City of Moose Jaw

TRAILS & PATHWAYS | Master Plan

CITY OF MOOSE JAW SASKATCHEWAN

LEES + ASSOCIATES

August 2023

ACKNOWLEDGMENTS

We acknowledge that this project is located on the traditional lands of the Treaty 4 Territory, a Treaty signed with 35 nations across Southern Saskatchewan and parts of Alberta and Manitoba, on the original lands of the Cree, Saulteaux, Dakota, Nakota, Lakota, and homeland of the Métis Nation.

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Moose Jaw Public Library
Wakamow Valley Authority
Saskatchewan Health Authority
City of Moose Jaw Public Works, Infrastructure & Environment Advisory Committee
City of Moose Jaw Special Needs Advisory Committee
City of Moose Jaw Park, Recreation & Facilities Advisory Committee
City of Moose Jaw Youth Advisory Committee
Moose Jaw Humane Society
Moose Jaw Museum and Art Gallery
Moose Jaw Kinsmen Scouts
Moose Jaw Girl Guides
Jones Parkview Funeral Services
Homeschool Association
Lynbrook Golf Course
Hillcrest Golf Course
Moose Jaw Community Association Directorate
Eastside Community Association
North West Community Association
South Hill Community Association
Sunningdale/VLA/West Park Community Association
Hillcrest Church
Holy Trinity Catholic School Division
Cornerstone Christian School
Phoenix Academy
Prairie South School Division
Roots School
SaskPolytechnic - Moose Jaw Student Services
Moose Jaw Transition House
Moose Jaw Family Resource Centre
Friendly City Optimist Club of Moose Jaw Inc
Moose Jaw Literacy Network
Moose Jaw Families for Change Staff
Special Olympics
Brain Boogie - Sk. Brain Injury Assoc.
New Southern Plains Metis Local #160
Wakamow Aboriginal Community Association
Moose Jaw & District Seniors Association
Cosmo Seniors Centre
Moose Jaw Newcomer Welcome Centre
Prairie Skies Integration Network
Moose Jaw Multicultural Council
Moose Jaw River Watershed Stewards
Saskatchewan Wildlife Federation
15 Wing Moose Jaw
Bohs Cycle and Sport
Moose Jaw Pavers
Moose Jaw Rotary Track Club
Moose Jaw XC Ski Club
Outdoor Walking Group
Golden Ticket Sports Centre
Walk & Run Alzheimiers & Polar Bear Run
Moose Jawg Charity Road Race
Terry Fox Run
South West District for Sport,Culture and Recreation
Tourism Moose Jaw
Visit Moose Jaw
Moose Jaw Tours & Travel

Thank you to the residents, members of the public, stakeholder groups and staff who responded to the survey and participated in engagement events.

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Executive Summary

The Trails and Pathways Master Plan (the Plan) provides a way forward for the City of Moose Jaw to improve and expand its trails system over the next decade and beyond.

The implementation of the recommendations within this Plan will result in a more connected, cohesive and safer trails system for the residents and visitors of Moose Jaw.

The Plan provides context and builds the case for an improved trails system through:

- an overview of the current trails, including length, condition, surface material;
- a benchmark comparison with similar communities;
- a review of current related plans and policies; and
- a summary of the benefits of trails for the community and individual health, well being as well as environmental and economic benefits.

Two rounds of engagement were held to gather public, stakeholder and staff feedback on the Plan. Round 1 of engagement was held in the winter of 2023 and included a public survey, stakeholder survey, stakeholder workshops and staff workshops. This round introduced the project and gathered information about how people are using the trails. The second round of engagement, held in the spring of 2023, included an open house and an online comment form. This round presented and gathered comments on the Draft Plan and confirmed the overarching Vision and Guiding Principles.

Drawing on the engagement findings, strategic context, and information on the current trails system, a set of 17 recommendations were formulated based on a Vision and Guiding Principles.

Recommendations will help to fill missing trail connection gaps, improve maintenance on trials, improve crossings within the trail network and improve wayfinding and signage.

An implementation plan provides suggested priority, responsibility, potential partnerships and resources required to implement each recommendation. A comprehensive and prioritized list of new and upgraded trails and crossing provides further details and guidance for trails system connections and crossing gaps.

Vision Statement

Moose Jaw's trails and pathways provide a connected, safe, easy to navigate and fun network that supports a sustainable and notoriously active lifestyle for all.

Guiding Principles

To implement the vision, the actions in this plan are informed by the following guiding principles:

Principle 1: Trails and pathways are connected and cohesive.

Principle 2: Trails and pathways promote accessibility for all ages and abilities.

Principle 3: Trails and pathways ensure people feel safe and welcome.

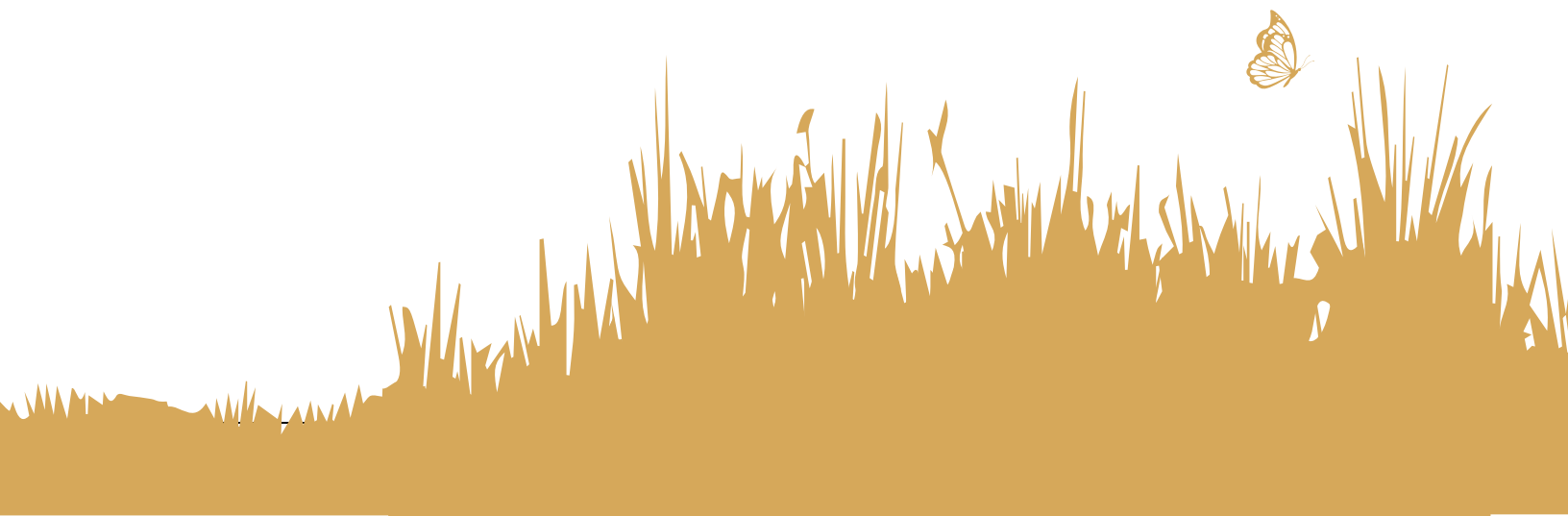
Principle 4: Trails and pathways are efficiently and effectively maintained, repaired and improved.

Principle 5: Information is available to support navigation and trip planning within the trails network.

Principle 6: The trails network is monitored to gauge success and areas for improvement over time.

The following table includes a summary of the recommendations and associated priority ranking (please see the Implementation Chapter for table providing further details):

#	Recommendation	Time Frame/Priority
Connectivity		
1	Address gaps in the trail and pathway network. (Priority gaps are listed and ranked in Table 7: Connectivity and crossing priority table.)	Short to Long Term
2	Provide improved connections for cyclists.	Medium Term
3	Create a long-distance continuous asphalt loop within the trail system.	Medium Term
4	Improve crossings within the trail network. (Priority crossings are listed and ranked in the Table 7: Connectivity and crossing priority table.)	Short to Medium Term
Accessibility		
5	Install curb ramps on sidewalks that are part of the trail network.	Medium Term
Safety		
6	Establish and apply a trail classification system and trail standards.	Medium Term
Maintenance & Amenity Improvements		
7	Optimize priority routes for snow clearing.	Short Term
8	Collaborate with Engineering and Planning departments to develop a cohesive transportation network.	Short Term
9	Work towards providing trail amenities throughout the network consistently based on the trail standards. (See Recommendation 6)	Medium Term
10	Install labeled distances on select loops and routes to facilitate training and races.	Short Term
11	Encourage winter activities within the trail system.	Long Term
Signage, Wayfinding & Information		
12	Update print and web-based trail maps and information.	Short Term
13	Add interpretive signage in key trail locations that celebrate local heritage, ecology, and environment.	Medium Term
14	Establish a consistent trail wayfinding signage strategy.	Medium Term
15	Establish a “trail code of conduct” that provides etiquette and safety information for trail users.	Medium Term
Monitoring & Reporting		
16	Establish a monitoring and reporting program/process for the trails and pathways system.	Short Term
17	Monitor the use of electric micro-mobility devices and assess the need for adjustments to current bylaws, trail information and materials regarding their use on trails.	Short Term



1

Introduction

The City of Moose Jaw has over 70 km of pathways and trails within its municipal boundary. This infrastructure enables residents to travel through the city under their own power, and provides opportunities for recreation, physical activity, and spending time outdoors. As the City seeks to build a more connected system with capital investments and external funding opportunities, a Trails and Pathways Master Plan (the Plan) is needed to determine community priorities, identify recommendations for improvements, and create an implementation plan to make it happen.

1.1 Purpose and Scope

This Plan will guide Canada's Most Notorious City in the development of a comprehensive trail network that promotes environmental sustainability and active transportation. Moose Jaw currently has an extensive trail and pathway network that is well-used and valued by its residents, however there is room to improve the network by addressing connectivity gaps, challenging road crossings, and inconsistent surfaces. This Plan focuses on enhancing connectivity, safety, accessibility, and multi-modal transportation. Signage and wayfinding are also key areas to enhance the experience of trail users, along with maintenance and monitoring.

The Plan will take stock of the trail and pathway network, identify where improvements are needed, and put forward a prioritized plan for implementation. Having a plan will allow the City to improve its network in a systematic way, and will facilitate collaboration between City departments. The City's forthcoming Transportation Master Plan will address public transit and active transportation within road right of ways, such as sidewalks and bicycle lanes on streets. Together these documents plans put Moose Jaw on a path to comprehensive and cohesive transportation system for all residents.

1.2 Project Process

The Trails and Pathway Master Plan was developed from Winter 2022 to Summer 2023. The planning process included five phases:

Figure 1: Project phasing diagram.

Figure 2: Visitors with strollers in Crescent Park.

2

The Current Trails and Pathways System

2.1 Trail Network Overview

Moose Jaw's trails and pathways form a network of over 70km across the city. The trail and pathway network has grown with the development of new neighbourhoods and through the initiatives of non-profit and community groups. For the purposes of this report, the Moose Jaw is divided into three areas: North-West Trails, North-East Trails, and South Trails.

Please refer to **Appendix A** for a map of the existing trail system.

Figure 3: City of Moose Jaw bike park.

Mobility Types

There are many different types of active transportation, including "**micro-mobility**" devices such as skateboards, scooters and hoverboards, some of which incorporate electric motor assist. To avoid lengthy descriptions of all types of devices throughout The Plan, these wheeled devices are grouped with bicycles under the category of "**cycling**." Similarly, mobility aids such as wheelchairs and walkers are grouped with pedestrians under the category of "**walking**." Therefore, references in the Plan to "walking and cycling" include people using mobility aids and micro-mobility devices.

Trails are compacted-surfaced facilities, typically gravel, crusher dust, dirt or other natural materials. Cyclists on mountain bikes and similar bicycles capable of off-road riding can navigate trails, but they are generally not suitable for road bikes. Trails are also used by pedestrians but may not be accessible to people with mobility challenges.

Pathways are hard-surfaced or compacted-surface facilities, typically asphalt, crusher dust, or gravel, that are shared by cyclists, pedestrians and other non-motorized modes of transportation, including micro-mobility devices and persons using wheelchairs and other mobility aids.

Sidewalks are paved walkways along a street used by pedestrians and people with mobility aids. Cyclists on bicycles with a wheel diameter of more than 40cm are prohibited from riding on sidewalks, which permits children on small bicycles to ride on sidewalks.

Bicycle lanes are painted lanes on roads that are designated for exclusive use by cyclists, delineated by a solid white line that separates cyclists from the adjacent traffic lane. Cyclists may also be protected from traffic by some type of barrier, which can be as simple as flexible plastic pylons, or as substantial as a raised concrete curb.

