DEVELOPMENT SERVICES AND ENGINEERING

Prioritization Procedure for Replacement of Existing Sidewalks

A sidewalk replacement is defined as the removal and replacement of an existing sidewalk that has deteriorated or does not meet current standards. The procedure for prioritizing sidewalk replacement areas for construction is based on the following:

1. Existing sidewalk segments are ranked based on most recent Sidewalk Condition Index (SCI) rating, a composite rating derived from inspections. Locations with the lowest SCI (Poor or Very Poor) will be addressed first.
2. Arterial Road sidewalks will be prioritized over Collector Road sidewalks which will be prioritized over Local Road sidewalks.
3. Sidewalks that will be replaced within the next 5 years according to the 10-year capital plan shall not be considered
4. Remaining segments will be ranked based on an aggregate score per segment when applying the following scoring:
    a. Pedestrian Collisions
        i. 20 points where there have been 1-3 pedestrian collisions, 30 points where there have been 4 or more pedestrian collisions
    b. Pedestrian Generators - Maximum 10 points
        i. 10 points Within 250 metres of a hospital, transit terminal, library
        ii. 5 points Within 250 metres of Seniors' retirement residence, Seniors' long-term care
        iii. 5 points Within 250 metres of an arena, recreation centre
    c. School Zones - Maximum 20 points
        i. 20 points within 250 metres of an elementary school
        ii. 15 points within 250 metres of a secondary school
        iii. 10 points within 500 metres of a college or university
    d. Trails/Parks – Maximum 10 points
        i. 10 points if within 500 metres of a trail head
        ii. 10 points if within 500 metres of a park
    e. Existence of Sidewalks – Maximum 40 points
        i. 40 points if no sidewalk or Multi Use Path on opposite side of road
        ii. 20 points if bad sidewalk or Multi Use Path on opposite side of road
    f. Transit Routes – Maximum 20 points
        i. 20 points for roads that are transit routes
        ii. 20 points if it's within the downtown central area
    g. Complaints Received
        i. 5 points X average # of complaints per year
    h. Claims Received
    i. 20 points x average # of claims per year
    j. AODA noncompliance
        i. 5 points for AODA noncompliance

Since no rating system can account for every specific localized condition, engineering judgment will be applied when selecting sidewalks from the list. All infill sidewalks are subject to available funding or community funding under the Municipal Act.

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