



City of
Peterborough

TO: Members of the Committee of the Whole

FROM: W.H. Jackson, Director of Utility Services

MEETING DATE: March 17, 2008

SUBJECT: Report USTR08-008
Sidewalk Strategic Plan – Phase 1 Sidewalks

PURPOSE

A report to introduce the 2008 Sidewalk Strategic Plan – Phase 1 Sidewalks, which identifies priorities for new sidewalk construction.

RECOMMENDATIONS

That Council approve the recommendations outlined in Report USTR08-008 dated March 17, 2008, of the Director of Utility Services, as follows:

- a) That Council adopt the 14-year implementation schedule for Priority 1 and 2 sidewalks as provided in Appendix A to this report;
- b) That Council direct staff to use the Sidewalk Strategic Plan to evaluate new sidewalk requests;
- c) That Council rescind the 2002 Sidewalk Policy identified as Schedule 1 of Report PL02-038 dated July 29, 2002;
- d) That Council adopt the policy entitled “Provision of Sidewalks Policy” as provided in Appendix B to this report;
- e) That Council adopt the procedure entitled “Sidewalk Implementation Procedure for Existing Streets” as provided in Appendix C to this report; and
- f) That the “Provision of Sidewalks Policy” as provided in Appendix B be incorporated into the Official Plan when it is updated.

BUDGET AND FINANCIAL IMPLICATIONS

There are two distinct aspects to the Sidewalk Strategic Plan. One aspect is the evaluation and ranking of all sidewalk segments in the City. This analysis provides benefit in responding to requests for new sidewalks and in making decisions about capital spending. There is no direct cost to having and using this analytical tool. The Sidewalk Strategic Plan ensures value for sidewalk construction expenditures by identifying the most needed sidewalks.

The second aspect is the 14-year implementation plan that outlines a schedule for the construction of all Priority 1 and 2 sidewalks from 2008-2022. The 14-year schedule includes \$6.7 million in sidewalk projects, with an average annual cost of \$475,000 per year. Presently, an average of \$100,000 per year is spent to construct new sidewalks during the reconstruction of an adjacent road. In addition, an average of \$380,000 per year (over the last three years) is provided via the capital budget to construct new sidewalks. Accordingly, provided the existing funding levels remain, no new funding is required to complete all of the priority 1 and 2 sidewalks by 2021.

Sources of funding beyond the capital levy may include:

- Federal gas tax credits
- Development charges
- Development agreements.

Funds are provided in the budget for the 2008 sidewalk requirements.

Sidewalk maintenance and replacements costs increase with additional sidewalks. Current winter control costs are around \$910 per kilometre and sidewalk replacement costs are about \$245 per metre. A total of 41,379 metres of sidewalk would be build if all Priority 1 and 2 sidewalks are built, which is an average of 3,000 metres of new sidewalk per year assuming a 14-year implementation schedule. If the entire list of Priority 1 and 2 sidewalks are completed, the operating budget to maintain sidewalks would be expected to increase by approximately \$40,000 in 2021 compared to 2008.

BACKGROUND

1. The Role of Sidewalks

In order to travel safely, conveniently, and comfortably, pedestrians require an environment and infrastructure to support their travel. Sidewalks are the one physical factor in the roadway network that have the most effect on pedestrian activity and safety. Sidewalk ramps are important for people using walkers and pushing strollers, and critical for people using wheelchairs and scooters.

Walking is the only mode of travel that is universally affordable, and allows children and youth, older adults and people using mobility aids, to travel independently.

2. Sidewalk Policy

Policies specifying the provision of sidewalks have changed over the decades, with the initial advent of neighbourhood developments, then the focus on the automobile and more recently, the awareness that the provision of walking infrastructure creates healthy communities.

Through policies and goals in the Official Plan, Transportation Plan, Access Plan and Vision 2010: A Strategy for Recreation, Parks and Culture, the City has expressed a clear commitment and desire to support walking as a mode of travel and recreation. The 2002 Comprehensive Transportation Plan includes almost 25 recommendations to support walking with a goal to increasing the percentage of trips that are taken by walking. The Transportation Plan clearly identifies the importance of sidewalks on all streets.

Appendix B is a new Provision of Sidewalk Policy that has been developed as part of the corporate policy and procedure project. The policy clarifies that sidewalks should be provided on both sides of the street in all developments, including redevelopments and new developments. The only exceptions are on cul-de-sacs serving less than 30 residential units and where no walkway is provided, and where there is a physical barrier to construction that is approved by Council as a site specific exemption. The new policy reflects the existing policy for residential streets. Sidewalk provision on new local residential streets continues to be funded by the developer.

With respect to sidewalk ramps, the new policy states that ramps should be provided at all legal crossings. In 2007, the city policy changed from providing ramps at all legal crossings to only providing ramps at intersections of local roads and intersections on arterial and collector roads with a stop sign or traffic signal. Sidewalk ramps would only be provided as an exception at a collector or arterial road crossing where a stop sign or traffic signal is not provided. A review of practices in the United States and other Canadian communities has led to the reinstatement of the original policy of providing sidewalk ramps at all legal crossing points.

Appendix C is a Sidewalk Implementation Procedure for Existing Streets. The procedure outlines the steps that will be taken when implementing new sidewalks on existing streets where there was no sidewalk previously.

3. Sidewalk Strategic Plan

Until now, the City has not had a method of comparatively prioritizing sidewalk retrofit projects. Recognizing that there are limited resources to address sidewalk gaps and sidewalk ramp needs, the Sidewalk Strategic Plan was developed.

The purpose of the Sidewalk Strategic Plan is to create a process for and to prioritize sidewalk projects within the City of Peterborough, including;

- New sections of sidewalk, and;
- Sidewalk ramps (for accessibility) on existing sidewalks.

This Plan does not include sidewalk repairs. Sidewalk repairs are undertaken as a maintenance procedure.

The Sidewalk Strategic Plan will be used by the Transportation Division in assessing sidewalk needs, the Engineering and Construction Division to prioritize new sidewalk projects and the Council for Persons with Disabilities Transportation Sub-Committee to prioritize sidewalk ramp requests.

The Peterborough Sidewalk Strategic Plan, developed in-house by an inter-departmental team, was initiated in March 2006. Innovations were introduced by integrating sidewalk information with the Geographic Information System (GIS) and applying spatial analysis. Using the in-house GIS system and conducting the project in-house has several advantages, including:

- Data can be updated readily and the full analysis reapplied easily.
- The data and methodology can be used for other projects.
- All results can be displayed in tables that can be sorted in different ways. For example, the missing sections of sidewalk that are on transit routes or in school walking zones can be selected and ranked independently.
- Project cost was minimal and included staff time and printing costs. No outside consultants were required.
- As a result of doing the project in-house, staff are very familiar with the data, how to update the data, the criteria and the details of the overall project.

3.1 Data

The Sidewalk Strategic Plan is being provided in two phases because the data for the sidewalk ramps has not yet been incorporated in to the corporate GIS system. Sidewalk data was verified by using current orthophotos and field checked. Data for criteria were derived from various sources as described in the table in Section 3.2.

3.2 Criteria

The project team developed a set of criteria to reflect pedestrian demand and risk. All data is available for the criteria and the data can be updated within the GIS system. Using the GIS system is key to being able to readily update the analysis.