Micro-mobility devices are small, lightweight vehicles that typically operate at speeds of 25 km/h or less. There are many different types of micro-mobility devices, the most common being electric scooters, skateboards, unicycles and hoverboards.


CRESCENT PARK

NORTH-WEST TRAILS

Location/Context: The North-West Trails section spans from the west side of Main Street, west to the City boundary and from the north side of the rail tracks, north to the City boundary. The north-west contains several newer neighbourhoods where trails created as subdivisions were developed. Rotary Trail is a key east-west connection that runs along Thatcher Drive.

Key Destinations: Kinsmen Sportsplex, Sask Polytech, hotels along Main Street North, Yara Centre, Moose Jaw Events Centre and several schools.

Trail Surface/Condition: There is a higher proportion of paved trails than in other areas of the city.

Connections: Key connections to downtown.

NORTH-EAST TRAILS

Location/Context: The North-East Trails area covers from Main Street east to the City boundary, and from Manitoba Expressway north to the City boundary. The eastern half of the Rotary Trail loop runs through this area and connects east and west sides of the City.

Key Destinations: Tourism Moose Jaw, hotels, schools, malls (large retail stores, groceries, movie theatre, etc.), Main Street and Crescent Park (Phyllis Dewar Outdoor Pool), Moose Jaw Public Library, Moose Jaw Museum & Art Gallery, Western Development Museum (WDM), and Dr. FH Wigmore Regional Hospital.

Trail Surface/Condition: Trails are a mix of crushed gravel and asphalt and occasionally pavers.

Connections: Key connections to downtown and key locations (malls, Hospital etc.) from the north.

SOUTH TRAILS

Location/Context: The South Trails area spans south of High Street and the Manitoba Expressway to the City boundary. The area includes industrial and commercial areas along Lillooet St. W and residential areas further south. The South area also includes Wakamow Valley. Trails in Wakamow Valley are described in this Plan for context but are managed by the Wakamow Valley Authority.

Key Destinations: Wakamow Valley Trail network is a popular destination for walkers. People typically drive and park to access the Wakamow Valley Trails. 15 Wing Moose Jaw-Canadian Forces Base is another key destination located approximately 7.4 km south of Moose Jaw. Pla-Mor Palace is another popular destination.

Trail Surface/Condition/Features: Trail surfaces include asphalt, gravel, and dirt. There is a story trail near the 1996 Summer Games Park – which features signage frames in which pages of stories can be placed and changed out along the trail.

Key Connections: Wakamow Valley Trails, downtown using bridges, and across the rail yards to the north parts of the city.

EXISTING TRAILS

The following table provides details about the existing trail system in Moose Jaw:

Condition Descriptions:

Good: No immediate maintenance or renewal required.

Fair: Some maintenance or renewal required. Trail conditions have little impact on usage.

Poor: Maintenance or renewal required. Trail conditions impact usage.

Sector	Trail/Pathway Name	Length (km)	Surface	Lighting (Y/N)	Condition	Land Manager
North-west	4th Ave North West Trail	0.8	Asphalt, Crusher dust	N	Fair-Good	City of Moose Jaw
	Iron Bridge Trails	3.4	Asphalt, Concrete	Y	Fair-Good	City of Moose Jaw
	Kinsmen Westpark Trails	0.8	Asphalt	N	Good	City of Moose Jaw
	Laurier Trail	2.0	Asphalt, Compacted Earth, Crusher dust	N	Poor-Good	City of Moose Jaw
	Ninth Avenue N.W. Trail	0.7	Asphalt, Compacted Earth, Crusher dust	N	Poor-Good	City of Moose Jaw
	Normandy Park Trail	0.3	Crusher dust	N	Poor	City of Moose Jaw
	Sunningdale Nature Park Trails	4.9	Asphalt, Crusher dust, Decking, Concrete	N	Poor-Good	City of Moose Jaw
	Spring Creek Trail	3.0	Asphalt, Crusher dust	Y	Poor-Good	City of Moose Jaw
	Sunningdale Athletic Park Trail	0.8	Crusher dust	Y	Good	City of Moose Jaw
North-east	Bell Park Trail	0.4	Asphalt	N	Good	City of Moose Jaw
	Crescent Park Trails	4.5	Asphalt, Compacted Earth, Concrete, Crusher dust, Decking	Y	Poor-Good	City of Moose Jaw
	Happy Valley Park Trail	1.2	Crusher dust	N	Poor-Fair	City of Moose Jaw
	North-East Commercial Trail	6.6	Asphalt, Compacted Earth, Crusher dust	N	Poor-Fair	City of Moose Jaw
South	South Hill Access Trail	8.2	Asphalt, Concrete, Crusher dust	Y	Poor-Good	City of Moose Jaw
	tatawaw Park Trail	3.4	Compacted Earth	N	Poor	City of Moose Jaw
Wakamow Valley (assessed and maintained by others)	Devonian Trail	3.2	Asphalt		Poor-Good	Wakamow Valley Authority
	Great Trail/Trans Canada Trail	7.4	Asphalt, Gravel, Decking		Poor-Good	Wakamow Valley Authority
	Wakamow Valley Trails	0.9	Asphalt, Gravel		Poor-Good	Wakamow Valley Authority
	X-Country Ski Blue Trail	3.7	Groomed snow		Fair	City of Moose Jaw
	X-Country Ski Green Trail	1.4	Groomed snow		Fair	City of Moose Jaw
Rotary Trail (North-west and north-east)	Rotary Trail Thatcher Dr.	13.3	Asphalt, Concrete, Crusher dust, Decking		Poor-Fair	City of Moose Jaw
	TOTAL	70.9				

Table 1: Existing trails system.

2.2 Strategic Context

The Trails and Pathways Master Plan is informed by three key City of Moose Jaw plans that have established relevant strategic directions and priorities:

- Official Community Plan (2011) (to be updated in 2023-2024)
- Parks and Recreation Master Plan (2023)
- Transportation Master Plan (2012) (to be updated in 2023)

Key directions from these plans include:

Plan	High-Level Direction: Visions and Principles	Specific Actions: Recommendations, Objectives, and Policies
Official Community Plan (2011)	Efficiency	Sufficient and equitable distribution of park and open space resources
	Sustainability	Planned and environmentally sensitive management
	Economic diversity and security	Aid in the attraction and retention of young families
	Equity	Parks/natural areas shall be linked whenever possible
	Enhance identity for live/work/ business/travel	Encourage alternate forms of transportation including walking and cycling
	Public participation and partnerships	Neighbourhood planning shall be oriented to active transportation
		City supports establishment of a safe and convenient cycling network for recreation and commuting to work and school
		Provide separate cycling paths where feasible in parks and long arterial and collector streets
		Promote design of safe and convenient cycling facilities
		Encourage barrier-free access

Plan	High-Level Direction: Visions and Principles	Specific Actions: Recommendations, Objectives, and Policies
Parks and Recreation Master Plan (2023)	Vision: "foster a system that allows all residents and visitors to both continue to be and become Notoriously Active"	
	Make space for outdoor winter activities/events	Upgrade Crescent Park to enhance winter activities and explore turning Wakamow Valley into a winter wonderland destination
	Collaborative design	Improve/new (south side) outdoor wheel sports park
	Accessibility for all users	Create open space development standards
	Maximize rec potential while respecting natural environment	Explore nature-based programming
	Understand trends and best practices	Increase "rent-able" recreation kits for physical literacy
	Make the most out of limited financial resources	Create a Signage & Wayfinding Strategy
Transportation Master Plan (2012)	Bicycle and pedestrian network should provide safe and efficient connections to trails.	Multi-use trail width min. 3 m
		Single-use trail width min. 2 m

Table 2: Key directions from City of Moose Jaw plans.

The following documents also influenced the development of the Plan:

- City of Moose Jaw Strategic Plan (2022)
- Development Opportunities Map
- Downtown Local Area Plan
- Future Land Use Map
- Man Made Development Constraints Map
- Cultural Action Planning Process: Phase 1 Report
- Natural Development Constraints Map
- Parks and Recreation Department Overview
- South-East Industrial Concept Plan
- South Hill Local Area Plan
- Wakamow Master Plan Review
- 2019 Trails Plan Survey
- 2020 Accessibility Survey
- 2022 Parks Master Plan What We Heard Report
- 2023 Budget & City Services Survey

2.3 The Case for Trails and Pathways

Investments in the trail network will provide several benefits for residents and visitors to Moose Jaw:

Health and recreation

Trails in the city offer residents and visitors an opportunity for physical activity and exercise, which helps to maintain good health and physical fitness. Physical activity has numerous benefits, including improving cardiovascular fitness, strength, and alleviating stress. At the community level, a more active and healthier population can result in reduced healthcare costs[1].

Outdoor recreation opportunities, such as trails, have been a significant source of safe, outdoor activity for social connections, physical and mental health through the COVID-19 pandemic[2]. A large portion of new outdoor recreationists will likely continue to access the health benefits of recreation trails.

Active transportation

Investing in pathways and trails can also help promote sustainable active transportation options such a walking or cycling. As the trail network becomes more cohesive and connected, more residents will have the opportunity to walk and cycle to work, school, shopping, errands and personal activities. Providing more active transportation options could result in less automobile use, lower greenhouse gas emissions, and improved affordability and access for those without a vehicle.

Economic

Trails can be attractive destinations for tourists, particularly those looking for outdoor recreation opportunities. A trail network that attracts visitors to Moose Jaw can have a positive economic benefit on the local economy when visitors spend money on lodging, food and other local businesses[3].

Community building

The trail network provides space for people to gather and socialize, which helps to build a stronger sense of community. Trails can also be used for events such as charity walks/runs or organized bicycle rides. Investing in trails can lead to a more vibrant and engaged community, with increased social capital and a greater sense of belonging[4].

1 Wang, G., Macera, C. A., Scudder-Soucie, B., Schmid, T., Pratt, M., & Buchner, D. (2005). A cost-benefit analysis of physical activity using bike/pedestrian trails. Health promotion practice, 6(2), 174–179. https://doi.org/10.1177/1524839903260687

2 McCulloch, J. (2022). The COVID-19 Pandemic and the Changing Landscape of Trails. https://www.trailresearchhub.com/post/the-covid-19-pandemic-and-the-changing-landscape-of-trails

3 Columbia Valley Greenways Trail Alliance. (2023, May). Benefits and Value of Trails. https://www.greenways.ca/trails-in-the-valley/benefits-value-trails/

4 Columbia Valley Greenways Trail Alliance. (2023, May). Benefits and Value of Trails. https://www.greenways.ca/trails-in-the-valley/benefits-value-trails/

2.4 Benchmarking

A benchmarking exercise was undertaken to help provide context for the evaluation of Moose Jaw's trails system. Benchmarking is often done to see how a municipality measures up compared to other communities with the goal of identifying areas of success and areas that need improvement. While it is difficult to ensure the comparisons are truly "apples to apples," this benchmarking exercise shows that Moose Jaw is generally above the average total kilometers of trails and trails per 1000 residents compared to similarly-sized prairie communities.

	Moose Jaw, SK	Lloydminster, AB	Brandon, MB	Prince Albert, SK	Leduc, AB	Swift Current, SK	Average for Comparable Communities
Population (2021)	33,665	36,508	51,313	37,756	34,094	16,750	35,284
Population Density (people/km2)	511.50	18.4	649.2	562.1	806.9	571.6	522
Trails (km)	72	23	75	23	70	25	43
Trails (km/1000 residents)	2.1	0.6	1.5	0.6	2.1	1.5	1

Table 3: Benchmarking for the City of Moose Jaw relative to comparable communities.

2.5 Engagement Highlights

Two rounds of engagement with staff, public and stakeholders were held to ensure that this plan responded to the existing and future issues and challenges and was truly rooted in the community. The purpose and intent of each round of engagement are outlined below:

Round 1 (February - March 2023):

- Introduced the project
- Gathered information about how people are currently using trails
- Asked for opinions on existing challenges and opportunities for the trail system

Round 2 (May 2023):

- Presented an abbreviated version of the Draft Trails + Pathways Master Plan
- Confirmed the overarching Vision and Guiding Principles
- Gathered feedback and comments on draft recommendations

Round 1 Engagement Highlights:

Below is a summary of the takeaways from the first round of engagement. The complete Round 1 and 2 Engagement Summaries can be found in Appendix C and D.

The following graphic demonstrates a summary of the key takeaways from the first round of engagement.

