

Topic: Access Road to YWCA and Rail Crossing Improvement

Introduction:

Administration has considered alternative roadway alignments within the Hamlet of Fallis that may improve the current traffic flow travelling to/from the YWCA summer camp and may ease concerns along Beach Front Way; which experiences higher traffic volumes during summer months. A potential roadway alignment within existing undeveloped road allowances was considered and if developed, could provide a new access option for the YWCA summer camp area that alleviates pressures on Beach Front Way. Potential upgrades at the at-grade rail crossing within the hamlet were also considered. The proposed roadway alignment and the location of the CN Rail crossing is shown on Enclosure I.

Facts (Background Information):

The YWCA summer camp has a single point of access via Beach Front Way. Beach Front Way is a narrow roadway with multiple access points, driveways, tight corners and limited sightlines. It has been developed to function as a local access roadway with a low volume of vehicles travelling at low speeds. Pedestrians usage along and across the roadway is expected as there are no sidewalks or walking paths in the area.

Motorists travelling to/from the YWCA summer camp area are looking for a direct path in and out and do not typically stay within the area for an extended period of time. The majority of traffic desires to travel through the area in as quick and as efficient manner as possible for pick up and drop off activities. Mixed vehicle types are present during pick up and drop off times including school buses, trucks and cars. There are also off-peak delivery vehicles for supplies and other activities. As there is a single access in and out, there are no other existing alternatives for vehicles.

Use of the roadway as a local access and pedestrian corridor is a direct conflict with those that wish to use this roadway as an access corridor for efficient through movements. As a result, conflicts arise between the two road users. An alternative solution is desirable by all parties involved.

The existing CN Rail crossing has warning flashers but does not have gate arms. Administration will review costs and implications involved in upgrading the existing crossing location to include gate arms at the rail crossing.

Analysis:

Existing government road allowances parallel and perpendicular to the rail line were considered for development of an alternative roadway alignment. Using existing right-of-ways avoids land acquisition requirements and may reduce costs of the project. An alternative roadway along existing right-of-ways would provide an alternative point of access for the YWCA summer camp area by circumventing Beach Front Way.

The Pros and Cons to this alignment are tabled below for consideration.

Costs associated with the proposed roadway project are estimated at \$450,000. Soil conditions, land requirements and other environmental impacts could inflate these costs. Detailed design work completed prior to construction would provide a much more accurate cost estimate and this could be done prior to advancing into construction.

Upgrades to the CN Rail crossing would include the addition of gate arms at the crossing location. There are existing warning flashers at the location and the geometric design meets minimum standards prescribed by Transport Canada. Costs associated with this type of improvement may be in the order of \$300,000; Parkland County's proportionate share of these costs would be in the range of \$45,000; subject to having CN Rail agree to the proposed crossing improvements. Upgrades to the rail crossing location could be done in conjunction or in isolation of the proposed roadway amendments.

Pros and Cons:

Pros:

- New alignment would resolve concerns for residents along Beach Front Way
- Construction could occur within existing road right-of-ways with minimal to no land requirements
- New roadway is designed to current standards; a greater width for anticipated volumes; and sightline limitations removed

Cons:

- New alignment moves traffic concerns to different residents within the Hamlet
- Construction within existing road right-of-ways would be through a sensitive environmental area
- High cost of roadway construction and localized risk factors such as water table and area drainage are to be considered

Conclusion/Summary:

That Council direct Administration to complete a detailed design of proposed roadway and return to Council with an accurate cost estimate for construction. The work will include an environmental impact assessment and a geotechnical review of the area soil conditions to determine the suitability for construction.

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