
TO: GENERAL COMMITTEE

SUBJECT: HURONIA ROAD BETWEEN YONGE STREET AND LITTLE AVENUE
PEDESTRIAN SAFETY IMPROVEMENTS

WARD: WARD 8

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CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That Staff Report ENG004-17 concerning Huronia Road between Yonge Street and Little Avenue Pedestrian Safety Improvements, be received for information purposes.

PURPOSE & BACKGROUND

2. The purpose of this Staff Report is to present options regarding possible pedestrian safety improvements along Huronia Road between Yonge Street to Little Avenue. The project area is outlined in Appendix "A".
3. On February 27, 2017, Council provided the following direction as per motion 17-G-035:

OPTIONS TO IMPROVE PEDESTRIAN SAFETY - HURONIA ROAD BETWEEN YONGE STREET AND LITTLE AVENUE

That staff in the Engineering Department review and report back to General Committee in the Spring of 2017 regarding options to improve pedestrian safety on Huronia Road, between Yonge Street and Little Avenue.

4. Huronia Road from Yonge Street to Little Avenue is a two (2) lane arterial roadway. It consists of mainly residential housing with some commercial properties at Yonge Street. Huronia Road has a rural cross section with gravel shoulders and roadside ditches. There are currently no sidewalks or transit routes within this section of Huronia Road.
5. Huronia Road reconstruction between Yonge Street and Herrell Avenue is currently in the Capital Plan and capital outlook to update the Municipal Class Environmental Assessment (Class EA) starting 2019 with construction proposed for 2025-2026.

ANALYSIS

6. The Multi Modal Active Transportation Master Plan (MMATMP) includes recommendations for active transportation improvements which include the construction of sidewalks, cycling facilities and pathway improvements. The MMATMP recommends that all collector and arterial roadways

have sidewalks on both sides of the roadway. Additionally, local roadways constructed prior to 2010 have at least one (1) sidewalk unless the roadway segment is within 250 m of a school. The improvement options recommended as part of the MMATMP include:

- Add sidewalk as a sidewalk project
 - Add sidewalk as part of a road project
7. Providing a sidewalk in this section of Huronia Road would complete a missing link as the adjacent section on Huronia Road south of Little Avenue as well as Little Avenue and Yonge Street in the vicinity of Huronia Road currently have sidewalks. The MMATMP recommendation for Huronia Road includes the addition of a sidewalk on both sides of the roadway as part of a future road project. See figure ES-2 in Appendix B.
 8. The City's current sidewalk infill policy has prioritized standalone infill sidewalk projects based on a number of criteria to address the most important projects first. Huronia Road ranks approximately 35th on the list of standalone infill projects.
 9. The sidewalk infill policy includes criteria that pedestrian traffic must be at least 30 pedestrians per day for both stand alone and sidewalk projects implemented with road projects. On Thursday, March 23, 2017, a pedestrian observation study was completed to determine the number of pedestrians using Huronia Road between three (3) peak periods during the day. Pedestrian counts were completed between 7:00-9:00 a.m., 11:00 a.m.-2:00 p.m. and 3:00-6:00 p.m. During those time periods a total of 116 pedestrians were observed to be using Huronia Road.
 10. Engineering staff working with Roads, Parks and Fleet staff have reviewed options to improve pedestrian safety on this section of Huronia Road. In order to construct the sidewalk to a reasonable standard, the roadside ditches would need to be filled to maintain existing lane widths and provide boulevard grades and space suitable for the construction of a sidewalk. A storm drainage system would be required to address the elimination of the roadside ditches. It is important to note that while other strategies that are presented in this Staff Report to offer a higher level of service for pedestrians within the right of way, they do not necessarily improve pedestrian safety as shoulder improvements should not be equated to a formal separated sidewalk.
 11. The implementation of a sidewalk would also result in private property, vegetation and utility conflicts in the subject road section. The current right of way width varies along the corridor and, in some locations; property acquisition would be required in order to have the property available for the construction of a sidewalk. There would be vegetation impacts as several mature trees, both private and City trees, that may need to be removed to accommodate a proposed sidewalk.
 12. The improvements necessary to implement an interim sidewalk would likely be throw away costs when the ultimate roadway widening and reconstruction occurs. The ultimate location of the sidewalk would be confirmed during the Class EA process which is currently scheduled to begin in 2019-2020. Additional property purchases and utility relocations may be required as part of the ultimate road widening.
 13. While staff would not recommend the construction of a sidewalk be implemented separate from the overall proposed improvements for this section of roadway, there are some options to increase pedestrian service levels. These options include:
 - a) Staff recommend the installation of Pedestrian Ahead warning signage along Huronia Road north of Little Avenue. This signage is used on roadways where no sidewalks are present to advise motorists that pedestrians may be using the roadway. Staff will install this signage as part of the 2017 Business Plan at a cost of \$350.

