

**Additional Question from Councillor Landry-Altmann – Clarification on Question #94 provided December 5th**

**Thank you for the response ,however you have not answered my questions.**

- 1. How will we deal with bus. who have installed or have a sidewalks reserve put aside for when we install the sidewalks and those that have not contributed?**
- 2. you have not given me assurances that the blvd will be wide enough to accommodate cyclists and not only snowbanks.**
- 3. the project is listed as installing sidewalks from Kitchener to Silver hills...Understanding that money can do anything, I would again bring forward wide blvds(asphalt) bike lanes instead of sidewalks which provide a safe passage for cyclists,will be utilized far more than sidewalks,are far less expensive,will get the job done,and provide a higher degree of completion.probability as well as being easier to restore when we straighten the kingsway and again less expensive.I will support this as long as cyclists are accommodated.**

<http://www.ncc-ccn.gc.ca/places-to-visit/parks-paths/capital-pathway-multi-use-paths-capital>

<http://www.ncc-ccn.gc.ca/places-to-visit/parks-paths/courtesy-safety-capital-pathway>

Answer:

The project to upgrade sidewalks on the Kingsway is part of the funding program to invest in transit infrastructure. The program focus is connectivity with transit activities, and as such the main focus is to ensure that people who want to access businesses on the Kingsway have the opportunity to use public transit. Constructing walkways and cycling routes that allow people to use one form of active transportation, then transfer to a bus would all satisfy this initiative. The draft Transportation Master Plan anticipates cycle tracks on the Kingsway, which requires a conflict free asphalt boulevard.

The scope of work for this project will utilize available funds from senior levels of government, as well as matching City funds. Some of the City funds will come from deposits, or cash contributions, that have been made by developers towards future sidewalks.

Having said that, this section of the Kingsway will be very challenging to make all of the pedestrian and cycling connections. Where property is available, and where relocation of utilities are relatively easy to accommodate, we will use permanent materials such as concrete sidewalks and asphalt boulevards. Where private lands are too close to the road, and relocation of utilities becomes too complex or cost prohibitive, we may use more temporary materials like asphalt for the walkway, and a reduced boulevard width.

The project will start at the east end (near Silver Hills Drive) and progress westerly as budget allows. The most expensive section of sidewalk to construct is across from Laking Toyota due to rock removal and utility relocates. This section may not be constructed due if the budget is not

sufficient. Should favourable tender pricing be received then the sidewalk will connect to the existing sidewalk at 650 Kingsway.

In summary, staff will make best efforts to use available funds to enhance the connectivity of all forms of active transportation with our transit system, and within the limited period of time available to spend the grant funds. Any temporary measures will utilize less expensive, temporary materials.