



The Corporation of the Town of Aylmer

Sidewalk Policy

The Corporation of the Town of Aylmer
Sidewalk Policy

Table of Contents

<u>Description</u>	<u>Page Number</u>
Sidewalk Policy Statement	2.
Section 1 - Considerations Used for the Determination of Sidewalks	3.
Section 2 - General Construction Requirements	5.
Section 3 - Physical Standards	7.
Section 4 - Funding	10.
Appendix “A”	APP1 - 4

Sidewalk Policy Statement

The purpose of this policy is to establish a standard method of setting clear and equitable priorities for spending the annual sidewalk budget in the best interest of taxpayers.

A comprehensive sidewalk policy will ensure that all categories-Repair, Replace, Reconstruction and Construction of work are included. It also gives consideration to pedestrian safety and if competing needs exist, then the higher priority will be given to the section with the larger number of exposures to incidents.

Section 1

Considerations Used for the Determination of Sidewalks

The list below is a guideline to be used when establishing the need for the construction of new sidewalks or the replacement of existing sidewalks.

- (a) Areas where there are both high pedestrian and high motor vehicle use are high priorities when establishing the need for sidewalks.
- (b) Reconstruction or new construction of sidewalks will not be considered under this policy to take place in areas that are scheduled on the Town of Aylmer's Capital five year forecast for future watermain, sewer or road reconstruction.
- (c) Sidewalks will only be necessary in areas of pedestrian traffic.
- (d) Best Practice, industry standards and guidelines (i.e. MTO Standards, "Canadian Guide to In-Service Road Safety Reviews", pedestrian counts etc.) will be an integral part of this policy used in the determination and priority ranking of proposed sidewalk construction.
- (e) Areas which have low or no residential occupancy should not require sidewalks.
- (f) Areas of larger volumes of pedestrians should be areas of higher sidewalk expenditures.
- (g) Generally, commercial establishments, Schools, Hospitals, Nursing Homes, Seniors Complexes and Recreation Facilities generate the highest intensity of pedestrian traffic, thus giving these areas a higher priority for sidewalks.
- (h) Road classifications will also affect sidewalk considerations. Roads with high traffic volumes that include arterials, collectors, Provincial and County Roads become difficult to cross, especially for children and handicapped pedestrians which would carry a higher priority for sidewalks.

- (i) Large industrial complexes usually generate motor vehicle traffic and not a large volume of pedestrians, therefore would have a lower priority for sidewalks.
- (j) Single-family dwellings generate moderate concentrations of pedestrian traffic.
- (k) As part of this Policy, the establishment of a Five Year Sidewalk Replacement/Construction Plan is to be implemented and reviewed annually.

Section 2

General Construction Requirements

When repairing, replacement of existing sidewalks or the constructing of new sidewalks takes place; the subsequent provisions will be followed:

1.) Maintenance / Repairs to Existing Sidewalks:

- (a) Where the majority of sidewalk is generally in good or excellent condition except for individual slabs that have an elevation difference of $\frac{3}{4}$ " or greater, grinding or sawing the elevated edge or pad/patch will be carried out as a preventative maintenance procedure.

2.) Replacement of Single Slabs (Panels):

- a) Single slabs (panels) will be replaced for utility cuts, deep settlements or tree root heaves-greater than a 1" elevation difference that can not be repaired.

3.) Reconstruction of Full Length Blocks of Sidewalks or for the Construction of New Sidewalks:

- (a) Full length blocks of sidewalks will be reconstructed when there are a large percentage of broken, uneven or rough surfaced slabs (panels).
- (b) New sidewalks will be constructed when the needs meet the criteria as set out within this policy.
- (c) Sidewalks constructed will be 1.5 metres (5 feet) wide.
- (d) Wider sidewalks may be required in high pedestrian areas (i.e. downtown corridor).
- (e) Sidewalk construction to conform to the Ontario Provincial Standard Drawings (Please refer to Appendix "A").

- (f) Wheel chair accessible ramps will be built at all intersections where construction takes place.
- (g) When feasible, the following preferences will be used:
 - i.) Sidewalks to be located on the side of the street which permits parking.
 - ii.) Sidewalks to be located on the side of the street which does not have the majority of utilities (i.e. watermain, sewers, hydro etc.).
 - iii.) Sidewalks to be located on the North and West sides of the street and/or the “Downtown Side of Street”.
 - iv.) Match existing sidewalk alignments (existing sidewalks beyond the construction zone).

