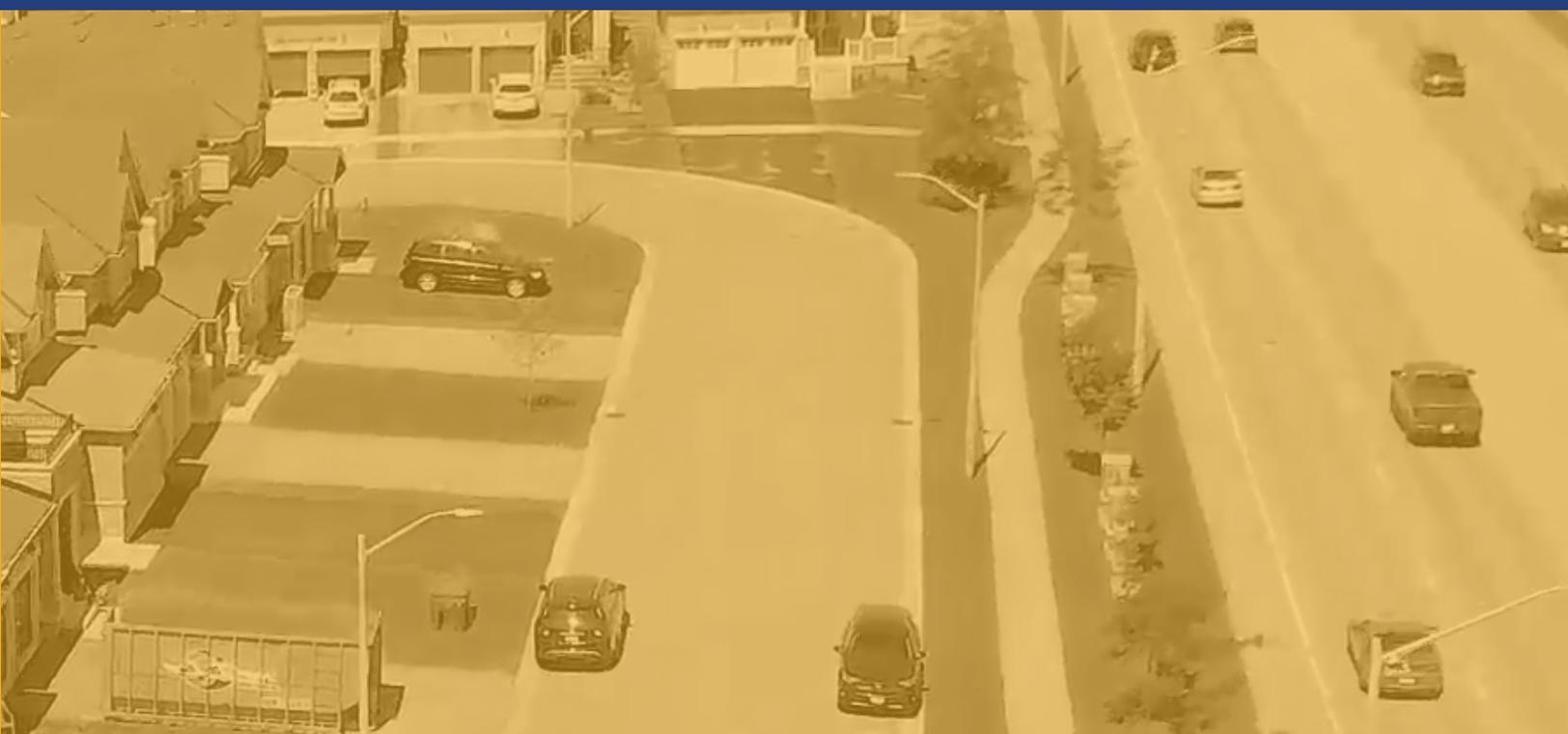




# Appendix L

Sidewalk Priorities



**BURNSIDE**



**Innisfil**



pedestrian generator, alternative routes available and roadway illumination. Each criterion is designated points. Similarly, the higher the points, the higher the priority given.

## **2.0 Methodology of Prioritization**

The methodology for the sidewalk prioritization as based on the previous TMP, the objectives identified in the OP, the Complete Street Policies, which is being developed simultaneously with this policy and sidewalk policy of other municipalities.

