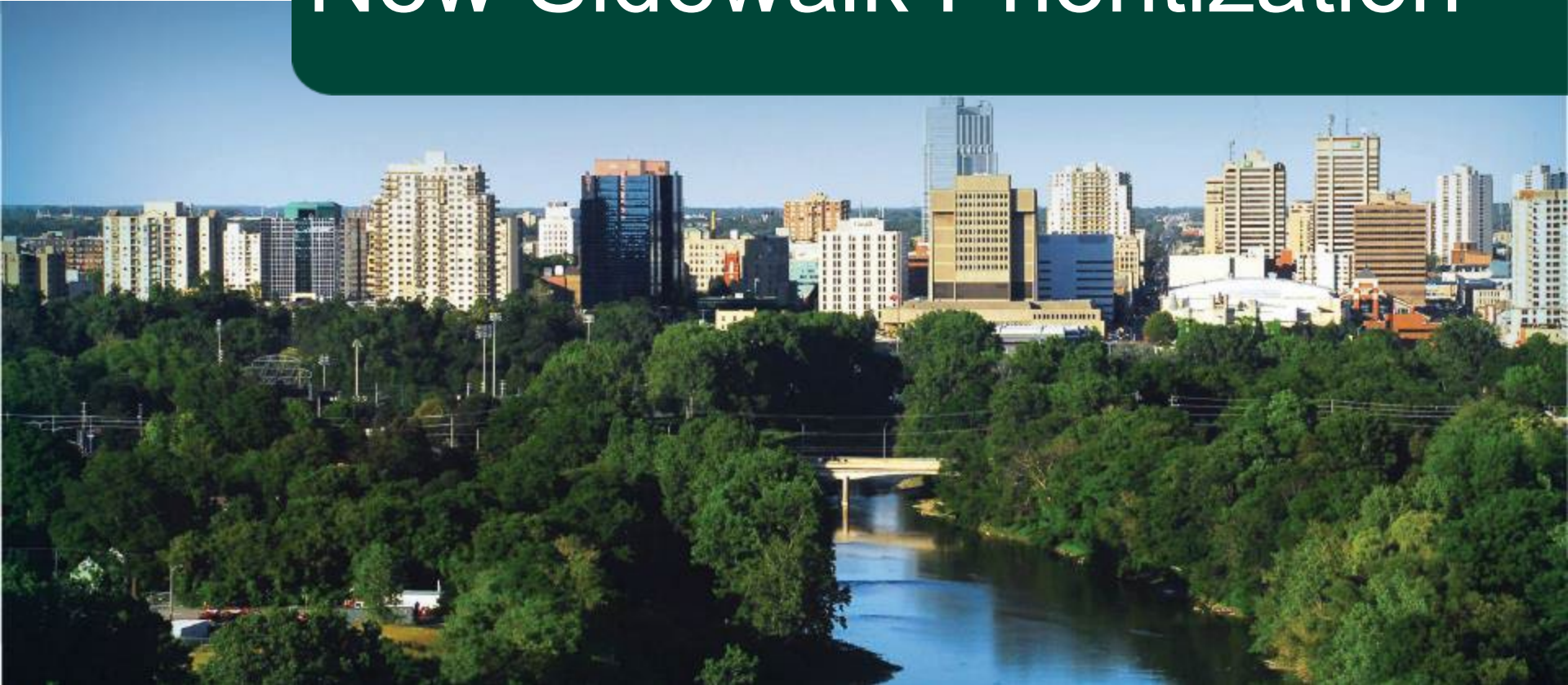# New Sidewalk Prioritization

Integrated Transportation Community Advisory Committee

August 17, 2022

Annual New Sidewalk Program

- Responds to <u>resident requests</u> for sidewalks.

- Goal is to:
    - Support and promote Council's **strategic plan**
    - Support the **London Plan policies** of active mobility and walkability.
    - Support and promote the City of London's **Vision Zero** road safety strategy
    - Support the Mobility Master Plan draft guiding principle of **Equitable**

- There are currently over 150 streets requested for sidewalks.

