction while parked on the street. 3. Cyclists will have to ride in and around many vehicles parked on the street as sidewalk cycling is illegal. 4. Calendar parking was mentioned. Unfortunately there is not enough space for vehicles on only one side of the street due to driveways and intersections. 5. High cost installing sidewalks where transformers are currently established. 6. Our Streets are not cleared of snow now in a timely fashion so can I assume sidewalks in this priority 3 area would not be high on the clearing list for the city. 7. North side of Foxmeadow is a continuous street, the south side has the adjoining intersections leading up to the school area. 8. As per the city report dated September 25th report #USTR17-017 the south side of Foxmeadow road has connecting streets to the school area so sidewalks on this south side would be a viable selection leading up to the school area. 9. No liability to the city regarding only one side sidewalk installation. 10. Why no "street calming" without sidewalks? I believe these are all questions ( and I am sure neighbours have many other questions) which I feel should be discussed in a group forum before a vote to council is proposed again. Voting - No sidewalks OR south side only. 10/24/2017 9:57 AM
- 8 Understand why sidewalks going in, concerned could consider putting the sidewalks on one side only. Do it properly and put the sidewalks on both sides of the street. For example, kids coming from the Meadowview walkway would be at risk crossing to the sidewalk on the east side of Easthill. Do the right thing, people will get used to the sidewalks. 10/23/2017 5:20 PM
- 9 Sidewalks are very important with all the young kids. 10/23/2017 5:17 PM

10	I am glad this is happening because at times when people park on both sides of the road Easthill becomes almost like a one-lane street and when you add children into the mix it can be very dangerous. Marsdale drive has sidewalks thankfully because many people drive at excessive speeds in a school zone so the children do not have to walk on the road. Especially at drop off and pick up times.	10/23/2017 5:14 PM
11	The Council for Persons with Disabilities (CPD) is aware that the question of whether to install sidewalks on both sides of Foxmeadow Road, Easthill Drive and Meadowview Road is being considered by Council. We have read the report USTR17-017 prepared by W. H. Jackson, Director of Utility Services and are writing to express our agreement with the recommendations outlined in the report 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. We believe strongly in the important role sidewalks play in providing safe pedestrian routes for people of all abilities. Sidewalks provide a vital separation from road vehicles as referenced in numerous reports including the Pedestrian safety: A road safety manual for decision-makers and practitioners (WHO, 2013). The location of the sidewalks in question are of increased importance, as they service the Monsignor O-Donaghue School district, and are likely to have increased usage by students of all abilities. The safety of individuals must take precedence over concerns of loss of parking. Sidewalks provide a safe route to travel through neighbourhoods for people of all abilities: The young, old, people who use mobility devices, have low or no vision, hearing loss, have cognitive challenges or balance issues. On behalf of the CPD board, please direct our concerns and support for the installation of sidewalks as recommended by report USTR17-017 to Council.	10/23/2017 5:12 PM
12	As a safety measure the proposed sidewalks are long overdue. My wife and I frequently walk the streets in question and have always been nervous of traffic while walking on the streets especially Foxmeadow Rd. on the curve near Walker Ave.	10/23/2017 5:09 PM
13	As a member of the community I must provide the following comments on the sidewalks, a lot of the info you are aware of. its city land so the city should get to do with it as they see fit for reasonable ventures such as sidewalks sidewalks provide a safe way to enter and exit a street if one is not in a vehicle separation is kept between vehicles and pedestrians making things safer for all sidewalks give those that are mobility challenged a place to improve within their neighbourhood and eventually move around that same street with confidence making the neighbourhood a better place to live and attract a wider spectrum of occupants bikes are getting more lanes just for them due to safety so why not build sidewalks as intended by the by-law if the complainers sell their house so goes their complaint but the street remains	10/23/2017 5:08 PM
14	Your study cites one of the reasons for the sidewalks on these streets is because of the number of students walking to school etc. "Easthill Drive, the street closest to the school and carrying the most student walkers ....". That's ridiculous. According to a neighbor of mine who has done the count, there are only ten (10) who walk to school on this street, only two (2) of whom live on this street. There is a cutaway in the school fence off Hargrove Trail around the corner which would probably be a shorter route to the school for most of these students anyway. In a letter, expressed frustration that the proposed sidewalks appear to be a done deal. Another serious problem I can see is that most residents on this street have at least two vehicles parked in their driveway. Sidewalks will limit their parking access and I was under the impression that parking on the street for any length of time is illegal. If cars are now forced to park on the street, children on bicycles will be more at risk trying to get around them, not to mention the walkers. It's also been said that, without sidewalks, there will be no traffic/speeding monitoring done at all. The last time I looked, speeding is illegal and we have a few who drive up and down this street and should have their licence removed permanently. With that kind of reckless driving, sidewalks will not protect walkers of any age from being hit by a car out of control. I know this problem has been reported previously and it doesn't seem to get much attention from the police department.	10/23/2017 5:04 PM
15	Please put sidewalks on both sides.	10/23/2017 4:43 PM
16	I don't care which side of the street has sidewalks as long as I can park on my front lawn.	10/23/2017 4:40 PM
17	Parking spaces - people have more than 1 vehicle and will not fit in the space left after sidewalk is in. In turn lower the value of the houses. I purchased the house a year ago and would not have purchased if they were in.	10/23/2017 4:37 PM
18	Will lose parking space. No sidewalks would prevent this.	10/23/2017 4:35 PM



City of Peterborough Sidewalk Survey - Foxmeadow Road, Easthill Drive and Meadowview Road

SurveyMonkey

19	Where will our out of town guests park? What is the curfew of our guests if they can't stay the night? Is there special overnight passes for us to obtain in case of overnight guests? Raised crosswalk act like a speed bump which is highly needed.	10/23/2017 4:33 PM
20	If the sidewalks are built, there will not be enough space to park cars.	10/23/2017 4:29 PM
21	I think it's a great idea to connect the existing sidewalks together. Safer for everyone, especially the children.	10/23/2017 4:14 PM
22	No concerns. Please build them.	10/23/2017 4:11 PM
23	parking room in driveway	10/23/2017 4:10 PM
24	We have lived in the area for several years and have survived without sidewalks. 2 kids have also survived. Total year lived on Foxmeadow 22 years NO ISSUES - parking of vehicles - take away from the curb appeal.	10/23/2017 4:07 PM
25	We have a city sidewalk policy i.e. to have sidewalks on both sides - where feasible. For young families and people with disabilities sidewalks are very important.	10/23/2017 3:58 PM
26	Not being able to park in our driveway, 2 vehicles. Too many cars will be parked on tehroad if sidewalk goes through.	10/23/2017 3:54 PM
27	We only have one car but if we have a visitor we would like them to be able to have their car off the road. The parking guy drives by and doesn't event stop so how does he know how long the car/truck is there? Our neighbours have figured out only one weekend or 1st and third have been on duty to ticket. Lots of vehicles on road all weekend long. We've been in our house 20 years never heard of anyone that was hit or run off road. Money would be better spent fixing our roads that are full of pot holes. The most kids that use our street per day is 10. Most are with daycare moms. Everyone says like the utilities this is a done deal.	10/23/2017 3:47 PM
28	I don't want my 5 car driveway to turn into a 2 car one. I am also very tired of the constant construction in my neighbourhood. I would prefer you reallocate \$ to a new exit from our area (e.g. Maria Street extension or exit from Foxmeadow Road out to Television Road. This one has a service road already! This exit would alleviate traffic concerns in our area.	10/23/2017 3:40 PM
29	Parking very limited if proposed sidewalks are in place which would make the property less desirable for future sale. There is a large slope to the entire Easthill Street which many have retaining walls that the sidewalks will have to go through. The majority of residents do not want these sidewalks. Our tax dollars should not pay for something we do not want in our own community.	10/23/2017 3:35 PM
30	Parking is the main concern - easing ticketing in areas for on-street parking, alternate sides mid-monthly for snow removal. Maria Street extension to Television Road will alleviate traffic and speeding concerns if completed.	10/23/2017 1:59 PM
31	Parking if sidewalks are put in a lot of drive was will not if 2 cars. Lost of driveway at cost to homeowner and lost of green grass.	10/23/2017 1:57 PM
32	We have electrical and bell box on property. If sidewalk juts around or between them, toward house side, it will shorten our driveway and allow only one car parking. It will also be very close to our very mature tree. In time the roots will heave sidewalk.	10/23/2017 1:52 PM
33	I would like to see sidewalks on both sides for safety, but parking should be considered and the sidewalks should be as close as possible to the road - 1 metre. If the sidewalk is not on both sides, I would not like to see any sidewalks. It is not fair to put the sidewalk on one side only.	10/23/2017 1:50 PM
34	I'm concerned about people with 4 cars where they will park when their driveway loses 2 parking spots. When I have company over I want them to parking front of the house. There might not be parking for guests if cars are forced to park on street. Street parking will make it a nightmare for snow ploughs.	10/23/2017 1:47 PM
35	Damage to tree on property - proposed sidewalk to be right at base of tree.	10/23/2017 1:36 PM