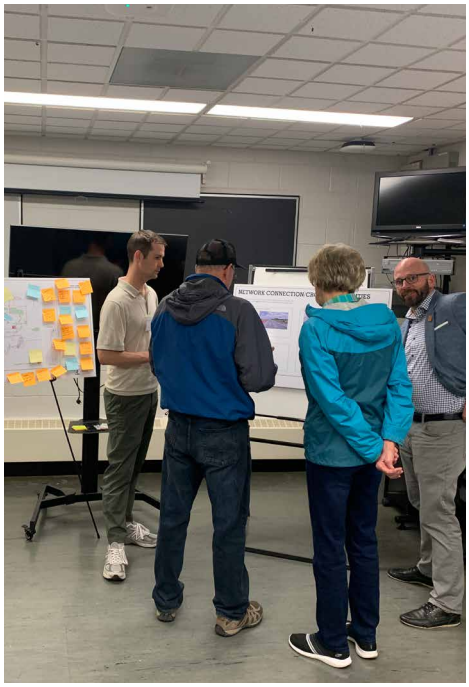


Figure 4: Participants at a Trails + Pathways Master Plan engagement event.

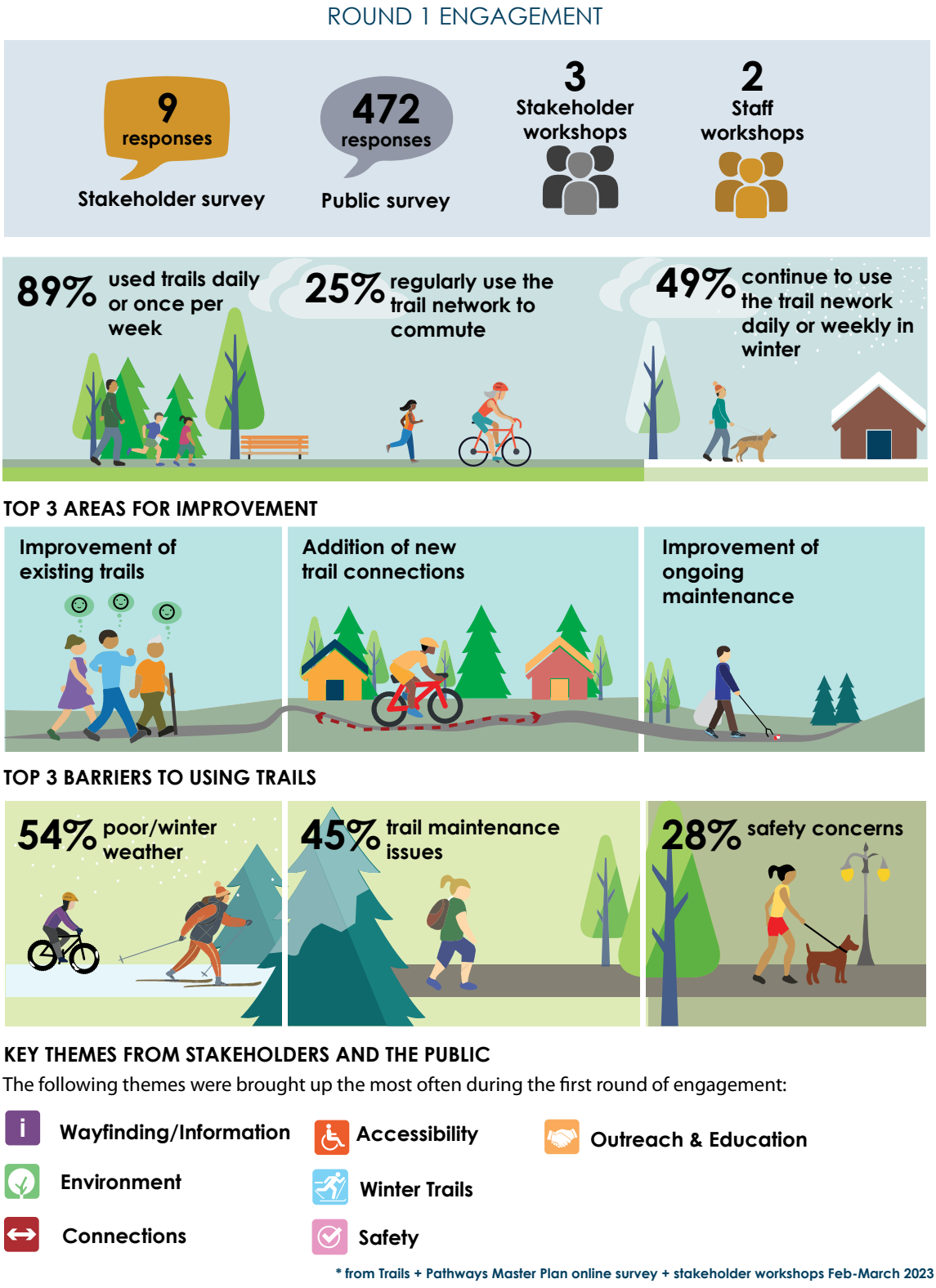


Figure 5: City of Moose Jaw round 1 engagement findings.

Round 2 Engagement Highlights:

Open House Findings:

Over 50 members of the public attended the Open House on May 11th 5:00-7:30pm. Below is a summary of the comments received at the Open House:

Existing Trail Network

- Maintenance/condition issues at Spring Creek (asphalt and washout), Sunningdale (flooding/washout), and Wakamow Valley (washout)

Future Trail Network

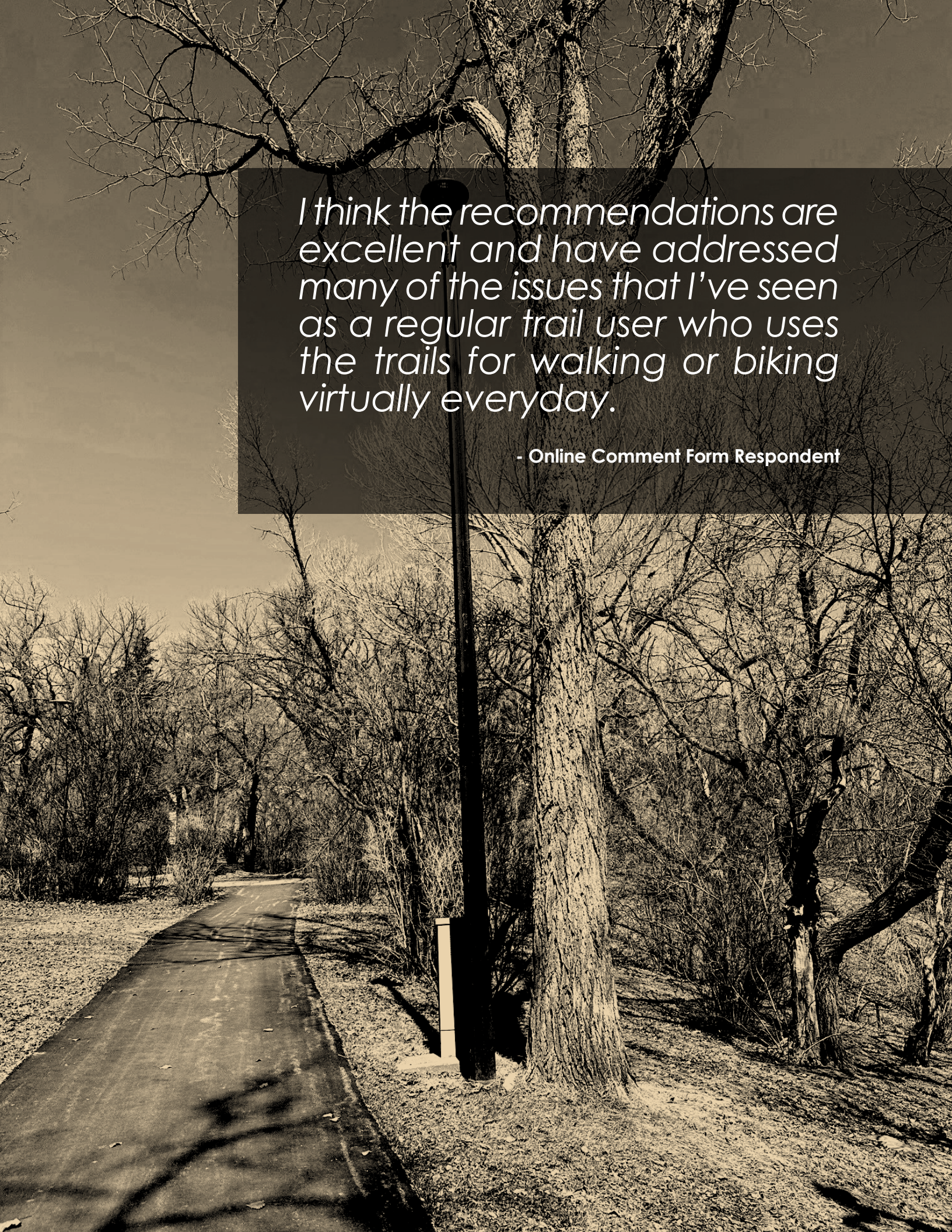
- Importance of proposed crossings and calls for new crossings
- Support for amenities, including:
- Water fountains
- Distance signage
- Wayfinding signage
- Allowing cyclists in Crescent Park
- Areas for off-leash dogs
- Better online map
- Paths for seniors (benches/rest areas, flatter slopes, use of walkers)
- Interpretive options
- Asphalt for roller blading
- Points of interest geared towards children
- Maintenance/design issues at locations including Happy Valley (steepness), Laurier (width), and South Hill

Network Connections/Crossing Priorities

- Support for new connections along 9th Ave NE and from Yara Centre to 9th Ave NW
- Request for a crossing on 9th Ave NW at Simcoe St. (north of Kinsmen Sportsplex)
- Connections to destinations such as Sask Polytech and the Sportsplex
- Connections in South Hill and to 15 Wing

Online Comment Form Findings:

Following the open house, an online comment form was opened and shared with the public to gather additional thoughts on the draft Trails Master Plan. There were two respondents to the online comment form, which were both supportive of the draft vision.



I think the recommendations are excellent and have addressed many of the issues that I've seen as a regular trail user who uses the trails for walking or biking virtually everyday.

- Online Comment Form Respondent

2.6 Trail Issues and Opportunities

Through the background review, site visit, staff and stakeholder interviews, and public survey, a set of key issues emerged. These are summarized below under the headings: strengths, issues and concerns, and opportunities.

STRENGTHS

- Trails are distributed throughout most areas of the city.
- Snow is removed promptly and efficiently on priority trails .
- The network supports a variety of activities such as running, cycling, and cross-country skiing.
- Many schools are connected to trails/pathways.

ISSUES AND CONCERNS

- There are gaps in the trail network.
- Some trails have inconsistent surfacing .
- Winter conditions make trail maintenance challenging .
- Many routes are not universally accessible.
- The downtown core is underserved by trails and pathways.
- There are safety concerns around roads, especially crossings, busy streets, and bridges.
- Current maps are outdated and do not show all trails.
- Wayfinding signage is unclear and inconsistent.
- Trail amenities (lighting, benches, garbage receptacles) are inconsistent in quality and appearance.
- There is limited bicycle parking in downtown core.

OPPORTUNITIES

- There are opportunities to provide more trails for winter activities.
- Many areas lack amenities, such as garbage bins, bike racks, and washrooms.
- Signage and wayfinding could be updated and more comprehensive.
- Increase the maintenance of some trails.
- Connecting to destinations such as shopping, recreation, health care, and schools.
- Achieve better integration with on-street active transportation.
- More support for recreation could be provided, especially during the winter months.
- Awareness of the network and etiquette could be enhanced.
- More routes could be upgraded to asphalt.
- Priority routes could be optimized for snow clearing.
- Winter maintenance could be provided on more trails.
- Collaboration with other departments, such as Public Works & Planning, could be improved.

3

Vision & Guiding Principles

3.1 Vision Statement

Moose Jaw's trails and pathways provide a connected, safe, easy to navigate and fun network that supports a sustainable and notoriously active lifestyle for all.

3.2 Guiding Principles

To implement the vision, the actions in this plan are informed by the following guiding principles:

Principle 1: Trails and pathways are connected and cohesive.

Principle 2: Trails and pathways promote accessibility for all ages and abilities.

Principle 3: Trails and pathways ensure people feel safe and welcome.

Principle 4: Trails and pathways are efficiently and effectively maintained, repaired and improved.

Principle 5: Information is available to support navigation and trip planning within the trails network.

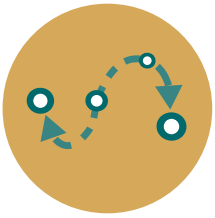
Principle 6: The trails network is monitored to gauge success and areas for improvement over time.

4

Recommendations

The following recommendations originated from information obtained from site visits, meetings with Moose Jaw staff, stakeholder feedback, public survey, and trails best practices. Appendix B contains the Future Trails Map, which provides an overview of the future trail network.

