



January 18, 2022

**Village of Perth-Andover**  
1131 West Riverside Drive  
Perth-Andover, NB, E7H 5G5  
Attention: Dan Dionne

**Subject: Perth-Andover Sidewalk Policy Review**  
Englobe reference: 2112487.000

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## 1 Introduction

As part of the Village of Perth-Andover's goal to become a more walkable community, the Village engaged Englobe Corp. to review their draft sidewalk policy and provide recommendations to the Village's existing policy.

The Village currently has approximately 20 km of sidewalk in the community, including (but not limited to) a continuous loop of sidewalk in Andover (West Riverside Drive, Fort Road, F. Tribe Road, Route 109), the Perth Boardwalk, sidewalk in Perth that runs along East Riverside Drive/Perth Main Street from the Hospital to just north of Mary's Bake Shop, and the sidewalk along the Perth-Andover Bridge. While providing an extensive sidewalk network has numerous benefits in terms of promoting active, equitable, and safe mobility, installing and maintaining the infrastructure comes at a cost. To balance these benefits and costs, it is important to strategically develop a policy that prioritizes areas for sidewalk infrastructure.

## 2 Existing Sidewalk Network and Policy

The Village's existing Draft Sidewalk Policy (attached in Appendix A) largely identifies requirements for sidewalk (material, presence of gutter, number of sides of road, width) as a function of the type of street (Primary, Secondary, One-Way, Dead End, Special) and vehicle traffic volume. The policy further specifies that curb and gutter, concrete sidewalks, and asphalt sidewalks should be constructed following NBDTI specifications.

This policy follows the typical layout for a municipal sidewalk policy, with a focus on street classification and traffic volume for identifying the need for sidewalks. While pedestrian demand is also important to consider, pedestrians are more willing to accept the risk of walking on the side of a local subdivision road than along the side of a provincial highway with a high percentage of truck traffic. As a result, the existing policy has a good structure to it, but some refinement can be applied to the street classification definitions, traffic volume criteria, and sidewalk infrastructure recommendations.

## 3 Recommended Policy and Discussion

The recommended sidewalk policy characteristics for the Village are summarized in Table 1.

**Table 1: Recommended Sidewalk Policy**

Road Characteristics			Sidewalk Characteristics		
Street Type	Street Subtype	Traffic Volume (veh/day)	Type	Width	Side of Road
Primary	Village Core	5,000 or greater	Concrete with Curb/Gutter	1.8 m	Both Sides, only if needed for development access.
		Less than 5,000	Concrete with Curb/Gutter	1.8 m	One Side
	Rural	Any	None	-	-
Local	Village Core	250 or greater	Asphalt with Curb	1.5 m	One Side
		100 to 249	Paved Shoulder	1.5 m	One Side
		0 to 99	None	-	-
	School Connector	Any	Concrete with Curb/Gutter	1.8 m	One Side
	Rural	Any	None	-	-

### 3.1 Street Type/Subtype

The Village of Perth-Andover Municipal Plan identifies two levels of roadway: Primary and Local. The Primary roads listed in the Municipal Plan are as follows:

- Route 2 (Trans Canada Highway)
- Route 130 (West Riverside Drive)
- Route 105 (East Riverside Drive/Perth Main Street)
- Route 109
- Route 190
- F. Tribe Road
- Fort Road

These street types were further subdivided to reflect the different sidewalk infrastructure needs within the core developed area of the Village (greater need), and the rural outlying areas that are within Village limits (lesser need). An additional category was added for local roads that serve as a connector to a school, as these are higher priority roadways for sidewalk infrastructure.

### 3.2 Traffic Volume

For the Primary roads, traffic volume was used to differentiate between requiring sidewalk on one or both sides of the roadway. A count of 5,000 vehicles per day was selected for the threshold, with an added caveat that sidewalk should only be installed on both sides of a roadway if there is development on both sides that people would be accessing and moving between by foot (retail, commercial, institutional, etc.).

For the Local roads, traffic volume thresholds for different sidewalk types were set that are consistent with the sidewalk infrastructure along Hillcrest Drive. Traffic volumes may be difficult to obtain on local roads, so trip generation estimates from the ITE Trip Generation Manual can be applied to approximate traffic volumes (approx. 9.5 veh/day per single detached dwelling, approx. 7.0 veh/day per unit in a low-rise multi-family dwelling).

### 3.3 Sidewalk Characteristics

The quality of sidewalk infrastructure generally falls into a hierarchy as follows of: Concrete > Asphalt > Paved Shoulder > None. This hierarchy was used in determining the type of sidewalk appropriate for each set of road characteristics.

Sidewalk width minimums of 1.5 m and 1.8 m were recommended based on the priority level of the area. These are common sidewalk widths that are likely consistent with the existing infrastructure in the Village.

For construction of sidewalks, we recommend that the Village continue to follow NBDTI's standard specifications, with slight modifications for the sidewalk widths specified in this policy. We also recommend that boulevards between the sidewalk and roadway be accommodated where space permits, particularly along Primary roadways. The Geometric Design Guide for Canadian Roads published by the Transportation Association of Canada (TAC) recommends that a boulevard width of at least 1.5 m be provided for grassed boulevards. Boulevards less than 1.5 m wide are generally hard surfaced.

Yours very truly,

**Englobe Corp.**



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