36	<p>If any sidewalks are installed, it is only fair that it be on both sides. I am very disturbed by talk of accommodating those 3rd or 43th resident vehicle displaced by shortened driveways. Extra vehicles is prevalent on Easthill, including large and small trailers and boats,. How will these vehicles be identified. How will abuse be monitored or penalized. Returning home after this public meeting, there were 8 vehicles parked up and down our street, on both sides. Adding in multiple resident vehicles and how does anyone have visitors. How far away from your home. On a street that is narrower than most, parking should be restricted to one side or the other at different times of the month. Two large vehicles parked across from each other and driving between takes care, particularly when not everyone is conscious of the distance they park from the curb. On a high density street with half being semis, the clutter of allowing parking on lawns would decrease the attractiveness of any home on the street. Space for snow removal is another major concern. A semi has limited area for storing snow. As a [REDACTED] with mobility issues, how do I keep the sidewalk clear in front of my home. How often will a sidewalk plow be in our area. How far will snow from my driveway need to travel because of the space taken up by this sidewalk.</p>	10/19/2017 8:31 AM
37	<p>I do not dispute the fact that sidewalks are needed on Easthill given the number of children walking there. Any time I have been there the children are normally with parents or other adults. My concern is the 2 metres that you propose having before the start of the sidewalks. I feel that this is extremely excessive. One metre between the sidewalk and the road is plenty. I know you have given the reason of services etc. in that first two metres, however when we did a locate when we wanted to widen our driveway there were no services there. I would have absolutely no problem at all with a one metre setback before the front edge of the sidewalk.</p>	10/18/2017 5:44 PM
38	<p>Parking more cars parking on street it is hard to get out of driveway if people are parked across the street now. What it will be like in the winter. I can only put snow on one side of driveway now. If we have sidewalk where is the snow to go? We have a pole at the end of the driveway.</p>	10/18/2017 11:28 AM
39	<p>My concerns would be if any trees are impacted and parking. There are already so many cars parked on the road, there will now be more with the driveways being reduced. It makes driving dangerous already with cars on both sides of road. At minimum parking restrictions should be implemented ( i.e. one side or other, or alternating 1-15 and 16-31 of month). I see the parking on these streets as a BIG issue. One side of road sidewalks might also help. Otherwise, not opposed to the sidewalks and the parking on the street does make it dangerous for pedestrians currently as well.</p>	10/18/2017 11:24 AM
40	<p>We have a hard enough time parking two vehicles already side by side. We would have no room to park.</p>	10/18/2017 11:18 AM
41	<p>I feel that sidewalks on one side should satisfy walking needs. Cars park on both sides of the street around bends on Meadowview and Foxmeadow. Would be ideal to have only one side available for half month similar to postings on bus route streets. We have a child (adult) living with us. How will we be able to accommodate 3 vehicles?</p>	10/18/2017 11:15 AM
42	<p>I live on the short section between Bramble and Foxmeadow (less than a dozen houses total). This section is travelled MAINLY by those of us who live on this short section; this is true for both foot traffic and for automobiles. Traffic generally avoids our short section and goes around us; turning on Bramble when heading north. Foot traffic also takes short cuts around us, preferring to use Foxmeadow, Bramble or the breezeway on Meadowview at Bramble. My feeling for this section is that a great amount of turmoil is being created over an area which doesn't see a lot of foot traffic, and traffic has not been an issue. The sidewalks would be end up being for the local use of these 12 houses and everyone I have spoken to in this section doesn't want the proposed sidewalks! I am not in favour of the sidewalks for this stretch of the street. Like many in our section, we are the original owners and have lived here since the late 1980's. Most of us have grown children, many of whom still live at home and drive their own cars to work. We have tried to beautify our neighbourhood and take pride in our home's appearance. My home has 3 insured cars which are used daily and are parked in our driveway every night (we sometimes have 4 when our son comes to stay overnight). We do not have any opportunity whatsoever to extend parking any further; if sidewalks are installed we will drop to 2 parking spots and nowhere to park the 3rd car. Our parking cannot be extended to the side of our house because there is not enough room on our lot line. This means every house on the west side will have at car parked on the road in front of their house because all of us are affected and have no place to park our car. Without question, this will definitely create hardships for those of us who actually live on the street, some of us for almost 30 years! It is very easy to foresee a parking mess on the street and the creation of new traffic problems which did not exist if the sidewalks actually are installed. All for the sake of installation of sidewalks which are not warranted based on current foot traffic and are not even wanted by the existing homeowners!</p>	10/17/2017 3:58 PM

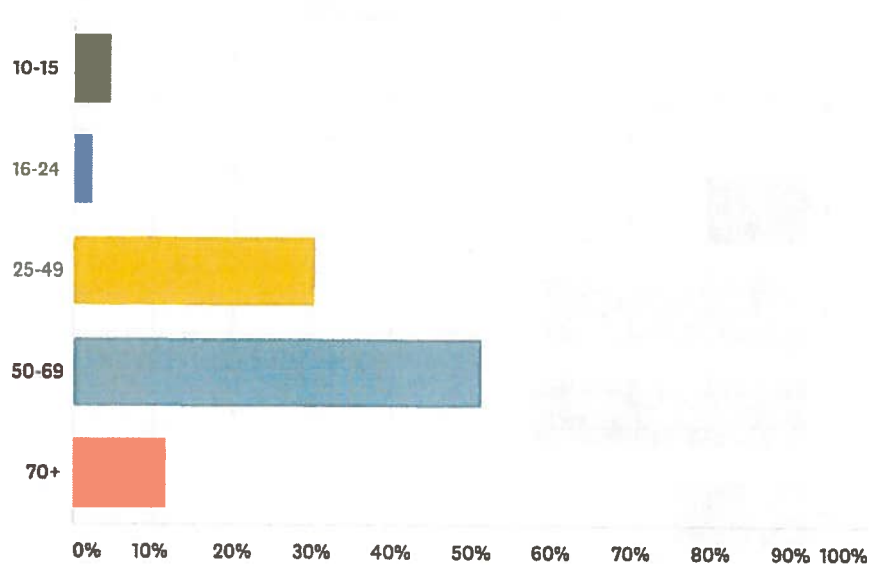
43

We have lived in this subdivision for 21 years and have walked ourselves and our pets at least twice daily during that time. I feel sidewalks are not needed. Something should be done about the speeding cars in the neighbourhood though. Since Foxmeadow and Marsdale have been opened up and extended and Hargrove Trail added the number of cars racing through our streets has increased. We need police presence or some traffic calming measures. Sidewalks - proposed at a non-standard location - will push numerous cars out on to the street to park which will create a more unsafe situation. There are many many examples of no sidewalk or sidewalk on one side only throughout the city. Even on Humber Rd as recently as last year (completed this spring - 2017) where the residents did not want sidewalk on the west side and it was not installed. And Otonabee Valley School walkway is at the end of the street. This is totally opposite of what the City indicates as a major reason as to why our area has been identified for sidewalk. The majority of elementary school children are bused to King George and don't walk to the Catholic elementary school. We would appreciate the City taking into consideration the overwhelming opposition to sidewalk in this area and not install any at this time.

10/16/2017 4:30 PM

Q6 What is your age?

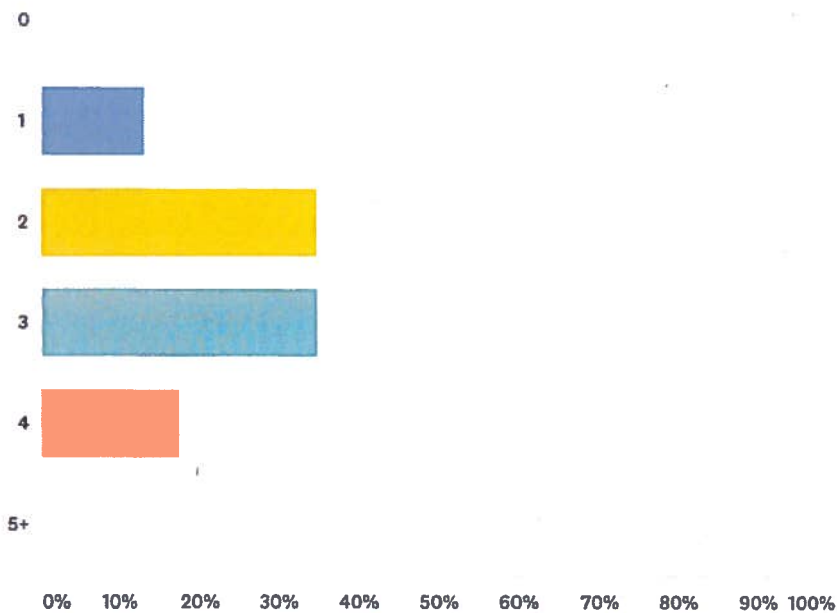
Answered: 43 Skipped: 10



ANSWER CHOICES	RESPONSES	
10-15	4.65%	2
16-24	2.33%	1
25-49	30.23%	13
50-69	51.16%	22
70+	11.63%	5
TOTAL		43

Q7 How many vehicles and trailers do you typically park in your driveway?