The criteria were applied to all missing segments of sidewalk and the results are shown on a map and on a table. Assessing the results for anomalies, the team refined the criteria several times. The criteria were then reviewed by the Active and Safe Routes to School Committee, Student Transportation Services of Central Ontario and the Active and Safe Community Routes Committee, which includes a representative from the Council for Persons with Disabilities. The criteria were further refined based on feedback from these groups and re-tested.

The criteria and the source of the data to apply the criteria are described in Table 1. The criteria data will need to be updated whenever the Plan is reviewed, likely every three years.

Table 1: Description of Criteria for Sidewalk Strategic Plan

Criteria	Description	Value
1. Type of Road ¹	Arterial	20
	Collector	10
	Local	0
2. Major Pedestrian Generators	Within 500 m of a hospital, transit terminal, library, Wellness Centre, Y ¹	10
	Within 500 m of: ²	
	• retirement or nursing home	5
	• accessible housing complex	5
	• high density housing	5
	• major medical clinic, health unit	5
	• arena	5
• major tourist attraction, public building where the public is invited (art gallery, museum), community centre	5	
• place of work with over 200 employees	5	
3. School Zones ¹	Within designated walking zone of an elementary school with 200+ walkers	20
	Within designated walking zone of an elementary school with less than 200 walkers	15
	Within designated walking zone of a secondary school with 200+ walkers	15
	Within designated walking zone of an secondary school with less than 200 walkers	10
	Within 1 km of a college or university	10
4. Areas of Concern Within School Walking Zones ¹	Within designated walking zone of an elementary or secondary school and bussing being provided due to missing sidewalk(s)	20
	Within designated walking zone of an elementary or secondary school and students walking, but section of an area of concern	10
5. Transit Routes ¹	Roads that are transit routes.	20
6. Commercial Areas ¹	Within the downtown (central area)	20
	Within 500 m of a major shopping centre	15
	Within 500 m of any other OP designated commercial area (includes special purpose retail, neighbourhood centre, service commercial), C1 zoning and a convenience store	10
7. Trails and Parks ¹	Within 500 m of a trail or within 250 m of a park	10
8. No sidewalks on either side		20

¹ denotes categories that have a singular value and points are not cumulative² denotes categories where cumulative points are attributed

In the development of the criteria, consideration was given to land uses and pedestrian traffic, recognizing that children and seniors are vulnerable age groups. To reflect this, there are two categories that include schools. One is the school-walking zone. Within this zone, school bus transportation is not provided and students are expected to walk to school. The second category identifies areas of concern in school walking zones and in some cases, students are bussed due to some sort of traffic hazard, often a lack of sidewalks on an arterial or collector road. There are many benefits to students walking to school rather than being bussed, including improved air quality when fewer school buses are required. Retirement and nursing homes are within the major pedestrian generator category.

High pedestrian generators are assigned cumulative points. If there is a hospital, beside a retirement home and next to multi-residential housing units, points accumulate within a 500 m buffer. Highest points are assigned to the hospital, the transit terminal, the library, the Sport & Wellness Centre and the Y.

Arterial and collector roads are assigned priority over local roads because traffic volumes and speeds are higher, creating potential risk for pedestrians where there is no sidewalk. Transit routes are included as criteria because transit users need sidewalks to access bus stops.

Roads where there are no sidewalks on either side are assigned 20 points, recognizing that the provision of a sidewalk on one side is generally better than no sidewalk. In some cases, roads with a sidewalk on one side still rank high due to the accumulation of points in other categories. On arterial and collector streets, there may not be a viable place for pedestrians to cross for some distance. Cul-de-sacs have lower volumes of traffic and are therefore not assigned points when there is no sidewalk on either side. In this way, cul-de-sacs are given less priority than other streets.

Commercial areas, parks and trails are criteria due to the pedestrian traffic associated with them. The downtown area is assigned the highest number of commercial points, followed by major shopping centres, then other commercial areas designated in the Official Plan, as well as areas with a convenience store.

3.4 Results

The following provide some basic statistics related to sidewalks in the City.

Table 2: No Sidewalks by Level of Priority

Priority Level	No Sidewalks (metres)	Percentage
1	5,078	1%
2	36,301	9%
3	179,675	46%
4	172,425	44%
Total	393,479	100%

Table 3: Sidewalks by Road Classification

Road Classification	Sidewalks (metres)	No Sidewalks (metres)	% with Sidewalks
Arterial			
Priority 1		3,928	
Priority 2		14,893	
Priority 3		38,677	
Priority 4		33,942	
Sub-Total	93,749	91,440	51%
Collector			
Priority 1		433	
Priority 2		7,169	
Priority 3		18,446	
Priority 4		29,782	
Sub-Total	85,257	55,831	60%
Local			
Priority 1		717	
Priority 2		14,239	
Priority 3		122,551	
Priority 4		108,701	
Sub-Total	153,377	246,208	41%
Misc. Walkways, Expressway Ramps, etc.	9,090	0	
Total	355,972	393,479	47%

Table 4: Sidewalks Along Transit Routes

	Sidewalks (metres)	No Sidewalks (metres)	% with Sidewalks
Transit Routes	114,977	56,574	67%

Overall, 47% of potential sidewalks are constructed. Along transit routes, 67% of potential sidewalks are in place. Only 1% of missing sidewalks (by length) are classified as Priority 1. In terms of length, there are 393 km of sidewalk missing, of which 5 km are Priority 1.

3.5 Implementation Schedule for Priority 1 and 2 Sidewalks

A 14-year schedule for the implementation of sidewalks assessed as Priority 1 and 2 has been developed and is provided in Appendix A. Sidewalks that are planned for construction as part of road reconstruction projects are identified and include Lansdowne Street West, Sherbrooke Street, Borden Avenue and Alexander Court. The 14-year schedule is an overview and each project will need to be evaluated on its own merit. Sections of sidewalk on the same street are assigned the same year and as much as possible, sidewalk construction is

spread evenly over the 14-year period and scheduled according to rank with the exceptions being:

- a) Sidewalks being completed as part of road reconstruction projects are timed to coincide with the schedules for those projects;
- b) Sections of Sherbrooke Street near Monaghan Road were scheduled for construction in 2007 but were delayed due to the presence of mature trees; and
- c) Middlefield Drive is moved up due to the high number of elementary level school children expected to walk this route in 2008.

In 2007, sidewalk construction costs ranged from \$135-\$190 per metre, depending on complexity and topography. Assuming an average installation cost of \$160 per metre, \$6.7 million is needed to build all of the missing Priority 1 and 2 sidewalk sections as shown in Table 5.

Table 5: Sidewalk Construction Costs of Priority 1 and 2 Sidewalks

Priority Level	No Sidewalks (metres)	Cost in 2007 Dollars
1	5,078	\$815,000
2	36,301	\$5,808,000
Total	41,379	\$6,623,000

The Sidewalk Plan will be updated every three years or as necessary. A database will be developed to keep track of all missing sidewalk segments, including reasons why a segment as not constructed, etc. In some cases, a sidewalk may not be constructed due to mature trees, but if the trees are removed or come down, the sidewalk could then be constructed.

