

BOILER BEACH ROAD RECONSTRUCTION PROJECT UPDATE

APRIL 3, 2024

OVERVIEW OF BOILER BEACH ROAD

- Boiler Beach Road is a two lane, two-way road that extends from Con. 10 to the boundary with the Municipality of Kincardine (3.6 km)
- No on street parking is permitted on the east side of the street
- During the summer months it is one of the highest volume Township roads with an average of 1,200-1,800 vehicles per day
- Currently six beach access points are available along Boiler Beach Road with limited on street parking available



ISSUES WITH BOILER BEACH ROAD

- The road allowance is 20m wide, but due to its proximity to Lake Huron, the road favours the east side of the road allowance
- In some areas a portion of the existing road surface is currently situated on private property
- Limited parking areas on the west side of the street that do not impede traffic flow
- There is concern for pedestrian and cyclist safety due to parked vehicles and high traffic volume in the summer months
- Existing drainage is a mix of private and Township drains, with many in poor condition



ISSUES WITH BOILER BEACH ROAD

- The existing rear yard watermain north of Huronville Street is at the end of its life and has to be repaired on a regular basis
- Access is limited, so excavation sometimes has to be done by hand
- The existing 50mm diameter watermain does not provide any fire protection
- The proposed 150mm diameter will provide fire protection and will be “looped” to improve water quality
- Property owners will be required to disconnect from the existing watermain at the rear of their property and connect to the new watermain at the front of their property at their expense



PROGRESS TO DATE

- In 2019, the planning process began for the replacement of an existing watermain that services properties along Boiler Beach Road and Penetangore Row South
- The scope of work expanded south to Con. 10 due to safety concerns for pedestrians and cyclists as a result of high summer vehicular traffic volume and on street parking
- In late 2019, a legal survey was completed to confirm the limits of the existing road allowance
- After reviewing various design concepts in 2020, it became apparent that the existing road allowance would not allow space for two-way traffic, on street parking and a multi-use path
- In 2021, Council directed staff to investigate the potential of converting Boiler Beach Road to a one-way street

PROGRESS TO DATE - CONTINUED

- In the spring of 2022, a contract for the investigating the conversion of Boiler Beach Road to a one-way street was awarded to BT Engineering
- Through the summer of 2022, several engagement strategies were implemented to determine the impact of a one-way street conversion would have on residents
- In June 2023, BT Engineering presented the final report, which deemed a one-way road conversion as feasible
- In June 2023, Council support a staff recommendation to explore other options to construct a multi-use path, such as constructing alternate parking areas that could eliminate on street parking

