2022 SIDEWALK STRATEGIC PLAN

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peterborough

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2022 Sidewalk Strategic Plan Update

1.0 Introduction

Sidewalk infrastructure is a key component of urban design that supports walking. Sidewalks separate pedestrians from vehicular traffic and contribute significantly to creating a pedestrian friendly environment. Ramps on sidewalks at crossing points are critical for persons with a mobility disability and beneficial to those who have difficulty with curbs, including people with strollers and elderly people. The provision of sidewalks and sidewalk ramps can be a factor in determining whether a citizen can access public transit.

Through the Official Plan, Transportation Plan Update, the Accessibility Plan and the Agefriendly Plan, the City of Peterborough has expressed a clear commitment and desire to support walking as a mode of travel and recreation. In 2016, the City was awarded a Silver Walk Friendly designation by Walk Friendly Ontario, citing the Sidewalk Policy, Sidewalk Strategic Plan, supportive programming through Active and Safe Routes to School and Shifting Gears as key initiatives that have contributed to enhancing the walkability of the community.

The purpose of the Sidewalk Strategic Plan is to prioritize the provision of new sidewalks within the City of Peterborough. The scope of this project includes missing sections of sidewalk in existing developed areas throughout the city. The project does not include sidewalk repairs, which are a separate process. Recognizing that there are limited resources to build new sidewalks, the Sidewalk Strategic Plan uses spatial data analysis (GIS) to prioritize missing sidewalk segments.

The Sidewalk Strategic Plan is used to:

- Prioritize new sidewalk construction projects
- Assess requests for new sidewalks
- Map and track where sidewalks are provided
- Assist with planning policy development, site plan evaluations and other planning initiatives, and
- Determine walking and bussing needs of students (Student Transportation Services of Central Ontario does this work.).

The purpose of the Sidewalk Strategic Plan is to prioritize the provision of new sidewalks in existing developed areas of the City.

2.0 Process to Update the Sidewalk Strategic Plan

The process for updating the Sidewalk Strategic Plan included:

- 1. Updating sidewalk data in corporate GIS system to ensure it accurately reflects locations of existing sidewalks and sections of no sidewalk.
- 2. Reviewing the criteria for ranking segments of no sidewalk.
- 3. Updating the criteria data and incorporating the data into the GIS system if it is not yet there.
- 4. Testing the data analysis to determine its effectiveness. Rankings should reflect expected pedestrian demand and road safety factors.
- 5. Applying the criteria using GIS to the City's existing sidewalk map and undertaking data analysis. The results are shown in a table of ranked sidewalks and a map showing missing sidewalks according to level of priority for development.
- 6. Creating a report incorporating the maps and tables produced in the GIS analysis.

3.0 Criteria for Ranking Missing Sidewalks

The initial project team for the 2008 Sidewalk Strategic Plan developed a set of criteria to reflect pedestrian demand and risk. These criteria were designed to reflect where higher pedestrian volumes are expected based on adjacent land uses and safety considerations such as traffic volume and speed. Each missing sidewalk segment is assigned points according to the criteria and then given a priority of one through five based on the total number of points accrued to that missing sidewalk segment. The initial criteria were:

- Type of road
- Major pedestrian generators (retirement or nursing home, accessible housing complex, high density housing, major medical clinic, health unit, arena, major tourist attraction, public building, place of work over 200 employees)
- School walking zones
- Areas of concern within school walking zones
- Transit routes
- Commercial land uses
- Trails and parks
- No sidewalks on either side

Based on input from staff and stakeholders, new criteria were tested, and two new ones were added in the 2012 review:

- Beaten paths along arterial and collector roads; and,
- Added points for an arterial road with more than two travel lanes.

For the 2016 review, several new criteria were added to refine the analysis further:

- Slope data
- Sidewalk gaps within 100 metres of a crossing guard location
- Seniors' activity centres were added to the retirement home criteria
- Occurrence and frequency of pedestrian collisions
- Short gaps in the existing sidewalk network.

The addition of new criteria has resulted in a more robust and comprehensive analysis.

The addition of new criteria has resulted in a more robust and

comprehensive analysis. With additional criteria, there are more potential total points that can be assigned to each section of missing sidewalk. The range of points associated with each priority rating were increased to reflect that the total number of points attributed to any given sidewalk gap can be higher. For example, in the 2012 analysis, a sidewalk was ranked as a priority 1 if it had 105 or more points. In the 2022 analysis, a priority 1 sidewalk is assigned 145 or more points.

