

Summary of Sidewalk Gap Inventory Priority System

The priority system is used to phase installation of the sidewalk gaps identified throughout the City. Consistent with the 2004 Comprehensive Sidewalk Policy, the following factors were evaluated to determine phasing for installation of each identified sidewalk gap. The 2017 Annual New Sidewalk Program was developed based on these factors; future year sidewalk programs will also be developed using the priority system.

- **Sidewalk Connectivity** – To enhance pedestrian mobility throughout the City, sidewalk gap locations which provide connectivity to the existing sidewalk network were assigned a higher priority than standalone sidewalk gaps which provide no opportunity for connectivity to the existing network. Sidewalk gaps along a cul-de-sac or dead end street were not prioritized for near-term installation as they do not offer a through travel route for pedestrians.
- **Parallel Routes** – To provide safe pedestrian routes throughout the City, sidewalk gaps located along non-arterial roadways which currently have no sidewalk or discontinuous sidewalk on the opposite side of the street are given higher priority than gap segments which have continuous sidewalk available on the opposite side of the street. Introducing sidewalk in locations which are currently not served or underserved provides for a safe pedestrian route along these roadways.

It should be noted that this factor was not used for arterial roadways as it is the City's policy to provide for continuous sidewalk along both sides of arterial roadways. Arterial roadways generally experience higher traffic volumes and vehicle speeds; therefore, sidewalk is preferred on both sides of the street in order to provide safe pedestrian routes for all users and reduce the demand for pedestrian crossings.

- **Proximity to a School** – To provide for safe pedestrian access to schools, sidewalk gap locations located within one quarter mile of a school are given priority over those locations not located near a school.
- **Roadway Classification** – To enhance pedestrian safety along roadways with higher traffic volumes and vehicle speeds, major and minor arterials are given priority over local roadways as defined by the City's Master Thoroughfare Plan. With the large number of vehicles on these roadways continuous sidewalk is needed on both side of the street. Also arterial sidewalk gaps are often significant barriers to pedestrians due to their traffic volumes.
- **Public Input** – Based on the aforementioned factors, the Annual New Sidewalk Program is developed for public review and comment. The program may be adjusted based on public input received through the public hearing process. Public input submitted throughout the year is evaluated by City staff during the development of the Annual New Sidewalk Program.