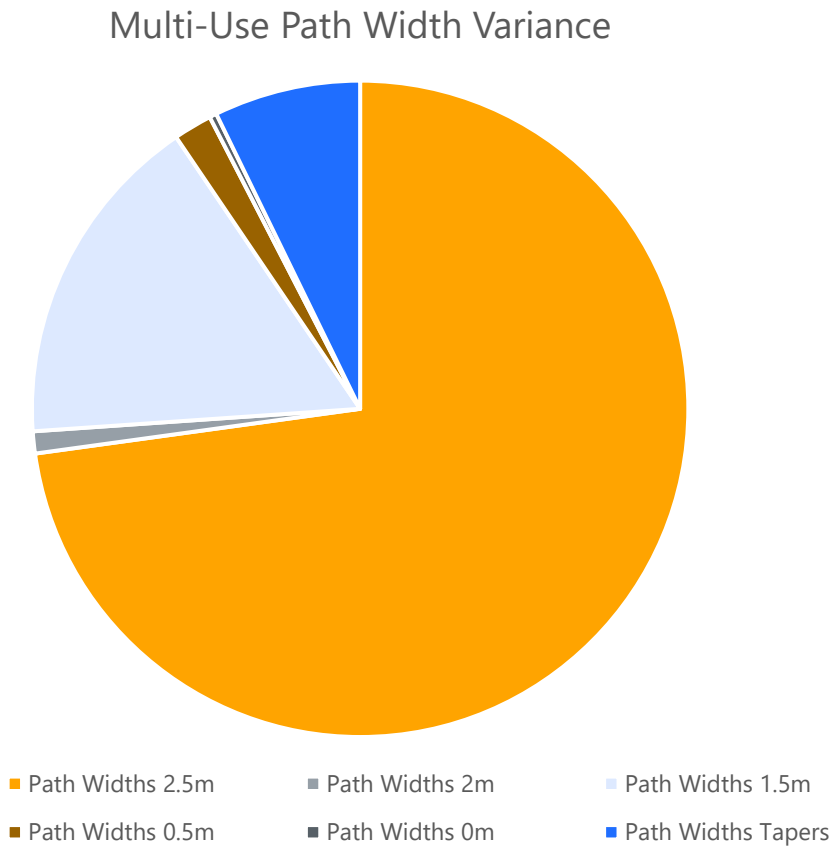
NO ON-STREET PARKING DESIGN

- This option will remove all on-street parking areas, except for a small area at Con. 10
- All available land along the west side of Boiler Beach Road will be converted to two-way multi-use path that will be separate from the roadway as much as possible



NO ON-STREET PARKING DESIGN

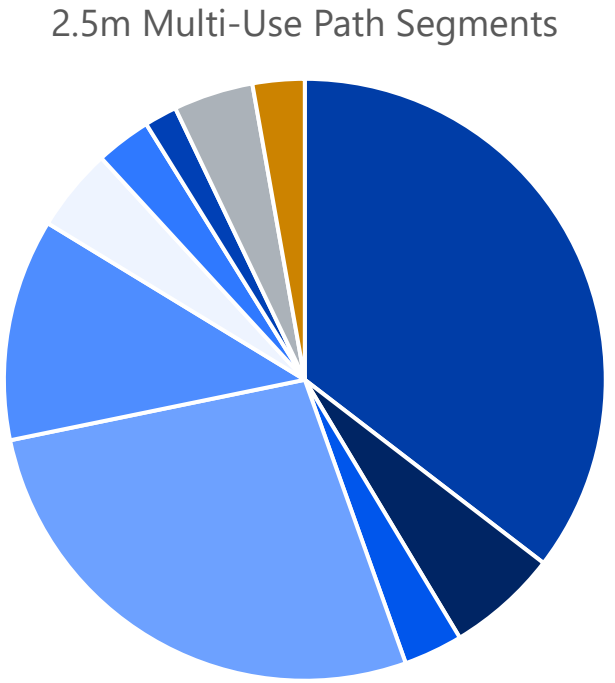
Multi-Use Path Width	Total Length
2.5m	2,682m
2.0m	40m
1.5m	612m
0.5m	70m
0m	13m
Tapers	266m
Total	**3,683m**



