

CAPITAL PROFILE REPORT

PROFILE NAME:	MISSING AND ENHANCED SIDEWALK CONNECTIONS	FUNDED
PROFILE NUMBER:	CM-20-3100	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Planning and Design	LEAD MANAGER: Pascale Ladouceur
PROGRAM NAME:		PARTNER MANAGER: Craig Walbaum
PARTNER:	Infrastructure Delivery	ESTIMATED START: January, 2023
BUDGET CYCLE:	2023-2026	ESTIMATED COMPLETION: December, 2026

Service Category:	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	13,615
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	13,615

PROFILE DESCRIPTION

The missing sidewalk connections composite profile focuses on filling in missing links in the pedestrian network in alignment with the sidewalk strategy and missing sidewalk request list. The program includes funding for the design and construction of missing sidewalk links as both independent projects and where opportunity allows for synergies with other capital funded work (such as roadway rehabilitation). The Mobility Network Assessment process has identified several high-rated missing sidewalk connections which would be considered for funding as part of this composite profile. The composite profile considers additional funding for missing sidewalk connections on an opportunity basis to align with other capital projects as well the completion of the links identified as a high priority through the sidewalk strategy and missing sidewalk request list.

PROFILE BACKGROUND

The Mobility Network Assessment, received by Council in February 2022, recommends the establishment of a funded program to continue the implementation of missing sidewalk links. An inventory of missing sidewalk links is maintained by Administration and is updated based on resident sidewalk requests. The missing sidewalk program was discussed at Urban planning committee in March 2019 (CR_5972) and in June 2019 (CR_7079). Similar budget allocations have been made towards this work following the recommendations of the 2009 Sidewalks Strategy. The program was put on hold in the 2019-2022 budget cycle due to a reduced allocation, although City Council allocated additional funds towards this work in the 2021 capital budget adjustment which has allowed this work to start again.

PROFILE JUSTIFICATION

Funding this work would help support a more complete and connected pedestrian network within the city and ensure residents have greater opportunity to access destinations by walking or rolling if they chose. All missing sidewalk links are identified based on resident requests and completing these links ensures that these residents are able to walk where they want or need to walk with supportive infrastructure.

Sidewalks and walking infrastructure is an important component in achieving The City Plan target of 50% of daily trips by transit and active modes. Without safe and complete infrastructure, people cannot rely on this mode of transportation. This profile is recommended by the Mobility Network Assessment due to its alignment with the City Plan in supporting active transportation, safety, 15 minute districts, accessibility and access to transit. This profile is also aligned to actions in the Low Carbon City and Transportation path of Edmonton's Community Energy Transition Strategy as it will enable walkability, with potential to contribute to greenhouse gas emission reductions from transportation.

STRATEGIC ALIGNMENT

Providing active mode connections and supporting mobility options beyond private vehicles strongly helps to reduce emissions by creating a more walkable and accessible community. Active mode infrastructure promotes physical activity. The work aligns with recommendations of the Mobility Network Assessment.

Provision of missing and enhanced sidewalk links provide improvements for multi-modal access to local destinations, which in turn supports the City Plan vision for 15 minute communities. As we know from The City Plan, "a liveable city is one that allows people to easily complete their daily needs within their District and within a 15-minute travel time by walking, rolling, biking or transit. Although the choice will remain to make those trips by auto, through implementation of The City Plan it will make sense and be more pleasant to travel by foot, bike or transit to get to work, pick up groceries, go to the park, run errands or pick up a coffee. There will be many ways to get around and many places to go nearby." This profile strongly supports this strategic area.

Completion of missing sidewalk links also promotes high quality infrastructure and directly supports an increase in daily trips made by transit and active transportation.

ALTERNATIVES CONSIDERED

Alternatives would include proceeding without dedicated funding, and only constructing missing sidewalk links through renewal and reconstruction projects. This would substantially slow the completion of connections within the pedestrian network as missing links would only be implemented when projects align and project scope allows sidewalk construction. Roadway renewal projects may not align with priority missing sidewalks meaning some link may not be constructed for many years.

COST BENEFITS

Cost benefits would include: Reduced traffic congestion; Increase tourism from active travelers and growth of active tourism and economy; Increase spending at active transportation-related businesses; and Increase foot traffic at businesses through the implementation of missing sidewalks.

KEY RISKS & MITIGATING STRATEGY

In rare cases there are concerns with sidewalk construction due to impacts on existing landscaping or allocation of space. These risks can be mitigated by minimizing impact where possible through design and working with the property owners when there are impacts.

Risks associated with not completing this work:

Missing sidewalks can create accessibility challenges for users with limited mobility and limit the potential to support active transportation in areas where sidewalks are missing.

Unpredictable behaviour with pedestrians walking in a general vehicle travel lane, on narrow curbs, or on unmaintained surfaces adjacent to the street.

Reduced accessibility of transit, as some missing links may reduce walking and wheeling accessibility to transit stops and transit centres.

RESOURCES

Design and project management of the missing and enhanced sidewalk connections will be completed in-house by Transportation Planning and Design and Transportation Infrastructure Delivery teams. Procurement of a contractor is required for the construction.

CONCLUSIONS AND RECOMMENDATIONS

Recommend approval of this Missing and Enhanced Sidewalk Connections profile, to complete missing links in the pedestrian network, aligning with the City Plan and City goals.

CAPITAL PROFILE REPORT

PROFILE NAME: **Missing and Enhanced Sidewalk Connections**
 PROFILE NUMBER: **CM-20-3100**
 BRANCH: **Infrastructure Planning and Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Budget Request for Next Cycle	-	-	3,500	3,500	3,300	3,315	-	-	-	-	-	13,615
	Current Approved Budget	-	-	3,500	3,500	3,300	3,315	-	-	-	-	-	13,615
Approved Funding Sources	Tax-Supported Debt	-	-	3,500	3,500	3,300	3,315	-	-	-	-	-	13,615
	Current Approved Funding Sources	-	-	3,500	3,500	3,300	3,315	-	-	-	-	-	13,615

BUDGET REQUEST		Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
Revised Budget (if Approved)		-	-	3,500	3,500	3,300	3,315	-	-	-	-	-	13,615
Requested Funding Source	Tax-Supported Debt	-	-	3,500	3,500	3,300	3,315	-	-	-	-	-	13,615
	Requested Funding Source	-	-	3,500	3,500	3,300	3,315	-	-	-	-	-	13,615

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
	Construction	-	-	3,000	3,350	3,300	3,315	-	-	-	-	-	12,965
	Design	-	-	500	150	-	-	-	-	-	-	-	650
	Total	-	-	3,500	3,500	3,300	3,315	-	-	-	-	-	13,615

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-