There are seven categories considered to be reviewed:

- Existing Sidewalk Conditions.
- Accessibility for Ontarians with Disabilities Act (AODA) Requirements.
- Identify as a candidate for improvements in other Town studies.
- Surrounding Land Use.
- Road Characteristics.
- Public Support.
- Cost of Construction.

Some of the above categories consist of sub-criteria. It is recommended that a point system out of 100 be employed to evaluate the priority of the sidewalk project. The higher the points would indicate the need for improvement; hence, a higher priority. The proposed point system is summarized in Table L-1.

**Table L-1: Recommended Sidewalk Priority Methodology**

Criteria	Description	Other Requirements	Points
<b>Existing Sidewalk Conditions</b>			
Surface, Curb and Boulevard Conditions	Higher points for sidewalks in worse conditions. Three ratings Good: newly / recently constructed. No significant decay, trip ledges, spalling, heaving and stepping, ponding, missing / broken bays, damages by tree roots and wide boulevard width Fair: some cracks and weathering, uneven in some places. Some decay, trip ledges, spalling, heaving and stepping, ponding, missing / broken bays, damages by tree roots and sufficient boulevard Poor: cracked, uneven, broken bays, trip ledges, spalling, heaving and stepping, ponding, damaged by tree roots, lack of or insufficient boulevard width	Site visit + survey	Good: 0 Fair: 15 Poor: 30
<b>AODA Requirement</b>			
Sidewalk Width	Smaller width will score higher points.	GIS mapping Aerial Photos Site Visits	Width >=1.8: 0 1.5m<Width<1.8m: 5 Width <1.5m: 30
Slope	Slope should not exceed adjacent roadway and cross-slope should not exceed 1:20	Topographical Survey Site Visits Review AODA Design of Public Space Standards	Does not meet AODA standard: 5
Curb Ramps / Depressions	Higher points for sidewalks without curb ramps / depression and if tactile walking surface indicators are not presented.	Aerial Photos Site Visits Review AODA Design of Public Space Standards	Curb ramps / depression do not meet standard: 3 No Tactile Surface Indicator: 2
<b>Identified as a Candidate for Improvement in Other Town Studies / Municipal Road / Service Improvements</b>			
Identified in Other Town's Studies	Points awarded for if the sidewalk / sidewalk segment was identified as a candidate for improvement / upgrade in other Town Studies.	Review Other Town's Master Plans	Was identified: 10

Criteria	Description	Other Requirements	Points
Other municipal road / service improvements	Point awarded if sidewalk improvements can be incorporated into another planned road / service project.	Review Municipal / Regional Capital Plans	Was identified: 2
<b>Surrounding Land Use</b>			
Proximity specific land use / amenities	Proximity to institutional, medical, retirement/care, recreational, community, tourist facilities, major employers, commercial area. More points for higher walk score.	Review <a href="http://www.walkscore.com">www.walkscore.com</a>	Walk Score n/a: 0 Walk Score 0 and 50: 3 Walk Score > 50: 5
Located within a future residential / commercial area	Points award for if the sidewalk is within a potential future residential and commercial area designated within the OP.	Review Town's land use designation within OP	Yes: 5
Located close to vulnerable users	Vulnerable users include school zones and retirement/care homes. Sidewalk / sidewalk segment within designated walking zone of an elementary / secondary school identified by Simcoe Student Transportation Consortium. Within 400 m of senior care centres.	Review Simcoe Student Transportation Consortium and location of retirement homes.	Yes: 5
Proximity to transit station / stop / on-demand transit access	Points awarded if existing / future transit station / stop / on-demand transit pick up is within 800 m of sidewalk.	Review transit routes	Within 800 m: 5
Connects to a trail	Points awarded if the sidewalk connects to a trail access / entrance.	Review existing and future trail connections and accesses.	Yes: 3
<b>Adjacent Road Characteristics</b>			
No sidewalks on either side	Points awarded if there is only sidewalk on one side or no sidewalks on either side.	GIS Mapping	Yes: 3
Number of lanes of adjacent roadway	Higher points for wider roadway.	GIS Mapping	Cul-de-sac: 0 2-lanes: 1 4 lanes +: 2

