

ACTIVE TRANSPORTATION IMPLEMENTATION PLAN

Operational Program

The Operational Program addresses 54 of 88 recommendations in the AT Plan. This program consists of Bylaws, Policies, Standards, and Guidelines that govern everyday administrative operations. Additionally, many of the recommendations are considered standard operations and may be implemented through other multiple portfolios of work at the City. While they may not be directly addressed by the AT Implementation Plan, they are an important part of the City's daily operations.

Bylaws

The AT Plan contains recommendations that impact some of the City's existing bylaws.

1. The City's Bicycle Bylaw No. 6884 regulates the operation of bicycles in Saskatoon. The AT Plan called for a review of the bicycle bylaw to ensure it represents the latest best practices. The review began in 2018 and is anticipated to be complete in 2019. An updated bicycle bylaw will complement the City's vision for pedestrian and bicycle mobility and be easy to understand and feasible to implement. Furthermore, the new bylaw will provide an effective enforcement tool to complement the Traffic Bylaw, No. 7200 and the provincial Traffic Safety Act.
2. The Official Community Plan Bylaw No. 8769 (OCP) provides the policy framework to define, direct and evaluate development in Saskatoon to a population of 500,000. The plan ensures that development takes place in an orderly and rational manner, balancing the environmental, social and economic needs of the community. Land use and growth patterns play an important role in shaping how convenient and safe active transportation is to travel to, from and within neighbourhoods. The purpose of the actions items outlined under the Land Use and Growth Theme is to ensure that active transportation is considered in all areas of the city, including the OCP. The OCP is currently undergoing a redesign to incorporate the direction of many civic initiatives, including the AT Plan.
3. The City's Zoning Bylaw No. 8770 regulates development in Saskatoon by assigning properties a zoning designation which allows certain uses, and contains development standards such as building setbacks and parking requirements. Individual site layout and orientation, the setback and setting of buildings and the details and materials of streetscaping elements (e.g. trees, seating, lighting, etc.), and provision of bicycle parking all contribute to creating attractive, comfortable and convenient places for people using active transportation. The Zoning Bylaw is undergoing a review, beginning in 2019.
4. Snow removal in Saskatoon is regulated by the City's existing Sidewalk Clearing Bylaw No. 8463.

Policies, Standards & Guidelines

The AT Plan identifies amendments to existing policies and standards.





































1. Specifically, the AT Plan recommended that the Traffic Control at Pedestrian Crossings Policy No. C07-018 be reviewed and updated. This was completed and the revised policy adopted by City Council in 2018.
2. The AT Plan also supported the development of a Complete Streets Design and Policy Guide. This was completed in 2017, and Street Design Policy No. C07-030 was adopted by Council in 2018.
3. The City's sidewalk and cycling requirements for new developments and redevelopment conditions are outlined in the New Neighbourhood Development Standards Manual and the City's design standards and specifications. These documents are currently being reviewed and updated to reflect the recommendations contained within the AT Plan and Complete Streets Design and Policy Guide.
4. The Administration is currently review the City of Saskatoon's Temporary Traffic Control (TTC) Manual and other construction detour policies and guidelines to ensure that they represent best practice for accommodating active transportation users. The revision will result in changes to the existing TTC Manual and may result in a Council Policy.




AT Plan Action Items



























The following table identifies the action items from the AT Plan that are addressed through the Operational Program and their progress to date. Progress on the action items refers to progress made in the planning phase and does not necessarily represent progress in the implementation phase.

Table 1: Operational Program - AT Plan Action Item Progress Tracking

OPERATIONAL PROGRAM		
Theme	Action Item	Progress
	Action 1A.1: Update sidewalk requirements for new developments.	
	Action 1B.4: Develop and adopt bicycle facility design guidelines.	
	Action 1B.5: Update bicycle facility requirements for new developments.	
	Action 1B.6: Ensure that all new and upgraded roads have bicycle facilities.	
	Action 1C.2: Provide safer, convenient walking and cycling access on new bridges, underpasses and overpasses.	