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 three categories that include schools:

- 1. Within school-walking zone
- 2. Students provided with busing due to a missing sidewalk on an arterial or collector road within the school walking zone
- 3. Within 100 m of a school crossing guard location.

Retirement homes, nursing homes and seniors' centres 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, points accumulate within a 500 m buffer. Highest points within the pedestrian generator category 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 a criterion because transit users need sidewalks to access bus stops.

Roads where there is no sidewalk 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 very highly due to the accumulation of points in other categories. On arterial and collector streets, there may not be a safe place 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. Cul-de-sacs of less than 30 homes with no through walkway are not included in the analysis because they are not included in the Provision of Sidewalks

Policy due to the low levels of pedestrian and vehicle volumes anticipated to use these streets.

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

Slope data is one of the new criteria added in 2016. A road with a slope has shorter sight lines and a greater chance of a vehicle losing control in snowy or icy conditions.

In the last few years, the most requests for sidewalks that were not a priority 1 or 2 were sidewalk gaps within 100 metres of a crossing guard location. As a result, this has been added as a criterion. With the high volume of vehicle traffic at school times and the high volume of children and their care givers walking at the same time, sidewalks leading to school crossing guard locations were identified as important.

Seniors' activity centres were added to the retirement home criteria to support older adults striving to build walking into their day and to reflect that fewer older adults drive and rely on transit for transportation. They need the sidewalks to get to and from the transit stops. The City recognizes that as people age, the rate of disability also increases and sidewalks play a key role in allowing older adults to get around.

A criterion was added for the occurrence and frequency of pedestrian collisions along a corridor. Sidewalks contribute to reducing vehicle/pedestrian conflicts.

To strategically invest in expanding the existing sidewalk network, short gaps in the existing sidewalk network were added as a criterion. Along some streets, there is a sidewalk with a short gap. It is these short gaps that have been identified and assigned points, recognizing that addressing these gaps will lead to more use of the existing sidewalks in that area.

The criteria and the source of the data are described in Table 1.

Table 1: Criteria for Prioritizing Sidewalks

Variable	Description	Assigned Value	Source of Data
1. Type of Road (code is RD)	Options are arterial with more than 2 vehicle lanes, arterial with 2 travel lanes, 		Corporate mapping system
 a) Major pedestrian generator (code is MAJ) 	Within 500 metres of a hospital, transit terminal, library, Wellness Centre, Y	10	Corporate mapping system
2. b) Seniors' Housing or Seniors' Activity Centre (code is SENIOR)	Within 500 metres of Seniors' Housing or a Seniors' Activity Centre (retirement residence, long term care, social housing, affordable housing, seniors' activity centre)	5	Community Housing map, Corporate mapping system
2. c) Accessible housing complex (code is ACC)	Within 500 metres of an accessible housing complex	5	Community Housing map, Corporate mapping system
2. d) High density housing (code is HIGHD)	Within 500 metres of high-density housing	5	Tax assessment, 7+ units
2. e) Major medical clinic, public health office (code is MED)	Within 500 metres of a major medical clinic or public health office	5	Internet search, Corporate mapping system
2. f) Arena (code is ARENA)	Within 500 metres of an arena	5	Corporate mapping system
2. g) Major tourist attraction or public building where the public is invited (code is TOUR)	Within 500 metres of a major tourist attraction or public building where the public is invited, for example, art gallery, museum, community centre	5	Corporate mapping system

Variable	Description	Assigned Value	Source of Data
2. h) Place of work with over 200 employees (code is PWORK)	Within 500 metres of a place of work with over 200 employees	5	Peterborough Economic Development, Peterborough This Week, Internet search
3. a) Elementary School Zone with 200 or more walkers (code is SW)	Within designated walk zone of an elementary school with 200 or more walkers	20	Student Transportation Services of Central Ontario
3. b) Elementary School Zone with less than 200 walkers (code is SW)	Within designated walk zone of an elementary school with less than 200 walkers	15	Student Transportation Services of Central Ontario
3. c) Secondary School Zone with 200 or more walkers (code is SW)	Within designated walk zone of a secondary school with 200 or more walkers	15	Student Transportation Services of Central Ontario
3. d) Secondary School Zone with less than 200 walkers (code is SW)	Within designated walk zone of a secondary school with less than 200 walkers	10	Student Transportation Services of Central Ontario
3. e) Within 1 km of a college or university (code is SW)	Within 1 km of a college or university	10	Corporate mapping system
4. a) School with more than 20 walkers being bussed from an area (code is SB)	Within a designated walking zone of an elementary or secondary school with 20 or more walkers being bussed from an area	20	Student Transportation Services of Central Ontario