The recommendations are presented under the following themes, that relate to the guiding principles:



CONNECTIVITY

ACCESSIBILITY

SAFETY

MAINTENANCE & AMENITY IMPROVEMENTS

SIGNAGE & WAYFINDING

MONITORING & REPORTING

4.1 Connectivity

GAPS

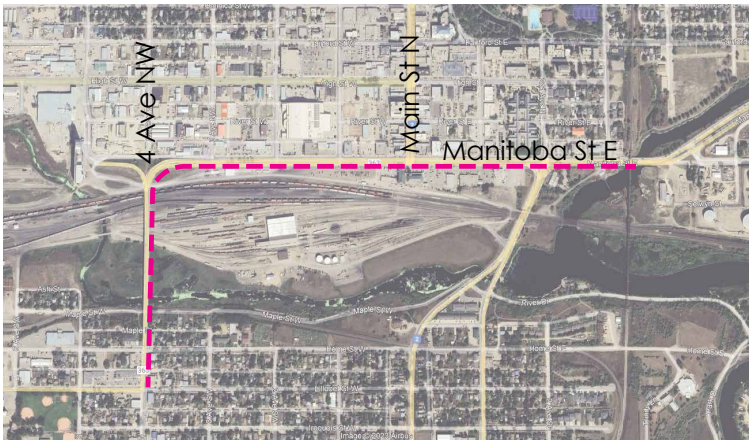
Recommendation 1: Address gaps in the trail and pathway network.

Improving connectivity is the most important action the City can undertake. Doing so will improve the usability of the trail network and improve safety for pedestrians and cyclists. This, in turn, will result in more people walking and cycling for transportation, recreation and health. Recommendations to improve connectivity involve eliminating gaps in the trail and pathway network for pedestrians and cyclists, accommodating cyclists along major roads, upgrading and repairing trail surfaces, and enhancing crossings, particularly at major roads. Note that a complete list of the connection gaps is included in Table 7 in Chapter 5. Note: all imagery on the following 3 pages is from Google Earth.

Priority gaps to be addressed include:

- 9th Avenue NE north of Bell Park: Extend the trail on the west side of the road north of Lakeview Trailer Court 575m south to Bell Park. To achieve the objective of a hard-surface loop around the City, the desirable facility on this section of 9th Avenue is an asphalt pathway (in conjunction with paving the existing section of trail as described below in Recommendation 3). This project may require an easement agreement with a private property owner.

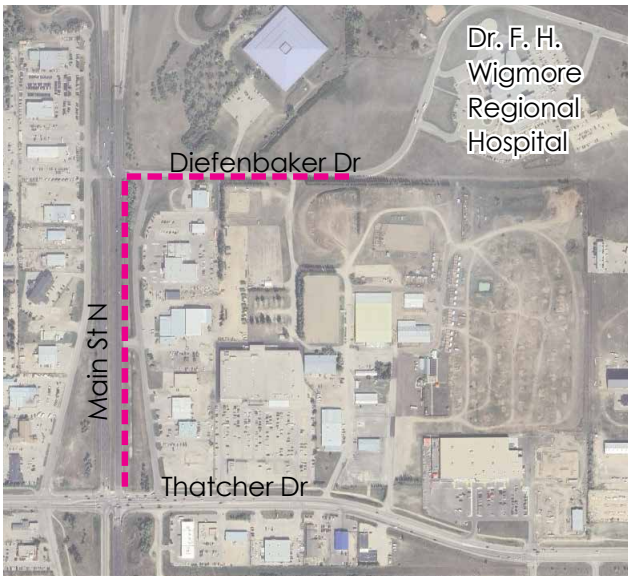
- Manitoba Street: Construct a pathway along the south side of Manitoba Street from the planned new Thunderbird Viaduct to Main Street and east to the Devonian Trail.



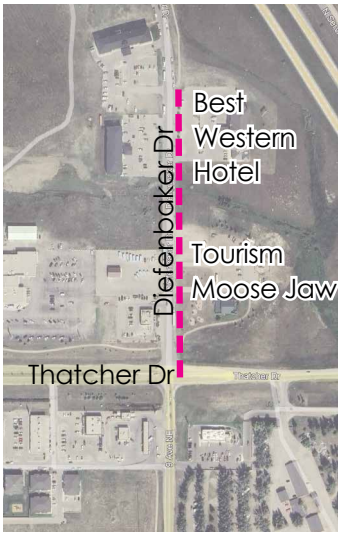
- 9th Avenue NW: Extend the existing Spring Creek Trail 75m south along the west side of 9th Avenue to the upgraded crossing at Simcoe Street.

- High Street W: Extend the trail that currently ends at the bike park 800m east to 9th Avenue NW, either on the north side of the road or south of the rail line. To achieve the objective of a hard-surface loop around the City, the desirable facility on this section of High Street is an asphalt pathway (in conjunction with paving the existing section of trail west of the bike park as described below in Recommendation 3).

- Diefenbaker Drive and Main Street N between the hospital and Thatcher Drive: Extend the existing sidewalk or construct a new trail on Diefenbaker Drive 400m west to Main Street, and construct a new trail on the east side of Main Street 550m south to Thatcher Drive.



- 9th Avenue NE north of Thatcher Drive: Extend the trail on the east side of the road from north of the Best Western hotel 350m south to Thatcher Drive.



- Lillooet Street: Construct a pathway on the north side of Lillooet Street between 6th and 9th Avenues. East of the railway line this will require reconstructing the curb on the north side of the road to accommodate a 3m pathway adjacent the pork processing plant.

- Maple Street or Home Street from 6th Avenue SW to Main Street S, as well as 6th Avenue SW north of Lillooet Street: Although Maple Street is currently identified as the east-west section of the trail network in this area, it is a lane used by heavy vehicles that is located immediately adjacent the rail line, and it does not provide a direct connection to the Thunderbird Viaduct (4th Avenue bridge). Home Street is an attractive alternative to provide an east-west connection, as it is a local street with sidewalks along much of its length that could be upgraded with curb ramps and other local street greenway treatments. It also provides a direction connection to the Thunderbird Viaduct at 4th Avenue.

- Coteau Street W west of 16th Avenue SW: Construct a pathway on the north side of the road west of 16th Avenue SW

- 9th Avenue SW: Work with the RM and 15 Wing to extend the trail that runs along the east side of 9th Avenue SW south from tatawaw Park to the pathway network at 15 Wing.

BICYCLE CONNECTIVITY

Recommendation 2: Provide improved connections for cyclists.

Cyclists are prohibited from riding on sidewalks, and sidewalks are generally narrow and unsuitable for cyclists to share with pedestrians. Where the trail network comprises sidewalks on major roads (arterial and collector roads), it is necessary to also provide a facility for cyclists so that they do not have to ride in the road with traffic. Options to accommodate cyclists on the road include shared local streets, conventional bicycle lanes, and protected bicycle lanes, as appropriate. It is expected that the specific facilities and design of each on-street bicycle route will be identified in the upcoming update of the Transportation Master Plan, such as:

- Caribou Street E between 4th Avenue NE and Bell Park.
- Manitoba Street from 2nd Avenue NE to the existing Rotary Trail east of 3rd Avenue NE.
- The 9th Avenue bridge.
- Lillooet Street between 9th and 6th Avenues SW.

TRAIL SURFACES

Recommendation 3: Create a long-distance continuous asphalt loop within the trail system.

This requires upgrading some existing soft-surface trails to asphalt pathways, including:

- Thatcher Drive between Main Street N and 9th Avenue NE.
- 9th Avenue NE between Thatcher Drive and Lakeview Trailer Court. This project should be undertaken in conjunction with construction of a new asphalt pathway from Lakeview Trailer Court to Bell Park as described in the "Gaps" section above.
- Thatcher Drive between Caribou Street W and 16th Avenue NW, and High Street W between 16th Avenue NW and the bike park and Yara Centre.
- Maple Street W between 6th Avenue SW and Main Street S. Alternatively, Home Street W could be developed as a local greenway to provide this important east-west trail connection as described in the "Gaps" section above.

CROSSINGS

Recommendation 4: Improve crossings within the trail network.

Crossings are an important part of the trail network, as they improve safety for trail users at road crossings and prevent major roads from becoming obstacles that discourage people from walking and cycling. Generally, crossing treatments are desirable wherever a trail crosses a major road (arterial and collector roads). Specific crossing treatments would be determined in collaboration with the Engineering department and could include (but would not be limited to) basic crosswalk markings and signs, flashing beacons, signals, raised crosswalks and increased illumination.

Refer to Table 7 in Chapter 5: Implementation for a prioritized list of crossing improvements.

BICYCLE PARKING

Bicycle parking is an important component of the trails and active transportation network. Bicycle parking encourages bicycle use, particularly for commuting (to work and school) and other types of trips, such as travelling to activities or shopping.

Bicycle parking can be as simple as installing an adequate number of racks at important locations and regularly along routes for convenient short-term parking. At significant destinations, more secure parking could be considered (lockers, corrals, rooms and attended facilities) to address concerns about bicycle theft that might otherwise prevent people from cycling. Secure parking facilities typically protect bicycles from weather and may be located indoors, and a fee may be charged to use secure bicycle parking. "Pop-up" bicycle valet stations can also be added at farmer's markets and for other temporary events using simple fencing, volunteer or city staffing, and movable bicycle racks.

Two options to provide permanent secure bicycle parking in the downtown on City-owned surface parking lots include:

- On the southeast corner of Fairford Street W and 1st Avenue NW
- In the lot on Athabasca Street E between Main Street and 1st Avenue NE, across from the Travelodge hotel

Other locations where permanent secure bicycle parking could be provided on the trail network include recreational and community facilities such as the Yara Centre, the Kinsmen Sportsplex, Moose Jaw Events Centre, the Dr. FH Wigmore Regional Hospital and Saskatchewan Polytechnical.

It is important when implementing bicycle parking to follow best practices and guidelines (such as those published by the Association of Pedestrian and Bicycle Professionals) to optimize the configuration of parking, maximize security, avoid impacting other street uses, and minimize costs.

The City should also consult with the Downtown Moose Jaw Association on potential bicycle parking locations in the downtown core.

4.2 Accessibility

Recommendation 5: Install curb ramps on sidewalks that are part of the trail network.

The absence of curb ramps is a common barrier to accessibility across the trail network. Without a curb ramp, a person using a mobility device or with a stroller or child carrier may not be able to access a sidewalk or may be forced into the road until they can find access to the sidewalk.

Installing curb ramps should be undertaken in conjunction with neighbourhood greenway treatments on local streets that are part of the trail network at the following priority locations:

- 6th Avenue NE between Caribou Street E and the Rotary Trail at Fairford Street E.
- Home Street W between 6th Avenue SW and Main Street S, which is identified in Section 4.1 as an alternative route for an east-west trail connection instead of Maple Street.

4.3 Safety

DESIGN AND CONSTRUCTION

Recommendation 6: Establish and apply a trail classification system and trail standards.

Moose Jaw currently does not have a trail classification system. Establishing a trail classifications with a set of associated standards will help Moose Jaw implement a consistent and usable trail and pathways system. Trail standards establish guidelines for trail size, grade, surfacing and amenities and help set a standard for development in the future, if and when new trails or pathways are added to the system.

For example of how this could affect the trail system, all paths in Crescent Park may be classified as X and should be converted to asphalt. In contrast, areas such as Sunningdale Nature Park and Spring Creek Park would be considered Y and would then be crusher dust.

The following proposed trail classification system identifies four trail types:

Figure 6: A stepper for exercise.

Asphalt Pathway

Description: Wide, generally multi-use asphalt-surfaced pathway.

Uses: Walking, jogging, cycling

Surface: Asphalt

Tread Width: 3m (2.4m acceptable over short distances)

Gradient: <5% (may exceed 8% over short distances)

Cleared corridor width: min. 2m per side

Cleared Height: 3.6m

Example: Rotary Trail (asphalt sections)

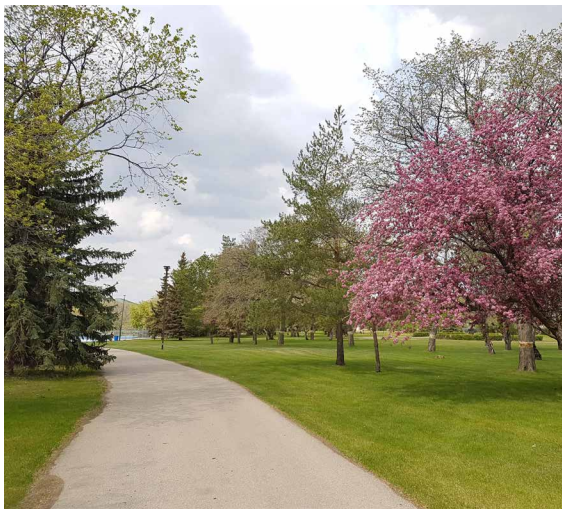


Figure 7: Asphalt pathway.

