

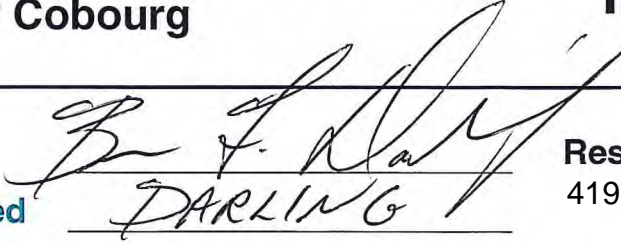


The Corporation of the
Town of Cobourg

Resolution

Moved By

Last Name Printed

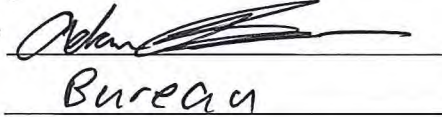

DARLING

Resolution No.:

419-19

Seconded By

Last Name Printed


Burean

Council Date:

October 21, 2019

WHEREAS at the Committee of the Whole Meeting on October 15, 2019, Council considered a Memo from the Director of Public Works and a Motion of support from the Transportation Advisory Committee, regarding the Sidewalk Priority Plan – 2019 Revision;

NOW THEREFORE BE IT RESOLVED THAT Council approve the revised 2019 Sidewalk Priority Plan as provided in Appendix 'A'.

APPENDIX 'A'



THE CORPORATION OF THE TOWN OF COBOURG
Public Works & Engineering Department
740 Division Street Bldg. #7
Cobourg ON K9A 0H6
Telephone: 905-372-9971
Fax: 905-372-0009

September 12, 2019

RE: Sidewalk Priority Plan

1 Background

The Town of Cobourg has an annual sidewalk capital program where new sidewalk is installed by Public Works staff or a private contractor. The budget for the program ranges from \$75,000 - \$100,000 which would typically cover the cost of construction for 250 to 500 linear metres of sidewalk and includes labour, equipment, and materials for the sidewalk as well as any restoration of disturbed areas as needed.

In 2017, Council requested that Town staff prepare a master list of priorities for new sidewalk locations in order to eliminate subjectivity and dispute in the future. In 2018 a plan was prepared and approved by Council however in 2019 a new motion was brought forth to revise the approved plan to incorporate walking distances instead of straight line distances.

The purpose of the enclosed master sidewalk plan is to clearly identify the criteria by which new sidewalk locations will be evaluated and prioritized.

The objective of the plan is for the Town to have a justifiable long term list of priority sidewalks endorsed by Council.

1.1 Transportation Master Plan

The Town of Cobourg's Official Plan (OP) and Transportation Master Plan (TMP) recommend that all collector and arterial roads have sidewalk on both sides and local roads have sidewalk on at least one side. Cul-de-sacs and short streets are the exception, unless the sidewalk forms part of a connecting link to a destination (ie. a sidewalk which leads to a walkway into a park).

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Town of Cobourg

It should be noted that specific private businesses such as medical clinics, nursing homes, dental offices, etc. are not identified in the Town's GIS. The major pedestrian generator/destination category typically encompasses the institutional and commercially zoned areas of the Town.

