

ACTIVE TRANSPORTATION IMPLEMENTATION PLAN

Sidewalk Program

Expanding and enhancing the sidewalk network supports the goals of creating more places for walking, safer walking and making walking a more convenient and attractive choice for moving around. A lack of sidewalks can discourage people from walking as they are forced to walk on the street or on unpaved areas beside the street. This is not only less accessible and desirable, it is also unsafe.

The Sidewalk Program addresses 5 of the 88 recommendations. This program primarily addresses the Sidewalk Infill Program and Curb Ramp Program. Both programs look for opportunities to collaborate with other projects and programs, such as the Major Projects' Asset Preservation Plan, to achieve cost savings.

Sidewalk Infill Program

The sidewalk infill program focusses on eliminating gaps in the existing sidewalk network by installing new sidewalk where it is missing. The program prioritizes locations that are missing sidewalk on both sides of the street, locations that have a high pedestrian demand (such as streets that provide access to schools, senior's centres, community centres, parks, hospitals and other neighbourhood destinations), as well as locations identified through other studies or programs, such as Neighbourhood Traffic Reviews. All missing sidewalks are prioritized using the factors noted above and assigned a priority 1, 2 or 3.

The Administration has prepared a 5-year plan for sidewalk infrastructure expansion. The projects listed in Table 2 capture:

- priority 1 and priority 2 infill locations for arterial and collector streets where sidewalks are missing on both sides (primarily in residential and commercial areas) and
- priority 1 infill locations for local streets where sidewalks are missing on both sides.

All locations identified require a detailed review to determine feasibility of construction.

At current funding levels of \$100,000 annually, the nearly 10 kilometres of sidewalk infill locations identified in Table 2 will take approximately 50 years to implement in today's dollars. It should be noted that there are a significant number of priority 2 and priority 3 missing sidewalks that are not captured in this list, especially in older neighbourhoods and industrial areas. These locations are not included in Table 2 as they are beyond the 5-year sidewalk expansion plan.

The next steps for the Sidewalk Infill Program include conducting a detailed review of the database of missing sidewalks, prioritizing the sidewalks for implementation, preparing designs for construction, and developing cost estimates.

Curb Ramp Program

Transportation maintains a database of missing pedestrian accessible ramps in the city.

The database currently indicates there are approximately 3,300 missing ramps in the city. The following funding has been provided for curb ramp installations for the past three years:

- 2017: no funding was provided by for Curb Ramps, but some ramps were installed through the Public transit Infrastructure Funds (PTIF).
- 2018: \$100,000 of funding was allocated for curb ramp installations.
- 2019: \$200,000 of funding was allocated.

Should funding levels remain at \$200,000 per year, it will take approximately 55 years to address all missing ramp locations in today's dollars.

AT Plan Action Items

The following table identifies the action items from the AT Plan that are addressed through the Sidewalk Program and their progress to date. Progress on the action items refers to progress made in the planning phase and does not necessarily represent progress in the implementation phase.

Table 1: Sidewalk Program - AT Plan Action Item Progress Tracking

SIDEWALK PROGRAM		
Theme	Action Item	Progress
	Action 1A.2: Eliminate gaps in the sidewalk network on major roads.	
	Action 1A.3: Improve the City's sidewalk infill program to address gaps in the sidewalk network on local roads.	
	Action 1A.4: Develop a sidewalk improvement program to widen sidewalks that do not meet minimum standards or in areas of current or future high pedestrian activity.	
	Action 1A.5: Seek opportunities to implement new sidewalks in conjunction with other projects, plans or developments.	
	Action 5C.2: Provide accessible curb ramps with tactile features at intersection locations within the city.	

Legend

 Connectivity
  Convenience
  Maintenance & Accessibility
 Safety & Security
  Land Use & Growth
  Education & Awareness
 Not Started
  Started
  Underway
  Nearing Completion
  Completed or Ongoing

Sidewalk Infrastructure Expansion Plan 2020-2025

The following projects have been identified as priority for implementation.

Table 2: Sidewalk Infrastructure Expansion Plan 2020-2025

Project Name	Project Limits	Length (m)
11 th Street West	Avenue P to Dawes	689
18 th Street	Avenue U S to Avenue S South	192
23 rd Street	Whitney Avenue to Avenue Y North	697
23 rd Street	Avenue W N to Avenue P North	84
51 st Street	Faithful Avenue to Wanusekewin Drive	1766
Adelaide Street	Ewart Avenue to Cumberland Avenue	86
Avenue I North	North of 31 st Street to Cul-de-Sac	130
Avenue W	Appleby Drive to 11 th Street West	408
Balmoral Street	Prince of Wales Avenue to Spadina Crescent	135
Bedford Road	Ottawa Avenue to Avenue T North	717
Dudley Street	Avenue P S to Avenue N South	184
Dufferin Avenue	Taylor Street to 1 st Street	492
Dufferin Avenue	2 nd Street to 8 th Street	91
Emerson Avenue	Back lane to 8 th Street	110
Grant Street	North of Spark Avenue	218
Howell Avenue	Kusch Cres to Avenue I North	172
Louise Avenue	8 th Street to Main Street	374
McPherson Avenue	Taylor Street to 7 th Street	466
McPherson Avenue	Ruth Street to Elm Street	1112
Prince of Wales Avenue	Lane East of Empire Avenue to Spadina Cres	344
Quebec Avenue	33 rd Street to 38 th Street	563
St. Henry Avenue	Hilliard Street to Isabella Street	186
Victoria Avenue	Ruth Street to Ash Street	80
Victoria Avenue	Adelaide Street to Elm Street	101
Victoria Avenue	Maple Street to Taylor Street	76
Wiggins Avenue	8 th Street to 10 th Street	275
TOTAL METRES		9,748

