



Corporate Policy Manual

Sub Topic: Sidewalk Installation

Policy No. PWES.1-01

Topic:

Employees Covered:

Section: PWES

Council Adoption Date: July 18, 2005

Effective Date: July 18, 2005

Revision No: Date:

PURPOSE

To establish a policy for the implementation of sidewalks within the Town in order to promote pedestrian safety, sidewalk links between sidewalks, and promote safe school pedestrian traffic on streets that feed local school sites.

PROCEDURES

The procedures are separated into 'new development areas' and 'existing' categories for each classification of roadway.

NEW DEVELOPMENT AREAS – ARTERIAL

1. Sidewalks shall be constructed on both sides of the roadway.

NEW DEVELOPMENT AREAS – RESIDENTIAL COLLECTOR ROADS

2. Sidewalks shall be constructed on both sides of the roadway when the road is constructed.

NEW DEVELOPMENT AREAS – INDUSTRIAL COLLECTOR ROADS

3. Sidewalks shall be constructed on both sides of the roadway when development occurs.

NEW DEVELOPMENT AREAS – LOCAL ROAD CLASSIFICATION

4. Sidewalks shall be constructed on one side of the roadway with the following exceptions:

- A) Sidewalks are not required for cul-de-sacs with 22 units or less, unless the paths or walkways are within the cul-de-sac;
- B) Sidewalks shall be on both sides of the street if adjacent to high pedestrian generators like schools, institutional or commercial uses;
- C) All public walkways are required to connect to a sidewalk.

EXISTING – ARTERIAL CLASSIFICATION

- 5. Sidewalks shall be constructed on both sides of the street when development exists.
- 6. Sidewalks shall be constructed on both sides of the street if the arterial road is being re-constructed and/or development is planned to be constructed abutting the roadway.

EXISTING – COLLECTOR CLASSIFICATION

- 7. Sidewalks shall be constructed on both sides of the street when the following criteria is met:
 - A) The daily traffic is measured in excess of 2,000 vehicles per day; and;
 - B) The road is scheduled to be reconstructed; and
 - C) There is sufficient road allowance to accommodate sidewalks on both sides of the street; or
 - D) Adjacent to high pedestrian areas such as schools, institutions, commercial, industrial and parks or pedestrian linkages.

EXISTING - LOCAL CLASSIFICATION

- 8. Sidewalks shall be constructed on one side of the street as part of a road reconstruction project.
- 9. Sidewalks shall be constructed on both sides of the street, as part of a road reconstruction project, if the local road meets the criteria noted in section #7 for existing collector roads.
- 10. If a community submits a petition with at least 66% support, based on the total number of households affected, requesting a sidewalk, a sidewalk shall be constructed when funds are available or if under the Municipal Act, the community wishes to fund the project.

11. Should it be determined that a sidewalk is not feasible to be constructed on at least one side of street, the Public Works and Environmental Services Department shall prepare a report to Council explaining the rationale. The following is a partial list of reasons for not constructing a sidewalk:
- a. Insufficient road allowance
 - b. Zoning constraints
 - c. Private land acquisition and/or expropriation
 - d. Severe geometrics or grading issues
 - e. Excessive costs

SIDEWALK DESIGN AND LOCATION

12. Site conditions may dictate the locations and design of sidewalks. Proper engineering design and safety constraints shall be paramount when locating and designing sidewalks. As well, new and replacement sidewalks including curb cuts must be designed to ensure accessibility, such as urban braille where appropriate.
13. Sidewalks shall be constructed at 1.5 metres minimum width.
14. A boulevard area between the sidewalk and curb should be constructed to a preferred minimum of 2.0 metres. However, boulevard area widths for existing streets will be determined on an individual basis due to existing constraints such as driveway lengths and utility locations.
15. Sidewalks shall be typically constructed on the north and west sides of streets to take advantage of the environment. However, the side of the street shall be dictated by, but not limited to, factors such as: cost, street lights, utility locations; geometric constraints (driveway slopes), topographical constraints (land grades), and physical constraints (road allowance).

PUBLIC CONSULTATION

16. Public consultation applies to existing collector and local road classifications.