Variable	Description	Assigned Value	Source of Data
4. b) School with 10 to 19 walkers being bussed from an area (code is SB)	Within a designated walking zone of an elementary or secondary school with 10 to 19 walkers being bussed from an area	10	Student Transportation Services of Central Ontario
4. c) School with 1-9 walkers being bussed from an area (code is SB)	Within a designated walking zone of an elementary or secondary school with 1-9 students being bussed from an area	5	Student Transportation Services of Central Ontario
5. Transit Route (code is TRAN)	Roads that are transit routes	20	Corporate mapping system (inclusive streets only, not streets touching)
6. a) Downtown (code is COM)	Within the downtown central area	20	Corporate mapping system, Official Plan Schedule I
6. b) Major Shopping Centre (code is COM)	Within 500 metres of a major shopping centre	15	Corporate mapping system, Official Plan Schedule I
6. c) Other Official Plan designated commercial land use (code is COM)	With 250 metres of any other Official Plan designated commercial land use (includes special purpose retail, neighbourhood centre, service commercial), C1 zoning and a convenience store	10	Corporate mapping system, Official Plan Schedule I, Zoning By-law, plus any convenience stores not covered by C1 zoning

Variable	Description	Assigned Value	Source of Data
7. Trails (code is PARK)	Within 500 metres of a trail or within 250 metres of a park	10	Corporate mapping system
8. No sidewalks on either side (code is BOTHSIDE)		20	GIS data analysis, does not apply to cul-de-sacs
9. Beaten pathway along the side of a road (code is PATH)	Visible beaten path along the side of an arterial or collector20 points for an arterial road and 10 for a collector road		Aerial photography, Google streetview and site visits (Susan Sauve)
10. Crossing Guard (code is CROSS)	Within 100 metres of a route leading to a crossing guard location	Vithin 100 metres of 20 route leading to a rossing guard ocation	
11. Slope (code is SLOPE)	Roads with a slope of great than 3%	20 points where a slope is greater than 8%, 10 points where a slope is 3 to 8 %	2015 LiDAR data, GIS spatial analysis, some manual checking
12. Collision (code is COLLISION)	Locations where there have been pedestrian collisions	20 points where there have been 1-3 pedestrian collisions, 30 points where there have been 4 or more pedestrian collisions	Collision data compiled from MTO data
13. a) Sidewalk Gap (code is GAP)	If the missing sidewalk is a gap between existing sidewalks that is less than 500 metres long and on an arterial or collector road, and not a dead end or surrounded by other no sidewalk lines	20	Manual checking, some GIS analysis

Variable	Description	Assigned Value	Source of Data
13. b) Sidewalk Gap (code is GAP)	If the missing sidewalk is a gap between existing sidewalks that is less than 500 metres long and on a local road, and not a dead end or surrounded by other no sidewalk lines	10	Manual checking, some GIS analysis

4.0 Spatial Data Analysis

Each of the criterion is applied to all segments of missing sidewalks within the City using spatial data analysis (GIS). For example, one missing section of sidewalk may be assigned points in this way:

- If it is on a transit route, 20 points are assigned
- 20 for being on a 2-lane arterial road, and
- 20 for being in the downtown, etc.

Several products were created through the spatial data analysis:

- An ArcGIS project that functions interactively
- A table that shows the sum of points for all missing sidewalks and indicates what points are assigned
- A map that shows all missing sidewalks and assigns a priority of one to five.

ArcGIS is the GIS software that was used to do the mapping and analysis for the sidewalk strategic plan. The ArcGIS software is dynamic and can, for example, isolate a group of criteria to further analyze the data. For example, the transit criteria can be isolated to show which transit routes have sidewalk segments missing. This information can be used in transit service planning.

On the map, each segment of missing sidewalk is shown and categorized into one of five levels of priority according to the number of points assigned in the analysis. Table 2 shows the number of points for each priority rating.

