

City of Saskatoon's Historical Approach

Pedestrian Accessible Curb Ramps

Pedestrian accessible curb ramps have been funded and installed through the following:

- Asset Preservation Program;
- Pedestrian Accessible Curb Ramp Program (an element of the Active Transportation Plan, Capital Project 2468); and
- Public Transit Infrastructure Funds (PTIF) Projects.

Asset Preservation Program - Pedestrian accessible curb ramps have been installed when a corner panel is missing a ramp and that corner panel meets the sidewalk criteria for replacement. The sidewalk criteria for replacement was based on the current condition of the sidewalk panel and the treatment required.

Pedestrian Accessible Curb Ramp Program – Pedestrian accessible curb ramps were installed according to priority. Requests from people with accessibility needs were high priority, followed by transit routes and pedestrian potential. There are currently 148 intersection corners without pedestrian accessible ramps that have been identified by users as high priority.

To maximize efficiency and reduce costs, the Pedestrian Accessible Curb Ramp Program selected curb ramp locations to align with the Asset Preservation Program. By aligning the curb ramps installations with other work being completed in the area, the City was able to achieve approximately 30% reduction in costs.

PTIF Projects – In 2017, the City received funding for transit infrastructure upgrades, including the installation of pedestrian accessible curb ramps on transit routes. These projects are opportunistic and are not predictable.

At \$200,000 a year (\$100,000 from the Pedestrian Accessible Curb Ramp program, and \$100,000 from the Asset Preservation program), it is estimated that it would take approximately 47 years to add accessible curb ramps at all intersection corners in the City through the existing programs (costs are not adjusted for inflation).

In the past three years, the following number of ramps have been installed:

Number of Curb Ramps Installed by Program				
	Pedestrian Accessible Curb Ramp Program	PTIF Projects	Asset Preservation	Total
2019	72	0	65	137
2018	35	71	110*	216
2017	0	223	63	286
Total Ramps	107	294	238	639
Funding	\$300,000	\$665,565	\$560,000	\$1,525,565

* Preservation program addressed two seasons of concrete work in 2018 to get one year ahead of the roadway preservation microsurfacing program.

Many residents expressed dissatisfaction when pedestrian accessible curb ramps were not installed on all intersection corners with missing ramps, particularly when adjacent work is underway.

To install pedestrian accessible curb ramps at all intersection corners (where sidewalks exist), \$11,025,000 would be required in 2019 dollars).

Sidewalks

The Sidewalk Infill Program is the only ongoing program that addresses gaps in the existing sidewalk network. In the past three years, the following metres of sidewalk have been installed:

Metres of Sidewalk Installed by Sidewalk Infill Program			Total
	Sidewalk Infill Program (TIER)	PTIF Funding	
2019	260 m	0	260 m
2018	0	267 m	267 m
2017	0	2,995 m	2,995 m
Total Metres	260 m	3,262 m	3,522 m
Total Cost	\$100,000	\$1,052,000	\$1,152,000

The current program is adequately resourced to deliver approximately 300 metres of sidewalk annually. These resources include:

- transportation planning time to identify candidate locations,
- engineering and drafting time to develop functional plans,
- project engineering time to administer contracts, develop detailed designs, and oversee construction in the field, and
- construction.

The Administration is currently exploring delivery models to accelerate the implementation of sidewalk infill. In 2019, staff has begun a review of the prioritization criteria and develop a complete inventory of missing sidewalks.

The Asset Preservation Program currently prioritizes the preservation of the curb but has no funding to add sidewalk where none currently exists.