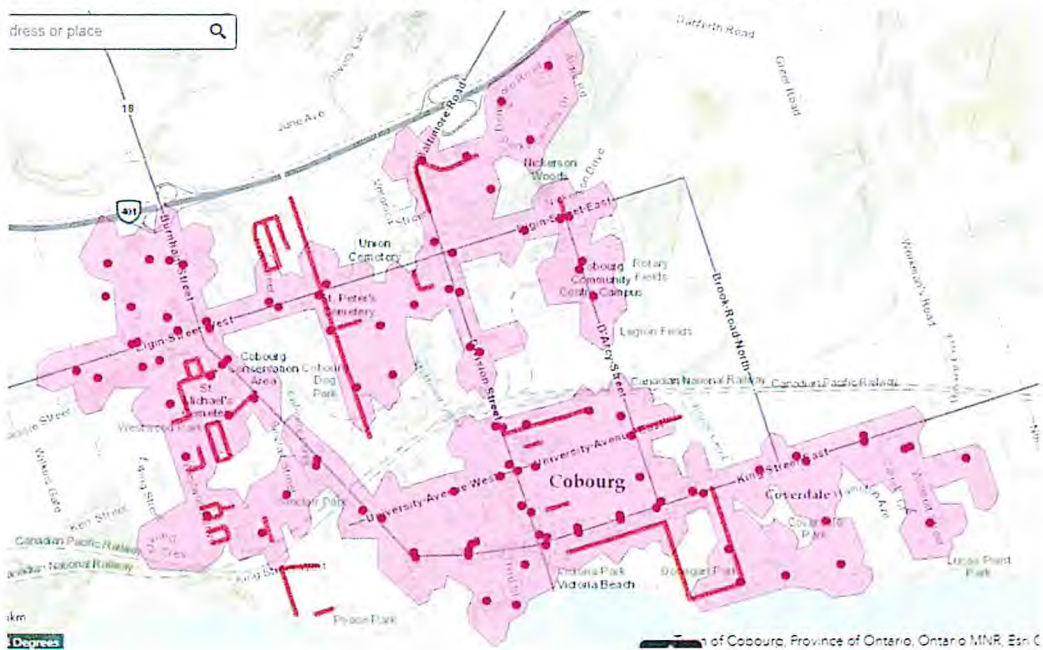
GIS can also identify which classes of roads intersect with other classes of roads so the data extracted for the final entity of Criteria 3 included local roads that start or end at arterial or collector roads. These local roads were assigned a higher weighting because they connect lower density areas to higher density areas where sidewalk is more likely to already exist.

2.3.1 Buffer Distance

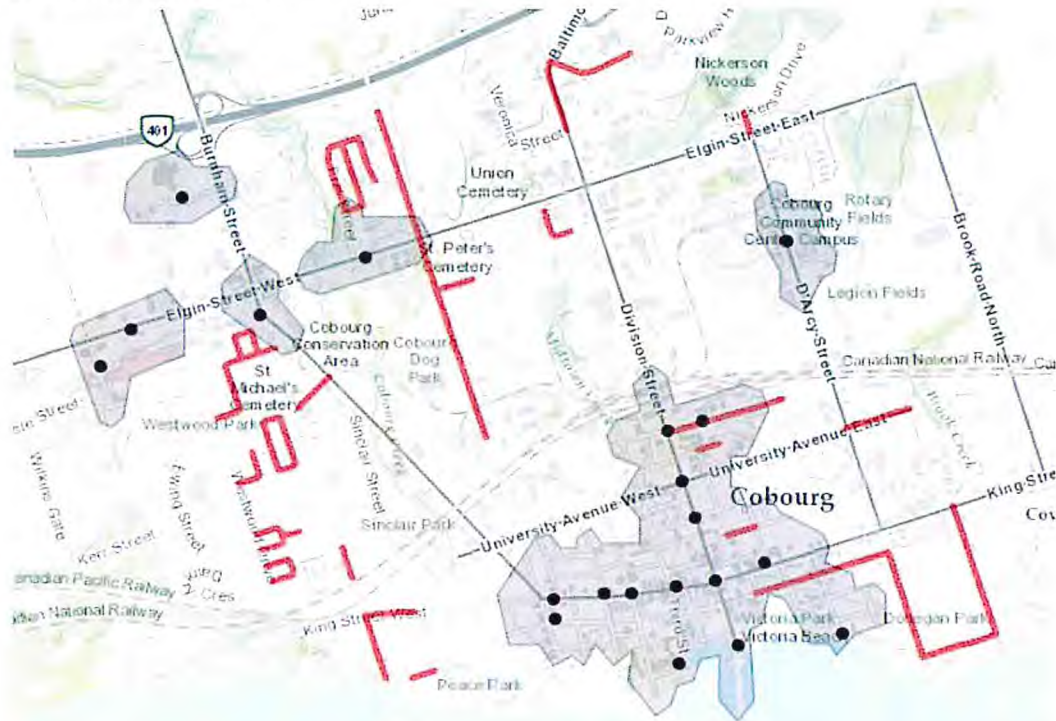
In order to identify the streets that are in close proximity to important community infrastructure, a walking distance buffer of 250 m was assigned to all schools, major pedestrian generators, transit stops and parks. Typically, a block length in Cobourg is less than 250m or approximately a 3 minute walk, which indicates that pedestrians on local roads will almost always be within 250m of a more major road where sidewalk is more likely to exist.

The walking distance buffer was established using a GIS application that essentially draws a 250 m line in all possible directions along the adjacent road ways which creates a polygon or buffer area and identifies all of the streets that intersect with that polygon.