Items for discussion

The following items will be discussed:

1) Overview of Existing Priority Rating
   - See appendix A

2) Overview of Proposed Priority Rating
   - See appendix B

3) Questions and comments from the committee

Existing Priority Rating

Existing Priority Rating Summary

- The existing priority rating is primarily "yes / no"

Factor	Maximum Points
Current Daily Pedestrian Use	15
Lack of Walking Alternatives	15
Pedestrian Visibility (streetlights, curves)	15
Speed and volume of vehicles on roads	25
Connect sidewalk to existing system	15
Close proximity to school	20
Close proximity to public transit	10
Serves person with disability	10
TOTAL	125

- It does not have a robust score for **trip generators** such as commercial nodes, high-density residential or community amenities

- **equal scoring** was given to streets that had school or transit route on it and streets that were within walking distance of the school or transit

- opportunity to highlight needs on **higher-volume** streets

Proposed Priority Rating

Proposed Priority Rating Highlights

- Graduated scoring system based on "access distance"
  - The closer to a feature, the higher the score
- Based on three principles:
  - Where will people use it?
  - Where will it improve safety?
  - Where will it support equitable access?

Proposed Priority Rating: Access Distance

- 400 meters or a 5-minute walk is often used as an appropriate access distance.

- The midpoint of the requested street was used to measure the distance.

- An example of school distance is below

Distance to School	Points
On-street	20
Within 400m	15
Between 400m and 800m	10
Greater then 800m	0

Proposed Priority Rating: Usage

- Where will people use it?
    - How many people are currently walking on the street?
    - Does the street connect to the existing sidewalk network?
    - Will nearby amenities generate higher pedestrian volumes?

Proposed Priority Rating: Safety

- Where will it improve safety?
  - How many vehicles use the street per day?
  - How visible are pedestrians to drivers?
    - Horizontal or vertical curves
    - Presence of streetlights
  - Is there an existing sidewalk available?

Proposed Priority Rating: Equity

- Where will it support equitable access
  - Is there a school nearby?
  - Is there a bus stop nearby?
  - Is there a community amenity nearby?
   - E.g., park, community center or library

Proposed Priority Rating: Summary

Factor	Maximum Points	Change
Current Daily Pedestrian Use	10	-5
Walking Alternatives (if one sidewalk already present)	5	-10
Pedestrian visibility (streetlights, curves)	10	-5
Higher volume roads	15	-10
Connect sidewalk to existing system	10	-5
Distance to school	20	No change
Distance to public transit	15	+5
Trip generators and community amenities	15	New
TOTAL	100	-25
*persons with disabilities removed from scoring		

Proposed Priority Rating Initial Results
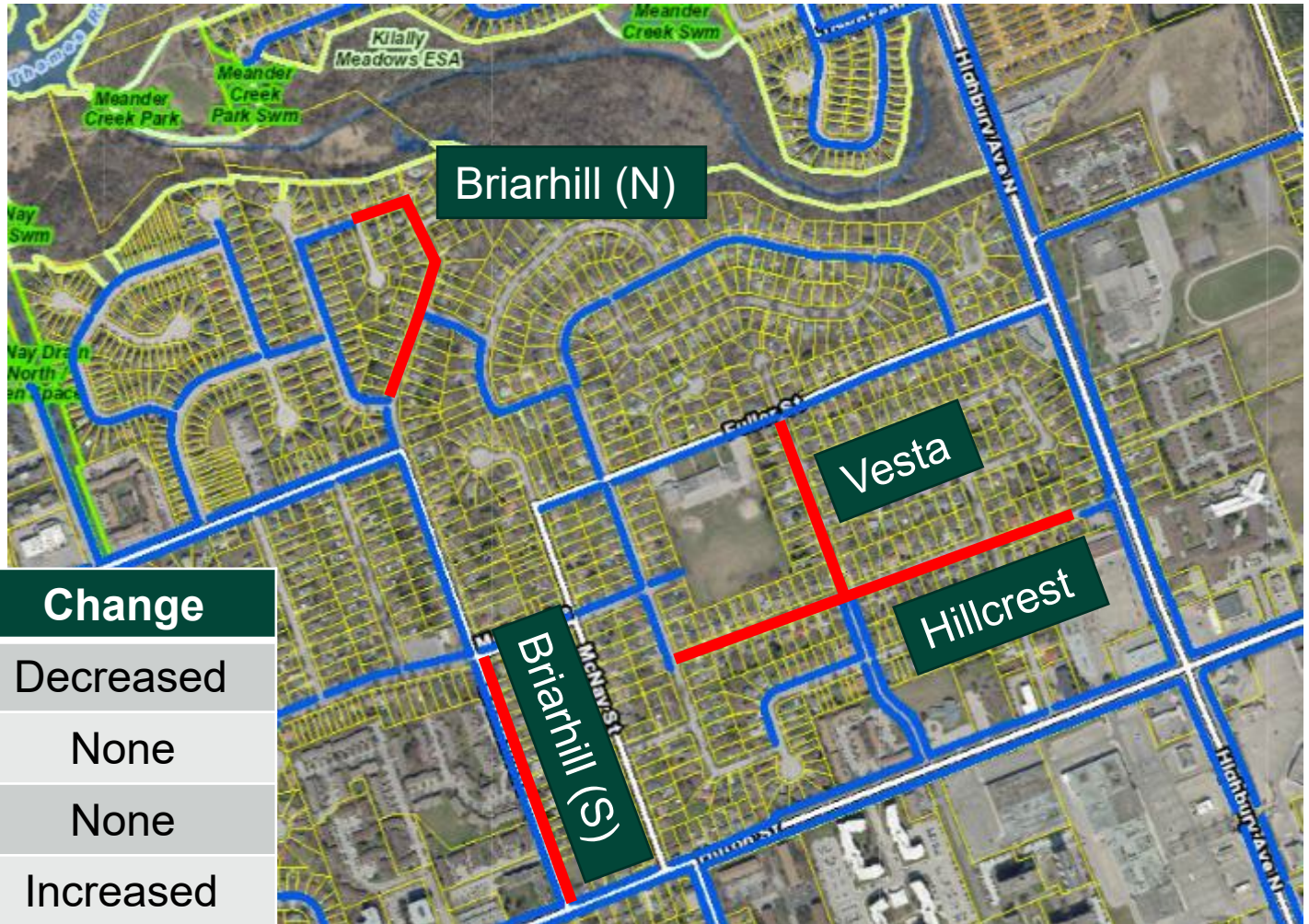
Old Priority	Change
Briarhill (N)	Decreased
Hillcrest	None
Vesta	None
Briarhill (S)	Increased

