

MEMO



TO: Civic Works Committee, City of London

FROM: Amanda Stratton (Chair) and Jon Kostyniuk (Vice-Chair)
Transportation Advisory Committee (TAC), City of London

DATE: May 20, 2015

SUBJECT: Warranted Sidewalk Evaluation and Funding
Item VI.10, Draft TAC Report #3

The Warranted Sidewalk Program is the means by which gaps in the City of London's sidewalk network are evaluated and funded. The Transportation Advisory Committee recently reviewed and discussed a Staff report regarding the Warranted Sidewalk Evaluation and Funding program and has adopted the following resolution (Item VI.10, Draft TAC Report #3):

10. Warranted Sidewalk Evaluation and Funding

*That the Civic Administration **BE REQUESTED** to take the following actions with respect to the report dated May 5, 2015, from D. MacRae, Manager, Transportation Planning and Design, related to warranted sidewalk evaluation and funding:*

- a) adding a section for 'roads that contain bus stops' to the Sidewalk Rating Form for the Warranted Sidewalk Program; and,*
- b) consider a significant increase in the Warranted Sidewalk Program funding, to meet the large backlog of locations and to be consistent with the Transportation Master Plan.*

The Transportation Advisory Committee would like to provide the additional information to the Civic Works Committee in support of these recommendations.

Resolution 10.a

Pursuant to this resolution, the Sidewalk Rating Form (last updated in 2011) currently has an evaluation metric related to public transit and provides evaluation points when the candidate location is within:

'Close proximity to public transit' (Item 8)

This qualitative assessment is somewhat ambiguous as to its application. In the opinion of the Transportation Advisory Committee, this public transit item in the Sidewalk Rating Form should be amended to contain an additional clause (i.e. a new Item 8.b) to include:

'roads that contain bus stops' (Additional Item)

By adopting this recommendation, the additional evaluation metric will give greater priority for new sidewalks on bus routes to enhance accessibility, connectivity, and safety between the pedestrian and transit networks within the city.

Resolution 10.b

Pursuant to this resolution, the Warranted Sidewalk Program currently has an annual budget of \$230,000. This funding level has been consistent since its last increase in 2005. Records indicate that the annual budget was \$180,000 prior to 2002 when it increased to \$200,000 followed by an increase to \$230,000 in 2005.

The April 7th report to the Transportation Advisory Committee included a complete list of locations currently planned to be addressed under the program. This list is revised each year. Some locations are implemented and removed from the list. Other locations are added to the list based on requests. The

current list includes 89 different locations around the City with estimated costs which total \$5,374,700 (nearly \$5.4M). With the current funding level of \$230,000, it would take 24 years to address all of the known locations.

The current maintenance of funding levels for this program has lapsed over the past decade. In the Transportation Advisory Committee's opinion, Council should consider a '*significant increase*' in funding for this program to better address the sidewalk deficit and maintain the time-value of this program (i.e. due to monetary inflation) on an annual basis.

Conclusion

The Council's Strategic Plan "Building a Sustainable City" section, Item 2A (p.11) states that Council should:

Implement and enhance safe mobility choices for cyclists, pedestrians, transit users and drivers through the provision of complete streets, connected pathways, and enhanced transit services.

Similarly, the Transportation Master Plan's Priority Recommendations for Active Transportation and Transportation Demand Management (Table 12, p.3-25) Directive 5 calls for an increased investment in active transportation infrastructure in the Short Term (2012-2015). Item 18 specifically calls for addressing gaps in the sidewalk network and providing pedestrian amenities.

Therefore, this recommendation is consistent with both Council's Strategic Plan commitment and the City of London's Transportation Master Plan.

Thank you for your consideration.

Jon Kostyniuk

Vice-Chair, Transportation Advisory Committee