

**Subject:** Fonthill to Fenwick Pedestrian Connection**Recommendation:**

**BE IT RESOLVED THAT Council receive Report # 2024-0156-Public Works – Fonthill to Fenwick Pedestrian Connection, for information;**

**AND THAT Council direct staff to include a project for a feasibility study to consider options for a pedestrian connection between Fonthill and Fenwick as a part of the 2025 capital budget for consideration.**

**Background:**

The Town of Pelham has three communities which are connected by Canboro Road known as Fonthill, Ridgeville, and Fenwick. The existing sidewalk network is concentrated in each of the downtown districts along Canboro Road with notable gaps in some sections. The lack of a continuous pedestrian facility forces any users who have reached the end of the sidewalk section to walk along the shoulder of the road. Due to increasing interest in enhancing active transportation connectivity within the Town, staff had been given direction by Council to investigate the possibility of constructing a pedestrian connection between the three communities. In response to this request staff retained Urban and Environmental Management Inc. (UEM) to prepare a high-level implementation brief exploring possible pedestrian connection options and provide an understanding of the requirements to complete a feasibility study and the cost associated with the work.

**Analysis:**

The implementation brief submitted by UEM and attached to this report as Appendix A assesses facility and corridor options; identifies constructability challenges and provides consideration for property impacts. The brief also outlines the work plan for a feasibility study which will be the next step should staff be directed to move forward, and funding be approved.

The UEM investigated alternative corridors to potentially facilitate a pedestrian link such as Regional Road 20 (Highway 20) and Welland Road. Due to several factors mentioned in section 3 of Appendix A, Canboro Road is still the ideal corridor for this link. The facility type has also been investigated with three (3) options being

brought forward including one with a sidewalk, another with bike lanes and a sidewalk on one side, and lastly an off-road multi-use trail option. Each of these options can be seen in Figure 4. The typical cross sections show the minimum right-of-way (ROW) width that will be needed for each option. Currently, the Canboro Road ROW can get as narrow as 11m in some areas leaving no space for a pedestrian facility without property acquisition. This is one of the multiple design challenges throughout the Canboro Road Corridor that UEM has identified as well as conflicts with utilities, hydro poles, trees, and drainage ditches which all require space in the ROW to be relocated or buried.

A feasibility study will include a 3.8km topographic survey of Canboro Road, stage 1 Archeological assessment, preliminary design on the preferred option and other tasks as outlined in Section 5 of the implementation brief. The survey of Canboro Road will help identify any areas in which property may need to be acquired as well as confirm locations and elevations of other significant design challenges.

Staff recommends that Council consider adding funding to complete a feasibility study in the 2025 capital budget.

### **Financial Considerations:**

To complete a feasibility study including the work outlined by UEM in the brief, the estimated cost is between \$115,000 and \$125,000. The Town's grant specialist has identified a grant application which provides funding up to \$50,000 for feasibility studies to support the development and expansion of locally driven transit solutions. Staff intends to apply for the full \$50,000 in funding and if successful the Town will be required to provide the remaining \$75,000 in funding.

### **Alternatives Reviewed:**

Should funding not be approved the Town will investigate opportunities to implement pedestrian facilities when Canboro Road is reconstructed which is not currently in the Town's 10-year capital forecast.

### **Strategic Plan Relationship: Infrastructure Investment and Renewal**

Maintaining a safe and reliable road network is critical to the Town of Pelham to ensure the safe and efficient movement of all forms of transportation.

### **Consultation:**

This report was prepared in consultation with Urban and Environmental Management Inc, the Town's grant specialist, Treasurer/Director of corporate services, and the Pelham Active Transportation Committee.

**Other Pertinent Reports/Attachments:**

Appendix A - Pedestrian Connection Implementation Brief prepared by Urban and Environmental Management Inc.

**Prepared and Recommended by:**

Nicholas Palomba  
Engineering Technologist

Jason Marr, P. Eng.  
Director of Public Works

**Prepared and Submitted by:**

David Cribbs, BA, MA, JD, MPA  
Chief Administrative Officer