

# 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, reconstruction 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.