

	Report Title	Sidewalk Connectivity Program Outcomes
	Report No.	OPS 19-42
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	Meeting Type	Council Meeting
	Council Date	October 15, 2019
	Attachments	<ul style="list-style-type: none"> • Sidewalk Classification Map • Sidewalk Connectivity Plan Map

RECOMMENDATION

THAT Council receive Report OPS 19-42 Sidewalk Connectivity Program Outcomes;

AND THAT Council continue its support of the Sidewalk Connectivity Program through the budget deliberation process.

EXECUTIVE SUMMARY

During the 2019 budget deliberations Council requested a follow-up report regarding the outcomes and accomplishments that the Sidewalk Connectivity Program achieved in 2019.

BACKGROUND

In general both the Provincial Policy Statement and the Official Plan encourage active transportation, walkable communities and pedestrian-oriented design. The Transportation Strategic Approach of the Official Plan as it relates to the pedestrian environment indicates that the strategic aim of Town Council is to “provide a safe, convenient and aesthetically pleasing pedestrian environment, responsive to all population, age, and health groups, linking all parts of the Town by a logical system of sidewalks, pathways and footbridges”.

To assist Council achieve this strategic objective the Official Plan also outlines some key parameters to help “make the pedestrian environment safer and more convenient to use in both new and existing development by:

- Requiring the provision of sidewalks in or adjacent to new development as follows:
 - on both sides of arterial and collector roads;
 - on at least one side of local streets.
- Ensuring that sidewalks, pathways and footbridges are provided in appropriate locations to facilitate direct and convenient pedestrian access throughout Residential Areas to prevent circuitous pedestrian routes to major roads and activity areas.
- Ensuring that sidewalks are sufficiently setback from adjacent roadways and adequately drained.
- Ensuring that new or replacement pedestrian facilities provide barrier free access from the road network for the disabled and elderly and persons pushing a stroller or cart.”

Sidewalk Connectivity Plan

In order to provide a safe and convenient pedestrian environment that links the Town by a logical system of sidewalks staff reviewed the overall connectivity of the Towns sidewalk network and identified:

- Several instances where no sidewalk precedes or follows a town block segment of sidewalk;
- Locations where the sidewalk terminates mid-block and does not provide a continuous connection to another component of the sidewalk network;
- Many locations where sidewalks are not effectively connected to one another forcing pedestrians to walk on the roadway.

A responsible and effective means to address the sidewalk network connectivity gaps and satisfy the objectives of the Official Plan Transportation Strategic Approach would be to prioritize the installation of identified sidewalk segments based on a consistent logical set of sidewalk classification criteria.

The previous sidewalk classification system utilized the same classification of the roadway in recognition that pedestrian traffic should remain separated from vehicular traffic along arterial and collector roadways. However, sidewalks perform a different function in the transportation network than roadways and their overall priority should reflect the routes most commonly used by pedestrian traffic.

The following table summarizes the sidewalk classification criteria adopted by Council in 2018 in an effort to logically prioritize the Towns sidewalk network. A graphical representation summarizing the criteria of **Table 1** is provided in **Attachment 1** which also utilized information regarding students within walking distance to schools and current staffed crossing guard locations.

Table 1 – Sidewalk Classification Criteria

Class	Description
Primary	<ul style="list-style-type: none">• Sidewalks located within a Special Event area, when they are scheduled to occur.• Sidewalks along arterial or collector roadways that directly serve an Institution such as a school or hospital as well as common safe access routes to schools that connect crossing guard locations.• Sidewalks on bridges and steep hills along arterial and collector roadways.• Sidewalks along arterial or collector roadways that directly serve Commercial areas such as the Central Commercial District and Service Commercial.• Hard surfaced walkways and pathways identified as Primary in the Trails Master Plan.• Sidewalks that service high density apartment and social housing complexes, including retirement centers.