Table 2: Points Assigned for Each Priority

Priority	Points
Priority 1	145 or more
Priority 2	105-140
Priority 3	75-100
Priority 4	0-75
Priority 5	Cul-de-sacs with less than 30 homes and no walkway

A complete update of the data sets and analysis was undertaken for this 2022 review, the first full update since 2016.

5.0 Existing Conditions

The percentage of roads that are reported as having sidewalks is related to the length of curb lane for a road. In other words, a 1 km length of road would have 2 km of sidewalks, one on each side. Tables 3 shows the length of missing sidewalks by priority and Table 4 shows the length of missing sidewalks by priority.

Priority	Length (km)	% Priority by Length
Priority 1	2.9	0.8%
Priority 2	28.6	7.9%
Priority 3	94.5	26.2%
Priority 4	214.0	59.3%
Priority 5	21.0	5.8%
Total	361.0	100.0%

Table 3: No Sidewalk by Level of Priority

Table 4: No Sidewalks Along Transit Routes

Priority	No Sidewalks (km)	No Sidewalks by Priority (%)
Priority 1	2.9	4%
Priority 2	18.7	28%
Priority 3	27.0	40%
Priority 4	17.6	26%
Priority 5	1.3	2%
Total	67.6	100

Appendix A is a table showing all the priority 1 and 2 missing sidewalk segments sorted by number of points assigned. The full table showing all missing sidewalks and the points that are assigned to each one is too large to include in the report, so it is provided on-line. The data can be sorted in many ways, such as by number of points, priority or street name.

Appendix B is a map of all the missing sidewalk segments according to the priority they have been assigned.

6.0 Sidewalk Strategic Plan Implementation

The Sidewalk Strategic Plan was first developed in 2008 and Council approved developing a capital program to implement the priority 1 and 2 sidewalks at that time, with a goal to implementing all the Priority 1 and 2 sidewalks by 2022. In the 14 years since the plan was approved, 38.7 km of sidewalks in existing builtup areas have been constructed. The following map shows the locations of new sidewalks that have been constructed. Most of the sidewalks constructed were a priority 1 or 2.





According to the Sidewalk Policy, new sidewalks are provided whenever a road is reconstructed, so some sidewalks that were constructed were a priority 3 or 4. While the Sidewalk Policy calls for sidewalks to be built on both sides of reconstructed streets, sometimes there are physical constraints or mature trees that make this difficult to do and sometimes the adjacent property owners are not supportive. In each of these cases, a sidewalk was provided on at least one side of the street. In situations where a missing sidewalk was a priority 1 or 2, support to build sidewalks on both sides of the street was consistent.

In some cases where the missing segment of sidewalk is also identified as a link in the Cycling Network, a multi-use path is provided instead of a sidewalk. Streets where multi-use paths were implemented on at least one side of the street include Lansdowne Street, The Parkway, Ashburnham Drive, Nassau Mills Road and Medical Drive.

The implementation of some remaining priority 1 and 2 sidewalks will be timed with major projects, such as a bridge reconstruction or when mature trees are no longer present.

There are several arterial and collector roads that have a rural character and do not have curbs or gutters. Sidewalk implementation along these roads would ideally be timed with a road reconstruction when urban features such as curbs and gutters are provided. When a road reconstruction takes place, the grades are usually altered, which could affect any sidewalks that are in place. This is the reason why new sidewalks are generally not constructed along roads with a rural character. As the demand for walking along these streets increases, there may be a need to provide interim solutions such as a temporary sidewalk or paved shoulder.

The implementation of this plan demonstrates that commitment to a vision can make a significant difference in the urban environment over time. In this case, the cumulative improvements to the pedestrian network are evident. As shown in Table 5, 38.7 km of new sidewalks have been implemented since the Sidewalk Strategic Plan was approved in 2008. Table 6 shows the change in the percentage of streets with sidewalks over time by type of street.