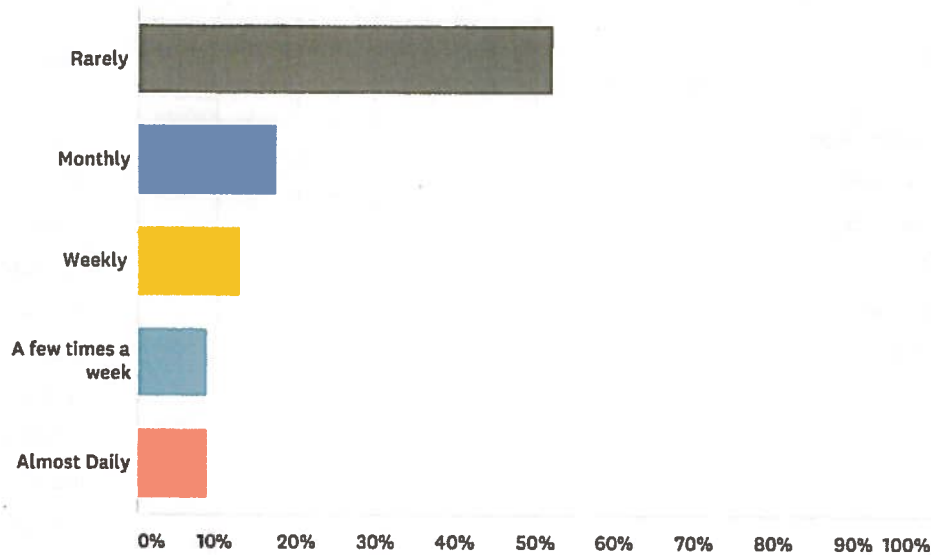
Answered: 23 Skipped: 30



ANSWER CHOICES	RESPONSES	
0	0.00%	0
1	13.04%	3
2	34.78%	8
3	34.78%	8
4	17.39%	4
5+	0.00%	0
TOTAL		23

Q8 How often do you or visitors park on the street near your home?

Answered: 23 Skipped: 30



ANSWER CHOICES	RESPONSES	
Rarely	52.17%	12
Monthly	17.39%	4
Weekly	13.04%	3
A few times a week	8.70%	2
Almost Daily	8.70%	2
TOTAL		23

## Q9 What is your street address? (optional)

Answered: 23 Skipped: 30

#	RESPONSES	DATE
1	[REDACTED]	11/1/2017 11:24 PM
2	[REDACTED] Meadowview Road	10/29/2017 8:38 PM
3	[REDACTED] Meadowview Rd	10/29/2017 3:10 PM
4	[REDACTED] Foxmeadow road	10/24/2017 10:08 AM
5	[REDACTED] Easthill	10/23/2017 5:20 PM
6	[REDACTED] Meadowview	10/23/2017 5:17 PM
7	[REDACTED] Easthill Drive	10/23/2017 5:05 PM
8	[REDACTED] Easthill	10/23/2017 4:41 PM
9	Foxmeadow	10/23/2017 4:09 PM
10	Easthill	10/23/2017 3:53 PM
11	Easthill	10/23/2017 3:37 PM
12	[REDACTED] Easthill	10/23/2017 1:54 PM
13	[REDACTED] Easthill	10/23/2017 1:50 PM
14	[REDACTED] Easthill	10/23/2017 1:49 PM
15	[REDACTED] Meadowview Road	10/23/2017 1:38 PM
16	[REDACTED] Easthill	10/19/2017 8:33 AM
17	[REDACTED] Meadowview	10/18/2017 11:30 AM
18	[REDACTED] Easthill Drive	10/18/2017 11:26 AM
19	[REDACTED] Easthill Drive	10/18/2017 11:20 AM
20	[REDACTED] Meadowview Road	10/18/2017 11:16 AM
21	[REDACTED] Marsdale Drive	10/18/2017 9:15 AM
22	[REDACTED] Meadowview Rd. Peterborough	10/17/2017 4:00 PM
23	Foxmeadow Rd	10/16/2017 4:32 PM

## Q10 Is there anything else you would like to share with respect to the proposed sidewalks?

Answered: 34 Skipped: 19

#	RESPONSES	DATE
1	See letter from Peterborough Public Health	11/3/2017 9:01 AM
2	see letter from Active and Safe Routes to School	11/3/2017 9:00 AM
3	No sidewalks, but you could put in speed bumps on the roads for those who occasionally drive quicker.	11/3/2017 8:55 AM
4	No sidewalks, no sidewalks, but I highly recommend to put speed bumps for those who do speed up.	11/3/2017 8:53 AM
5	I feel after 30 years of living here the city would help with our parking issues. One look at a map of our block you can see that the east side has ample room for accommodating parking with side walks installed. Where the west side doesn't have any room to accommodate parking on side lawns or back yards. Forcing us to park on street or front lawns.	11/1/2017 11:24 PM
6	Traffic on Meadowview Road north of Bramble is very low, a moderate traffic flow follows from Bramble to south on Meadowview, on south side walk is available. If side walk is constructed on the north side of Bramble then We may be frequently using street parking which may not be safe for pedestrians [REDACTED]	10/29/2017 8:38 PM
7	There was a large turn out turn out to the meeting at Monsignor school. Unfortunately ere was no Q&A available in a group forum as we would have liked to hear all Q&A. I believe in talking with several people at this meeting who counted NO to sidewalks, and comments were that a Q&A \$570,000 proposed cost for these sidewalks as per report #USTR17-017 I believe there are several priority 1&2 areas requiring sidewalks before this priority 3 area to be completed. I Look forward to another meeting consisting of Q&A discussing these surveys with my neighbours and counsellors before this goes to council again for another vote. I believe that the resident should be made aware of any and all meetings going fwd on this issue.	10/24/2017 10:08 AM
8	If sidewalks are to gain city should give each home owner a grant to put in driveway.	10/23/2017 4:41 PM
9	Who is going to pay the parking tickets we will get because we can't park in our driveways?	10/23/2017 4:39 PM
10	Will sell house if sidewalk goes in	10/23/2017 4:37 PM
11	Very special 'price deal' to have our complete driveway repaved.	10/23/2017 4:33 PM
12	speed bumps on some of the streets to slow down a few drivers that speed up	10/23/2017 4:30 PM
13	Sidewalks in the area are icy in the winter - we walk on the street	10/23/2017 4:10 PM
14	The sidewalks that are presently installed are not maintained. Several trip hazards. In the winter they are not cleared properly and people walk on the streets anyway as it is safer!	10/23/2017 4:09 PM
15	I feel that some people object to the concept - because it denotes "change" - but they are aware that there is a problem - so really want 'traffic calming'	10/23/2017 3:59 PM
16	Sidewalks are unnecessary on this short street. Money better spent patching roads and policing speeders. I see people walking every day and there have been no problems on Easthill Drive. Almost no students use this street... about 10! Sidewalks will cut directly through my front garden. I know its city property but I've spent a lot of time and money to make my property looknice and a sidewalk will destroy that and bring walkers even closer to my front door.	10/23/2017 3:53 PM
17	On one of your signs it comments if cars speed the police will not address speeders. Is this not their job? Sidewalks are not going to stop people that are late that a ticket might.	10/23/2017 3:49 PM
18	The petition taken in our area indicates 66%, on Foxmeadow Raod and 88% on Easthill do NOT want the sidewalk. We live in a democratic society - please listen to the people an dspend \$ in an area that wants it.	10/23/2017 3:42 PM

City of Peterborough Sidewalk Survey - Foxmeadow Road, Easthill Drive and Meadowview Road