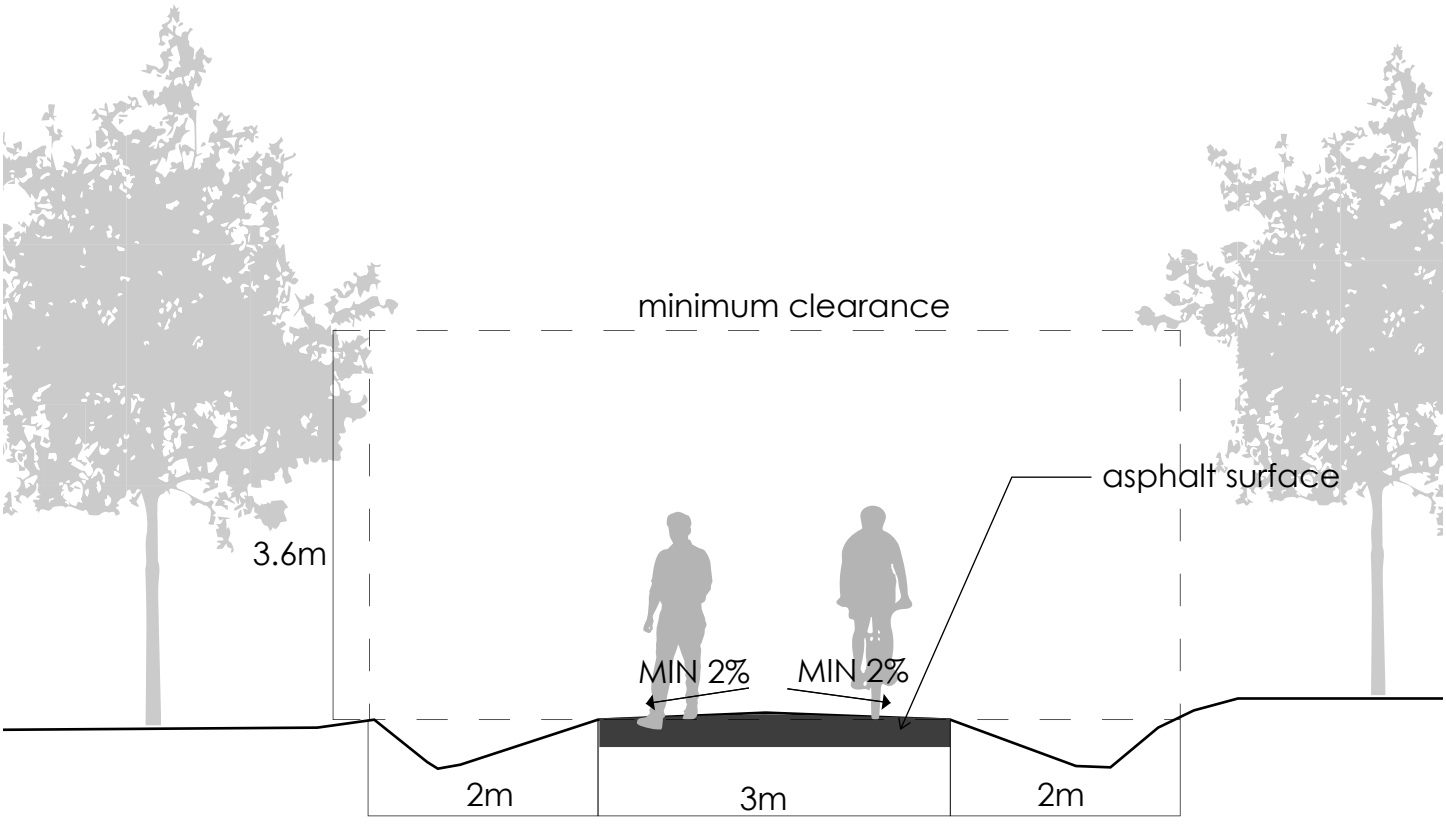


Figure 8: Typical asphalt pathway section.

Multi-Use Trail

Description: Two-way trail suitable for a variety of activities.

Uses: Walking, jogging, gravel biking, cross country skiing, fat biking

Surface: Crusher dust

Tread Width: 2-3m

Gradient: <10%

Cleared corridor width: min. 1m per side

Cleared Height: 3.6m

Example: Spring Creek Trails

Figure 9: Multi-use trail.

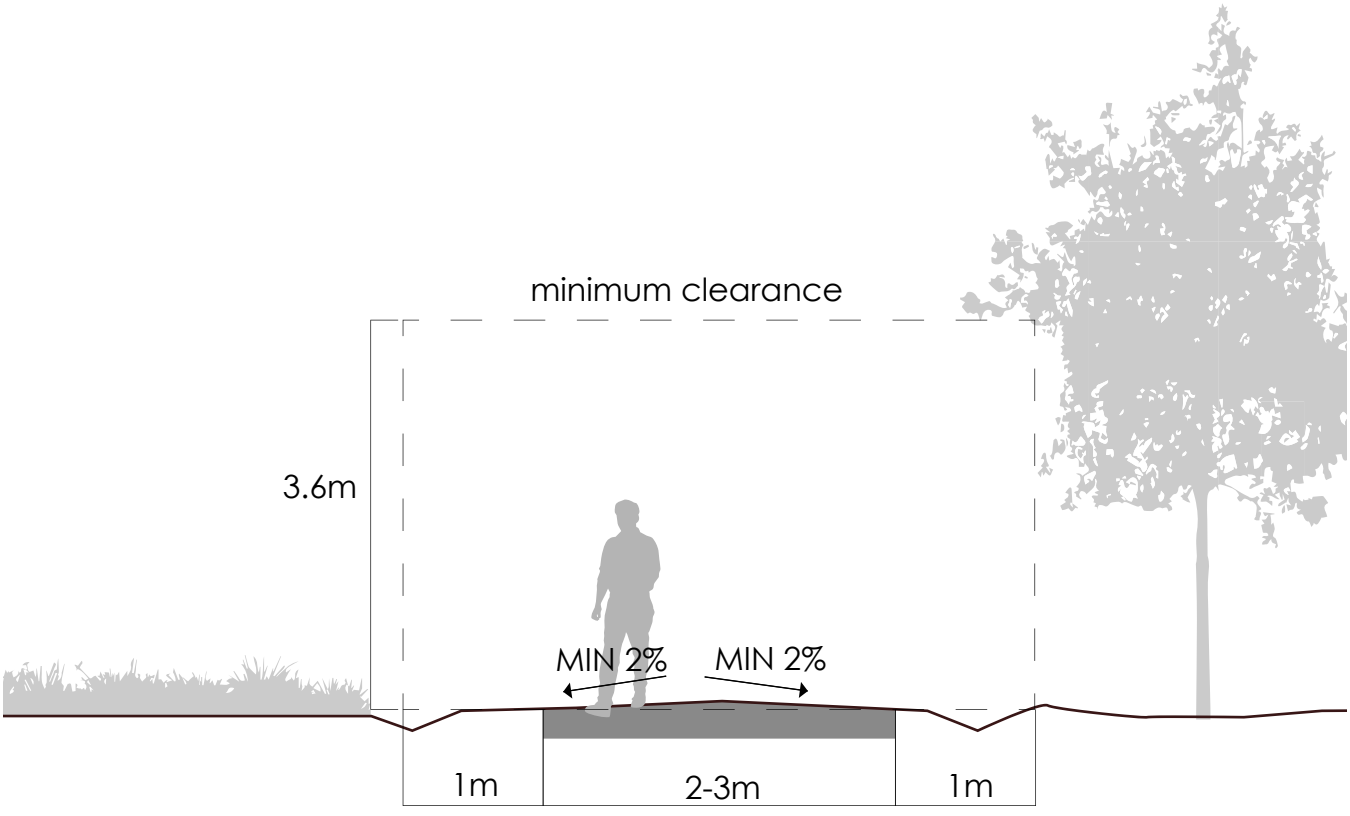


Figure 10: Typical multi-use trail section.

Natural Surface Trail

Description: Natural surface trail for hiking/walking or off-road biking.

Uses: Walking/hiking, trail biking

Surface: Native soil

Tread Width: >0.3m

Gradient: <10% average

Cleared corridor width: n/a - Ensure trail is clear of vegetation or natural debris that impede tread surface

Cleared Height: 3m

Example: 15 Wing Trail

Figure 11: Natural surface trail. Image Source: Wakamow Valley Authority

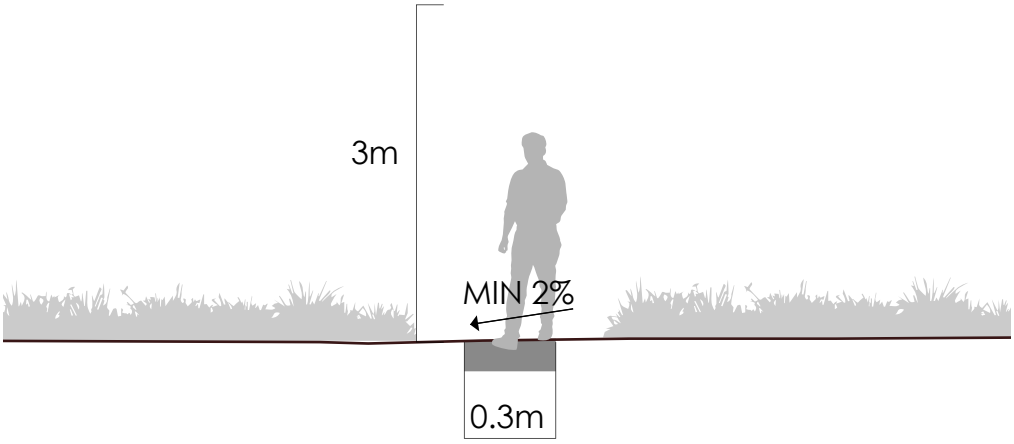


Figure 12: Typical natural surface trail section.

Winter Trail

Description: Winter routes for skiing, snowshoeing, fat biking or other winter activities These are trails that could be on top of summer trails, but groomed for winter activities in the winter months or could be trails for use in winter located in open spaces.

Uses: Walking, snowshoeing, x-country skiing, skating

Surface: Native soil/gravel or snow (winter)

Tread Width: 2-3m

Gradient: <10% average

Cleared corridor width: n/a - Ensure trail is clear of vegetation or natural debris that impede tread surface

Cleared Height: 3.6m

Example: Wakamow Valley x-country ski trails

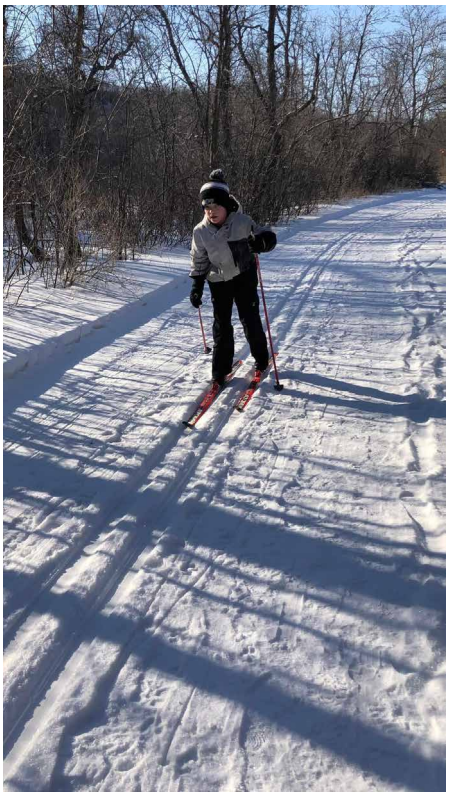


Figure 13: Cross country skier.

The following general design guidelines can help to reduce safety issues, as well as provide guidance for the design of new and upgraded trails:

- Width: Adequate width ensures that trail users can safely pass slower users travelling in the same direction and pass users travelling in oncoming directions. Hard surface pathways should be at least 3.0m wide. A reduced width of 2.4m is acceptable for short sections where there are physical constraints on the trail width.
- Horizontal clearance. The minimum clearance is 0.2m from the edge of the trail to objects 100mm to 750mm high. For objects greater than 750mm high, including signposts, the minimum clearance is 0.5m so as to minimize the potential for contact with handlebars. The desired horizontal clearance from the edge of the trail to any fixed object is 1.0m. If adequate clearance cannot be provided, then warning signs, object markers or reflectors should be installed on or in front of the fixed object.
- Vertical clearance. The desired vertical clearance above a trail is 3.6m, which is sufficient to accommodate service vehicles. The minimum vertical clearance is 3.0m, which is acceptable under tree branches and short structures up to 2.0m in length. The bottom edge of a sign should be at least 2.0 m above the surface of the trail.
- Design speed. A key design consideration for pathways is the design speed of cyclists, as this determines sight distances and influences the horizontal alignment. It is generally desirable to use a design speed that is higher than the desired operating speed for cyclists, to ensure that the trail/pathway geometry does not become a safety issue for any cyclists who might be travelling at higher-than-desired speeds (intentionally or not), as long as it does not increase the potential for conflicts between cyclists and other trail users.
- The desired maximum operating speed for cyclists on the trail network is approximately 20 km/h. At this speed, cyclists can safely share the trails with pedestrians and other users and can stop quickly in a short distance to avoid a hazard or a collision with another user. The corresponding appropriate design speed is 30 km/h, which accounts for the fastest typical speed of a cyclist on level ground and is consistent with the 32 km/h maximum speed regulation for e-bikes.
- Grades on trails are desirably less than 5%. Grades up to 8.33% can be accessible for persons with physical disabilities for short distances. Level resting areas can be provided at the side of the trail at intervals of up to 60 m, and optionally with some form of seating. The maximum desirable grade of any segment of pathway is 10%. On grades of 6% or more, "Steep Grade" warning signs (TAC sign WA-41) should be placed at the top of the steep section.