38.7 km of new sidewalks have been constructed since the Sidewalk Strategic Plan was approved in 2008.
 Table 5: New Sidewalk Lengths by Year (km in developed areas, not including new sidewalks in greenfield developments)

Year	New Sidewalks (km)		
2009	1.0		
2010	1.4		
2011	4.0		
2012	8.6		
2013	3.4		
2014	3.6		
2015	0.2		
2016	6.2		
2017	1.1		
2018	2.7		
2019	0.5		
2020	0.0		
2021	4.8		
2022	1.2		
Total	38.7		

Table 6: Change in % of Streets with Sidewalks by Priority 2008-2021

Road Type	% with Sidewalks in 2008	% with Sidewalks in 2022	Difference (%)
Arterial	51	61	10%
Collector	60	65	5%
Local	41	44	3%
Overall	47	52	5%

7.0 Looking Forward

The Sidewalk Strategic Plan continues to be a valuable tool for guiding investments in sidewalk infrastructure. These investments will contribute to achieving the 2022 Transportation Master Plan goal of increasing active transportation to 25% of trips by 2051.

Several of the priority 1 and 2 sidewalks remaining to be built are along streets where road reconstruction is anticipated, and the sidewalks will be constructed as part of those projects. Continued support for the capital budget to implement the plan is needed to address the remaining priority 1 and 2 sidewalks that will not be built through planned road reconstruction projects. Many of these missing sidewalks are along transit routes. Given that most transit routes are on arterial and collector roads, addressing these gaps in the sidewalk network will be important to support increases in transit mode share, as well as walking mode share.

Appendix A — Table of Priority 1 and 2 Missing Sidewalks

*sorted from highest to lowest points

Side						Sum	
of		Cross	Cross	Road		of	Length
Street	Street Name	Street 1	Street 2	Class	Priority	Points	(m)
	_		Monaghan				
Odd	Lansdowne St W	Park St S	Rd	Arterial	1	185	584
Odd	Parkhill Rd W	Stewart St	Rubidge St	Arterial	1	170	37
Odd	Chemong Rd	Wolsely St	Highland Rd	Arterial	1	165	145
Odd	Parkhill Rd W	Rubidge St	Reid St	Arterial	1	160	84
Odd	Parkhill Rd W	Stewart St	Stewart St	Arterial	1	160	25
		Sherbrooke					
Even	Park St N	St	Bolivar St	Collector	1	160	54
Even	Park St N	Simcoe St	Donegal St	Collector	1	155	81
Even	Parkhill Rd W	Stormont St	Fairbairn St	Arterial	1	150	147
Even	The Parkway	Crawford Dr	Costco	Arterial	1	150	392
		Stornoway					
Odd	Goodfellow Rd	PI	Clonsilla Av	Collector	1	145	150
Even	Sherbrooke St	Denure Dr	Brealey Dr	Arterial	1	145	348
Even	Sherbrooke St	Kenneth Av	High St	Arterial	1	145	44
Odd	Chemong Rd	Milroy Dr	City Limit	Arterial	1	145	736
Odd	Chemong Rd	Bennet St	Bellevue St	Arterial	1	145	113
Even	Wallis Dr	Claudette Ct	Weller St	Collector	2	140	394
Odd	Lansdowne St W	George St S	Aylmer St S	Arterial	2	140	206
Even	Sherbrooke St	High St	Stannor Dr	Arterial	2	140	60
Odd	Chemong Rd	Wolsely St	Bennet St	Arterial	2	135	93
		Grandview					
Even	Sherbrooke St	Av	Kenneth Av	Arterial	2	135	83
			Grandview		_		
Even	Sherbrooke St	Albertus Av	Av	Arterial	2	135	25
Odd	Sherbrooke St	Denure Dr	Brealey Dr	Arterial	2	135	175
Even	Fair Av	Weller St	Thornhill Rd	Collector	2	130	249
		Lansdowne					
Odd	High St	StW	St Mary's St	Collector	2	130	322
Odd	Parkhill Rd W	Aylmer St N	Bethune St	Arterial	2	130	75
Odd	Fair Av	Weller St	Thornhill Rd	Collector	2	130	291
Odd	Parkhill Rd W	Downie St	Donegal St	Arterial	2	130	118
Even	Park St N	Bolivar St	King St	Collector	2	130	68
		Greencrest	Woodglade		_		
Odd	Sherbrooke St	Dr	Bv	Arterial	2	125	568
		Aberdeen	Malashi Ot	ا	0	405	0.0
		AV		Arterial	2	125	80
Udd	Sherbrooke St	Hywood Rd	Denure Dr	Arterial	2	125	300
Even	vvater St	Marina Bv	Carnegie Av	Arterial	2	125	1132