SurveyMonkey

19	If speed is an issue, I believe the Maria Street extension to Television Road would alleviate a lot of this traffic as there are currently only two entrances into the entire subdivision. If our subdivision was built before the city's plan change in 2002, we should not require the same provisions such as sidewalks, there should be amendments to accommodate your ratepayers.	10/23/2017 3:37 PM
20	The routes are overcrowded because there are only two entrances to the entire subdivision. If there was another entrance/exit via the Maria Street to Television Road extension, less people would be using the areas with poor sight lines. A larger population could be served by a new bus stop. People would not need to walk as much for commute/using buses.	10/23/2017 2:01 PM
21	If the sidewalk is built we would like it between electrical box and road. It should also be on side where school is so children won't have to cross the road.	10/23/2017 1:54 PM
22	2 metres from the curb is too much and eliminates useable parking space - I think 1 meter is enough for snow plowing. Also, I would like to be allowed to widen my driveway (and entrance from road) to the property line to accommodate the sidewalk project.	10/23/2017 1:50 PM
23	As a father I would feel safer with a sidewalk. The inconvenience of reducing driveway parking, street congestion from extra cars parked on the street I think will cause more problems than it solves. Cars go way too fast on Easthill. I don't think sidewalks will change that problem.	10/23/2017 1:49 PM
24	1. concern for children walking to/from school with construction vehicles in the area. What safety measures will be put in place? 2. Access to driveway when working in area. 3. Can work be completed between 2018-19 school year (summer)?	10/23/2017 1:38 PM
25	My driveway is double wide, accommodating two vehicles but too short for more. The issue of displaced vehicles does not apply to me.	10/19/2017 8:33 AM
26	Would be extremely beneficial to the neighbourhood! Especially for the large amounts of children walking to school!	10/18/2017 9:36 PM
27	have a poured driveway	10/18/2017 11:30 AM
28	Just parking concerns on the street. There will need to be restrictions or driving will be more dangerous than it already is.	10/18/2017 11:26 AM
29	I wouldn't be opposed to sidewalks as long as we were able to park on the grass.	10/18/2017 11:20 AM
30	There appears to be access to the side of the houses on the east side of Meadowview. Houses on the west side do not have this capability.	10/18/2017 11:16 AM
31	On Easthill Drive many people park on the road which creates difficulty for children walking to school as the sightlines are greatly reduced for children and the motorist who may not see them between cars if they are crossing the road. This past winter even though there was a parking ban on the streets so they could be ploughed some cars still parked on the streets and the children had to walk on the road because of the snow banks.	10/18/2017 9:15 AM
32	Really concerned about the hardship this will create to those of us with 3 vehicles.	10/17/2017 4:00 PM
33	I would like to see sidewalks on both sides of the street for the safety of all who are currently walking on the road. Sidewalks on both sides provide options for the young, elderly and those who use mobility aids to not have to make unnecessary crossings.	10/17/2017 12:01 PM
34	They are not needed - see #5 response	10/16/2017 4:32 PM



**Q11 Please provide your email address if you would like to receive updates on this project, including when reports go to City Council.**

**Please return surveys by November 2, 2017 to: Sue Sauve,  
Transportation Demand Management Planner 500 George St.  
N. Peterborough, ON K9H 3R9 [ssauve@peterborough.ca](mailto:ssauve@peterborough.ca) 705-742-7777  
ext. 1485**

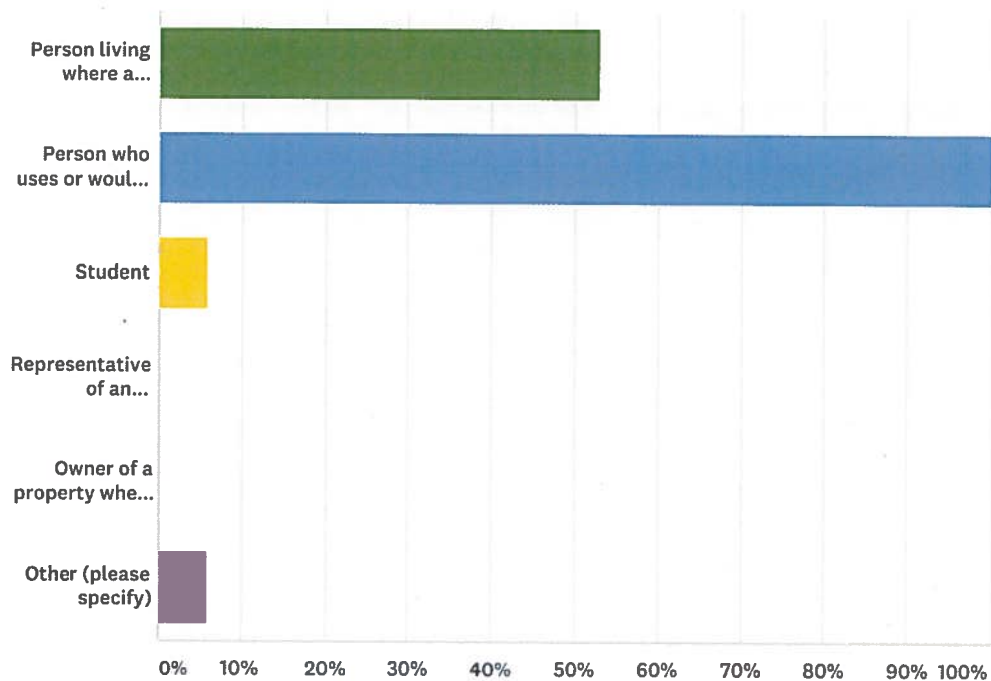
Answered: 25 Skipped: 28

#	RESPONSES	DATE
1	[REDACTED]	11/1/2017 11:24 PM
2	[REDACTED]	10/29/2017 3:10 PM
3	[REDACTED]	10/24/2017 10:08 AM
4	[REDACTED]	10/23/2017 5:15 PM
5	[REDACTED]	10/23/2017 5:13 PM
6	[REDACTED]	10/23/2017 5:05 PM
7	[REDACTED]	10/23/2017 4:41 PM
8	[REDACTED]	10/23/2017 4:37 PM
9	[REDACTED]	10/23/2017 4:33 PM
10	[REDACTED]	10/23/2017 4:12 PM
11	[REDACTED]	10/23/2017 4:10 PM
12	[REDACTED]	10/23/2017 4:09 PM
13	[REDACTED]	10/23/2017 3:43 PM
14	[REDACTED]	10/23/2017 3:42 PM
15	[REDACTED]	10/23/2017 1:54 PM
16	[REDACTED]	10/23/2017 1:50 PM
17	[REDACTED]	10/23/2017 1:38 PM
18	[REDACTED]	10/19/2017 8:33 AM
19	[REDACTED]	10/18/2017 5:45 PM
20	[REDACTED]	10/18/2017 11:30 AM
21	[REDACTED]	10/18/2017 11:20 AM
22	[REDACTED]	10/18/2017 11:16 AM
23	[REDACTED]	10/18/2017 9:15 AM
24	[REDACTED]	10/17/2017 4:00 PM
25	[REDACTED]	10/16/2017 4:32 PM

Appendix B Report USTR17-017B: Survey Results Filtered by People that Identify as Walkers in Question 1

## Q1 Would you like to provide your comments as a... (check all that apply)

Answered: 17 Skipped: 0

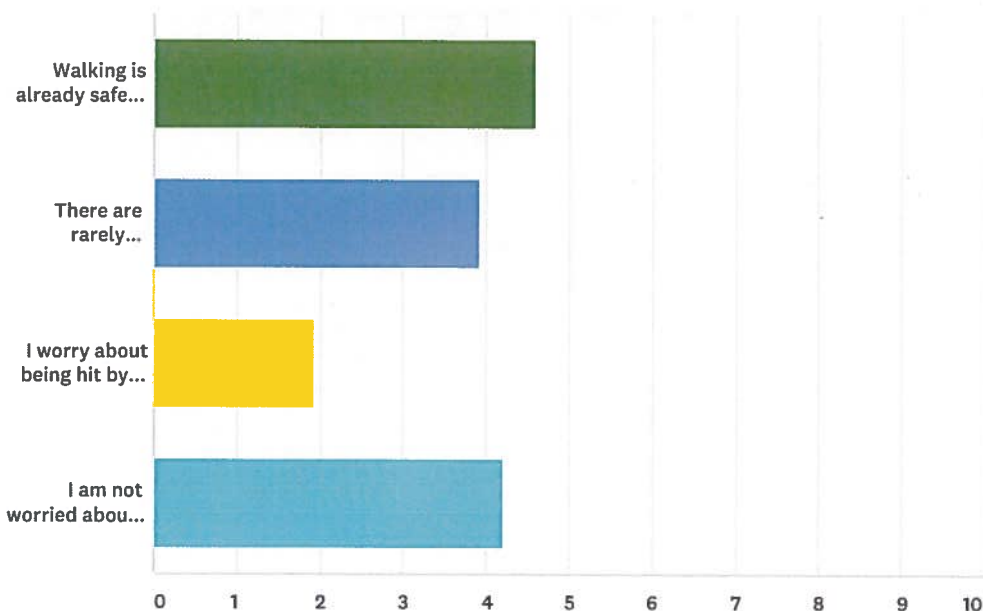


ANSWER CHOICES		RESPONSES	
Person living where a sidewalk is proposed		52.94%	9
Person who uses or would like to use these streets to walk along		100.00%	17
Student		5.88%	1
Representative of an organization		0.00%	0
Owner of a property where the sidewalks are proposed but does not live there		0.00%	0
Other (please specify)		5.88%	1
Total Respondents: 17			

#	OTHER (PLEASE SPECIFY)	DATE
1	resident of the neighbourhood	10/17/2017 10:58 AM

## Q2 These questions ask about your experience of walking in the area as it is today. Please indicate how much you agree with the following statements.