- Sight distances. The stopping sight distance for a cyclist includes perception time and reaction time and the corresponding distance travelled, plus braking distance. For a 30 km/h design speed, the minimum stopping sight distance on level ground is 35m. This increases to 38m on a 4% downhill grade, and 42m on an 8% downhill grade. Where minimum sight distances cannot be achieved, warning signs should be used to alert trail users in advance of intersections or other conditions.
- Horizontal curves. With respect to the horizontal alignment of a hard surface pathway, the key design consideration is the radius of a curve. For a 30 km/h design speed, the minimum radius for a horizontal curve is 24m. Where it is necessary to use a smaller radius, the pathway/trail should be widened to provide additional manoeuvring space for users, and to accommodate the turning radius of service and emergency vehicles.

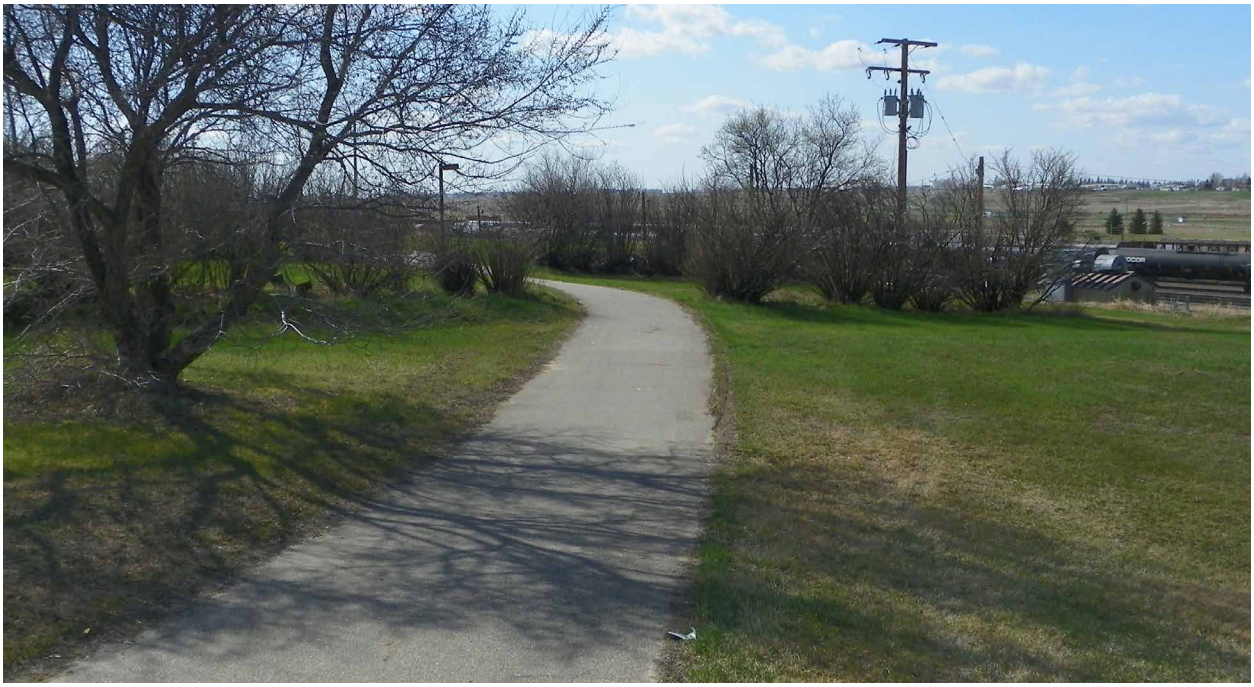


Figure 14: South Hill Trail.

4.4 Maintenance & Amenity Improvements

Recommendation 7: Optimize priority routes for snow clearing.

Design and maintenance actions that would optimize routes for snow clearing maintenance activities include:

- Establish dedicated priority trails for snow clearing based on trail classification.
- Ensure consistent surfacing and width (3m) of the trails to be cleared of snow to allow for use of snow clearing equipment.
- Provide markers to indicate edges of trails in areas where it is difficult to see edge of trail with thick snowfall.
- Design T-intersections with consideration for dimensions for snow clearing equipment.
- Consider acquiring specialized snow clearing attachments for use on existing snow clearing equipment.
- Establish setback distances from the trail edge that amenities such as benches, signage, garbage receptacles, etc. need to be installed to allow for year-round maintenance access.

Trail Classification	Snow clearing
Asphalt Pathway	Snow clearing on priority routes (most asphalt pathways are priority routes).
Multi-Use Trail	Snow clearing on priority routes.
Natural Surface Trail	No snow clearing.
Winter Trail	No snow clearing. Ski trail grooming (where applicable).

Table 4: Snow clearing for City of Moose Jaw trails classes.

Recommendation 8: Collaborate with Engineering and Planning departments to develop a cohesive transportation network.

A regular line of communication between departments will ensure collaboration and coordination in terms of developing, repairing and improving the trails network.

The key item for collaboration with Engineering and Planning departments is to explore connections between the trail networks and on-street bicycle routes and pedestrian walkways.

Other examples of potential areas for collaboration include:

- Bridge upgrades and other transportation infrastructure to achieve active transportation goals and improved connections in the trails network.
- New construction or development, such as the planned school development in the SW of Moose Jaw, may present opportunities for connections to the trail network.

Figure 15: Bridge at Crescent Park.

Recommendation 9: Work towards providing trail amenities consistently throughout the network based on the trail standards. (See Recommendation 6)

There is currently no overall direction or strategy for amenity type or location throughout the Moose Jaw trail network. Amenities such as trail lighting, garbage receptacles, trail kiosks, directional signage and seating are provided on some trails within the existing network.

Amenities enhance comfort, convenience and security for pedestrians, cyclists and other trail users. Creating a consistent look and feel for the trail can support wayfinding and provides the trail system with a cohesive identity.

The following table provides guidance on the types of amenities that could be included according to trail classification type. Note that this is meant as a guideline, and that a trail's classification does not preclude the addition of amenities.

Trail Classification	Amenities
Asphalt Pathway	Garbage bins at key trail head locations, dog waste bags, wayfinding signage, maps, interpretive signage, connections to existing public washrooms, seating/ benches, lighting (where appropriate), drinking fountains, bike racks.
Multi-Use Trail	Garbage bins at key trail head locations, wayfinding signage
Natural Surface Trail	Wayfinding signage
Winter Trail	Wayfinding signage

Table 5: Amenities for City of Moose Jaw trails classes.

Recommendation 10: Install labeled distances on select loops and routes to facilitate training and races.

Labeled distances on trails can help encourage the use of trails for recreation during events and training activities. Loops where distances could be posted include the proposed continuous asphalt loop (See Recommendation 3), Rotary Cove trails, and Sunningdale trails.

Recommendation 11: Encourage winter activities within the trail system.

The City should consider exploring opportunities within the trail network to expand year-round trail use including:

- Expanding the X-country ski trails
- Adding fat bike trails
- Including outdoor skating loops/routes
- Adding warming huts at specific locations
- Hosting winter events on the trails to promote use

Figure 16: Winter trail.
Image Source: Government of Saskatchewan

4.5 Signage, Wayfinding & Information

Recommendation 12: Update print and web-based trail maps and information.

The existing Moose Jaw trails map is outdated and is missing many of the trails. An updated map will give residents and visitors a reliable resource for planning and navigating the trails and pathways network. It will be important to keep maps updated on a regular basis. Updates to the trail maps should be completed especially after significant additions or changes to the trail system are made to keep information relevant.

Format options for the updated trail network map include:

- A printed, folding map that pedestrians and cyclists can carry with them (also available on-line in PDF format). The map should differentiate trails according to the level of comfort and degree of protection, and steep uphill sections should be marked with arrows. Printed maps could be made available at City facilities including the Recreation Centre.

- Maps installed at key locations where there are many pedestrians and cyclists, particularly visitors, such as at major trail junctions and at popular parks.

- Smartphone apps that display a pedestrian's or cyclist's location on a route map and offer navigation aids like automobile GPS navigation systems. The municipality does not need to create its own app, as there are existing third-party apps available that incorporate data from OpenStreetMap, Google Maps, Apple Maps and other mapping services. One example is the Cycling Guide app (cyclingguide.app) currently used in Ontario.

- Web-based maps could be available via a link on the City of Moose Jaw website and could be made interactive, allowing users to measure distances, view geo-referenced photos and get information on specific locations.

Figure 17: Trail head signage on Devonian Trail

Recommendation 13: Add interpretive signage in key trail locations that celebrate local heritage, ecology, and environment.

Interpretive signage can bring attention to significant local features and history. Examples of interpretive opportunities and themes in the Moose Jaw trail system include:

- Climate change (ie. flooding history)
- Natural prairie ecology
- Cultural heritage
- History (ie. Rail system, architecture, river, historical ecology)

The City could also explore the opportunity to work with First Nations and Metis groups to include Indigenous interpretation along the trail network such as place names, history, and cultural representation in trail infrastructure and signage.

Recommendation 14: Establish a consistent trail wayfinding signage strategy.

Signage and other wayfinding information supports the goals of the Plan by:

- Raising visibility and awareness of walking and cycling opportunities, thereby encouraging people to walk and cycle more often.
- Helping pedestrians and cyclists navigate the trail network safely and efficiently.
- Alerting motorists to the potential presence of pedestrians and cyclists on roads and in crossings.

It will be important to take inventory of the existing trail wayfinding signage prior to developing a strategy. Signs and pavement markings that could be considered in the signage and wayfinding strategy include:

- Bicycle route signs that identify on-road bicycle sections of the trail network, such as on Caribou Street E.
- Pedestrian and multiuse crossing signs (the latter indicates crossings used by both cyclists and pedestrians).
- Regulatory and warning signs, to indicate applicable regulations and identify potential hazards for pedestrians, cyclists, and motorists.
- Pathway etiquette signs on trails that depict the various modes that are permitted to use the trails, and indicate that cyclists should yield to pedestrians.
- Pavement markings to indicate usage, to separate opposing movements where appropriate, to indicate stop lines, to mark crossings and to convey other messages.

Recommendation 15: Establish a "trail code of conduct" that provides etiquette and safety information for trail users.

A clearly defined trail code of conduct will help people understand the rule on trails including dogs on leash, what modes of transport are appropriate and general conduct on trails. This will aid in the smooth operation, safety and general enjoyment of the trails. The trail code of conduct could be added as a component of the wayfinding signage and could also be included online for public viewing.

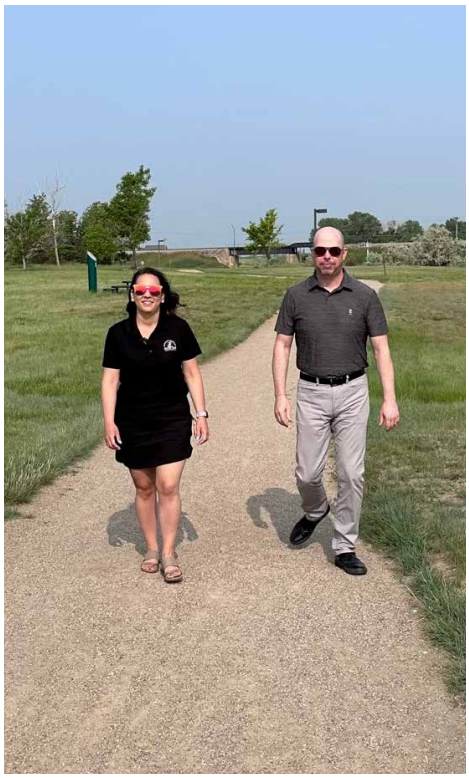


Figure 18: Walkers on the City of Moose Jaw trails system.