Criteria	Description	Other Requirements	Points
Posted Speed Limit	Higher points for higher the posted speed.	GIS Mapping	Less than 50km/h: 0 50 km/h: 1 60 km/h: 2 70 km/h +: 3
Average Annual Daily Traffic (AADT)	Higher points for higher the AADTs.	Review TMP traffic model	< 2,000 veh per day: 0 2,000 to 4,000 veh per day: 1 >4,000 veh per day: 2
<b>Public Support</b>			
Number of requests	Points awarded based on the number of requests received from the public in the proceeding year.	Review Town's public comment and request log database	1-5 requests: 3 5-10 requests: 5 10+: 10
<b>Constructability</b>			
Available right-of-way (ROW)	Points awarded if there is sufficient ROW to widen to accommodate for sidewalk without acquiring additional property or significant change to the road cross section.	GIS Mapping	Within ROW: 3
Utility Impact	Higher points if no utility impact for improvements to occur	GIS Mapping Aerial Photos Site Visits	No Impact: 2
Sensitive Environmental Features	Point awarded if sidewalk improvements do not impact sensitive environmental features.	GIS Mapping Aerial Photos Site Visits	No Impact: 3
Cost	Compare cost of improvements. Cost estimates based on length, width and other features needed.	-	No point system, compare cost across projects.