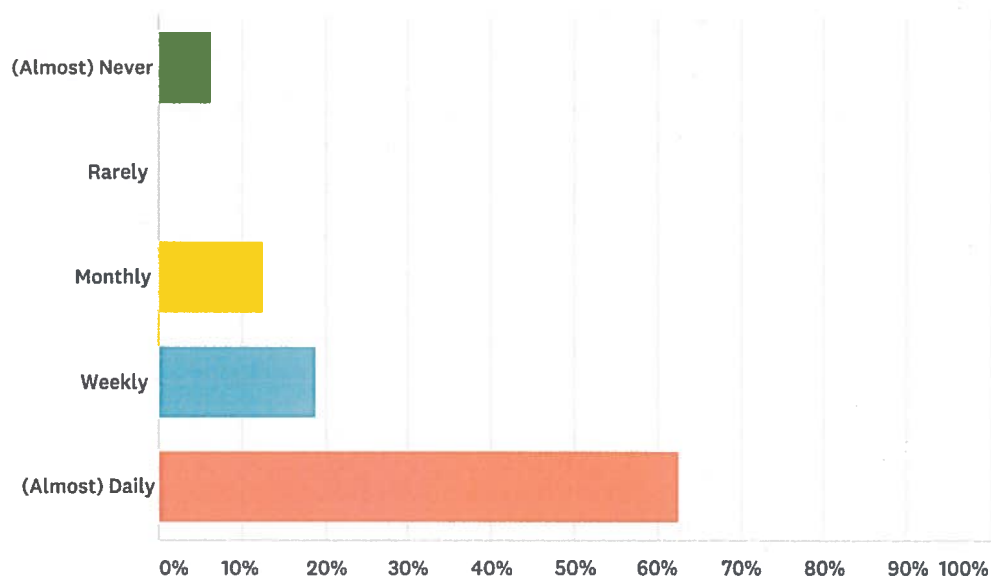
Answered: 17 Skipped: 0



	STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE	N/A	TOTAL	WEIGHTED AVERAGE
Walking is already safe for all people on the streets where sidewalks are proposed (including children, seniors, etc.)	0.00% 0	0.00% 0	5.88% 1	29.41% 5	64.71% 11	0.00% 0	17	4.59
There are rarely conflicts between vehicles and pedestrians in this neighbourhood.	0.00% 0	15.38% 2	7.69% 1	46.15% 6	30.77% 4	0.00% 0	13	3.92
I worry about being hit by a motor vehicle when walking	23.08% 3	53.85% 7	15.38% 2	0.00% 0	7.69% 1	0.00% 0	13	1.92
I am not worried about the speed of vehicles when walking on Foxmeadow Road, Easthill Drive or Meadowview Road.	0.00% 0	12.50% 2	0.00% 0	37.50% 6	43.75% 7	6.25% 1	16	4.20

### Q3 How often do you walk on any of these streets? Select one.

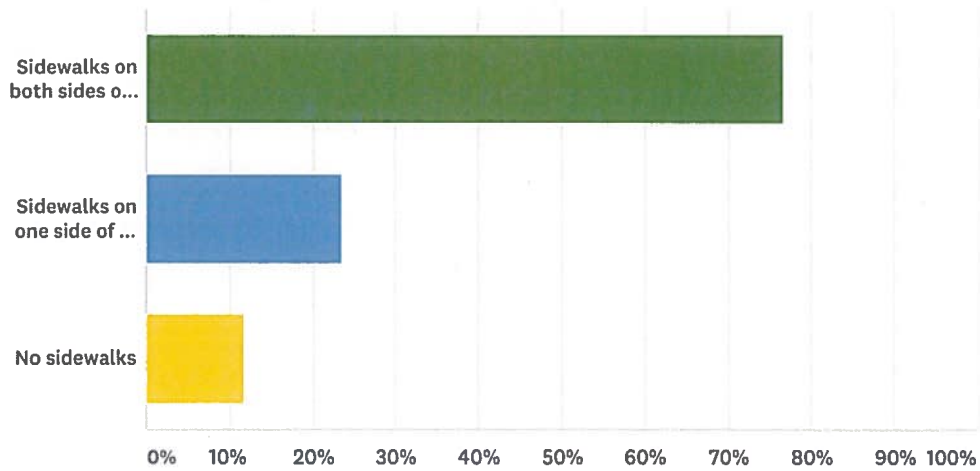
Answered: 16 Skipped: 1



ANSWER CHOICES	RESPONSES	
(Almost) Never	6.25%	1
Rarely	0.00%	0
Monthly	12.50%	2
Weekly	18.75%	3
(Almost) Daily	62.50%	10
TOTAL		16

Q4 Indicate which of the options for sidewalks provided below you would be satisfied with.

Answered: 17    Skipped: 0



ANSWER CHOICES	RESPONSES	
Sidewalks on both sides of the street	76.47%	13
Sidewalks on one side of the street	23.53%	4
No sidewalks	11.76%	2
Total Respondents: 17		

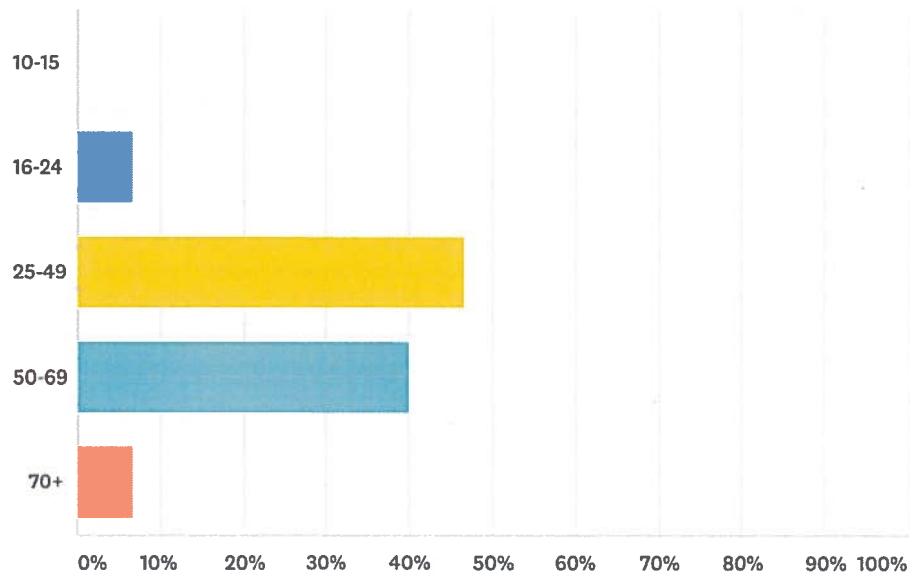
## Q5 If you have concerns about the proposed sidewalks, please explain as clearly as possible what those concerns are and how they may be addressed.

Answered: 11 Skipped: 6

#	RESPONSES	DATE
1	Sidewalks are very important with all the young kids.	10/23/2017 4:17 PM
2	I am glad this is happening because at times when people park on both sides of the road Easthill becomes almost like a one-lane street and when you add children into the mix it can be very dangerous. Marsdale drive has sidewalks thankfully because many people drive at excessive speeds in a school zone so the children do not have to walk on the road. Especially at drop off and pick up times.	10/23/2017 4:14 PM
3	As a safety measure the proposed sidewalks are long overdue. My-wife and I frequently walk the streets in question and have always been nervous of traffic while walking on the streets especially Foxmeadow Rd. on the curve near Walker Ave.	10/23/2017 4:09 PM
4	As a member of the community I must provide the following comments on the sidewalks, a lot of the info you are aware of. its city land so the city should get to do with it as they see fit for reasonable ventures such as sidewalks sidewalks provide a safe way to enter and exit a street if one is not in a vehicle separation is kept between vehicles and pedestrians making things safer for all sidewalks give those that are mobility challenged a place to improve within their neighbourhood and eventually move around that same street with confidence making the neighbourhood a better place to live and attract a wider spectrum of occupants bikes are getting more lanes just for them due to safety so why not build sidewalks as intended by the by-law if the complainers sell their house so goes their complaint but the street remains	10/23/2017 4:08 PM
5	Where will our out of town guests park? What is the curfew of our guests if they can't stay the night? Is there special overnight passes for us to obtain in case of overnight guests? Raised crosswalk act like a speed bump which is highly needed.	10/23/2017 3:33 PM
6	No concerns. Please build them.	10/23/2017 3:11 PM
7	Parking is the main concern - easing ticketing in areas for on-street parking, alternate sides mid-monthly for snow removal. Maria Street extension to Television Road will alleviate traffic and speeding concerns if completed.	10/23/2017 12:59 PM
8	I would like to see sidewalks on both sides for safety, but parking should be considered and the sidewalks should be as close as possible to the road - 1 metre. If the sidewalk is not on both sides, I would not like to see any sidewalks. It is not fair to put the sidewalk on one side only.	10/23/2017 12:50 PM
9	I'm concerned about people with 4 cars where they will park when their driveway loses 2 parking spots. When I have company over I want them to parking front of the house. There might not be parking for guests if cars are forced to park on street. Street parking will make it a nightmare for snow ploughs.	10/23/2017 12:47 PM
10	Damage to tree on property - proposed sidewalk to be right at base of tree.	10/23/2017 12:36 PM
11	We have a hard enough time parking two vehicles already side by side. We would have no room to park.	10/18/2017 10:18 AM

Q6 What is your age?