4.6 Monitoring & Reporting

Recommendation 16: Establish a monitoring and reporting program for the trails and pathways system.

A trails network monitoring program will:

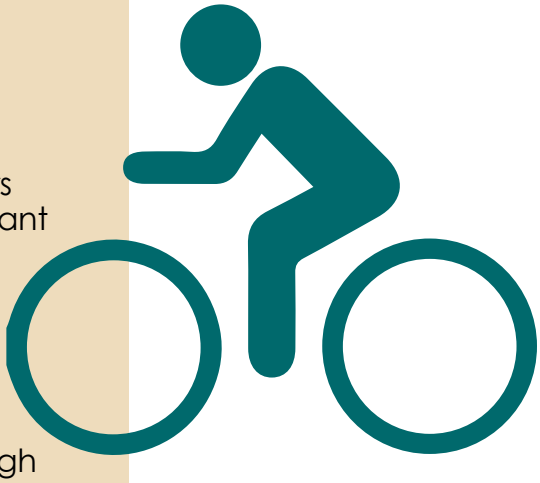
- Track implementation of trail improvement projects
- Measure use of trails (quantity of users and types of use)
- Identify maintenance needs
- Identify changing conditions that require the Plan to adapt, if needed

Monitoring should be undertaken on an annual basis and be considered in operational budgets. The first year of monitoring will establish the baseline conditions against which information collected in subsequent years will be compared. The City could also consider monitoring in both summer and winter months to identify challenges and issues that occur seasonally on trails. Data could be collected from the following sources:

- **Automatic counts** of trail users should be undertaken annually. For consistency, counts should be undertaken at the same times of the year, throughout the year. Summer counts will capture peak recreational activity, counts in the fall will capture trips to school and work as well as recreational trips, and winter counts will provide a measure of year-round use.

  The preferred means of undertaking counts is with an automatic counter, such as Eco-Counter or TRAFx. Counters could be moved around to various locations on the trail network, and should be placed in each location for one year to provide a complete picture of bicycle volumes at various times of the day, days of the week, weather conditions, and times of year.
- **Manual counts** of trail users should be undertaken for two purposes — to validate automatic counts and to determine the classifications of users. Typically, automatic counters only count numbers of users or categorize them as "pedestrian" and "cyclist." Manual counts can provide more detail about users, such as identifying e-bikes, scooters, skates and other micro-mobility devices, children, persons with disabilities, and pets. Manual counts are done at the same locations as automatic counters.

Warrant-Based Assessment of Crossing Treatments



The City's Traffic Bylaw 5556 includes a pedestrian crossing warrant calculation that indicates the numbers of pedestrians and vehicles per hour necessary to warrant flashing beacons or pedestrian signals at a crossing. Although warrants can be a useful tool for assessing the relative importance of various potential crossing treatments and locations, they can be detrimental to efforts to improve safety and encourage walking and cycling if they are used to reject potential crossing treatments because they did not achieve a high enough score on the warrant calculation.

The warrant identifies crossing improvements based on the premise that more pedestrians (and cyclists) justify more crossing enhancements. This means that at locations with few pedestrians, warrants may indicate that no enhancements are necessary. Pedestrian (and cyclist) safety is equally important regardless of whether there is one pedestrian an hour or 100 an hour, and it is best to determine the need for crossing enhancements based not only on numbers of pedestrians and cyclists but also consideration of other factors.

Recognizing the limitations of the warrant approach, alternative means of assessing the needs for crossing treatments have been developed. The Transportation Association of Canada's Pedestrian Crossing Control Guide abandons the warrant approach in favour of selecting crossing treatments based on pedestrian characteristics (including vulnerable road users) and desire lines, road and traffic characteristics, and proximity to major pedestrian attractors. With consideration of cyclists and other active transportation users, this approach is also applicable to trail and pathway crossings, and it is therefore recommended that this approach be used to determine appropriate treatments at the crossing locations identified above.

- **Intersection counts** undertaken for traffic engineering purposes should include counts of pedestrians and cyclists, particularly intersections on or near the trail network. Intersection counts are typically undertaken on a single day for up to 8 hours at peak times (for example, three hours in the morning, two hours in the midday and three hours in the afternoon).
- **Surveys** should be undertaken annually or every two years to measure trail users' satisfaction levels, to identify trail network needs and priorities, to identify key origins and destinations of walking and cycling trips, and to collect other data needed to manage and plan the trail network. Surveys can be conducted on-line and/or via survey forms distributed at key locations on the trail network such as high-use crossings and popular trails, at community centres and through local employers.

Recommendation 17: Monitor the use of electric micro-mobility devices and assess the need for adjustments to current bylaws, trail information and materials regarding their use on trails.

The use of electric micro-mobility devices such as e-scooters and e-skateboards on trails, sidewalks, and roads is an emerging form of transportation in Canadian cities. E-mobility devices offer the opportunity for a wider range of individuals to enjoy trails. While e-scooters and all forms of mobility devices are ultimately to be encouraged, the City should proceed carefully and follow provincial and national guidance and regulations. The City should also consider implementing any changes to bylaws as a one-year pilot project. This would provide the opportunity to undertake a comprehensive evaluation of the experience during the pilot project and revise bylaws as appropriate.

To plan for increased interest in and use of e-mobility devices on trails, the City should:

- Monitor the use of e-mobility devices on trails (particularly safety issues and trail conflicts) to determine if changes are needed to the policy and bylaws. Refer to manual counts and surveys in Recommendation 16.
- Work with relevant departments to assess how e-bike usage can be integrated into current trail policies, trail etiquette and bylaws. Any by-law changes should be carried out on a trial basis to test effectiveness.
- Plan for a public education campaign regarding e-bike use, etiquette and safety. Refer to Recommendation 16.

E-Scooters and Electric Micro-Mobility Devices in Saskatchewan

Provincial rules for e-scooter use include:

- E-scooter users must follow all the rules under The Traffic Safety Act that apply to a vehicle.
- Users must be at least 16 years old, wear an approved helmet and be sober and drug-free.
- Users must ride alone (no passengers) and not tow anything behind the e-scooter.
- Users must ride on roads with speed limits of 50 km/h or less.

Saskatchewan Government Insurance (SGI) notes that a municipality may specify a lower speed limit or prohibit operation on certain roads. In Moose Jaw it is recommended that use of e-scooters be limited to local streets and collector roads, and be prohibited on arterial roads and highways. E-scooters can be permitted on pathways and trails, as the maximum speed of the e-scooter is limited to 24 km/h as noted below, which is compatible with pedestrians, bicycles and other users on pathways and trails.

E-scooters must meet SGI's equipment standards:

- Up to four wheels (430 mm in diameter or less and one wheel at the front in line with one wheel at the back or two wheels at the front, in line with two wheels at the back).
- A platform to stand on and a handlebar for steering.
- One or more electric motors totalling 500 W or less.
- A maximum speed of 24 km/h on a paved and level surface.
- A weight of 45 kg or less (including the motor and batteries).
- Brakes that can bring the e-scooter to a stop within 9 m at full speed.
- E-scooters cannot include a seat, or a surface that could be used as a seat, or pedals, or any structures enclosing the e-scooter.

5

Implementation

The following table summarizes the recommended actions, and assigns priority ratings, resources required and potential collaborators. The City of Moose Jaw Council adoption of the Plan represents agreement in principle to the overarching vision for the community, but not commitment to spend. Implementation of each initiative is still subject to approval through partnerships, legal agreements and annual budget processes. The implementation timeline will need to remain flexible to respond to funding availability and the needs of the community.

Time Frame/Priority: Described as short term (0-5 years), medium term (5- 10 years), long term (10+ years). Longer term actions may end up being completed before short term actions due to funding opportunities or partnerships. The order in which actions are completed will be determined through annual work plans by the City of Moose Jaw.

Resources: Some actions will require professional services, while others can be planned/executed by city staff.

Support/Partner/Potential Contributors: These are existing or potential future entities involved in trails and active transportation that will work with the City to achieve the recommended action.

The implementation plan should be reviewed regularly to respond to changes, ensure integration with other City of Moose Jaw plans and policies, ensure compatibility with plans and policies of adjacent land managers, and take advantage of potential funding and partnership opportunities.

#	Recommendation	Time Frame/Priority	Resources	Support/Partner/Potential Contributors
Connectivity				
1	Address gaps in the trail and pathway network. (Priority gaps are listed and ranked in the Table 7: Connectivity and crossing priority table.)	Short to Long Term	Staff time, contractor (if needed)	Coordinate with Planning and Development, Engineering Services Departments, and private property owners (as needed)
2	Provide improved connections for cyclists.	Medium Term	Staff time, contractor (if needed)	Coordinate with Planning and Development, Engineering Services Departments, and private property owners (as needed)
3	Create a long-distance continuous asphalt loop within the trail system.	Medium Term	Staff time, contractor (if needed)	Coordinate with Planning and Development, Engineering Services Departments, and private property owners (as needed)
4	Improve crossings within the trail network. (Priority crossings are listed and ranked in the Table 7: Connectivity and crossing priority table.)	Short to Medium Term	Staff time, contractor (if needed)	Coordinate with Engineering Services Department Link with the Transportation Master Plan
Accessibility				
5	Install curb ramps on sidewalks that are part of the trail network.	Medium Term	Staff time, contractor (if needed)	Coordinate with Engineering Services Department Link with the Transportation Master Plan
Safety				
6	Establish and apply a trail classification system and trail standards.	Medium Term	Staff time	
Maintenance & Amenity Improvements				
7	Optimize priority routes for snow clearing.	Short Term	Staff time, new equipment	Coordinate with Public Works & Utilities Department
8	Collaborate with Engineering and Planning departments to develop a cohesive transportation network.	Short Term	Staff time	Coordinate with Engineering Services and Planning and Development Departments
9	Work towards providing trail amenities throughout the network consistently based on the trail standards. (See Recommendation 6)	Medium Term	Staff time, contractor/ consultant (if needed)	Coordinate with private property owners (as needed)
10	Install labeled distances on select loops and routes to facilitate training and races.	Short Term	Staff time, contractor/ consultant (if needed)	
11	Encourage winter activities within the trail system.	Long Term	Staff time	Coordinate with Wakamow Valley Authority

#	Recommendation	Time Frame/Priority	Resources	Support/Partner/Potential Contributors
Signage, Wayfinding & Information				
12	Update print and web-based trail maps and information.	Short Term	Staff time	Coordinate with Communications and IT Departments
13	Add interpretive signage in key trail locations that celebrate local heritage, ecology, and environment.	Medium Term	Staff time, contractor (if needed)	Potential to coordinate/ collaborate with local environmental groups, heritage organizations, and tourism organizations. Also potential to coordinate with First Nations and Metis groups/ organizations.
14	Establish a consistent trail wayfinding signage strategy.	Medium Term	Staff time, contractor/ consultant (if needed)	
15	Establish a “trail code of conduct” that provides etiquette and safety information for trail users.	Medium Term	Staff time	
Monitoring & Reporting				
16	Establish a monitoring and reporting program/process for the trails and pathways system.	Short Term	Staff time, new equipment, contractor (if needed)	Coordinate with all City departments
17	Monitor the use of electric micro-mobility devices and assess the need for adjustments to current bylaws, trail information and materials regarding their use on trails.	Short Term	Staff time	Coordinate with Planning and Development, Communications and Legislative Services Departments.

Table 6: Implementation table.

PRIORITIES

This section describes how trails and other active transportation facility improvements are prioritized to identify projects that offer the greatest benefits and "return on investment" for pedestrians, cyclists, persons with disabilities and others in the community. Priorities are determined based on a set of objective criteria. Each potential project is evaluated, and a rating calculated from its cumulative score, with the highest ratings indicating the highest-priority projects.

These priorities are intended to provide a basis for City staff, decision makers, stakeholders and others to plan, budget and implement trails and active transportation facilities. The priorities determined using the methodology described in this section are not intended to be "cast in stone." Rather, it is expected that the priorities will be reviewed and updated on a regular basis as some projects are completed, as new projects are identified, and as conditions and details of other projects change. Details, including the alignment and type of facility for each connection or crossing should be determined in coordination with the Transportation Master Plan and/or at the design stage.

CRITERIA

The following criteria are used to assess and prioritize trail network projects. The first two criteria – barriers and safety – reflect the goals established for the Trail Master Plan. The remaining criteria provide additional measures of the benefits and costs of each project. For each criterion, a rating from 1 to 3 is assigned, with 3 indicating the highest priority. Ratings are determined qualitatively and reflect the relative benefits or implications of each project with respect to other projects.