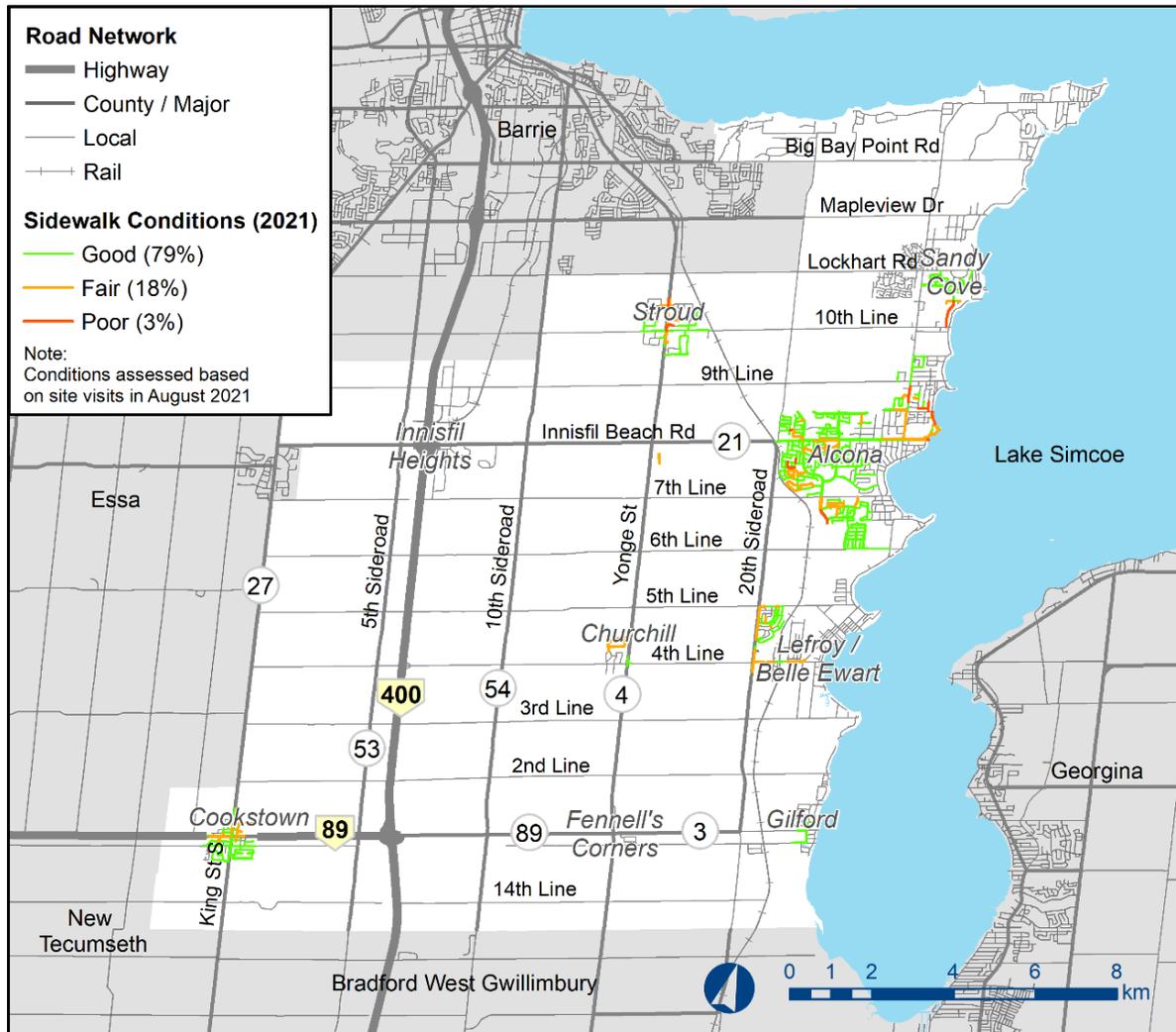
### 3.0 Existing Sidewalk Conditions

Based on the methodology above, a sidewalk conditions inventory was collected in August 2021 and includes good, fair and poor condition categories. Recently constructed sidewalks with wide boulevards and no significant decay are considered to be in a good condition. Sidewalks with sufficient boulevard width and some decay such as cracks, weathering, broken bays, trip ledges, spalling, heaving and stepping, ponding and damage by tree roots are categorized to be in fair condition. Poor condition is assigned to sidewalks that are heavily cracked and uneven with considerable presence of decay and insufficient boulevard width.

Site visits were conducted during August 2021 to assess the conditions of existing sidewalk assets. A GIS-based data collection application was used to document the observed conditions of existing sidewalks. Photographs were also taken for the segments that were flagged with a “poor” condition. **Error! Reference source not found.** illustrates the existing sidewalk conditions and

Table L-2 summarizes the total distance of sidewalk facilities by conditions.

#### Figure L-1: Existing Sidewalk Conditions



**Table L-2: Existing Sidewalk Conditions**

Conditions	Distance (km)	Percent Distance
Good	119	79%
Fair	27	18%
Poor	4	3%

As illustrated in **Error! Reference source not found.** and

Table L-2, sidewalks in Innisfil are generally in good condition. The segments in fair condition make up 18% of the sidewalk infrastructure and can be seen in all communities except for Gilford. It should be noted that many of the sidewalk segments in fair condition are located along major community roads with higher operating speeds and motorized vehicle volume. Sidewalks in poor condition have been identified in Stroud, Alcona and Sandy Cove. In Stroud and Alcona sidewalks in poor condition are located along Yonge Street and 25th Side Road, respectively.

## 4.0 Recommendations

Corridors requiring pedestrian improvements were considered using the following criteria:

- Existing sidewalk conditions
- AODA requirements
- Trails Master Plan
- Land use
- Pedestrian points of interest
- Road characteristics
- Public support
- Constructability and cost

Sidewalks recommended for upgrades are presented in Table L-3. It is recommended that these sidewalk improvements be considered as part of the Town’s Sidewalk Needs Study, which is updated every 5 years, and incorporated in the Sidewalk Improvement Program.

**Table L-3: Proposed Pedestrian Sidewalk Improvements Locations**

Location	Side	From	To	Length (km)
Sunnybrae Ave	North	50 meters east of Yonge St	Sunnybrae Public School Access	0.18
Benson St	South	Speare Crt	60 meters west of Nevils St	0.06
Blackmore St	South/West	Field St	Lawson St	0.43
Innisfil Beach Rd	N/A	Innisfil Beach Park Loop	Lake shore	0.05
Innisfil Beach Park MUT	N/A	Roberts Rd	Park Rd	0.46
Yonge St	West	Lynn St	250 meters north of Lynn St	0.25
Yonge St	East	Sunnybrae Ave	125 meters north of Victoria St	0.16
Sideroad 25	East	Willow Ave	William St	0.53
Ireton St	West	10th Line	Glen Cedar Cr	0.95
Happy Vale Dr / Taylorwoods Blvd	South/East	Sandy Trail	260 meters south of Hartley Rd	0.53
Pedestrian Walkway	N/A	Roberts Rd	Taylorwoods Blvd	0.13
Webster Blvd	West	Dead end	Booth Ave	0.50
<b>Total</b>				<b>4.23</b>