

Staff Report to Council

Title: Project I010 Broadway Street
Multiuse Path

Report Number: Operations-2025-02

Director: Infrastructure &
Development

Manager: Operations

Meeting Date:
Monday, January 13, 2025

Date to be considered by Council:
Monday, January 13, 2025

Recommendation:

That Council include project I010 Broadway Street Multiuse Path in the 2025 Budget deliberations in the amount of \$546,000.

Executive Summary:

Project I010 Broadway Street Multiuse Path has been included in the draft 2025 Capital Budget for Council consideration. The objective of the project is to improve safety for pedestrian and cycling traffic along the Broadway St. corridor. The proposed improvements will align with the adopted Master Cycling Plan (MCP) suggested corridor improvements and provide a connecting link to the established Blue Trail.

Strategic Priorities:

C.13-Protect people, property and the environment from the effects of dangerous conditions caused by people and nature

Financial Considerations:

The costs associated with each option are detailed in this report. The draft budget presented in December had estimated a project cost of \$265,000. Staff are now recommending that the 2.0m wide option be considered at \$546,000, funded primarily by the Lifecycle Reserve Fund (\$451,000), Development Charges (\$80,000) and Contributions from Developers (\$15,000).

Policy:

GG.2.17 Purchasing and Procurement

Context and Background Information:

The 2025 draft Capital Budget includes project I010 Broadway Street Multiuse Path. The project has been in the draft budget for several years but has been deferred in favour of other pressing projects. With the expanding population and increase in foot traffic in the area staff are recommending the project be prioritized in 2025.

The project was designed to address the absence of a safe pedestrian/cycling link along Broadway and Sutton Street to provide access to the Shoppers shopping plaza and the restaurants at the intersection of Highway 21 and Sutton Street.

Since the original inception of the project, Council has adopted the Master Cycling Plan. The plan calls for a multi-use path in this area which is 3.0m in width. Due to the narrow width of the bridge and topography adjacent to Broadway St staff reached out to our engineering professionals to obtain a revised cost estimate along with alternative options.

The following table details the options and related costs.

Item	Alternatives		
	1.5m Wide	2.0m Wide	3.0m Wide
Shoulder Paving and Related Work	\$160,000	\$185,000	\$260,000
Slope Modifications and Embankment Fill	\$0	\$0	\$160,000
Remove and Replace Guiderail (Steel Beam)	\$0	\$174,000	\$174,000
Light Pole Removal and Reinstallation	\$0	\$0	\$53,000
Roadside Delineation	\$40,000	\$40,000	\$40,000
Restoration	\$15,000	\$25,000	\$110,000
Miscellaneous (Ins., bonding, traffic control, etc.)	<u>\$28,000</u>	<u>\$59,000</u>	<u>\$112,000</u>
Sub-Total	\$243,000	\$483,000	\$909,000
Engineering (Design and Construction Related)	<u>\$32,000</u>	<u>\$63,000</u>	<u>\$118,000</u>
TOTAL	\$275,000	\$546,000	\$1,027,000

Possible Material Change	Cost Implication		
	1.5m Wide	2.0m Wide	3.0m Wide
Concrete Instead of Asphalt	\$50,000	\$67,000	\$100,000
3-Cable Guiderail Instead of Steel Beam	\$0	-\$75,000	-\$75,000

The paved shoulder will match into each end of the bridge over the Penetangore River with no additional work recommended at the bridge. The existing bridge structure is 93 years old, and any deck widening would be a significant expenditure and not recommended as replacement of the bridge is warranted in the next decade. This will limit the width of the pedestrian corridor over the span of the bridge.

Staff are of the opinion that the 2.0m path would meet the objectives of the project including the recommendations of the MCP; however, note this would deviate from the intended 3.0m wide platform noted in the MCP. The KIPP Trail was reduced to 2.0m width to accommodate road width constraints and is functioning well. The width will also meet the requirements of FADS. Delineator posts similar to those on Kincardine Ave. would be installed along the path as a traffic calming measure and to increase user safety given the proximity the path would have to the travelled road corridor.

The 3.0m option would trigger considerably more expense with light pole relocations and significantly more embankment grading and slope restoration measures. Given the constraints of the structure and the significant cost implications staff are recommending the 2.0m wide option as the preferred alternative.

Consultation Overview:

Staff consulted with municipal engineers from BM Ross and Associates. Original consultation included the Trails Committee in reference to the Blue Trail along with engagement throughout the MCP process.

Origin:

2025 Capital Budget request.

Implementation Considerations:

The project will be completed in the 2025 calendar year. The goal would be to complete the work during a low in high traffic season such as early spring or fall.

Risk Analysis:

Potential for harm or injury to non-vehicular users of the road corridor. The area is heavily traveled by KDSS students and residents in the area.

Attachments: N/A

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