Class	Description
Secondary	<ul style="list-style-type: none"> Any remaining sidewalks located along arterial and collector roadways as well as sidewalks that service Public Transit Routes. Sidewalks along roadways that transport pedestrians to Parks and Open Space and remaining hard surfaced walkways within Parks and Open Space. Sidewalks along local roadways. Where sidewalks exist on both sides of a local roadway only one side would be considered. The selection of which sidewalk would be considered would be determined on an individual basis to ensure a smooth sidewalk transportation network in accordance with the Official Plan.
Other	<ul style="list-style-type: none"> Sidewalks along local roadways where no sidewalk precedes or follows. Any walkway, sidewalk, staircase, or pathway along any roadway that terminates mid-block and does not provide a continuous connection to another component of the sidewalk network. Any sidewalk, walkway or pathway along or adjacent to a vertical drop, large body of water, or along a steep grade where public safety is a potential concern.

Utilizing the adopted sidewalk classification criteria as a means to address and prioritize the current sidewalk network connectivity gaps revealed that approximately 31.6 km of sidewalk would need to be added to the network as shown in **Attachment 2**. The location of where future sidewalk would be installed is completed on an individual basis in consideration of the following general guidelines:

- Pedestrian safety and surrounding environment
- Continuation of an existing sidewalk within the block
- Connectivity to the existing sidewalk network
- Provides logical linkage within and for future expansion of the sidewalk network
- Proximity to Transit Bus Stops
- Location of existing Community Mail Boxes
- Preference to the north or west side of a roadway to maximize solar heating value
- Preference to boulevard sidewalk to provide adequate snow storage
- Minimize the number of properties/driveways affected

While the amount of sidewalk installation of the Sidewalk Connectivity Plan is significant, approximately 8.1 km of sidewalk will be installed and paid for by future development. In addition approximately 6.6 km of sidewalk would be installed through identified future capital road reconstruction projects. The remaining 16.9 km of infill sidewalk would be completed through Council support and funding of the Sidewalk Connectivity Program.

SUMMARY

Year One Accomplishments

Following Council support of the Sidewalk Connectivity Program in 2018, the approved 2019 capital budget identified \$25,000 towards the Sidewalk Connectivity Program which facilitated the installation of 172.5m of new connecting sidewalk that:

- Removed a pedestrian safety hazard along Adams Ave. where a sidewalk crossing existed along a bend in the roadway by continuing sidewalk only along one side of Adams Ave. to the intersection with Fernwood Dr. as shown below.



- Continued existing sidewalk along Dereham Dr. that terminated mid-block and extended with new sidewalk to the intersection of Dereham Dr. and Denrich Ave. as shown in below.



- Provided sidewalk continuity along the east side of Lisgar Ave by installing a whole block segment of sidewalk between Elgin St. and Queen St. as shown below.



CONSULTATION/COMMUNICATION

Hand delivered Notices were provided to properties directly affected by the installation of new sidewalk to which no comment was received by Engineering Services. It should be noted however, that supportive comments have subsequently been received from nearby area residents following the installation of connecting sidewalk sections indicating general appreciation.

FINANCIAL IMPACT/FUNDING SOURCE

As a result of new development adjacent to existing neighbourhoods that lack sidewalk, the 2019 Development Charge Study included approximately \$34,600 per year to complement the installation of sidewalk that provide connectivity to/from these new development sites. Further funding support from Council during budget deliberations will also help to address sidewalk network connectivity gaps in other locations within the community.

COMMUNITY STRATEGIC PLAN

The Sidewalk Connectivity Plan is supported within the Community Strategic Plan under Goal 3.3 – Support the aging population and an active senior citizenship through the installation of universal accessible infrastructure and under Goal 4.3 – Improve mobility and promote environmentally sustainable living.

Report Approval Details

Document Title:	OPS 19-42 Sidewalk Connectivity Program Outcomes.docx
Attachments:	- OPS 19-42 Attachment 1 - Sidewalk Classification Map.pdf - OPS 19-42 Attachment 2 - Sidewalk Connectivity Plan Map.pdf
Final Approval Date:	Oct 8, 2019

This report and all of its attachments were approved and signed as outlined below:

Dave Rushton - Oct 7, 2019 - 3:19 PM



Ron Shaw - Oct 7, 2019 - 5:30 PM

Donna Wilson - Oct 8, 2019 - 8:05 AM