4. Options

This report presents the status quo scenario with respect to the funding applied to sidewalk construction. As an option, a ten-year implementation strategy could be considered. Under this option, the capital budget for sidewalks would have to increase by \$180,000 per year to complete all Priority 1 and 2 sidewalks in ten years (2008-2017). The funding could come from various sources as described earlier in this report to meet this more ambitious schedule.

5. Next Steps

The Sidewalk Strategic Plan is a working document that will be consulted regularly to assist with evaluating sidewalk priorities and sidewalk demand. The plan, including the criteria, will be updated on a regular basis (likely every three years) to ensure that the analysis remains current and these updates will be brought to Council as necessary. Staff will continue to seek funding and identify options for funding sidewalk construction costs.

SUMMARY

A critical component of becoming more pedestrian friendly is to continue to support the sidewalk policy of providing sidewalks on both sides of all City streets. When examining the map showing sidewalk gaps, patterns of previous time periods are evident. By adhering to the sidewalk policy presented in this report, the areas lacking sidewalks will be reduced in a systematic and pragmatic manner.

The Sidewalk Strategic Plan is an analytical tool that prioritizes all segments of missing sidewalk, facilitating high cost-benefit ratios for sidewalk infrastructure spending. The implementation schedule for the Priority 1 and 2 sidewalks addresses the most important sidewalks in the medium term. The next phase of the Sidewalk Strategic Plan project will be to provide a similar assessment for sidewalk ramps.

Submitted by,

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Attachments:
Appendix A: 14-year Implementation Schedule For Priority 1 And 2 Sidewalks
Appendix B: Provision of Sidewalks Policy
Appendix C: Sidewalk Implementation Procedure for Existing Streets