Below is an illustration of the 250 m walking distance buffer around each transit stop.

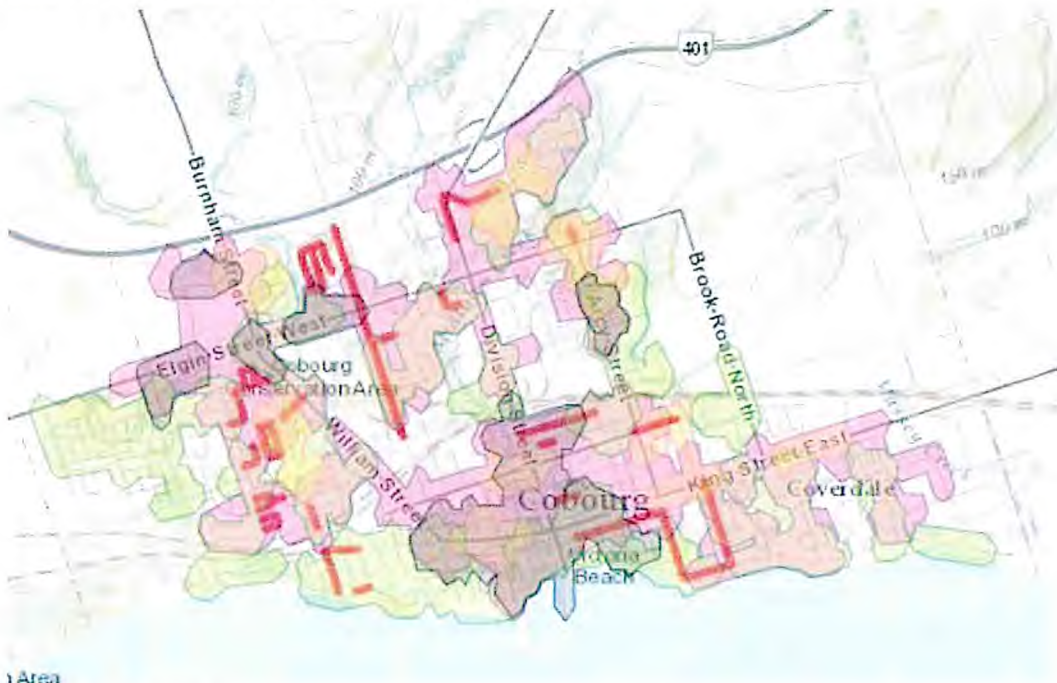


Below is an illustration of the 250 m walking distance buffer around major pedestrian generators/destinations.



Once all of the buffers were established and mapped, they were overlapped onto each other and the data for each layer was exported to a spreadsheet for analysis.

Below is an illustration of all the buffers superimposed.



2.4 Exclusions

For this study, the following roads have been excluded from the analysis:

1. Local roads that already have sidewalk on one side.
2. All roads that do not have curb and gutter.
3. Dead end streets or cul-de-sacs.
4. Industrial Lands
5. Park frontages
6. Special circumstances ie. Furnace Street there is an existing sidewalk from Victoria Street to the entrance of the curling club on the north side. There are no other residences or buildings on the north side of Furnace Street between the Curling Club and Ontario Street and therefore the extension of the sidewalk to Ontario Street will not be considered. Typical scenarios such as this have been excluded from the study.

The Sidewalk Priority Plan does not include repairs. Existing sidewalks that is in need of repair are identified and repaired by the Public Works Department and costs associated with the repairs are included in the annual operations budget. New sidewalks are only included in the Town's capital works budget.

It should be noted that the weightings for Criteria 1 and 2 were specifically assigned, through an iterative process, so that the following circumstances would always be met if road classification and sidewalk existence were the only considerations:

1. An arterial (2 lane) and collector with no sidewalk on either side must always score higher than a local road with no sidewalk on either side.
2. A local road with no sidewalk must always score higher than an arterial (2 lane) or collector with sidewalk on one side.

Although the TMP recommends sidewalk on both sides for arterial and collectors and one side for locals, this strategy will ensure that local roads receive one sidewalk before a two lane arterial or collector receives a second sidewalk. However, any collectors or arterials that also fall under Criteria 3 may result in a collector or arterial receiving a second sidewalk before a local road receives one sidewalk.

