

Details on City of Saskatoon Updated Sidewalk Infill Prioritization Criteria

Category 1: Pedestrian Potential (50 Points)

Pedestrian potential utilizes land use to determine potential demand and potential users for pedestrian facilities.

Criteria	Rationale	Score
Adjacent Land Use	Areas with higher densities of population and employment have the potential for greater pedestrian activity, and therefore greater demand for pedestrian-supportive infrastructure. Sidewalks that are adjacent to land uses that generate more foot traffic are prioritized.	A maximum score of 20 points to be assigned based on the land use that falls directly adjacent to the location. Higher points would be assigned to land uses that typically generate more foot traffic (e.g. high density residential, business improvement districts, etc.).
Nearby Vulnerable User Destinations	Pedestrian trips to parks, schools, medical facilities or near seniors living facilities may be frequented by a higher proportion of vulnerable road users, such as children and older adults. Sidewalks that can increase the safety and frequency of these types of trips are prioritized.	A maximum score of 10 points to be assigned to missing sidewalk locations that are within a specified distance of destinations that serve vulnerable users. Higher points would be assigned to locations near these types of destinations (e.g. elementary schools, parks, etc.).
Nearby Major Destinations	Major destinations such as libraries, leisure centres, or event centres are considered to have more potential for generating pedestrian traffic. Sidewalks that can increase the safety and frequency of pedestrian trips to major destinations are prioritized.	A maximum score of 10 points to be assigned to sidewalk locations that are within a specified distance of major destinations. Higher points would be assigned to sidewalk locations near these types of destinations (e.g. leisure centres, libraries, shopping centres, etc.).
Nearby Transit Stops	Walking is an essential component of accessing transit. Sidewalks that provide connections to Bus Rapid Transit and transit facilities are prioritized.	A maximum score of 10 points to be assigned to sidewalk locations that are within a specified distance from a transit stop location. Higher points would be assigned to sidewalk locations near transit stops.

Category 2: Risk Reduction Potential (50 points)

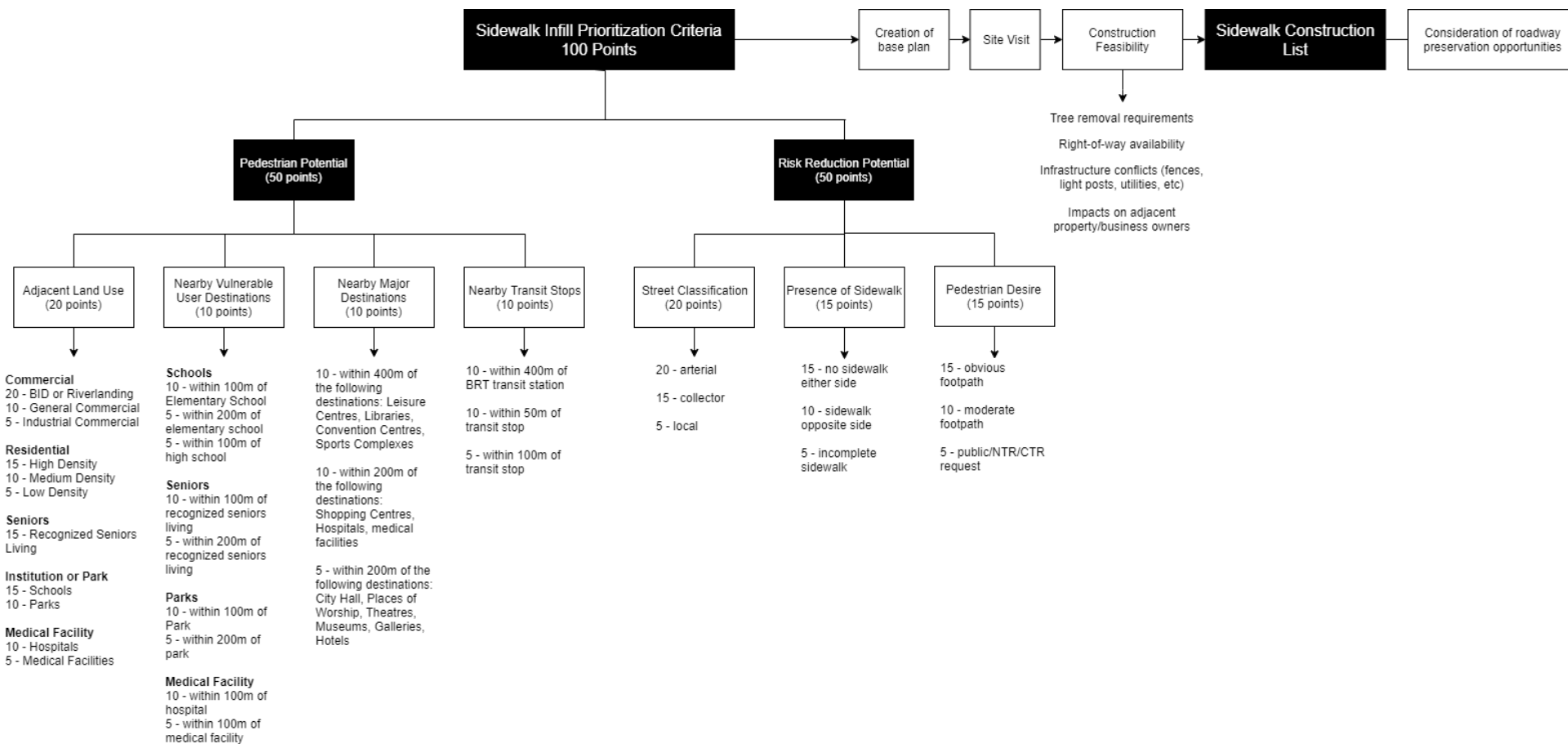
Risk reduction potential utilizes street classification, presence of existing pedestrian facilities, and pedestrian desire to indicate the potential for risk reductions.

In the event that a pedestrian is involved in a collision while traveling along a street where no sidewalk was available, maximum points (50) would be assigned in the Risk Reduction Potential category. Reported data is available from SGI on an annual basis.

Criteria	Rationale	Score
Street Classification	Road classification is a reflection of the traffic volumes and speeds along that road. Roads with higher traffic and travel speeds are in greater need of pedestrian facilities to ensure a safe travel environment. Streets with higher traffic volumes and speeds are prioritized.	A maximum score of 20 points to be assigned based on street classification. Higher points would be awarded to higher-order streets where traffic volumes and speeds are typically higher (e.g. arterial, collector).
Presence of Sidewalk	The lack of a sidewalk increases the possibility of pedestrians walking in the street. Streets without any pedestrian facilities are prioritized.	A maximum score of 15 points to be assigned based on the presence or lack of a pedestrian facility on the opposite side of the street.
Pedestrian Desire	Desire for a sidewalk, either through evidence of a beaten path or through resident requests, indicates that pedestrians are walking along this street regardless of the provision of a facility. Sidewalks that address pedestrian desire are prioritized.	A maximum score of 15 points to be assigned for the presence of a desire line based on evidence of pedestrian use (e.g. foot paths) or resident concerns.

Note: For both categories, the criteria applies to an entire block face. For example, if the missing sidewalk location is adjacent to a block with both low-density residential and high-density residential, the higher score will be applied to the entire block face.

Sidewalk Infill Prioritization Criteria – Flow Chart



Criteria is sourced from data sets that are maintained by various City of Saskatoon departments.