The above noted projects have been prioritized using the following criteria:

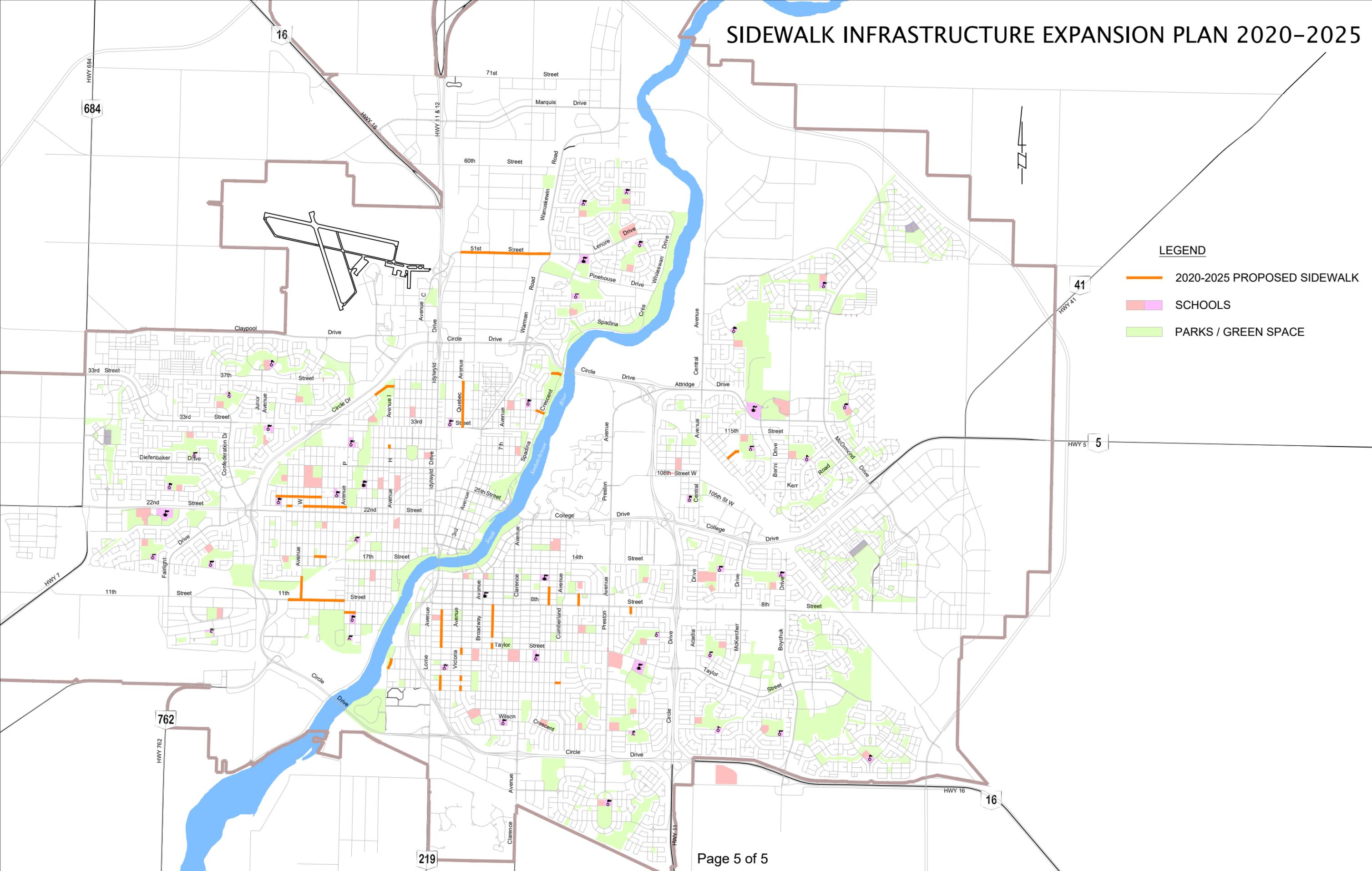
Priority	Description
1	Locations where no sidewalk exists on either side of the roadway, and locations identified in Neighbourhood Traffic Reviews, Corridor Studies, or other transportation studies or programs.
2	Locations around high pedestrian areas, such as parks, schools, transit and public facilities, as well as areas with clear desire lines.
3	Locations that have a sidewalk along one side of the roadway and are not on a pedestrian corridor leading to a park, school, senior citizen's complexes or public facilities.

Arterials and collectors where sidewalks are missing may be prioritized over locals depending on land use context. Arterials and collectors typically have higher traffic volumes and speeds than locals which can increase the safety risk for pedestrians using the street without a facility.

Additionally, a desktop screening is conducted for feasibility of sidewalk installation. For example, the presence of trees or utilities can limit the feasibility for installation of sidewalks in established areas.

A detailed review of the prioritization criteria and sidewalk gaps is planned for 2019 (including an inventory of existing gaps in the industrial areas).

SIDEWALK INFRASTRUCTURE EXPANSION PLAN 2020-2025



LEGEND

-  2020-2025 PROPOSED SIDEWALK
-  SCHOOLS
-  PARKS / GREEN SPACE