4 Analysis

All roads with curb and gutter have been mapped within the Town's Geographic Information System (GIS) and can be assigned their weighting for Criteria 1 and 2. For each of the entities of Criteria 3, a walking distance buffer was created to capture all of the roads within the buffers in order to assign an associated weight. Data was then extracted from GIS into a spreadsheet to sum up all of the weighting assigned to each section of road.

Constructability

This evaluation has been completed strictly based on spatial GIS data that does not consider topography and the fact that there are often obstructions in the road allowance that will make building a sidewalk challenging and more costly. Obstructions such as overhead utilities and poles, fire hydrants, and trees will significantly add to the cost of constructing a sidewalk. Having to construct a retaining wall to make up a grade differential is not ideal, expensive and typically not desired on municipal property.

At any given time, there may be several streets that have the same total score on the priority list. Staff will inspect the subject streets to identify any additional factors that may determine which street should be the higher priority for the upcoming year of construction. The cost to construct the sidewalks may also impact its priority ie. If it is a very expensive section with many challenges, it may require additional funding before it can be constructed or it may have to be constructed over two or more years.

Complete Streets

As illustrated in the priority list, the sections of road that are being evaluated are actually block lengths (intersection to intersection) and all connecting blocks on a single street have been grouped together and highlighted with the same colour. This is so that a single block will not be constructed in isolation. The block with the highest score in a grouping is what indicates the street's priority.

3. Boulevards will be maximized where possible. All new sidewalks will have a minimum setback of 1.2m from the back of the curb as a boulevard between the road and the sidewalk is required for snow storage.
4. Sidewalks will be 1.5m wide and constructed in accordance with Ontario Provincial Standard Specifications and Drawings.
5. Tactile walking surface indicators will be installed on all curb ramps where new sidewalk is installed at an intersection.
6. Existing driveways and private walkways will be restored in kind. Private walkways are not permitted between the sidewalk and the curb.

6 Closing and Next Steps

The Sidewalk Priority Plan is a tool to implement the recommendations of the Transportation Master Plan, Official Plan, and make Cobourg a more accessible and pedestrian friendly town in a systematic and rational manner. The Plan will be reviewed and updated regularly to ensure that the criteria and weightings remain relevant and applicable. New criteria can also be added as data becomes available.

The next steps will be for the Town to develop an official policy for the implementation of new sidewalks in the Town of Cobourg, based on the subject Sidewalk Priority Plan.