Side						Sum	
of		Cross	Cross	Road	.	of	Length
Street	Street Name	Street 1	Street 2	Class	Priority	Points	(m)
Odd	Chemona Rd	Towerbill Rd	Milrov Dr	Arterial	2	125	353
Odd	Brock St	Rubidge St	Reid St	Local	2	125	78
Odd	Barnardo Av	George St N	Church St	Collector	2	125	73
Even	Water St	Anson St	Mill St	Arterial	2	125	548
Odd	Sherbrooke St	Linden Lee	Hywood Rd	Arterial	2	125	140
044		Woodalade	- ing wood i ku	7 11 1011 101		.20	110
Odd	Sherbrooke St	Bv	Linden Lee	Arterial	2	125	83
		Sherbrooke	Glenforest				
Odd	Brealey Dr	St	Bv	Arterial	2	125	384
Odd	The Parkway	Crawford Dr	Unspecified	Arterial	2	125	280
Even	Sherbrooke St	Hywood Rd	Denure Dr	Arterial	2	125	289
_			University		0	405	504
Even	Nassau Mills Rd	Armour Rd	Rd	Arterial	2	125	594
Even	Sharbrooka St	woodglade	Lindon Loo	Artorial	2	125	77
LVEII		Glenforest		Antenai	Ζ	125	11
Even	Brealev Dr	Bv	Ireland Dr	Arterial	2	120	357
	,	Townsend					
Even	Stewart St	St	Wolfe St	Collector	2	120	68
Even	Parkhill Rd W	Crowley Cr	Crowley Cr	Arterial	2	120	242
Odd	Parkhill Rd E	Auburn St	Armour Rd	Arterial	2	120	334
Odd	Murray St	College St	Water St	Local	2	120	133
			Ashburnham				
Odd	Maria St	Armour Rd	Dr	Arterial	2	120	42
Even	Water St	George St N	Anson St	Arterial	2	120	63
Odd	Edinburgh St	Aylmer St N	Bethune St	Local	2	120	77
044	Draalay Dr	Glenforest	Iroland Dr	Artorial	0	100	272
Odd		DV	Enharave	Anterial	Z	120	373
Even	Braidwood Av	I lovd Av	Bv	Collector	2	120	64
	Braidwood / W	Sherbrooke				.20	
Odd	Woodglade Bv	St	White Cr	Collector	2	120	299
			Parkhill Rd				
Odd	Armour Rd	Dufferin St	E	Arterial	2	120	295
			Dennistoun		~	400	000
Even	Parkhill Rd W	Auburn St	AV	Arterial	2	120	286
Udd	Lansdowne St W	Aylmer St S	Park St S	Arterial	2	120	201
Odd	Fairbairn St			Arterial	2	120	80
		North	<u> </u>	AILEIIAI	۷	120	00
		Monaghan					
Odd	Brealey Dr	Py	Stenson Bv	Arterial	2	120	390
Odd	Monaghan Rd	Anne St	Charlotte St	Arterial	2	115	162