Appendix A - Implementation Schedule for Priority 1 and 2 Sidewalks

Rank	PR	STREET NAME	ODD/EVEN	LENGTH	FROM STREET	TO STREET	SUM	Cost	Road	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
									Recons.															
35	2	ALEXANDER AV	Even Side	271	SHERBROOKE ST	ALEXANDER CT	95	\$43,412	no		\$43,412													
38	2	ALEXANDER AV	Odd Side	278	SHERBROOKE ST	ALEXANDER CT	95	\$44,504	no		\$44,504													
18	1	ALEXANDER CT	Even Side	265	HOSPITAL DR	ALEXANDER AV	105	\$42,348	yes		\$42,348													
20	1	ALEXANDER CT	Odd Side	452	HOSPITAL DR	ALEXANDER AV	105	\$72,367	yes		\$72,367													
56	2	ARMOUR RD	Even Side	211	SPENCLEY'S LN	FRANMOR DR	90	\$33,766	no						\$33,766									
67	2	ARMOUR RD	Even Side	39	VINETTE ST	SPENCLEY'S LN	90	\$6,210	no						\$6,210									
72	2	ARMOUR RD	Even Side	198	DUNLOP ST	VINETTE ST	90	\$31,757	no						\$31,757									
97	2	ARMOUR RD	Odd Side	298	PADDOCK WOOD	FRANCES STEWART RD	85	\$47,692	no						\$47,692									
115	2	ARMOUR RD	Odd Side	188	MARIA ST	MANIECE AV	80	\$30,153	no						\$30,153									
117	2	ARMOUR RD	Even Side	230	MARIA ST	MANIECE AV	80	\$36,726	no						\$36,726									
126	2	ARMOUR RD	Even Side	154	PARKHILL RD E	DUNLOP ST	80	\$24,618	no						\$24,618									
155	2	ARMOUR RD	Even Side	810	PADDOCK WOOD	FRANCES STEWART RD	80	\$129,604	no								\$129,604							
190	2	ARMSTRONG DR	Odd Side	218	HOSPITAL DR	WALKERFIELD AV	75	\$34,825	no											\$34,825				
274	2	ARMSTRONG DR	Even Side	228	HOSPITAL DR	WALKERFIELD AV	75	\$36,453	no											\$36,453				
175	2	ASHBURNHAM DR	Odd Side	260	MARIA ST	MANIECE AV	75	\$41,531	no											\$41,531				
177	2	ASHBURNHAM DR	Odd Side	531	MANIECE AV	HUNTER ST E	75	\$84,890	no											\$84,890				
178	2	ASHBURNHAM DR	Even Side	249	MARIA ST	MANIECE AV	75	\$39,810	no											\$39,810				
201	2	ASHBURNHAM DR	Even Side	499	MANIECE AV	HUNTER ST E	75	\$79,858	no											\$79,858				
12	1	AYLMER ST N	Odd Side	83	TOWNSEND ST	WOLFE ST	110	\$13,318	no	\$13,318														
19	1	AYLMER ST S	Even Side	54	PRINCE ST	LANSDOWNE ST W	105	\$8,647	no					\$8,647										
32	1	AYLMER ST S	Even Side	55	PRINCESS ST	PRINCE ST	100	\$8,869	no					\$8,869										
116	2	BARNARDO AV	Odd Side	87	LEE ST	CLARKE DR	80	\$13,993	no								\$13,993							
123	2	BARNARDO AV	Odd Side	203	CLARKE DR	ST PAUL'S ST	80	\$32,525	no								\$32,525							
130	2	BARNARDO AV	Even Side	58	WATER ST	GEORGE ST N	80	\$9,288	no								\$9,288							
131	2	BARNARDO AV	Odd Side	68	GEORGE ST N	CHURCHILL DR	80	\$10,809	no								\$10,809							
135	2	BARNARDO AV	Odd Side	89	MCLENNAN ST	HARTLEY ST	80	\$14,303	no								\$14,303							
142	2	BARNARDO AV	Odd Side	22	CHURCH ST	O'CARROLL AV	80	\$3,592	no								\$3,592							
145	2	BARNARDO AV	Odd Side	58	WATER ST	GEORGE ST N	80	\$9,245	no								\$9,245							
149	2	BARNARDO AV	Odd Side	41	HARTLEY ST	SUNSET BV	80	\$6,492	no								\$6,492							
152	2	BARNARDO AV	Odd Side	51	CHURCHILL DR	CHURCH ST	80	\$8,210	no								\$8,210							
159	2	BARNARDO AV	Odd Side	44	O'CARROLL AV	CONGER ST	80	\$7,081	no								\$7,081							
127	2	BARRET ST	Odd Side	84	BRAIDWOOD AV	MCGILL ST	80	\$13,436	no								\$13,436							
134	2	BARRET ST	Even Side	84	BRAIDWOOD AV	MCGILL ST	80	\$13,381	no								\$13,381							
172	2	BENSFORT RD	Even Side	106	OTONABEE DR	COLLISON AV	75	\$16,951	no										\$16,951					
4	1	BETHUNE ST	Odd Side	120	CHARLOTTE ST	SIMCOE ST	110	\$19,240	no				\$19,240											
5	1	BETHUNE ST	Even Side	127	CHARLOTTE ST	SIMCOE ST	110	\$20,302	no					\$20,302										
28	1	BETHUNE ST	Even Side	93	BROCK ST	MURRAY ST	100	\$14,842	no					\$14,842										
30	1	BETHUNE ST	Odd Side	93	BROCK ST	MURRAY ST	100	\$14,953	no					\$14,953										
48	2	BETHUNE ST	Even Side	139	KING ST	CHARLOTTE ST	90	\$22,296	no					\$22,296										
76	2	BETHUNE ST	Even Side	123	SIMCOE ST	HUNTER ST W	90	\$19,661	no					\$19,661										
102	2	BETHUNE ST	Even Side	121	SHERBROOKE ST	KING ST	85	\$19,412	no					\$19,412										
122	2	BETHUNE ST	Even Side	129	HUNTER ST W	BROCK ST	80	\$20,692	no					\$20,692										
24	1	BORDEN AV	Odd Side	200	ERSKINE AV	HIGH ST	100	\$32,001	yes	\$32,001														
23	1	BORDEN AV	Even Side	181	ERSKINE AV	HIGH ST	100	\$28,972	yes	\$28,972														
25	1	BREALEY DR	Odd Side	347	LANSDOWNE ST W	CHERRYHILL RD	100	\$55,492	no					\$55,492										
26	1	BREALEY DR	Even Side	345	LANSDOWNE ST W	CHERRYHILL RD	100	\$55,196	no					\$55,196										
81	2	BREALEY DR	Even Side	461	FORSTER AV	LANSDOWNE ST W	90	\$73,692	no					\$73,692										
51	2	BREALEY DR	Even Side	375	STENSON BV	FORSTER AV	90	\$59,981	yes					\$59,981										
71	2	BREALEY DR	Even Side	470	STENSON BV	FORSTER AV	90	\$75,131	yes					\$75,131										
241	2	BREALEY DR	Odd Side	148	MAPLERIDGE DR	KAWARTHA HEIGHTS BV	75	\$23,698	no					\$23,698										
191	2	BREALEY DR	Even Side	151	MAPLERIDGE DR	KAWARTHA HEIGHTS BV	75	\$24,213	yes					\$24,213										
242	2	BRUNSWICK AV	Even Side	112	HAYES ST	FORD ST	75	\$17,909	no												\$17,909			
243	2	BRUNSWICK AV	Odd Side	145	HAYES ST	FORD ST	75	\$23,130	no												\$23,130			
105	2	CHAMBERLAIN ST	Even Side	91	WESTERN AV	CHAMBERLAIN PL	85	\$14,622	no									\$14,622						
141	2	CHAMBERLAIN ST	Even Side	71	CHAMBERLAIN PL	GOODFELLOW RD	80	\$11,383	no									\$11,383						
42	2	CHEMONG RD	Odd Side	92	APPLEGROVE AV	SUMMERHILL DR	95	\$14,726	no					\$14,726										
99	2	CHEMONG RD	Odd Side	113	BENNET ST	BELLEVUE ST	85	\$18,011	no					\$18,011										
109	2	CHEMONG RD	Odd Side	93	WOLSELY ST	BENNET ST	85	\$14,828	no					\$14,828										
174	2	CHEMONG RD	Odd Side	80	ABERDEEN AV	WOLSELY ST	75	\$12,838	no					\$12,838										
184	2	CHEMONG RD	Odd Side	65	MASON AV	ABERDEEN AV	75	\$10,410	no					\$10,410										
59	2	CHERRYHILL RD	Even Side	173	BANKSIDE DR	MONCRIEF RD	90	\$27,709	no				\$27,709											
65	2	CHERRYHILL RD	Even Side	178	KAWARTHA HEIGHTS BV	REDWOOD DR	90	\$28,401	no					\$28,401										
112	2	CHERRYHILL RD	Even Side	235	REDWOOD DR	BANKSIDE DR	85	\$37,667	no					\$37,667										
218	2	CLEARVIEW DR	Odd Side	88	CLEARVIEW CT	DAINARD DR	75	\$14,148	no												\$14,148			
256	2	CLEARVIEW DR	Even Side	91	MAPLERIDGE DR	CLEARVIEW CT	75	\$14,572	no												\$14,572			
260	2	CLEARVIEW DR	Even Side	72	CLEARVIEW CT	DAINARD DR	75	\$11,505	no												\$11,505			
269	2	CLEARVIEW DR	Odd Side	116	MAPLERIDGE DR	CLEARVIEW CT	75	\$18,483	no												\$18,483			
43	2	COLLEGE PARK DR	Odd Side	293	COLLEGE PARK DR	FORSTER AV	95	\$46,935	no												\$46,935			
45	2	COLLEGE PARK DR	Even Side	292	COLLEGE PARK DR	FORSTER AV	95	\$46,652	no												\$46,652			
239	2	COLLEGE PARK DR	Odd Side	74	WADDELL CR	WADDELL CR	75	\$11,804	no												\$11,804			
248	2	COLLEGE PARK DR	Odd Side	93	WADDELL CR	COLLEGE PARK DR	75	\$14,876	no												\$14,876			
254	2	COLLEGE PARK DR	Even Side	118	WADDELL CR	COLLEGE PARK DR	75	\$18,847	no												\$18,847			
266	2	COLLEGE PARK DR	Even Side	81	WADDELL AV	WADDELL CR	75	\$12,889	no												\$12,889			
195	2	COLLISON AV	Odd Side	237	Unspecified 35038	SOUTHPARK DR	75	\$37,921	no												\$37,921			
197	2	COLLISON AV	Even Side	244	Unspecified 35038	SOUTHPARK DR	75	\$39,116	no												\$39,116			
200	2	COLLISON AV	Odd Side	155	BENSFORT RD	COLLISON CR	75	\$24,798	no												\$24,798			
210	2	COLLISON AV	Odd Side	38	COLLISON CR	DENNE CR	75	\$6,050	no												\$6,050			
245	2	COLLISON AV	Even Side	39	COLLISON CR	DENNE CR	75	\$6,268	no												\$6,268			
253	2	COLLISON AV	Even Side	150	BENSFORT RD	COLLISON CR	75	\$23,935	no												\$23,935			
83	2	CRAWFORD DR	Even Side	63	ROBERT RD																			