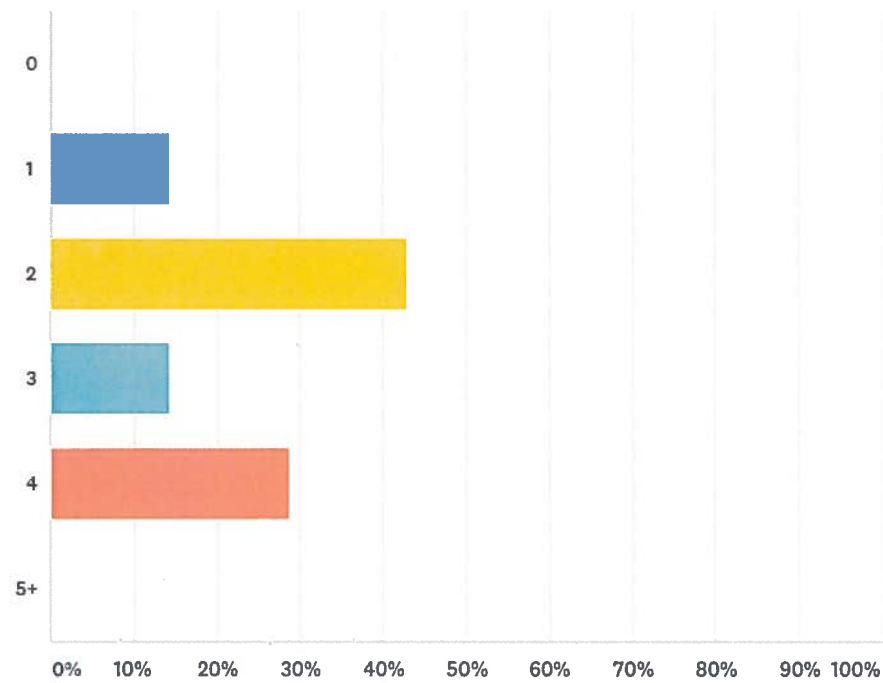
Answered: 15    Skipped: 2



ANSWER CHOICES	RESPONSES	
10-15	0.00%	0
16-24	6.67%	1
25-49	46.67%	7
50-69	40.00%	6
70+	6.67%	1
TOTAL		15

Q7 How many vehicles and trailers do you typically park in your driveway?

Answered: 7    Skipped: 10

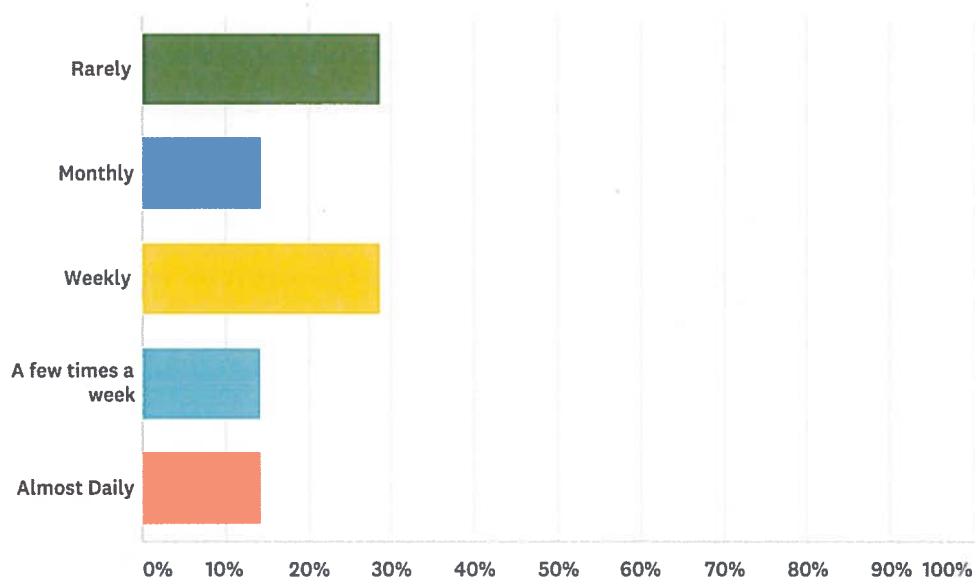


ANSWER CHOICES	RESPONSES	
0	0.00%	0
1	14.29%	1
2	42.86%	3
3	14.29%	1
4	28.57%	2
5+	0.00%	0
TOTAL		7



## Q8 How often do you or visitors park on the street near your home?

Answered: 7 Skipped: 10



ANSWER CHOICES	RESPONSES	
Rarely	28.57%	2
Monthly	14.29%	1
Weekly	28.57%	2
A few times a week	14.29%	1
Almost Daily	14.29%	1
TOTAL		7

## Q10 Is there anything else you would like to share with respect to the proposed sidewalks?

Answered: 10 Skipped: 7

#	RESPONSES	DATE
1	Pro sidewalks. In the winter, vehicles regularly bump over the curves on Foxmeadow Road. I walk on the grass with my dog now because of concern about the vehicles. I would like to see sidewalks on both sides of the streets, and if they are only on one side, I would like it to be on my side. I will be devastated if no sidewalks go in.	11/10/2017 2:10 PM
2	Very special 'price deal' to have our complete driveway repaved.	10/23/2017 3:33 PM
3	The routes are overcrowded because there are only two entrances to the entire subdivision. If there was another entrance/exit via the Maria Street to Television Road extension, less people would be using the areas with poor sight lines. A larger population could be served by a new bus stop. People would not need to walk as much for commute/using buses.	10/23/2017 1:01 PM
4	2 metres from the curb is too much and eliminates useable parking space - I think 1 meter is enough for snow plowing. Also, I would like to be allowed to widen my driveway (and entrance from road) to the property line to accommodate the sidewalk project.	10/23/2017 12:50 PM
5	As a father I would feel safer with a sidewalk. The inconvenience of reducing driveway parking, street congestion from extra cars parked on the street I think will cause more problems than it solves. Cars go way too fast on Easthill. I don't think sidewalks will change that problem.	10/23/2017 12:49 PM
6	1. concern for children walking to/from school with construction vehicles in the area. What safety measures will be put in place? 2. Access to driveway when working in area. 3. Can work be completed between 2018-19 school year (summer)?	10/23/2017 12:38 PM
7	Would be extremely beneficial to the neighbourhood! Especially for the large amounts of children walking to school!	10/18/2017 8:36 PM
8	I wouldn't be opposed to sidewalks as long as we were able to park on the grass.	10/18/2017 10:20 AM
9	On Easthill Drive many people park on the road which creates difficulty for children walking to school as the sightlines are greatly reduced for children and the motorist who may not see them between cars if they are crossing the road. This past winter even though there was a parking ban on the streets so they could be ploughed some cars still parked on the streets and the children had to walk on the road because of the snow banks.	10/18/2017 8:15 AM
10	I would like to see sidewalks on both sides of the street for the safety of all who are currently walking on the road. Sidewalks on both sides provide options for the young, elderly and those who use mobility aids to not have to make unnecessary crossings.	10/17/2017 11:01 AM



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Jackson Square, 185 King Street, Peterborough, ON K9J 2R8  
P: 705-743-1000 or 1-877-743-0101  
F: 705-743-2897  
[peterboroughpublichealth.ca](http://peterboroughpublichealth.ca)

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November 1, 2017

**SENT VIA E-MAIL**

Ms. Susan Sauvé  
Transportation Demand Planner  
City of Peterborough  
500 George St. N.  
Peterborough, ON K9H 3R9  
[ssauve@peterborough.ca](mailto:ssauve@peterborough.ca)

**RE: Provision of Sidewalks on Foxmeadow Road, Easthill Drive and Meadowview Road**

Dear Ms. Sauvé:

There is growing evidence that to support the links between features of the built environment and the health of the public.<sup>1</sup> We would like to submit these following evidence-based comments for your consideration in response to the City of Peterborough's decision to allow for public consultation regarding the proposed sidewalks near Monsignor O'Donoghue Catholic Elementary School.

The connection between public health and transportation systems (which in definition includes sidewalks)<sup>2</sup> is well documented by research.<sup>3</sup> Specifically, designing communities so that walking, cycling and transit use are easy choices can improve the physical activity of residents, and reduce the risk of chronic diseases and conditions.<sup>4,5</sup>

The Provincial Policy Statement, issued under section 3 of the Planning Act (2014), states "*transportation systems should be provided which are safe, energy efficient and facilitate the movement of people.*"<sup>6</sup> The Growth Pan for the Greater Golden Horseshoe (2017) that came into effect in July of this year, is explicit that infrastructure include sidewalks to support active transportation.<sup>7</sup> With this in mind, Peterborough Public Health (PPH) would like to congratulate the City of Peterborough on the current sidewalk policy that has identified sidewalk infrastructure as a priority in Peterborough. We also support the staff recommendation that sidewalks be built on both sides of the street as this is keeping with a Complete Streets approach (See Appendix A – 2013 Position Statement), by providing the non-vehicular road users a mode of safe travel on both sides of the road.