- b) Staff recommend improving the condition of the granular shoulder surface to help support the edge of the roadway, eliminate potholes, minimize the surface ponding on the shoulder and provide a more even walking surface which can be implemented as part of our annual roads operations budget in 2017.
- c) Staff recommend that, as part of the 2018 Capital Planning process, consideration of hard surfacing the shoulders with asphalt pavement in association with a combined roadway holding strategy be prioritized and evaluated amongst other capital needs. This alternative would also include some minor driveway repairs to transition the new grade of the paved shoulders to the existing residential and commercial entrances. The paved shoulder would provide a more accessible surface for pedestrians to walk on, however, the paved shoulders should not be considered equal to a sidewalk from a pedestrian safety perspective. This option would have less annual maintenance costs but require a higher capital cost to implement.
14. In recent years, resurfacing holding strategies and shoulder paving projects have been completed on Bayview Drive between Little Road and Big Bay Point Road, Huronia Road between Webb Street and Big Bay Point Road as well as Huronia Road between Lockhart Road and Saunders Road. During the 2016 capital planning cycle, the need for holding strategies on roads was reviewed with a focus on roads in the annexed lands. Following some analysis based on the current pavement condition and the cost of available options to improve the condition, roads operations staff were consulted to determine which roads would represent a critical operational challenge to maintain until the upcoming expansion work could be undertaken. The most critical operational challenge identified at the time was Mapleview Drive East – west of Prince William Way to Sideroad 20. As a result, this was the only road recommended for a holding strategy in the 2017-2021 Capital Plan.
15. When the holding strategies for Bayview Drive, Little Avenue to Big Bay Point Road, and Huronia Road, Webb Street to Big Bay Point Road and Lockhart Road to Saunders Road were proposed in the 2015 capital plan, the Pavement Condition Indices (PCIs) were lower than the PCI of Huronia Road (Yonge Street to Little Avenue). The timing for the reconstruction/expansion works on these roads were similar (with the exception of Huronia Road – Lockhart Road to Saunders Drive, which was later). Since then, the condition of Huronia Road – Yonge Street to Little Avenue has continued to degrade and, additionally, the reconstruction/ expansion work for this road has been deferred for three years in the current 2017-2021 Capital Plan.
16. Based on the current capital plan timing, a holding strategy applied to Huronia Road between Yonge Street and Little Avenue in 2018 would provide improved service for 7 years before the anticipated expansion work begins in 2025. This is similar to the benefit provided by the holding strategies previously applied on Bayview Drive and Huronia Road.

ALTERNATIVES

17. The following alternative is available for consideration by General Committee:

Alternative #1 General Committee could elect to move forward to resurface the entire roadway surface of Huronia Road as well as the granular shoulders with hot mix asphalt pavement.

This alternative is not currently in the approved Business Plan. It would include grading of the existing shoulders and resurfacing with a layer of hot mix asphalt pavement.

FINANCIAL

18. The Pedestrian ahead warning signage would cost approximately \$350 and can be accommodated within the 2017 Business Plan. The shoulder maintenance activities can be accommodated in the 2017 Business Plan as well. Actual costs will be dictated by material and staff time required.
19. The costs associated with the two alternatives presented are as follows:

Alternative #1 The estimated total project cost to resurface Huronia Road including hard surfacing the shoulders with hot mix asphalt pavement including roadway repairs would be approximately \$100,000.

LINKAGE TO 2014-2018 STRATEGIC PLAN

20. The recommendation(s) included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:
- Inclusive Community
 - Well Planned Transportation
21. The recommendations presented in this report look to cost effectively address current service level concerns while at the same time incorporate MMATMP recommendations and the annual Business Plan and Budget process to deliver services as efficiently as possible.

APPENDIX "A"

Project Area – Huronia Road – Yonge Street to Little Avenue



APPENDIX "B"

Proposed Sidewalk Network from MMATMP



Note: Existing sidewalk network based on 2012 City of Barrie GIS data. Local streets in the annexed lands not shown.

