

CORPORATE POLICY



Policy Title: **Sidewalk Policy**
Policy Category: **Public Land and Right-of-Way Policies**
Policy No.: PW-002
Department: Integrated Planning & Public Works
Approval Date: May 30, 2005
Revision Date: February 28, 2022
Author: Chris Hodgson
Attachments:
Related Documents/Legislation:
 IPPW2021-037 City of Waterloo Transportation Master Plan 2020
 Update, Final Report
Key Word(s): Sidewalk; multi-use-path; policy; active transportation

POLICY STATEMENT:

This policy was prepared to provide direction on where sidewalks or multi-use-paths will be installed on streets under the jurisdiction of the City of Waterloo. The policy is a tool for the city to provide safer travel options for active users, helping to facilitate a positive modal shift in active transportation use.

PURPOSE:

The intent of this policy is to provide Council, staff, developers and members of the community information on where and under what criteria, sidewalks or multi-use-paths will be installed on city streets.

DEFINITIONS:

AODA compliant – a product, service or infrastructure that has been planned or designed to provincial standards to remove and prevent barriers for persons with disabilities.

Annual Average Daily Traffic (AADT) – the standard measurement for daily average vehicle traffic on a section of road.

Arterial Road - a municipal road intended to carry medium to high traffic volumes. Primary function is people and goods movement with access control.

Boundary Road – a municipal road owned by two or more adjoining municipalities.

Mandatory Policy, *Municipal Act*: No
Policy Administration Team, Review Date: May 26, 2021
Corporate Management Team, Review Date: January 12, 2022

Cash-in-lieu – a method to collect developer funded infrastructure that would be constructed at a later date.

Collector Road – a municipal road intended to carry low to medium traffic volumes. Property access, people and goods movement of equal importance.

Cul-de-sac – a municipal street closed at one end to through traffic.

ION – the Region of Waterloo’s Light Rail Transit (LRT) system.

Local Road – a municipal road intended to carry low traffic volumes. Primary function is to access individual properties.

Multi-use-path (MUP) - a wide, paved, off-street pathway that is separated from motor vehicle traffic by a strip of grass (often referred to as a “boulevard” or “verge”) or by a paved “splash strip”. It is a combined single path shared by cyclists, pedestrians and roller-bladers etc. The travel portion includes curb ramps at intersections and mid-block crossing locations.

Sidewalk - a raised concrete path for pedestrian travel either directly adjacent to the roadway or separated by a boulevard. The travel portion includes curb ramps at intersections and mid-block crossing locations.

Transportation Master Plan (TMP) – is a strategic planning document that defines the policies, programs and, infrastructure required to meet the city’s future transportation needs.

SCOPE:

This policy applies to all streets under the jurisdiction of the city and is intended to align with the principles of the Council approved Transportation Master Plan 2020 Update.

POLICY COMMUNICATION:

A copy of this policy will be posted on the City’s website. The preparation of this policy was undertaken through the study work of the Transportation Master Plan 2020 Update.

POLICY:

1. Sidewalks or multi-use-paths shall be required on both sides of all streets, except under the following conditions:
 - a) Local roads where projected or measured Annual Average Daily Traffic volumes (AADT), are less than 1,000, then a sidewalk or multi-use-path shall be required on one side of the street only, unless the street is a defined route on the Ultimate Network as shown in the Transportation Master Plan 2020

- Update, then a sidewalk or multi-use-path shall be required on both sides of the street;
- b) Streets defined as cul-de-sacs shall not require any sidewalk or multi-use-path, unless a walkway, emergency access, municipal trail, park and/or parkette, or school is accessed from the cul-de-sac, then a sidewalk or multi-use-path shall be provided on one side of the cul-de-sac from the intersecting street up to the walkway, emergency access, municipal trail, park and/or parkette, or school access;
 - c) Local roads that are internal to business parks and industrial areas, then a sidewalk or multi-use-path shall be required on one side of the street, unless the street is a designated transit route, then shall be required on both sides of the street;
 - d) Boundary roads, in which the applicability of sidewalks and/or multi-use-paths will be reviewed with the adjacent municipality.
2. The ultimate location of sidewalks and/or multi-use-paths within the municipal right-of-way shall be at the sole discretion of the Director of Engineering Services or their delegate;
 3. This policy shall apply to all development applications, construction, re-construction and retro-fit projects within the municipal right-of-way;
 4. Existing streets that currently have sidewalk and/or multi-use-path on both sides of the street shall retain sidewalk and/or multi-use-path on both sides of the street when being planned for future reconstruction or rehabilitation;
 5. Intersection and mid-block curb ramps are installed to provide accessibility and connectivity and form part of the active transportation infrastructure;
 6. Notwithstanding, the challenges with timing of developments and capital works in the municipal right-of-way, in all circumstances the road right-of-way shall be protected for the future provision of sidewalks or multi-use-paths. Given this:
 - a) At its sole expense, a developer is required to construct AODA-compliant municipal concrete sidewalk or asphalt multi-use-path fronting a proposed development (e.g. through a site plan application, etc.);
 - b) Alternatively, and at the sole discretion of the City's Director of Engineering Services or their delegate, cash-in-lieu of sidewalk or multi-use-path may be required. The cash-in-lieu amount shall be calculated using appropriate unit rates, subject to the approval of the Director of Engineering Services or their delegate;
 - c) The cash-in-lieu will then be used at an appropriate time to construct the sidewalk or multi-use-path fronting the development or to construct sidewalk or multi-use-path in an alternate location as part of the City-wide infill sidewalk program, at the sole discretion of the Director of Engineering Services or their delegate;
 - d) Sidewalks installed in new developed streets shall be installed at the same time as the street unless otherwise directed.

7. Sidewalks along frontage to educational institutions shall be a minimum width of 2.1m.

COMPLIANCE:

In cases of policy violation, the City may investigate and determine appropriate corrective action.