Rank	PR	STREET NAME	ODD/EVEN	LENGTH	FROM STREET	TO STREET	SUM	Cost	Recons.	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
176	2	DAINARD DR	Odd Side	178	CLEARVIEW DR	CHERRYHILL RD	75	\$28,540	no												\$28,540		
257	2	DAINARD DR	Even Side	184	CLEARVIEW DR	CHERRYHILL RD	75	\$29,418	no												\$29,418		
140	2	DEAD END NORTH	Even Side	113	GEORGE ST N	AYLMER ST N	80	\$18,159	no									\$18,159					
144	2	DEAD END NORTH	Odd Side	64	GEORGE ST N	AYLMER ST N	80	\$10,277	no									\$10,277					
87	2	DOBBIN AV	Odd Side	184	HOSPITAL DR	WALKERFIELD AV	85	\$29,421	no				\$29,421										
98	2	DOBBIN AV	Even Side	180	HOSPITAL DR	WALKERFIELD AV	85	\$28,807	no				\$28,807										
84	2	DOBBIN RD	Even Side	298	FARM HOUSE LN	LANSDOWNE ST W	85	\$47,683	no												\$47,683		
93	2	DOBBIN RD	Odd Side	285	FARM HOUSE LN	LANSDOWNE ST W	85	\$45,651	no												\$45,651		
136	2	DOBBIN RD	Even Side	186	CITY LIMIT	FARM HOUSE LN	80	\$29,816	no												\$29,816		
138	2	DOBBIN RD	Odd Side	198	CITY LIMIT	FARM HOUSE LN	80	\$31,634	no												\$31,634		
220	2	DONEGAL ST	Even Side	134	MURRAY ST	MCDONNELL ST	75	\$21,405	no														
180	2	ERSKINE AV	Odd Side	163	ORPINGTON RD	GILLESPIE AV	75	\$26,007	no														\$26,007
215	2	ERSKINE AV	Odd Side	84	ORPINGTON RD	THE QUEENSWAY	75	\$13,489	no														\$13,489
92	2	FAIR AV	Odd Side	183	CEDARGROVE DR	WELLER ST	85	\$29,243	no						\$29,243								
106	2	FAIR AV	Even Side	154	CEDARGROVE DR	WELLER ST	85	\$24,640	no						\$24,640								
6	1	FAIRBAIRN ST	Even Side	99	POPLAR ST	HILLSIDE ST	110	\$15,772	no						\$15,772								
8	1	FAIRBAIRN ST	Even Side	101	RAYMOND ST	POPLAR ST	110	\$16,173	no						\$16,173								
47	2	FAIRBAIRN ST	Odd Side	123	RAYMOND ST	POPLAR ST	90	\$19,668	no						\$19,668								
55	2	FAIRBAIRN ST	Odd Side	115	POPLAR ST	HILLSIDE ST	90	\$18,409	no						\$18,409								
73	2	FAIRBAIRN ST	Even Side	181	HILLSIDE ST	MCCREA DR	90	\$28,974	no						\$28,974								
163	2	FAIRBAIRN ST	Even Side	384	MCCREA DR	TOWERHILL RD	80	\$61,400	no						\$61,400								
139	2	FAIRMOUNT BV	Odd Side	83	WELLER ST	KENSINGTON DR	80	\$13,337	no														\$13,337
182	2	FAIRMOUNT BV	Odd Side	86	HOSPITAL DR	WELLER ST	75	\$13,727	no														\$13,727
199	2	FAIRMOUNT BV	Odd Side	201	KENSINGTON DR	KAWARTHA DR	75	\$32,118	no														\$32,118
192	2	FORD ST	Odd Side	80	BRUNSWICK AV	DEVON AV	75	\$12,812	no														\$12,812
211	2	FORD ST	Odd Side	35	BROWN ST	CHAMBERLAIN ST	75	\$5,641	no														\$5,641
219	2	FORD ST	Odd Side	49	DEVON AV	CLONSILLA AV	75	\$7,853	no														\$7,853
221	2	FORD ST	Even Side	51	DEVON AV	CLONSILLA AV	75	\$8,136	no														\$8,136
223	2	FORD ST	Even Side	63	BRUNSWICK AV	DEVON AV	75	\$10,132	no														\$10,132
225	2	FORD ST	Odd Side	73	FRANK ST	BRUNSWICK AV	75	\$11,712	no														\$11,712
232	2	FORD ST	Odd Side	77	ST MARY'S ST	NEW ROMAINE ST	75	\$12,292	no														\$12,292
121	2	FRANK ST	Even Side	82	FORD ST	WESTERN AV	80	\$13,152	no									\$13,152					
132	2	FRANK ST	Odd Side	82	FORD ST	WESTERN AV	80	\$13,183	no									\$13,183					
57	2	GEORGE ST N	Even Side	70	HILLIARD ST	WATER ST	90	\$11,153	no						\$11,153								
91	2	GEORGE ST N	Odd Side	88	HILLIARD ST	WATER ST	85	\$14,151	no						\$14,151								
33	2	GILCHRIST ST	Odd Side	32	HYDROGRAPHY	MCDONNELL ST	95	\$5,119	no														\$5,119
34	2	GILCHRIST ST	Even Side	33	HYDROGRAPHY	MCDONNELL ST	95	\$5,271	no														\$5,271
86	2	GOODFELLOW RD	Odd Side	150	STORNOWAY PL	CLONSILLA AV	85	\$24,072	no														\$24,072
129	2	GOODFELLOW RD	Odd Side	23	CHAMBERLAIN ST	STORNOWAY PL	80	\$3,756	no														\$3,756
70	2	HIGH ST	Odd Side	129	MARYLAND AV	SHERBROOKE ST	90	\$20,602	no						\$20,602								
96	2	HIGH ST	Odd Side	215	BORDEN AV	LANSDOWNE ST W	85	\$34,346	no						\$34,346								
108	2	HIGH ST	Even Side	70	THIRD AV	MARYLAND AV	85	\$11,213	no						\$11,213								
110	2	HIGH ST	Odd Side	56	THIRD AV	MARYLAND AV	85	\$9,022	no						\$9,022								
236	2	HIGH ST	Even Side	136	MARYLAND AV	SHERBROOKE ST	75	\$21,770	no						\$21,770								
212	2	HIGHLAND RD	Odd Side	196	DONEGAL ST	HIGHLAND CT	75	\$31,390	no														\$31,390
49	2	HILLIARD ST	Even Side	66	WATER ST	GEORGE ST N	90	\$10,487	no									\$10,487					
90	2	HOSPITAL DR	Odd Side	153	ALEXANDER CT	HOSPITAL DR	85	\$24,411	yes		\$24,411												
107	2	HOSPITAL DR	Odd Side	58	ALEXANDER CT	ARMSTRONG DR	85	\$9,332	yes		\$9,332												
147	2	HUNTER ST E	Even Side	174	ASHBURNHAM DR	MUSEUM DR	80	\$27,809	no									\$27,809					
154	2	LANGTON ST	Even Side	198	WATER ST	HILLIARD ST	80	\$31,730	no														\$31,730
2	1	LANSDOWNE ST W	Odd Side	220	BREALEY DR	DOBBIN RD	110	\$35,147	yes		\$35,147												
7	1	LANSDOWNE ST W	Even Side	220	BREALEY DR	DOBBIN RD	110	\$35,193	yes		\$35,193												
9	1	LANSDOWNE ST W	Odd Side	186	KAWARTHA HEIGHTS BV	APPLEWOOD CR	110	\$29,785	yes		\$29,785												
16	1	LANSDOWNE ST W	Even Side	177	KAWARTHA HEIGHTS BV	APPLEWOOD CR	110	\$28,288	yes		\$28,288												
17	1	LANSDOWNE ST W	Odd Side	379	APPLEWOOD CR	BREALEY DR	105	\$60,709	yes		\$60,709												
21	1	LANSDOWNE ST W	Even Side	370	APPLEWOOD CR	BREALEY DR	105	\$59,203	yes		\$59,203												
27	1	LANSDOWNE ST W	Odd Side	201	AYLMER ST S	PARK ST S	100	\$32,171	no							\$32,171							
36	2	LANSDOWNE ST W	Odd Side	206	GEORGE ST S	AYLMER ST S	95	\$32,987	no							\$32,987							
164	2	LANSDOWNE ST W	Odd Side	39	WESTRIDGE BV	CITY LIMIT	80	\$6,276	no					\$6,276									
166	2	LANSDOWNE ST W	Even Side	31	WESTRIDGE BV	CITY LIMIT	80	\$4,908	no						\$4,908								
162	2	LANSDOWNE ST W	Odd Side	305	DOBBIN RD	WESTRIDGE BV	80	\$48,811	yes		\$48,811												
167	2	LANSDOWNE ST W	Even Side	315	DOBBIN RD	WESTRIDGE BV	80	\$50,322	yes		\$50,322												
170	2	LINK ST	Odd Side	69	NEVIN AV	GREENHILL DR	75	\$11,065	no														\$11,065
233	2	LYNCH ST	Even Side	55	PARNELL ST	ROMAINE ST	75	\$8,791	no														\$8,791
265	2	LYNCH ST	Odd Side	56	PARNELL ST	ROMAINE ST	75	\$8,983	no														\$8,983
119	2	MARIA ST	Odd Side	63	ARMOUR RD	ASHBURNHAM DR	80	\$10,106	no														\$10,106
153	2	MARIA ST	Even Side	116	ARMOUR RD	ASHBURNHAM DR	80	\$18,626	no														\$18,626
158	2	MARIA ST	Even Side	437	ASHBURNHAM DR	WALKER AV	80	\$69,882	no														\$69,882
217	2	MARSDALE DR	Even Side	81	WALKER AV	FARMCREST AV	75	\$13,039	no														\$13,039
156	2	MARYLAND AV	Even Side	195	HIGH ST	CLONSILLA AV	80	\$31,141	no														\$31,141
168	2	MARYLAND AV	Odd Side																				