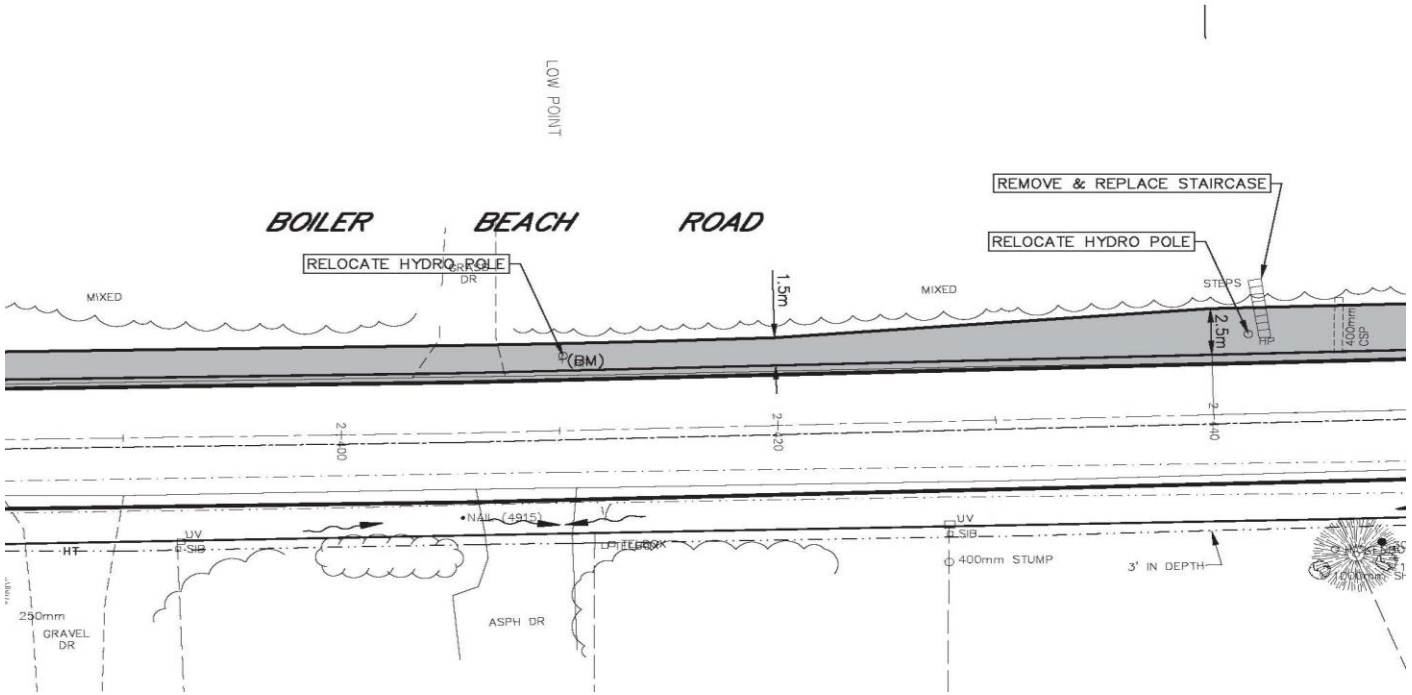
Note: OTM Book 18 recommends a minimum of 1.2m for operating a bicycle and 1.5m is ideal

NO ON-STREET PARKING DESIGN

- Although the full width two-way multi-use path totals 2.7km, it is broken up into 10 segments of lengths that vary from 950m to 75m
- When the path narrows, active traffic in one direction will need to merge with vehicular traffic