Streets spaces, which include sidewalks, are public spaces and are for everyone to use, especially considering the needs of those most vulnerable: children, seniors, families with low income and people with physical or mental exceptionalities. The majority of walking and cycling trips on schooldays are made by children. Sidewalks play a critical safety role during these trips. The staff report entitled "Provision of Sidewalks on Foxmeadow Road, Easthill Drive and Meadowview Road" presented to the Committee of the Whole on

September 25, 2017 stated that in the coming year there are 175 students who walk to school or have their designated school bus stop on these streets. Too often, getting to and from school is a dangerous journey for kids, especially in areas that don't have sidewalks or paths, and where walkers share the roadways with motor vehicles.

Worldwide, it is estimated that each year 1.2 million people are killed as a result of road accidents.<sup>8</sup> Sixty-five percent of these casualties are pedestrians and 35% of pedestrian casualties are children.<sup>9</sup> Pedestrian fatalities on Ontario roads increased by 16% from 2010 to 2014. In 2014, 21% of all pedestrians killed were 29 or under.<sup>10</sup> Children aged 10 to 14 years have the highest incidence of pedestrian-related injuries. Children aged 5 to 14 years are at the greatest risk for pedestrian-related deaths.<sup>11</sup> Young children are at higher risk of pedestrian injuries because they have not yet developed the cognitive and physical skills to cope with the many challenges of traffic.<sup>12</sup> Recent research shows a link between communities that are conducive to walking and fewer pedestrian injuries.<sup>13</sup>

Sidewalks don't just make it better for children – they also protect adults and seniors. According to the World Health Organization, age-friendly cities and communities can address the needs of seniors through consideration of outdoor spaces with walkways being an example.<sup>14</sup> In Ontario, 51% of fatally injured pedestrians were aged 60 or older<sup>15</sup> even though they represent only 13% of the population.<sup>16</sup> Among urban/rural public health agencies, the rate of hospitalizations due to falls among seniors in Peterborough County and City was third highest in Ontario in 2007.<sup>17</sup> Therefore infrastructure that supports the safety of older adults who walk for physical activity and transportation must be prioritized. Something as simple as sidewalks can reduce the number of people hit along the side of the road by nearly 90 percent.<sup>18</sup>

Sidewalks also have an important role in enhancing Peterborough's equity and accessibility. Walking is a free mode of transportation used by many individuals living on low incomes to travel to work and access services. Walking is also a critical form of transportation among individuals who do not drive, including children and many older adults. A highly connective network of sidewalks and sidewalk ramps support individuals such as these, as well as those with disabilities and mobility aids in moving independently throughout the community, and can help individual's access public transit. Investing in sidewalk infrastructure that will contribute to providing City of Peterborough residents with safe, convenient, affordable, equitable and easy access to education, employment, goods, and services must continue to be a priority.

In addition to safety, sidewalks promote healthy active lifestyles and help reduce emissions by promoting active transportation. Physical inactivity has been linked to over 25 chronic conditions, including coronary heart disease, stroke, hypertension, breast cancer, colon cancer, type 2 diabetes and osteoporosis.<sup>19</sup> Illnesses linked to physical inactivity cost taxpayers billions of dollars annually in direct and indirect health care costs.<sup>20</sup> By investing in infrastructure that helps make active modes of transportation such as walking the easy choice, automobile dependency will be reduced and air quality will be positively impacted. Sidewalks serve to support increased recreational and utilitarian physical activity among all City of Peterborough residents. The City of Peterborough has an opportunity to enhance our transportation system that get residents active, but also keeps them safe.

We understand that alternatives have been suggested to having sidewalks on both sides of the street such as traffic calming or having sidewalks on only one side of the street. We do not support this as an option and would like to recommend the following evidence for your consideration:

The World Health Organization (WHO) highlights road design to promote safety by: separating pedestrians from other traffic through lit sidewalks or raised crossings, lowering vehicle speeds through traffic calming measures and removing obstacles that block the line of sight between pedestrians and vehicle drivers such as parked cars.<sup>21</sup> Traffic calming measures have shown to be effective in reducing collisions and injuries, but do not replace the benefits of sidewalks on both sides of the street.

And although sidewalks on one side of the street may appear to be a compromise, it may actually present greater risks to the residents on the street as crossing mid-block or at a spot without traffic controls to access sidewalks on the far side of the street, is one of the highest risk factors for pedestrian injury.<sup>22</sup>

Sidewalks present numerous benefits to communities by encouraging walking and social interaction, connecting neighborhoods, and promoting free and consistent travel for everyone.<sup>23,24</sup> Adding sidewalks to this area presents an opportunity to reduce injury risks for current pedestrians, while encouraging new users to try active modes of transportation. Sidewalks are an easy way to invest in Peterborough's future and comply with provincial directions.

In conclusion, we would like to thank the City's staff for proposing such positive and essential revitalizations in this community. If you have any questions or would like additional information about our comments, please do not hesitate to contact me or my staff, Julie Brandsma (705-743-1000 ext. 357 or [jbrandsma@peterboroughpublichealth.ca](mailto:jbrandsma@peterboroughpublichealth.ca)).

Sincerely,



Rosana Salvaterra, MD, MSc, CCFP, FRCPC  
Medical Officer of Health

JB/ag  
Encl.

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<sup>1</sup> Canadian Medical Association. (2013). *Policy on the Built Environment and Health*. Retrieved from: <http://policybase.cma.ca/dbtw-wpd%5CPolicypdf%5CPD14-05.pdf>

<sup>2</sup> Ministry of Municipal Affairs and Housing (2014) Provincial Policy Statement: Under the Planning Act. P. 50 definition of Transportation system.

<sup>3</sup> Raynault, E. & Christopher, E. (2013). *How does transportation affect public health?* Retrieved from: <http://www.fhwa.dot.gov/publications/publicroads/13mayjun/05.cfm>

<sup>4</sup> Waterloo Region Shade Work Group. (no date.). *Shade Audit Information Guide + Tool: A Guide for Creating Shady Outdoor Spaces*. Retrieved from: [http://chd.region.waterloo.on.ca/en/healthyLivingHealthProtection/resources/ShadeAudit\\_GuideTool.pdf](http://chd.region.waterloo.on.ca/en/healthyLivingHealthProtection/resources/ShadeAudit_GuideTool.pdf)

<sup>5</sup> Peterborough GreenUp. (no date.). *Trees in the City*. Retrieved from: <http://www.greenup.on.ca/wp-content/uploads/2013/04/UrbanTreesfinal.pdf>

<sup>6</sup> Ministry of Municipal Affairs and Housing (2014) Provincial Policy Statement: Under the Planning Act. section 1.6.7.1

<sup>7</sup> Ministry of Municipal Affairs and Housing (2017) Growth Plan for the Greater Golden Horseshoe section 2.2.4 8b

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- <sup>9</sup> Gilbert, R. and O'Brien, C. (2005). *Child- and Youth-friendly land-use and transport planning guidelines: Ontario*. Winnipeg: Centre for Sustainable Transportation. Retrieved February 8, 2010 from <http://www.centreforsustainabletransportation.org/>
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- <sup>11</sup> Parachute Canada, Pedestrian Injury Facts. Retrieved from: <http://www.parachutecanada.org/injury-topics/item/pedestrian-injury-facts>
- <sup>12</sup> *Ibid*
- <sup>13</sup> Jacobsen PL. Safety in numbers: more walkers and bicyclists, safer walking and bicycling. *Inj Prev* 2003;9:205-9. Retrieved from: <http://www.parachutecanada.org/injury-topics/topic/C14>
- <sup>14</sup> *Independence, Activity and Good Health, Ontario's Action Plan for Seniors* (2013). Ministry of Ontario. [www.ontario.ca/seniors](http://www.ontario.ca/seniors)
- <sup>15</sup> MTO, 2017 Proposals to enhance Vulnerable Road User Safety. Presented by Claudio De Rose
- <sup>16</sup> The Office of the Chief Coroner for Ontario (2010). *Pedestrian Death Review*.
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- <sup>20</sup> Public Health Agency of Canada (2012). *Benefits of physical activity*. Retrieved from <http://www.phac-aspc.gc.ca/hp-ps/hl-mvs/pa-ap/index-eng.php>.
- <sup>21</sup> World Health Organization (2013) Making Walking Safe: A brief overview of pedestrian safety around the world p 5,6 Retrieved from: [http://www.who.int/violence\\_injury\\_prevention/publications/road\\_traffic/make\\_walking\\_safe.pdf?ua=1](http://www.who.int/violence_injury_prevention/publications/road_traffic/make_walking_safe.pdf?ua=1)
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- <sup>24</sup> Toronto Public Health. (2012). *Road to health: Improving walking and cycling in Toronto*. Toronto: ON, Author.