Rank	PR	STREET NAME	ODD/EVEN	LENGTH	FROM STREET	TO STREET	SUM	Cost	Recons.	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
89	2	MIDDLEFIELD RD	Odd Side	75	MILFORD DR	STEWART DR	85	\$12,058	no	\$12,058														
95	2	MIDDLEFIELD RD	Even Side	70	MILFORD DR	STEWART DR	85	\$11,249	no	\$11,249														
88	2	MIDDLEFIELD RD	Even Side	63	FINCHURST RD	MILFORD DR	85	\$10,049	no	\$10,049														
234	2	MIDDLEFIELD RD	Odd Side	168	OTONABEE DR	FINCHURST RD	75	\$26,846	no	\$26,846														
246	2	MIDDLEFIELD RD	Even Side	152	OTONABEE DR	FINCHURST RD	75	\$24,288	no	\$24,288														
60	2	MONAGHAN RD	Even Side	85	LANSDOWNE ST W	ROMAINE ST	90	\$13,545	no														\$13,545	
264	2	OLIVE AV	Even Side	122	PERRY ST	RINK ST	75	\$19,582	no															\$19,582
275	2	OLIVE AV	Odd Side	123	PERRY ST	RINK ST	75	\$19,662	no															\$19,662
133	2	OTONABEE DR	Odd Side	199	MILFORD GT	SOUTHLAWN DR	80	\$31,822	no					\$31,822										
53	2	PARK ST N	Even Side	81	SIMCOE ST	DONEGAL ST	90	\$12,944	no					\$12,944										
69	2	PARK ST N	Even Side	116	RINK ST	TOWNSEND ST	90	\$18,533	no					\$18,533										
146	2	PARK ST N	Even Side	54	SHERBROOKE ST	BOLIVAR ST	80	\$8,641	no					\$8,641										
148	2	PARK ST N	Even Side	68	BOLIVAR ST	KING ST	80	\$10,896	no					\$10,896										
103	2	PARKHILL RD W	Even Side	125	PINEHILL DR	CROWLEY CR	85	\$19,985	no															\$19,985
125	2	PARKHILL RD W	Even Side	197	FACENDI DR	WALLIS DR	80	\$31,525	no															\$31,525
222	2	PARKHILL RD W	Even Side	104	DONEGAL ST	GILCHRIST ST	75	\$16,566	no															\$16,566
230	2	PARKHILL RD W	Odd Side	118	DOWNIE ST	DONEGAL ST	75	\$18,890	no															\$18,890
261	2	PARKHILL RD W	Even Side	149	CROWLEY CR	FACENDI DR	75	\$23,831	no															\$23,831
272	2	PARKHILL RD W	Even Side	242	CROWLEY CR	CROWLEY CR	75	\$38,707	no							\$38,707								
209	2	PRISCILLA ST	Even Side	55	EDISON AV	BRIOUX AV	75	\$8,752	no															\$8,752
128	2	REDWOOD DR	Even Side	116	CHERRYHILL RD	TREETOP RD	80	\$18,509	no															\$18,509
160	2	RIVER RD S	Even Side	343	SOUTHLAWN DR	SYDENHAM DR	80	\$54,939	no															\$54,939
249	2	RIVER RD S	Even Side	200	BENSFORT RD	SOUTHLAWN DR	75	\$31,928	no															\$31,928
1	1	RUBIDGE ST	Odd Side	48	SCOTT ST	HUNTER ST W	115	\$7,752	no					\$7,752										
10	1	RUBIDGE ST	Odd Side	64	HUNTER ST W	HALL ST	110	\$10,313	no					\$10,313										
11	1	RUBIDGE ST	Odd Side	48	HALL ST	BROCK ST	110	\$7,673	no					\$7,673										
44	2	RUBIDGE ST	Even Side	81	MURRAY ST	REID ST	95	\$13,026	no					\$13,026										
80	2	RUBIDGE ST	Odd Side	108	RINK ST	TOWNSEND ST	90	\$17,204	no					\$17,204										
13	1	SHERBROOKE ST	Even Side	50	WATER ST	GEORGE ST N	110	\$8,044	no			\$8,044												
15	1	SHERBROOKE ST	Even Side	77	WOODGLADE BV	LINDEN LEE	110	\$12,356	yes					\$12,356										
22	1	SHERBROOKE ST	Even Side	123	LINDEN LEE	HYWOOD RD	100	\$19,632	yes					\$19,632										
31	1	SHERBROOKE ST	Odd Side	83	WOODGLADE BV	LINDEN LEE	100	\$13,206	yes					\$13,206										
62	2	SHERBROOKE ST	Even Side	212	ALBERTUS AV	STANNOR DR	90	\$33,883	no					\$33,883										
61	2	SHERBROOKE ST	Even Side	289	HYWOOD RD	DENURE DR	90	\$46,252	yes					\$46,252										
78	2	SHERBROOKE ST	Odd Side	140	LINDEN LEE	HYWOOD DR	90	\$22,344	yes					\$22,344										
101	2	SHERBROOKE ST	Even Side	348	DENURE DR	BREALEY DR	85	\$55,755	yes					\$55,755										
118	2	SHERBROOKE ST	Odd Side	568	GREENCREST DR	WOODGLADE BV	80	\$90,943	yes					\$90,943										
165	2	SHERBROOKE ST	Odd Side	300	HYWOOD RD	DENURE DR	80	\$48,054	yes					\$48,054										
262	2	SHERBROOKE ST	Odd Side	179	DENURE DR	Unspecified	75	\$28,579	yes					\$28,579										
224	2	SHERBROOKE ST W	Odd Side	44	BREALEY DR	LONGVIEW DR	75	\$7,006	yes					\$7,006										
258	2	SHERBROOKE ST W	Even Side	39	BREALEY DR	LONGVIEW DR	75	\$6,204	yes				\$6,204											
196	2	SHERIN AV	Odd Side	135	MAXWELL AV	RIVERVIEW HT	75	\$21,662	no															\$21,662
247	2	SHERIN AV	Even Side	166	MAXWELL AV	RIVERVIEW HT	75	\$26,502	no															\$26,502
179	2	SIMCOE ST	Odd Side	81	REID ST	DOWNIE ST	75	\$12,914	no															\$12,914
52	2	SOUTHLAWN DR	Odd Side	99	RIDEAU CR	SOUTHLAWN DR	90	\$15,812	no			\$15,812												
54	2	SOUTHLAWN DR	Odd Side	37	SOUTHLAWN DR	SAUGEEN CR	90	\$5,958	no			\$5,958												
77	2	SOUTHLAWN DR	Odd Side	138	CHRISTOPHER RD	RIDEAU CR	90	\$22,076	no					\$22,076										
104	2	SOUTHLAWN DR	Odd Side	67	OTONABEE DR	CHRISTOPHER RD	85	\$10,694	no					\$10,694										
137	2	SOUTHLAWN DR	Odd Side	63	SAUGEEN CR	HUMBER RD	80	\$10,015	no					\$10,015										
161	2	SOUTHLAWN DR	Odd Side	58	HUMBER RD	RIVER RD S	80	\$9,330	no					\$9,330										
204	2	SOUTHPARK DR	Even Side	67	COLLISON AV	COLLISON CR	75	\$10,744	no															\$10,744
205	2	SOUTHPARK DR	Odd Side	80	COLLISON AV	COLLISON CR	75	\$12,805	no															\$12,805
244	2	SOUTHPARK DR	Odd Side	104	COLLISON CR	RIVERVIEW HT	75	\$16,615	no															\$16,615
252	2	SOUTHPARK DR	Even Side	72	COLLISON CR	RIVERVIEW HT	75	\$11,449	no															\$11,449
186	2	SPRINGWOOD RD	Even Side	473	WOODGROVE CR	WINTERGREEN TL	75	\$75,676	no															\$75,676
214	2	SPRINGWOOD RD	Odd Side	66	REDWOOD DR	WOODGROVE CR	75	\$10,555	no															\$10,555
216	2	SPRINGWOOD RD	Odd Side	511	WOODGROVE CR	WINTERGREEN TL	75	\$81,730	no															\$81,730
227	2	SPRINGWOOD RD	Even Side	74	REDWOOD DR	WOODGROVE CR	75	\$11,764	no															\$11,764
124	2	ST CATHERINE ST	Odd Side	66	O'CONNELL RD	ROSE AV	80	\$10,608	no															\$10,608
151	2	ST CATHERINE ST	Even Side	66	O'CONNELL RD	ROSE AV	80	\$10,627	no															\$10,627
202	2	ST CATHERINE ST	Even Side	35	HAMILTON ST	KING GEORGE ST	75	\$5,634	no															\$5,634
203	2	ST CATHERINE ST	Even Side	65	KING GEORGE ST	O'CONNELL RD	75	\$10,393	no															\$10,393
268	2	ST CATHERINE ST	Odd Side	66	KING GEORGE ST	O'CONNELL RD	75	\$10,563	no															\$10,563
169	2	ST MARY'S ST	Even Side	161	MERVIN AV	HIGH ST	75	\$25,823	no															\$25,823
189	2	ST MARY'S ST	Odd Side	175	MERVIN AV	HIGH ST	75	\$28,051	no															\$28,051
150	2	ST PAUL'S ST	Even Side	187	HERBERT ST	HILLIARD ST	80	\$29,930	no															\$29,930
240	2	STEWART ST	Even Side	68	TOWNSEND ST	WOLFE ST	75	\$10,950	no															\$10,950
173	2	SUMMERHILL DR	Odd Side	165	CHEMONG RD	ROSEHILL DR	75	\$26,453	no															\$26,453
181	2	SUMMERHILL DR	Even Side	1																				