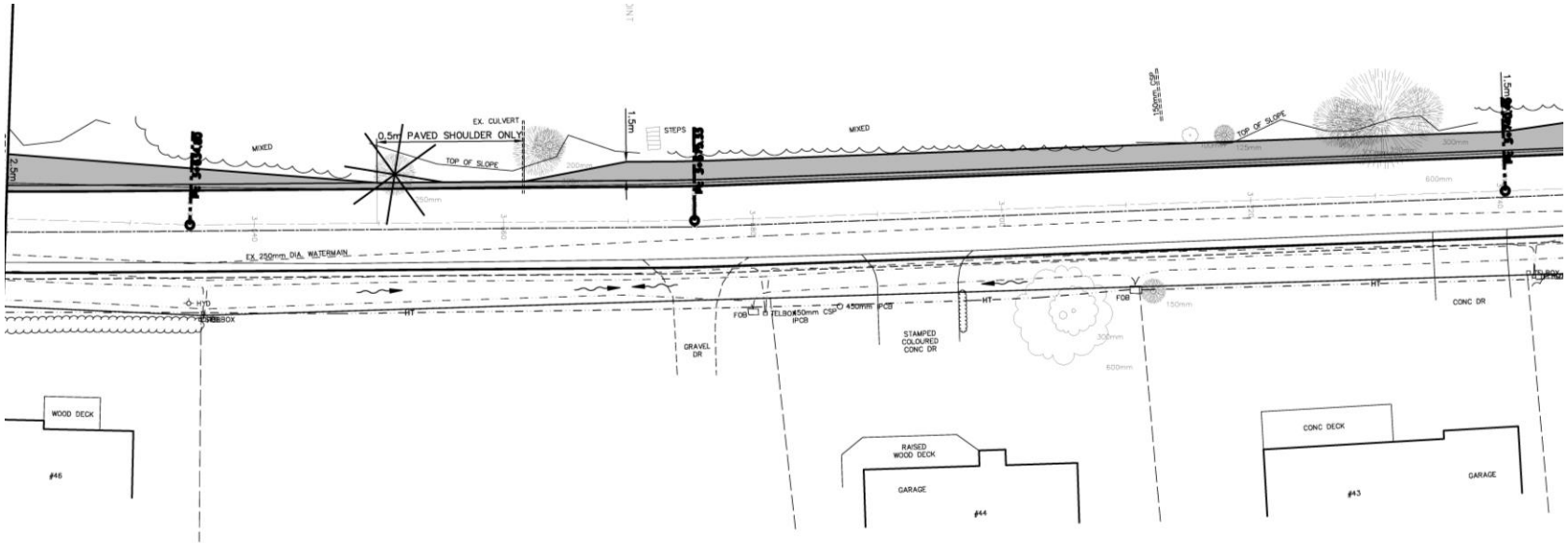


NO ON-STREET PARKING DESIGN



- At some taper locations, northbound active traffic would merge with motorized vehicles and southbound active traffic will remain on the separate path where possible

NO ON-STREET PARKING DESIGN



- At other taper locations, the multi-use path would be eliminated entirely unless a retaining wall is constructed

NO ON-STREET PARKING DESIGN

Off-Street Parking Locations	Proposed Maximum Parking Spaces	Current Peak Parking Demand
Con. 10	3	10
105A Boiler Beach	15	5
Heritage Dr.	36	28
Kennedy Road	0	12
McCormick Dr.	0	11
Con. 12	0	19
Huronville Street	68	28
Huronville St. – Goderich St.	0	20
Total	**122**	**133**

NO ON-STREET PARKING DESIGN

- A continuous path would require the relocation of **22 hydro poles** between Con. 10 and Con. 12 or converting to underground hydro, both options will have a high cost
- Some areas may need stone reinforcement or retaining walls to provide a continuous path and maximum off-street parking spaces
- Lack of off-street parking options at three beach access points between Heritage Dr. and Huronville St.
- We are expecting that at least 10-20 vehicles will need to parking to park on side streets



NO MULTI-USE PATH DESIGN

- This option will provide adequate parking without vehicles encroaching onto the travelled road
- This will increase the level of safety for pedestrians and cyclists, however, not as much as many residents and visitors are expecting



NO MULTI-USE PATH DESIGN

On-Street Parking Locations	Proposed Maximum Parking Spaces	Current Peak Parking Demand
Con. 10	60	10
105A Boiler Beach	0	5
Heritage Dr.	10	28
Kennedy Road	15	12
McCormick Dr.	15	11
Con. 12	90	19
Huronville Street	7	28
Huronville St. – Goderich St.	14	20
Deborah Drive	0	Unknown
Total	**211**	**136**

DESIGN OPTIONS TO MOVE FORWARD

Option Description	Advantages	Disadvantages
Leave the road design as is	• Lowest cost	• On-street parking that interferes with all types of traffic will continue
Convert to one lane one-way traffic with continuous multi use path and on-street parking	• Addresses the lack of active transportation without widening the road allowance	• Will require an EA • One of the highest cost options • Traffic volume is not high enough to deter drivers from “cheating” • Public support is mixed
Remove on-street parking, create as wide of multi-use path as possible and create off-street parking areas	• Provides separate space for active transportation for 75% of the road	• Relatively high cost • Lack of parking options between Heritage Dr. and Huronville St. where three beach access points are located
Leave road design as is, but create defined on-street parking areas on west side	• Eliminates parked vehicles from interfering with traffic • One of the lowest cost options	• Active traffic will need to share the road with motorized vehicles • Traffic speed is expected to increase

CONCLUSIONS

- The only way to construct a continuous multi-use path while maintaining two-way traffic is to widen the road allowance along the east side, which will be an extremely expensive and difficult process
- At this time, the cost of relocating overhead hydro from Con. 10 to Con. 12 and constructing the various off-street parking areas does not appear to be worth the benefit if the road allowance remains in place and two-way traffic is maintained
- Creating defined on-street parking areas along the west side of Boiler Beach Road would improve the current situation, although implementing traffic calming measures will need to be considered as well

NEXT STEPS

- If Council supports proceed with the design option without a multi-use path, Township staff will finalize the construction drawings and determine which budget year would be most appropriate
- If Council elects to delay this project further, staff recommend proceeding with the watermain portion of the project and drainage repairs at priority locations
- Construction would like to completed over several phases depending on the scope of work, starting at the north end and working south