## **POSITION STATEMENT: Complete Streets Policies (November 13, 2013)**

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**Definition:** A 'complete street' is a road that is designed to be safe for drivers; cyclists; public transit users; and pedestrians of all ages and abilities. Complete Streets are achieved and developed through planning policy, design guidelines and public participation. Evidence from municipal experiences to date suggests that successful Complete Streets policies include implementation guidelines such as:

- Balances needs of motorists, cyclists, pedestrians and public transit users on a right-of-way, starting with the most vulnerable user;
- Use of consistent, equitable and transparent processes to establish trade-offs among competing objectives;
- Integrated within the planning process for the construction, retrofitting, and maintenance of all roadways (main arterials, rural roads, suburban streets);
- Guided by the intended function of the street and surrounding land uses and is not a one size fits all solution;
- Consistent with *Accessibility for Ontarians with Disabilities Act* (AODA) infrastructure standards.

**WHEREAS** the Peterborough County-City Board of Health recognizes that:

- 1) The Ontario Public Health Standards mandate a role for public health unit in local policy development and the built environment; and therefore includes transportation and land use policies;
- 2) Complete Streets practices have been shown to have positive impacts on multiple public health interests (physical activity levels, injury prevention, mitigation of climate change, health hazards, and social cohesion/mental wellness); and
- 3) Complete Streets policies have high relevance for priority populations (individuals with low incomes, children/youth and seniors).

**BE IT RESOLVED THAT** the Peterborough County-City Board of Health recognizes and endorses a Complete Streets approach to provincial, regional and local transportation policy formation and implementation.

*Note: Operating name prior to 2016 was Peterborough County-City Health Unit*



November 2<sup>nd</sup>, 2017

Susan Sauve  
Transportation Demand Management Planner  
City of Peterborough  
500 George St. N.,  
Peterborough, ON, K9H 3R9

**Re: Sidewalks in the vicinity of Monsignor O'Donoghue School  
(Foxmeadow Rd, Easthill Dr & Meadowview Rd)**

Dear Susan Sauve:

Active and Safe Routes to School (ASRTS) Peterborough would like to express support for the proposed sidewalks on both sides of Foxmeadow Road, Easthill Drive and Meadowview Road where they are currently missing.

ASRTS Peterborough works with local schools to promote and encourage the use of active and efficient transportation for the daily trip to and from school, addressing health and traffic safety issues while taking action on air pollution and climate change. Our committee includes representatives from the City of Peterborough, Peterborough Public Health, Peterborough Community Police, Crossing Guards of Peterborough, Student Transportation Services of Ontario, Kawartha Pine Ridge District School Board, and GreenUP. ASRTS Peterborough has been offering school-base educational programming since 1999.

In Peterborough, the number of children walking to school has declined steadily over the past 20 years. This trend, which mirrors pedestrian travel patterns observed at a community, provincial, and national level, has significant impacts on our personal and environmental health. While ASRTS Peterborough seeks to establish local programs and services that reverse this trend, our built environment has a significant impact on these efforts (Sallis & Glanz, 2006; Jackson, 2003; Sallis et al., 2006; Ferdinand et al., 2012). Specifically, the absence of sidewalks has been shown to measurably decrease rates of walking for the daily trip to school (EPA, 2003; Ewing et al., 2005; Ewing et al., 2006; Boarnet et al., 2005; Kerr et al., 2006; Zhu, 2008).



Proximity to Monsignor O'Donoghue CES means that Foxmeadow, Easthill, and Meadowview are important roads for youth travelling to school. The Student Transportation Services of Central Ontario reports that currently 175 students walk to school or have their designated school bus stop on these streets. According to results from ASRTS' Car Free Wednesdays program in 2016/2017 an average of 35% of Monsignor O'Donoghue CES students walk to school. Separating vulnerable road uses, such as youth, from traffic is important to ensure the safety of students travelling to school and bus stops.

Without sidewalks vulnerable road users are at greater risk. The Ontario Ministry of Transportation report, in 2014 21% of all pedestrians killed were 29 or under, and 62% of pedestrian fatalities and serious injuries occurred on roads with a speed limit of 50 km/h or lower. Crashes involving pedestrians are twice as likely on roadways without sidewalks (FHWA, 1987). Filling gaps and having sidewalks on both sides of the road would decrease the dangerous incident of mid-block crossing. In Ontario, 2010, 31% of collisions involving pedestrians occurred mid-block (The Office of the Chief Coroner for Ontario, 2010).

ASRTS would like to emphasize that it is commendable that the city is planning to fill the gaps in the existing pedestrian network and that it is essential that sidewalks be placed on both sides of the road. Using a 'complete streets' approach should recognize the convenience, comfort and safety of all uses, and show recognition of pedestrian safety.

For these reasons, Active and Safe Routes to School Peterborough would like to commend the City on the implementation of new sidewalks in areas where there are currently gaps in the pedestrian network, as outlined in the Sidewalk Strategic Plan.

Thank you for your consideration. Please do not hesitate to contact me at 705.745.3238 ext. 210 if you have any questions about this submission.

Sincerely,

Jaime Akiyama, BEd, HBA  
Chair, Active and Safe Routes to School Peterborough

## References

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City of  
**Peterborough**

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**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

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## **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**

Road Classification	% with Sidewalks 2008	% with Sidewalks 2016
Arterial	51	61
Collector	60	65
Local	41	44
Overall	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.

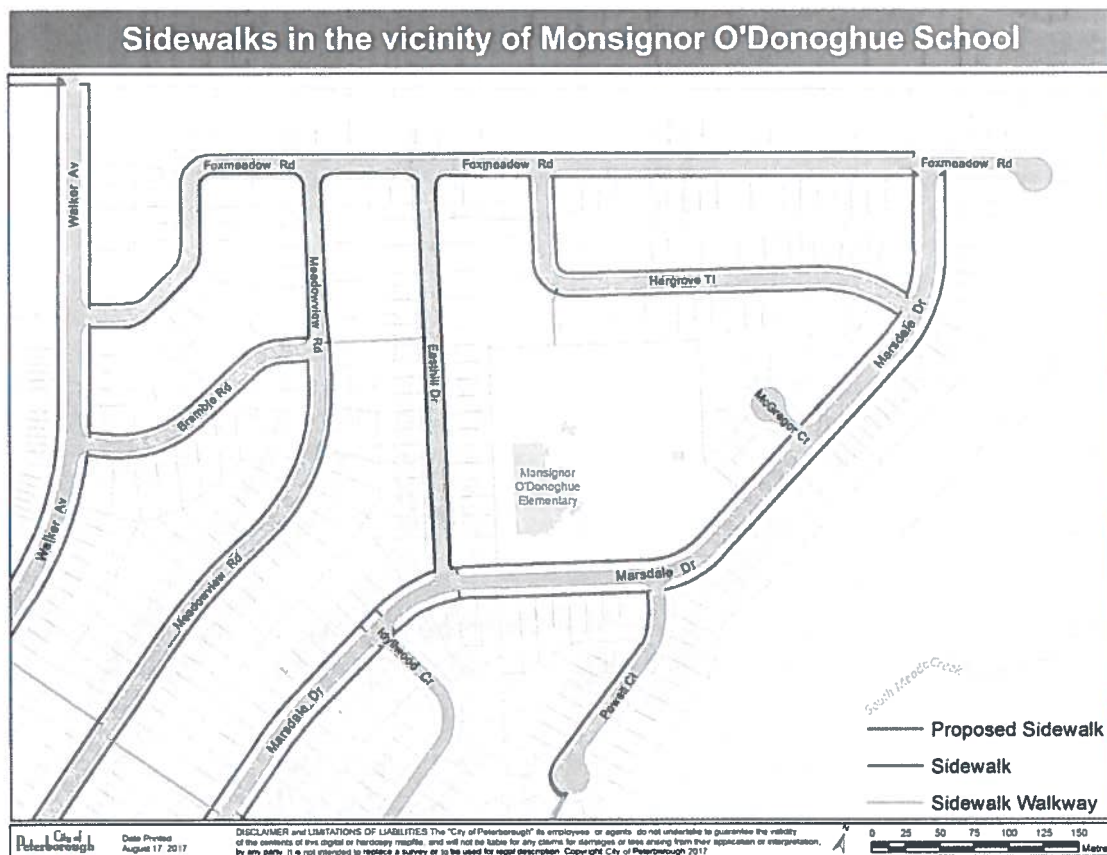
Student Transportation Services of Central Ontario reports that in the coming school year there are 175 students who walk to school or have their designated school bus stop on these streets.

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.



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### **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,

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Appendix A  
Photos of Foxmeadow Road and Easthill Drive



**Appendix A:**  
**Foxmeadow Road**





**Easthill Drive**