Side						Sum	
of		Cross	Cross	Road		of	Length
Street	Street Name	Street 1	Street 2	Class	Priority	Points	(m)
Odd	Weller St	Wallis Dr	Weller Cr	Collector	2	115	147
			Sherbrooke				
Even	Greencrest Dr	Summit Dr	St	Local	2	115	141
Odd	High St	Third Av	Maryland Av	Collector	2	115	56
Odd	Monaghan Rd	Bolivar St	Anne St	Arterial	2	115	74
		West Bank					
Even	Nassau Mills Rd	Dr	Armour Rd	Arterial	2	115	153
Even	Barnardo Av	Water St	George St N	Collector	2	115	58
_		Applegrove	Summerhill				
Odd	Chemong Rd	Av	Dr	Arterial	2	115	92
<u></u>		West Bank					
Odd	Nassau Mills Rd	Dr	Armour Rd	Arterial	2	115	147
044	As due ou Ot N	Austrian Ct			0	445	20
Udd	Ayimer St N	Antrim St	W	Arterial	Ζ	115	30
Odd	Ronafort Pd	Konnody Pd	Dr	Artorial	2	115	11
Even	Dublin St	Avimor St N	Di Rothuno St		2	115	20
Even	Dubiin St Degere St	Ayimer Stin		Local	2	115	30
Even		Oxioid St	Haziili Si	Local	2		11
	Asnburnnam Dr	Maria St			2	115	133
Even	Parknill Rd W		Facendi Dr	Arterial	Ζ	115	127
Even	High St	Maryland Av	St	Collector	2	115	136
Even	High St	Third Av	Maryland Av	Collector	2	115	70
Odd	Fairbairn St	Bellevue St	Highland Rd	Arterial	2	115	179
			Chemong				
Even	Milroy Dr	Ferguson Pl	Rd	Collector	2	115	316
Odd	Bensfort Rd	Guthrie Dr	Kennedy Rd	Arterial	2	115	222
Even	Bensfort Rd	Guthrie Dr	Kennedy Rd	Arterial	2	115	247
			Townsend				
Even	Park St N	Rink St	St	Arterial	2	115	116
Even	Sherbrooke St	Linden Lee	Hywood Rd	Arterial	2	115	123
			Townsend				
Odd	Rubidge St	Rink St	St	Arterial	2	115	108
_			Otonabee		-		
Even	Bensfort Rd	Kennedy Rd	Dr	Arterial	2	115	50
			Sherbrooke		0	445	400
Uad	rign St	Rupowiek	ગ	Collector	2	115	129
044	Ligh St			Collector	C	110	212
Ouu	nigh St	Goodfollow		Collector	۷	110	213
	Talwood Dr	Rd	Talwood Ct		2	110	170
				LUCAI	۷	110	170
Even	Avlmer St S	Prince St	St W	Arterial	2	110	54
				,	-		<u> </u>

of Cross Cross Road	of Lenath
Street Street Name Street 1 Street 2 Class Priority Po	oints (m)
Sherbrooke	
Even Linden Lee St Hywood Rd Local 2 1	110 311
Even Romaine St Lock St George St S Collector 2 1	110 154
Even Stratton Av Fortye Dr Wilfred Dr Local 2 1	110 281
Odd Stratton Av Fortye Dr Wilfred Dr Local 2 1	110 278
Odd Hilliard St George St N Dumble Av Arterial 2 1	110 140
Cumberland	440 005
Even Carnegie AV AV Heritage II Arterial 2	110 305
Even Summerhill Dr. Rd. Rosehill Dr. Local 2	110 183
Even Eairbairn St. Hillside St. McCrea Dr. Arterial 2	<u>110</u> 103 110 181
Odd Eairbairn St. Hillside St. McCrea Dr. Arterial 2	110 136
Odd Function Function Function Function Even Avalues St Princess St Prince St Arterial 2	110 55
Even Aymerst St. Princess St. Prince St. Alterial 2	110 55
Even Ashburnham Dr. Maniece Av. Hunter St E. Collector 2	110 122
Even Asibultitati Di Mattiece Av Trutter St E Collector 2	110 499 110 74
Even Brock St. Ayliner St. N. Bethune St. Local 2	110 74
Even Brock St. Bethune St. Stewart St. Local 2	
Odd Stewart St St London St Local 2 1	110 121
Glengarry	
Odd Fairbairn St Av Wolsely St Arterial 2	110 81
Even Armour Rd Sophia St St Luke's Av Arterial 2	110 92
Cedargrove	
Odd Fair Av Dr Weller St Collector 2 1	110 183
Chamberlain Stornoway	
Odd Goodfellow Rd St Pl Collector 2 1	110 24
Brunswick	
Even High St Av Third Av Collector 2 1	110 306
Odd Wolsely St Aylmer St N Bethune St Collector 2 1	110 79
Odd Borden Av Erskine Av High St Arterial 2 1	110 96
Even Parkhill Rd E Leahy's Ln Canal Rd Arterial 2 1	110 359
Odd Murray St Bethune St Stewart St Local 2 1	110 106
Odd Victory Cr Charlotte St Victory Dr Local 2 1	110 59
Even Victory Cr Charlotte St Victory Dr Local 2 1	110 48
Odd Carnegie Av Av Heritage II Arterial 2 1	110 270
Asnpurnnam Arterial 2	110 100
Even Human Street Di Iviuseum Di Attended 2 Odd Darkbill Pd E Armour Pd Ourtin Pd Artended 2	110 100
Dead End	91
Even Brock St Sheridan St Fast Local 2	110 20
Walkerfield	
Odd Armstrong Dr Hospital Dr Av Local 2	105 218