Rank	PR	STREET NAME	ODD/EVEN	LENGTH	FROM STREET	TO STREET	SUM	Cost	Recons.	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
270	2	VICTORY CR	Odd Side	72	VICTORY DR	CLONSILLA AV	75	\$11,575	no														\$11,575
255	2	WADDELL CR	Even Side	234	COLLEGE PARK DR	WADDELL AV	75	\$37,378	no														\$37,378
235	2	WALKERFIELD AV	Even Side	75	ARMSTRONG DR	DOBBIN AV	75	\$12,032	no														\$12,032
263	2	WALKERFIELD AV	Odd Side	59	ARMSTRONG DR	DOBBIN AV	75	\$9,380	no														\$9,380
14	1	WATER ST	Odd Side	41	SHERBROOKE ST	KING ST	110	\$6,586	no				\$6,586										
120	2	WESTERN AV	Odd Side	122	FRANK ST	CLONSILLA AV	80	\$19,562	no									\$19,562					
143	2	WESTERN AV	Even Side	149	FRANK ST	CLONSILLA AV	80	\$23,919	no									\$23,919					
171	2	WINTERGREEN TL	Even Side	76	SPRINGWOOD RD	WINTERGREEN CT	75	\$12,223	no														\$12,223
187	2	WINTERGREEN TL	Even Side	147	WINTERGREEN CT	KAWARTHA HEIGHTS BV	75	\$23,527	no														\$23,527
188	2	WINTERGREEN TL	Odd Side	137	WINTERGREEN CT	KAWARTHA HEIGHTS BV	75	\$21,859	no														\$21,859
194	2	WINTERGREEN TL	Odd Side	71	SPRINGWOOD RD	WINTERGREEN CT	75	\$11,407	no														\$11,407
114	2	WOLSELY ST	Odd Side	68	GILCHRIST ST	PARK ST N	85	\$10,887	no					\$10,887									
185	2	WOLSELY ST	Odd Side	83	CHESTERFIELD AV	BROOKDALE CR	75	\$13,295	no					\$13,295									
213	2	WOLSELY ST	Odd Side	30	DONEGAL ST	GILCHRIST ST	75	\$4,745	no					\$4,745									
226	2	WOLSELY ST	Odd Side	35	BROOKDALE CR	DOWNIE ST	75	\$5,534	no					\$5,534									
237	2	WOLSELY ST	Odd Side	34	CHEMONG RD	CHESTERFIELD AV	75	\$5,437	no					\$5,437									
3	1	WOODGLADE BV	Even Side	283	SHERBROOKE ST	WHITE CR	110	\$45,263	no														\$45,263
50	2	WOODGLADE BV	Odd Side	299	SHERBROOKE ST	WHITE CR	90	\$47,864	no		\$47,864												
183	2	WOODGLADE BV	Odd Side	161	LILLICO CR	GLENFOREST BV	75	\$25,773	no		\$25,773												
207	2	WOODGLADE BV	Odd Side	37	WHITE CR	LILLICO CR	75	\$5,843	no			\$5,843											
TOTAL				41661				\$6,665,835		\$286,973	\$674,497	\$466,145	\$460,010	\$490,138	\$439,964	\$570,209	\$443,527	\$473,758	\$470,278	\$485,692	\$478,119	\$493,373	\$433,154

Provision of Sidewalks Policy

Department: Utility Services/Planning

Approval Level: Corporate

Division: Transportation

Effective Date:

Section/Facility: TDM

Policy #: MS08-7750

1.0 PURPOSE

- 1.1. This policy responds to the pedestrian needs identified in the Access Plan, Vision 2010, 2002 Comprehensive Transportation Plan, the Official Plan and ***Accessibility for Ontarians with Disabilities Act 2005***.
- 1.2. This policy establishes guidelines for the provision of new sidewalks in the City of Peterborough and to support the basic transportation principles of accessibility, equity, health and well-being, environmental sustainability and community cohesion and vitality.