Implementation

- Highest scoring street isn't always constructed first

- Factors which affect implementation include:
  - Planned timing of other infrastructure work
  - Construction timing of adjacent projects
  - Design / construction complexity
  - Results from Neighbourhood Connectivity Plan discussions
  - Budget

- List is always being updated as street dynamics change

Questions or Comments?

If you would like to offer additional feedback on the new sidewalk program, please contact:

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Appendix A

Existing scoring table

**Annual New Sidewalk Program
Priority Rating Summary Record**

Rating Date (YYYY/MM/DD)

Priority Rating	
80 and above	High
75 and 55	Medium
50 and less	Low

Requested Location	From	To	Potential Side	Distance (m)

Item	Factor		Criteria	Points	Rating Points
1	Daily Pedestrian Usage		Light (less than 100)	10	
			Heavy (more than 100)	15	
2	Walking Alternatives		Curb & Gutter or Less then 2 m shoulder	15	
			Greater then 2 m shoulder	5	
			Existing sidewalk on one side of collector / local road	0	
3	Street Lighting		Yes	0	
			No	5	
4	Roadway Alignment	Horizontal curvature	Yes	5	
			No	0	
		Vertical grade	Yes	5	
			No	0	
5	Vehicles	Daily vehicle volume	Less than 2000	5	
			2000 to 5000	10	
			More than 5000	20	
		Confirmed speeding problems	Yes	5	
			No	0	
6	Connect sidewalk to existing system		Yes	15	
			No	0	
7	Sidewalk serve school or senior's facility		Yes	20	
			No	0	
8	Close proximity to public transit		Yes	10	
			No	0	
9	Sidewalk serve persons with disabilities		Yes	10	
			No	0	
			Total		

*Priority is applied to streets a part of the Active and Safe Routes to School initiative.

Appendix B

Proposed scoring table

New Sidewalk Program
Proposed Priority Rating

Priority Rating	
50 and above	High
31 - 49	Medium
30 and less	Low

Requested Location	From	To	Potential Side	Distance (m)

Item	Factor	Criteria	Points	Rating Points
1	Daily Pedestrian Usage	Heavy (80 or more)	10	
		Light (40 or more)	5	
2	Walking Alternatives	Arterial with sidewalk on one side	5	
		Local/ collector street with no sidewalks	5	
3	Pedestrian visibility	No streetlights on street	5	
4	Roadway alignment	Horizontal or vertical curve	5	
5	Daily vehicle volume	More than 10,000	15	
		5,000 to 10,000	10	
		1,000 to 5,000	5	
6	Sidewalk connects to existing system	Fills in a gap (2 sides)	10	
		Extends network (1 side)	5	
7	Distance to school	Fronting school	20	
		Within 400m	15	
		Between 400 and 800m	10	
8	Distance to bus stop	Transit route on street	15	
		Within 200m	10	
		Between 200 and 400m	5	
9	Distance to community amenities (parks, libraries etc)	Within 400m	5	
10	Trip generators within 400m	High density residential or shopping centre	10	
		Medium density residential or neighbourhood plaza	5	
		Total		