Side				Deed		Sum	1 0
Of Street	Street Name	Cross Street 1	Cross Street 2	Road Class	Priority	Of Points	Length (m)
Olicel			Walkerfield	01033	THORITY	T OIIIt3	(111)
Even	Dobbin Av	Hospital Dr	Av	Local	2	105	180
		1	Walkerfield				
Odd	Dobbin Av	Hospital Dr	Av	Local	2	105	184
		Sherbrooke		_			
Even	Wallis Dr	St	Claudette Ct	Collector	2	105	272
Even	River Rd S	Dr	Rd	Arterial	2	105	346
		Sherbrooke	T G	71101101	L	100	040
Even	Nevin Av	St	Link St	Local	2	105	275
		Sherbrooke					
Odd	Nevin Av	St	Link St	Local	2	105	266
Odd	Ware St	Lock St	George St S	Local	2	105	155
		Wintergreen	Kawartha		_		
Even	Wintergreen TI	Ct	Heights Bv	Local	2	105	147
044	Mintergroop TI	Wintergreen	Kawartha		2	105	107
- Odd Even		Cl Rubidgo St		Local	2	105	70
		Rubidge St		Local	2	105	79
Odd	Dorkhill Dd E		Cionsilia Av	Artorial	2	105	202
Ouu		Leany S Li	Farm House	Anterial	Ζ	105	213
Odd	Dobbin Rd	City Limit	Ln	Local	2	105	206
Odd	Carnegie Av	Heritage TI	City Limit	Arterial	2	105	480
Odd	Simcoe St	Reid St	Downie St	Local	2	105	81
Even	Armour Rd	Dafoe Dr	Armour Rd	Local	2	105	541
		Sherbrooke	Glenforest				
Even	Brealey Dr	St	Bv	Arterial	2	105	164
Even	Water St	Langton St	Marina Bv	Arterial	2	105	525
Even	Dead End North	George St N	Aylmer St N	Local	2	105	48
			University				
Odd	Nassau Mills Rd	Armour Rd	Rd	Arterial	2	105	569
Odd	Eairbairn St	vveilington	Bollovuo St	Artorial	2	105	Q1
Ouu		51	Wellington	Anterial	Ζ	105	01
Odd	Fairbairn St	Wolselv St	St	Arterial	2	105	95
Odd	Dublin St	Avlmer St N	Bethune St	Local	2	105	81
			Otonabee				•••
Odd	Otonabee Dr	Bensfort Rd	Dr	Collector	2	105	272
			Exit 54 Off				
			115 Hwy N				
	Konnedi Di	Donafart D.J	I o Bensfort	م سطح ساحا	0	405	644
	Kennedy Rd	Benstort Rd		Arterial	2	105	641
Udd	Armour Rd	Datoe Dr	Armour Rd	Local	2	105	540

Side		-	-			Sum	
of		Cross	Cross	Road		of	Length
Street	Street Name	Street 1	Street 2	Class	Priority	Points	(m)
			Sherbrooke				
Odd	Greencrest Dr	Summit Dr	St	Local	2	105	150
Even	Third Av	High St	Clonsilla Av	Local	2	105	201
			Walkerfield				
Even	Armstrong Dr	Hospital Dr	Av	Local	2	105	228
Even	Townsend St	Aylmer St N	Stewart St	Local	2	105	162
			Farm House				
Even	Dobbin Rd	City Limit	Ln	Local	2	105	202
Odd	Fairbairn St	McCrea Dr	Towerhill Rd	Arterial	2	105	390
Even	Fairbairn St	McCrea Dr	Towerhill Rd	Arterial	2	105	384
			Southlawn				
Even	River Rd S	Bensfort Rd	Dr	Arterial	2	105	199
Even	Rink St	Olive Av	Aylmer St N	Collector	2	105	143
Even	Rink St	George St N	Olive Av	Collector	2	105	71
Odd	Rink St	Aylmer St N	Stewart St	Collector	2	105	138
Odd	Rink St	Stewart St	Rubidge St	Collector	2	105	82
Odd	Rogers St	Maria St	James St	Collector	2	105	178
			Monaghan				
Odd	Albert St	Alfred St	Rd	Collector	2	105	53
Total							31540

Appendix B — Map of Missing Sidewalks Showing Priority

See next page