	Action 1C.3: Update the City of Saskatoon's Traffic Control at Pedestrian Crossings Policy and provide enhanced pedestrian crossing locations as warranted based on the revised policy.	
	Action 1C.4: Provide enhanced crossings at pedestrian priority intersections, such as those serving high frequency transit.	
	Action 1D.1: Support implementation of the recommendations in the Meewasin Trail Study.	
	Action 1D.2: Utilize existing utility and rail rights-of-way and surplus road right-of-way as a means to provide pathways for all active transportation users.	
	Action 1D.3: Preserve and enhance walkways and short cuts through neighbourhoods.	
	Action 1E.3: Explore opportunities to encourage other types of active transportation such as skateboards, inline skates, scooters and electric bicycles.	
	Action 2A.1: Conduct separate pedestrian and cycling safety studies to understand and monitor collisions involving vulnerable road users.	
	Action 2A.2: Conduct road safety audits and corridor studies on streets that have been identified with safety concerns.	
	Action 2A.3: Monitor hot spot collision locations and identify safety mitigation measures.	
	Action 2A.4: Reduce conflicts on multi-use pathways between people using different forms of active transportation and locations where pathways intersect with the street network.	
	Action 2A.5: Collaborate with researchers and programs that are working to improve safety for people participating in active transportation.	
	Action 2A.6: Explore the feasibility of reducing speed limits on local roads.	
	Action 2B.1: Provide lighting along sidewalks, bicycle routes and pathways where appropriate.	
	Action 2B.2: Follow the standards of CPTED to ensure principles are followed in active transportation facility design.	
	Action 2B.3: Continue to address personal safety concerns on existing underpasses with lighting improvements and/or design enhancements.	
	Action 3A.4: Develop a program to support businesses in existing developments to provide long-term bicycle parking and other amenities.	
	Action 3A.6: Work with event coordinators and partners to provide temporary bicycle parking to serve corporate-sponsored and large community events.	
	Action 3B.4: Continue to work towards a universally accessible transit system, including ensuring that bus stops have sidewalks and are accessible year-round.	

	Action 3B.5: Ensure all new developments have walking and cycling connections to transit.	
	Action 4A.1: Continue to work with business improvement districts and other business associations along growth and future BRT corridors to support public amenities.	
	Action 4A.2: Ensure the active transportation network is prioritized to provide access to major employment areas.	
	Action 4B.1: Ensure new suburban areas, neighbourhoods and employment areas are integrated with the existing and planned active transportation network connecting to other neighbourhoods and destinations.	
	Action 4B.2: Ensure new neighbourhoods and growth in new suburban areas have pedestrian and cycling facilities within the development.	
	Action 4B.3: Consider complete street designs in development of new neighbourhoods, employment areas and for major infill projects.	
	Action 4B.4: Require new neighbourhoods are designed with a mix of land uses to ensure destinations such as community centres, grocery stores, parks and schools are within walking distance.	
	Action 4C.1: Support higher density, mixed use infill development that promotes and encourages active transportation.	
	Action 4C.2: Ensure all forms of infill development enhance connectivity for active transportation.	
	Action 4C.3: Enhance guidelines and standards for infill development to incorporate active transportation projects.	
	Action 5A.1: Review and update current sidewalk snow removal requirements.	
	Action 5A.2: Continue to regularly inspect sidewalks and pathways to ensure they are well-maintained, safe and accessible.	
	Action 5A.3: Regularly inspect crosswalks to ensure they are well maintained, marked and painted to enhance visibility.	
	Action 5A.4: Continue to work with different City departments and other agencies to maintain pathways year-round	
	Action 5A.5: Ensure all transit stops are accessible, including those without sidewalks, particularly during winter months.	
	Action 5A.6: Seek opportunities to expand the existing Snow Angel program to assist with sidewalk snow removal for people unable to do so.	
	Action 5A.7: Ensure accessible detours are provided for pedestrians during construction and maintenance.	
	Action 5B.1: Review and update current bicycle facility snow removal requirements.	

	Action 5B.2: Review and update current operating procedures for snow removal and refine if warranted.	
	Action 5B.3: Ensure detours are provided for bicycle users during construction and maintenance activities.	
	Action 5B.4: Designate and prioritize a winter cycling network for snow removal.	
	Action 5B.5: Design bicycle routes to facilitate snow removal, snow storage and drainage.	
	Action 5C.1: Install accessible pedestrian signals all traffic signals.	
	Action 5C.3: Install pedestrian countdown timers at warranted locations within the city.	
	Action 5C.4: Ensure all bus stops within the city are accessible.	
	Action 5C.5: Monitor crossing time at intersections to ensure adequate time is provided for all pedestrians.	
	Action 6B.1: Review and update the Bicycle Bylaw No. 6884 to ensure that it reflects best practice.	
	Action 6B.3: Maintain support for the Active and Safe Routes to School programming to spread awareness among children, youth and parents on walking and cycling skills.	
	Action 6C.1: Consult with active transportation advisory group(s) on new projects, and monitoring and implementation of the ATP.	
	Action 6C.2: Continue to conduct targeted communication and engagement with vulnerable and under-represented groups to identify unique needs.	
	Action 6C.5: Work with local businesses to encourage employee travel options.	

Legend

 Connectivity
  Convenience
  Maintenance & Accessibility
 Safety & Security
  Land Use & Growth
  Education & Awareness
 Not Started
  Started
  Underway
  Nearing Completion
  Completed or Ongoing