2.0 APPLICATION

- 2.1. This policy applies to new and existing streets within the City of Peterborough.
- 2.2. Cul-de-sacs with less than 30 residential units, where no through pedestrian connection exists are exempt from this policy.
- 2.3. In a site specific situation where a physical barrier prevents the construction of a sidewalk on a new street, Council may provide an exemption to the policy.
- 2.4. Sidewalks on new streets shall be financed by the developer 100% on local streets and 50% on collector and arterial streets. Arterial streets serving as a boundary road shall be funded by the City.

3.0 DEFINITIONS/ACROYNMS

3.1. Accessibility

As a transportation principle, accessibility includes walking as a free means of accessing local goods, services, community amenities, and public transit.

3.2. Barrier

Anything that prevents a person with a disability from fully participating in all aspects of society because of his or her disability, including a physical barrier.

3.3. Community Cohesion and Vitality

In the context of transportation, a pedestrian-friendly environment encourages and facilitates social interaction or cohesion and local economic vitality.

3.4. Environmental Sustainability

Walking, as a means of transportation, is environmentally friendly as it relies on human power and therefore has a negligible environmental impact.

3.5. Equity

From a transportation perspective, walking is recognized as the only mode of travel that is universally affordable, and allows children and youth, older adults and people using mobility aids, to travel independently.

3.6. Health and Well-Being

Walking enhances physical and mental health, and personal wellness.

3.7. Pedestrian

A pedestrian is a person moving from place to place either on foot or by using an assistive mobility device.

3.8. Safety, Personal and Community

Creating a transportation environment that is safe and comfortable for the individual pedestrian encourages walking and increases community safety for everyone.

3.9. Sidewalk

A pedestrian corridor adjacent to a roadway or allowance.

3.10. Sidewalk Ramp

A section of the sidewalk blended into the street.

4.0 THE POLICY

- 4.1 Barrier-free sidewalks shall be provided for pedestrians to improve walkability, accessibility, community vitality, the environment, equity, health and safety and to minimize conflict with motorized vehicles.
- 4.2 Sidewalks shall be provided on both sides of all new City streets, and should be provided on both sides of all existing streets.
- 4.3 Sidewalk ramps shall be provided at all intersections on local, collector and arterial roadways where a legal crossing exists and pedestrians are permitted to cross. In the case where sidewalk infrastructure is not available on the opposite side, sidewalk ramps will be provided in case the opportunity to provide the missing infrastructure arises. Whenever possible, connecting links will be provided to facilitate crossings.
- 4.4 A boulevard shall separate the sidewalk from the road, where possible, to improve winter sidewalk conditions and increase pedestrian comfort. When restoring boulevards the City shall not be responsible for replacing private infrastructure on the public right-of-way, with driveways being the exception.
- 4.5 Sidewalks shall be built in a manner consistent with the Official Plan, Access Plan, Transportation Plan, Vision 2010 and ***Accessibility for Ontarians with Disabilities Act, 2005***.
- 4.6 Sidewalk construction for existing streets shall be performed annually, on a priority basis, following the criteria described in the Sidewalk Strategic Plan (5.8) and as per the Sidewalk Implementation Procedure # MS08-7750P1 (5.5).

5.0 APPENDIX, RELATED POLICIES, PROCEDURES & LINKS

- 5.1 Access Plan
- 5.2 Vision 2010
- 5.3 2002 Comprehensive Transportation Plan
- 5.4 Official Plan
- 5.5 Sidewalk Implementation Procedure # MS08-7750P1

5.6 Council Report # USTR08-008

5.7 Accessibility for Ontarians with Disabilities Act 2005

5.8 Sidewalk Strategic Plan

5.9 Key search words for this policy:
 development, infrastructure, pedestrian, redevelopment, sidewalk,
 accessibility, vitality, walkability, streets, sidewalk ramps

6.0 AMENDMENTS/REVIEWS

Date (yyyy-mm-dd)	Section # Amended	Comment
2008-03-24		Policy updated. Council report # USTR08-008
		2002 Sidewalk policy rescinded (PL02-038).

SIDEWALK IMPLEMENTATION PROCEDURE FOR EXISTING STREETS

Department:	Utility Services	Approval Level:	Council
Division:	Transportation	Effective Date:	2008-02-11
Section/Facility:	n/a	Procedure #:	MS08-7750P1

1.0 PURPOSE

- 1.1 In response to Sidewalk Policy MS08-7750, this procedure outlines the process to implement new sidewalk projects along existing streets, on a priority basis.

2.0 APPLICATION

- 2.1 This procedure applies to all existing City streets. Priority has been given to areas along arterial and collector roads and where high levels of pedestrian traffic are anticipated, such as, transit routes, near schools, in proximity to commercial areas and trails. See 5.2 and 5.5 for details.
- 2.2 Departments involved include those associated with sidewalk planning, construction, maintenance and accessibility.

3.0 DEFINITIONS/ACROYNMS

3.1 City

Means the Corporation of the City of Peterborough.

4.0 PROCEDURE

- 4.1 Choose the highest ranked, priority 1 and 2 sidewalk areas for construction, based on available budget. Refer to 5.6, Appendix A, for a priority listing.
- 4.2 Review the list with the Access Co-ordinator, Engineering, Land Information Services, Planning and Public Works to discuss schedules and to mitigate potential issues such as difficult topography, mature trees, infrastructure or other planned construction projects.

- 4.3 Finalize and circulate, in a timely manner, the annual list to the Access Co-ordinator, Engineering and Construction, Land Information Services, Planning and Public Works for inclusion into budgetary work plans (where appropriate).
- 4.4 As per the annual list, notify residents in the priority 1 and 2 areas of the forthcoming sidewalk installations.
- 4.5 Co-ordinate the flow of sidewalk project information to assist the Access Co-ordinator, Engineering and Construction, Land Information Services, Planning and Public Works with records management.
- 4.6 Provide sidewalk project updates using the City website.
- 4.7 Every three (3) years re-apply the sidewalk criteria to provide a current listing of all priority sidewalk sites. Disseminate this information.

5.0 APPENDIX, RELATED DOCUMENTS & LINKS

- 5.1 Council Report, Sidewalk Strategic Plan
- 5.2 Sidewalk Strategic Plan Phase 1 Report, July 2007
- 5.3 Sidewalk Policy #MS08-7750
- 5.4 Provincial accessibility legislation
- 5.5 Table 1 of the Sidewalk Strategic Plan outlines the criteria that are used to prioritize missing segments of sidewalk.
- 5.6 Appendix A: Priority 1 & 2 sidewalks listing.
- 5.7 Key search words for this procedure: accessibility, construction, mature trees, priority 1 & 2, policy & procedure, sidewalk, strategic plan