TOWN OF COBOURG SIDEWALK PRIORITY PLAN
SEPTEMBER 2019

Street Name	Location / Road Section	Sidewalk Location	Sidewalk Weight	Road Class Weight	School Weight	Major Ped. Gen. Weight	Transit Weight	Parks Weight	Intersects with Art/Ctr	Total Road Section Score	TOTAL ROAD SCORE	Road Section Length (m)	Total Road Length (m)	\$ / Road Section	\$ / Total Road
Sandmere Crescent	SANDMERE CR. FROM WESTWOOD TO BARBARA	NONE	25	1	0	0	10	5	0	41		142		\$ 28,400.00	
Spragge Crescent	SPRAGGE CR FROM WESTWOOD TO BURWASH	NONE	25	1	0	0	10	5	0	41	41	224	224	\$ 44,800.00	\$ 44,800.00
Barbara Street	BARBARA ST FROM SHIRLEY TO SANDMERE	NONE	25	1	0	0	10	0	0	36	36	85	85	\$ 17,000.00	\$ 17,000.00
Frei Street	FREI ST FROM BOOTH TO SIDEWALK DEAD END	ONE COMPLETE ONE PART	5	1	0	15	10	5	0	36	36	110	193	\$ 22,000.00	\$ 38,600.00
Frei Street	FREI ST FROM BOOTH TO GLENHARE	ONE COMPLETE	10	1	0	0	0	0	0	11		83		\$ 16,600.00	\$ -
Spencer Street East	SPENCER ST E FROM JOHN TO RYERSON COMMONS	NONE	25	1	0	15	10	0	0	51	51	101	101	\$ 20,200.00	\$ 20,200.00
Glenhare Street	GLENHARE ST FROM BOOTH TO SIDEWALK DEAD END	ONE COMPLETE ONE PART	5	1	0	15	10	5	0	36	36	35	357	\$ 7,000.00	\$ 71,400.00
Booth Street	BOOTH ST FROM GLENHARE TO FREI	NONE	25	1	0	0	0	0	0	26		322		\$ 84,400.00	\$ -
Willow Crescent	WILLOW CR FROM WESTWOOD NORTH TO WESTWOOD SOUTH	NONE	25	1	0	0	10	0	0	36	36	292	292	\$ 58,400.00	\$ 58,400.00
Burnham Street	BURNHAM ST FROM 142 BURNHAM (SIDEWALK DEAD END) TO KING	ONE COMPLETE ONE PART	5	1	0	0	10	5	10	31	31	250	250	\$ 50,000.00	\$ 50,000.00
Carlisle Street	CARLISLE ST FROM CURTIS TO BURNHAM	ONE COMPLETE ONE PART	5	1	0	15	10	0	0	31	31	83	209	\$ 16,600.00	\$ 41,800.00
Carlisle Street	CARLISLE ST FROM CURTIS TO SIDEWALK DEAD END	ONE COMPLETE ONE PART	5	1	0	0	10	5	0	21		43		\$ 8,600.00	\$ -
Carlisle Street	CARLISLE ST FROM CURTIS TO CURTIS	ONE COMPLETE ONE PART	5	1	0	0	10	0	0	16		83		\$ 16,600.00	\$ -
Huycke Street	HUYCKE ST FROM 226 HUYCKE TO ONTARIO	ONE COMPLETE ONE PART	5	1	0	0	10	5	10	31	31	95	95	\$ 19,000.00	\$ 19,000.00
Monk Street	MONK ST FROM STUART TO TREMAINE	NONE	25	1	0	0	0	5	0	31	31	110	110	\$ 22,000.00	\$ 22,000.00
Burnham Street	BURNHAM ST FROM WESTWOOD TO BURNHAM MANOR	ONE COMPLETE	10	5	0	0	10	5	0	30	30	108	128	\$ 21,600.00	\$ 25,600.00
Burnham Street	BURNHAM ST FROM 436 BURNHAM TO WESTWOOD	ONE COMPLETE	10	5	0	0	10	5	0	30		20		\$ 4,000.00	
D'Arcy Street	D'ARCY ST FROM BAY TO LAKEVIEW	ONE COMPLETE	10	5	0	0	10	5	0	30	30	94	540	\$ 18,800.00	\$ 108,000.00
D'Arcy Street	D'ARCY ST FROM PERRY TO ROCKINGHAM	ONE COMPLETE	10	5	0	0	10	5	0	30		70		\$ 14,000.00	
D'Arcy Street	D'ARCY ST FROM LAKEVIEW TO PERRY	ONE COMPLETE	10	5	0	0	10	5	0	30		27		\$ 5,400.00	
D'Arcy Street	D'ARCY ST FROM ROCKINGHAM TO QUEEN	ONE COMPLETE	10	5	0	0	10	0	0	25		51		\$ 10,200.00	
D'Arcy Street	D'ARCY ST FROM WATER TO LAKE	ONE PART	15	5	0	0	0	5	0	25		125		\$ 25,000.00	
D'Arcy Street	D'ARCY ST FROM BAY TO WATER	ONE COMPLETE	10	5	0	0	0	5	0	20		121		\$ 24,200.00	
D'Arcy Street	D'ARCY ST FROM LAKESHORE TO LAKE	ONE COMPLETE	10	5	0	0	0	5	0	20		52		\$ 10,400.00	
Division Street	DIVISION ST FROM VERONICA SOUTH TO VERONICA NORTH	ONE COMPLETE	10	10	0	0	10	0	0	30	30	351	351	\$ 70,200.00	\$ 70,200.00
King Street West	KING ST W FROM STUART TO BURNHAM	ONE COMPLETE	10	5	0	0	10	5	0	30	30	122	285	\$ 24,400.00	\$ 57,000.00
King Street West	KING ST W FROM WFCP DRIVEWAY TO SINCLAIR	ONE COMPLETE	10	5	0	0	0	5	0	20		110		\$ 22,000.00	
King Street West	KING ST W FROM SINCLAIR TO STUART	ONE COMPLETE	10	5	0	0	0	5	0	20		53		\$ 10,600.00	
Glenhare Street	GLENHARE ST FROM ADELE TO FREI	NONE	25	1	0	0	0	0	0	26	26	224	224	\$ 44,800.00	\$ 44,800.00