Section 3

Physical Standards

When replacement or the construction of new sidewalks on Town streets takes place, the following requirements will be viewed as a model in which the Town will follow.

1.) Sidewalks on both sides of Street will be maintained for the following:

- (a) John Street North, (Elgin County Road #73), from Talbot Street (Provincial Hwy #3) to Walnut Street.
- (b) John Street South, (Elgin County Road #73), from Talbot Street (Provincial Hwy #3) to Clarence Street.
- (c) Talbot Street East (Provincial Hwy #3) from John Street (County road #73) to Dingle Street.
- (d) Talbot Street West (Provincial Hwy #3) from John Street (County road #73) to Holland Ave.
- (e) Sydenham Street, from Wellington Street to East Street.
- (f) South Street, from Rutherford Ave to Victoria Street.
- (g) King Street, from Talbot Street East (Provincial Hwy #3) to Sydenham Street.
- (h) Centre Street, from Talbot Street West (Provincial Hwy #3) to approximately 46.0 meters south of Sydenham Street.
- (i) Elk Street, from John Street South (Elgin County Road #73) to Queen Street.
- (j) Harvey Street, from John Street South (Elgin County Road #73) to Fourth Ave.

Note: Please refer to the attached diagram on page #9 showing designated streets and limits.

2.) Sidewalk on one side of street for the following:

- (a) For all remaining residential streets within the Town of Aylmer.
- (b) For any street that currently has sidewalks on both sides of the street that has not been identified under number 1, prior to reconstruction the following will apply:
 - i.) Prior to final approval of construction, all affected property owners within the limits of construction will be sent a questionnaire and/or be invited to attend a Public Meeting outlining the Town's intention to reduce sidewalks from two sides of the street to one.
 - ii.) The results of the questionnaire and/or Public Meeting will be made available to Town Council before final approval is granted to proceed.

3.) Sidewalks not required:

- (a) Sidewalks may not be required to be constructed where there is insufficient pedestrian traffic and/or there is sufficient hard surfaced area (i.e. parking lane, paved shoulder) available for use.

Section 4

Funding

1.) Sidewalk Repair/Maintenance

- (a) The funds allocated for sidewalk repairs will be collected through general tax revenues.
- (b) The amount of dollars that will be designated for sidewalk repairs will be established annually through the annual budget process and be subject to Council approval.

2.) Sidewalk Replacement/New Construction

- (a) Funding will consist of the following:
 - i.) Be collected through general tax revenues and any donations, subsidies and grants from any other private or government agencies.
 - ii.) Under the Local Improvement Charges-Priority Lien Status O Reg.119/03 of the Municipal Act or its successor.
- (b) The amount of dollars that will be designated for new and sidewalk replacement will be established annually through the annual budget process and be subject to Council approval.
- (c) All sidewalk projects that will be constructed and paid for under this account are that of which have been identified and approved through Town Council and incorporated in the Five Year Sidewalk Replacement/Construction Plan.
- (d) The Five Year Sidewalk Replacement/Construction Plan will be produced by the Public Works Department following the criteria and guidelines as set out within this policy and will be endorsed and reviewed annually by Town Council.

3.) Sidewalk Replacement/New Construction other than that which has been identified under the Five Year Sidewalk Replacement/Construction Plan

- (a) If there is any proposed sidewalk replacement or construction that is identified by the general public in the form of petition that is not currently on the Five-Year Replacement/Construction Sidewalk Plan, the subsequent procedures will be followed:
- i) Staff will assess the request (petition), following the criteria and guidelines as set out in this policy.
 - ii) If the petitioned area of concern warrants new or replacement of sidewalks, the proposed project will be incorporated within the Five Year Sidewalk Replacement/Construction Plan subject to Council approval.
 - iii) If the petition area of concern does not warrant placement on the Five Year Sidewalk Plan, then the petition may proceed under the Local Improvement Charges-Priority Lien Status O Reg.119/03 of the Municipal Act or its successor.