Barriers. This criterion reflects the goal of improving connectivity of the trail network. It provides a measure of the impact a project makes in encouraging active transportation by overcoming major barriers to walking and cycling, including gaps, crossings, surfaces and accessibility (although safety is also a significant barrier, it is a distinct goal of the Plan and is evaluated as a separate criterion). Ratings are assigned as follows:

- 3 = Significantly encourages active transportation, eliminates or reduces multiple barriers
- 2 = Moderately encourages active transportation, eliminates or reduces a major barrier
- 1 = Minor encouragement

Safety. This criterion reflects the goal of improving safety for pedestrians, cyclists, persons with disabilities and other active transportation users. It provides a measure of the relative improvement in safety associated with a project. A subjective rating reflects a range from negligible safety improvements to significant improvements, as described below.

- 3 = Significant safety benefits
- 2 = Moderate safety benefits
- 1 = Minor safety benefits

Use. This criterion provides a measure of the current use and potential future use of a facility by pedestrians and cyclists, with a great weighting on future use. In the absence of data, use is determined through observations of trail users and priorities for snow clearing:

- 3 = High or moderate existing use + high future use
- 2 = Moderate or low existing use + moderate future use, or low existing use + high future use
- 1 = Low future use

Demographics. This criterion reflects trails that are or would be used by higher proportions of vulnerable users, specifically children and seniors, and persons with disabilities. Ratings are assigned as follows:

- 3 = High numbers of children, seniors, other vulnerable users and persons with disabilities
- 2 = High numbers of children or seniors or other vulnerable users or persons with disabilities
- 1 = Moderate numbers of vulnerable users and/or persons with disabilities
- 0 = Typical numbers of vulnerable users and persons with disabilities as elsewhere on the trail network

Network contribution. This criterion provides a measure of the relative contribution of a facility within the overall trail network, in terms of its location within the network and the proximity of alternative facilities. Ratings are assigned as follows:

- 3 = Critical network link, component of loop trail around City
- 2 = Moderately important link
- 1 = Less important link on periphery of network, or with a nearby alternative trail

Priority destinations. This criterion reflects the proximity of a trail to schools, major commercial centres, major parks, community centres, the hospital and other significant destinations:

- 3 = Priority destination within 200 m
- 2 = Priority destination within 400 m
- 1 = Priority destination within 600 m
- 0 = No priority destination within 600 m

Road conditions. This criterion provides a measure of existing road conditions that affect the safety and comfort of pedestrians and cyclists, and for road crossings a measure of the obstacle to use that a road presents. Points are assigned as follows (zero points are assigned for pathways separate from roads):

- 3 = Arterial road (as per Transportation Master Plan road classifications)
- 2 = Collector road
- 1 = Local street
- 0 = Pathway or other facility separate from roadway

Cost. This criterion reflects the anticipated capital and operating costs associated with a project. Ratings are based on anticipated order-of-magnitude costs, with consideration for the potential for funding from other agencies to reduce the City's costs:

- 3 = Low cost (e.g. less than $50,000)
- 2 = Moderate cost (e.g. $50,000 to $250,000)
- 1 = High cost (e.g. $250,000 to $1 million)
- 0 = Highest cost (e.g. more than $1 million)

Community support. This criterion reflects the relative importance of specific trail locations and types of improvement as reflected by community feedback, particularly the Trails Survey conducted in 2019 and engagement activities conducted in 2023 as part of this Master Plan. Ratings are assigned as:

- 3 = High community support reflecting high relative importance to the community
- 2 = Moderate community support and importance
- 1 = Lower community support and importance

Other factors. This criterion reflects other factors that could increase or decrease the priority of each project. These other factors might include, for example, opportunity to advance the project (or defer it) by combining it with another municipal or provincial project, support for other City goals, the complexity of the project, dependency on redevelopment of adjacent properties, property acquisition requirements, regulatory or legislative obstacles, and jurisdictional issues involving other agencies. A subjective rating reflects opportunities or obstacles to implementation, as summarized below:

- +1 = Opportunities to implement the project in the short term
- 0 = Neutral, no significant opportunities or obstacles to implementation
- –1 = Obstacles that prevent implementation in the short term

	Priority Description											Criteria										
												x1.5	x2.0	x1.0	x1.0	x1.5	x1.0	x1.0	x1.0	x1.0	x1.0	
#	Rank	Category	Facility	Sector	Trail Name	Location	Limits	Description	Approx. Length	2023 Capital Cost Estimate	Notes	Barriers	Safety	Use	Demographics	Network Contribution	Priority Destinations	Road Conditions	Cost	Community Support	Other Factors	Total
1	1	Crossing	Upgrade	S		Main St S & 1 Ave SE	River Dr			$16,650	Arterial roads, 2 lanes, 1-way traffic, existing marked crossings	3	3	3		3	2	3	3	1		27.0
2	2	Connectivity	New	NE	9th Ave NE Trail	9 Ave NE	Lakeview Trailer Ct – Bell Park	Multiuse path on west side of road	575m	$223,390	Arterial road	1	3	3	1	3	3	3	1	3		26.0
3	3	Crossing	Upgrade	NW		Thatcher Dr	Main St west frontage road	Relocate to Main St signalized intersection	75m	$41,220	Arterial road, 5 lanes, median island, existing marked crossing	3	3	3		2	2	3	1	2		24.5
4	3	Connectivity	New	NW–NE		Manitoba St W–E	4 Ave NW (bridge) – 2 Ave NE	Multiuse path on south side of road	900m	$349,650	Arterial road	2	2	3	1	3	3	3	1	2		24.5
5	5	Connectivity	New	NW	Spring Creek Trail	9 Ave NW	Simcoe St – south of Spring Creek	Multiuse path on west side of road	75m	$29,140		2	2	2	1	2	2	3	2	3		23.0
6	5	Connectivity	New	NW		High St W	Bike park/ Yara Centre – 9 Ave NW	Multiuse path, north side of road or south side of rail line	800m	$310,800	Arterial road	2	2	3		2	3	3	1	3		23.0
7	5	Crossing	Upgrade	NW		9 Ave NW	Simcoe St			$11,100	Arterial road, 4 lanes, existing marked crossing, add curb cuts both sides	2	2	2	1	2	2	3	3	2		23.0
8	8	Connectivity	New	S	Thunderbird Viaduct	4 Ave Bridge	Manitoba St W at 3 Ave NW – Home St W	Protected pedestrian and bicycle facilities on new bridge	500m		Existing bridge narrow sidewalks both sides, bikes not permitted to ride on sidewalk	2	3	2		3		3	1	2		21.5
9	9	Connectivity	Upgrade	NW		9 Ave Bridge	Manitoba St – Lilloet St	Railing, widen sidewalk to multiuse path, reduce road width	600m	$466,200	Existing mono sidewalk west side, bikes not permitted to ride on sidewalk	2	3	2		2		3	1	2		20.0
10	9	Connectivity	New	NE		Main St N	Diefenbaker Dr – Thatcher Dr	Connection to hospital	550m	$213,675		2	2	2		2	2	3	1	2		20.0

	Priority Description										Criteria										
											x1.5	x2.0	x1.0	x1.0	x1.5	x1.0	x1.0	x1.0	x1.0	x1.0	
#	Rank	Category	Facility	Sector	Trail Name	Location	Limits	Description	Approx. Length	2023 Capital Cost Estimate	Notes	Barriers	Safety	Use	Demographics	Network Contribution	Priority Destinations	Road Conditions	Cost	Community Support	Other Factors	Total
11	9	Crossing	New	NE		Thatcher Dr	9 Ave NE/ Diefenbaker Dr	Two crossings NW–NE and NW–SW corners	190m	$79,365	Arterial road, 5 lanes, median island, existing all-way stop	1	2	3		3	2	3	1	1		20.0
12	12	Connectivity	New	NW	Laurier Trail	MacDonald St	9 Ave NW – Kinsmen Sportsplex	Path on 9 Ave NW ends at MacDonald St	75m	$8,325		2	2	2	1	1	3	1	3	1		19.5
13	12	Crossing	New	NE		Caribou St E	6 Ave NE			$5,550	Arterial road, 2 lanes	1	2	2		2	2	3	3	1		19.5
14	12	Surface	Upgrade	NE		Thatcher Dr	Main St – 9 Ave NE	Pave crusher dust trail on north side	1600m	$532,800	No marked/ enhanced crossings at several driveways	1	1	3		2	3	3	2	2		19.5
15	12	Crossing	New	S		Coteau St W	16 Ave SW			$22,200	Arterial road, 2 lanes	1	2	2	3	2		3	2	1		19.5
16	16	Connectivity	Upgrade	NE		Caribou St E	4 Ave NE – Bell Park and 9 Ave NE	Multiuse path on north side of road	900m	$399,600	Arterial road, convert existing sidewalk to path	2	2	2		2	2	3	1	1		19.0
17	16	Crossing	New	NW	Rotary Trail	High St	16 Ave NW			$22,200	Arterial road, 2-lane rural cross-section	2	2	2		2	1	3	2	1		19.0
18	16	Connectivity	New	NE		Diefenbaker Dr	East of Main St	Sidewalk or multiuse path on south side of road	400m	$155,400		2	2	2		2	3	1	1	2		19.0
19	19	Connectivity	New	NE	Diefenbaker Drive Trail	9 Ave NE	Thatcher Dr – north of Best Western hotel	Multiuse path on east side of road	350m	$135,975	Arterial road	2	2	2		3		3	1	1		18.5
20	19	Surface	Upgrade	NW		Thatcher Dr	Caribou St W – 16 Ave NW		750m	$249,750		2	1	3		3		3	1	2		18.5
21	19	Surface	Upgrade	NW	Laurier Trail	Laurier St W	7 Ave NW – 4 Ave NW	Surface renewal	500m	$166,500		2	1	3		3	2	1	1	2		18.5
22	22	Crossing	New	NW		Diefenbaker Dr	Main St N	Pedestrian signal		$88,800	In conjunction with new trail connection to Sunningdale	3	3	2		1		3	1	1	-1	18.0
23	22	Crossing	Upgrade	NW		Thatcher Dr	4 Ave NW			$33,300	Arterial road, 3 lanes, existing marked crossing	2	2	2		2		3	2	1		18.0

	Priority Description											Criteria										
												x1.5	x2.0	x1.0	x1.0	x1.5	x1.0	x1.0	x1.0	x1.0	x1.0	
#	Rank	Category	Facility	Sector	Trail Name	Location	Limits	Description	Approx. Length	2023 Capital Cost Estimate	Notes	Barriers	Safety	Use	Demographics	Network Contribution	Priority Destinations	Road Conditions	Cost	Community Support	Other Factors	Total
24	22	Connectivity	Upgrade	NE		Manitoba St	2 Ave NE – Rotary Trail east of 3 Ave NE	Multiuse path on north side of road	200m	$88,800	Arterial road, convert existing sidewalk to path	1	2	3		3		3	1	1		18.0
25	22	Surface	Upgrade	NE		9 Ave NE	Thatcher Dr – Lakeview Trailer Ct	Pave crusher dust trail on west side, extend to Thatcher Dr	800m	$266,400	Add connection to bus stop	1	1	3		3	1	3	1	2		18.0
26	26	Surface	Upgrade	NE	Devonian Trail	Devonian Trail	3 Ave NE – Fairford St E	Renew asphalt surfaces, pave gravel sections, renew boardwalk	575m	$223,390		2	2	3		3		0	1	2		17.5
27	26	Connectivity	New	S		Lillooet St	9 Ave SW – 6 Ave SW	Sidewalk(s) and/or multiuse path	575m	$191,475	Collector road	1	2	2	1	2	2	2	1	1		17.5
28	26	Surface	Upgrade	NW		High St	16 Ave NW – bike park		600m	$199,800		1	1	2		2	3	3	1	2		17.5
29	26	Connectivity	New	NE		Town and Country Dr	Main St N – 3 Ave NE	Multiuse path north of Town and Country Mall	150m	$16,650		1	1	3		2	3	2	2	1		17.5
30	26	Accessibility	Upgrade	NE		6 Ave NE	Caribou St E – Devonian Trail	Local street greenway	500m	$61,050	Add curb cuts to existing sidewalks one or both sides, traffic calming	1	1	2	2	2	3	1	1	2		17.5
31	31	Connectivity	New	S		9 Ave SW	Tatawaw Park – 15 Wing		1900m	$316,350		1	3	2		3		3	0	1	-1	17.0
32	31	Accessibility	Upgrade	NW		9 Ave NW	Normandy Dr	Curb cut on south side		$4,440		2	2	2		2		1	3	1		17.0
33	31	Connectivity	New	NE		Main St N	Thatcher Dr – Town and Country Dr	New path on east side of road	700m	$271,950	Discourage shortcutting across golf course	1	2	3		1	2	3	1	1		17.0
34	31	Connectivity	New	S	South Hill Trail	9 Ave SW	Valleyview Dr – south of Bradley St		150m	$58,275		1	2	2		3		3	1	1		17.0

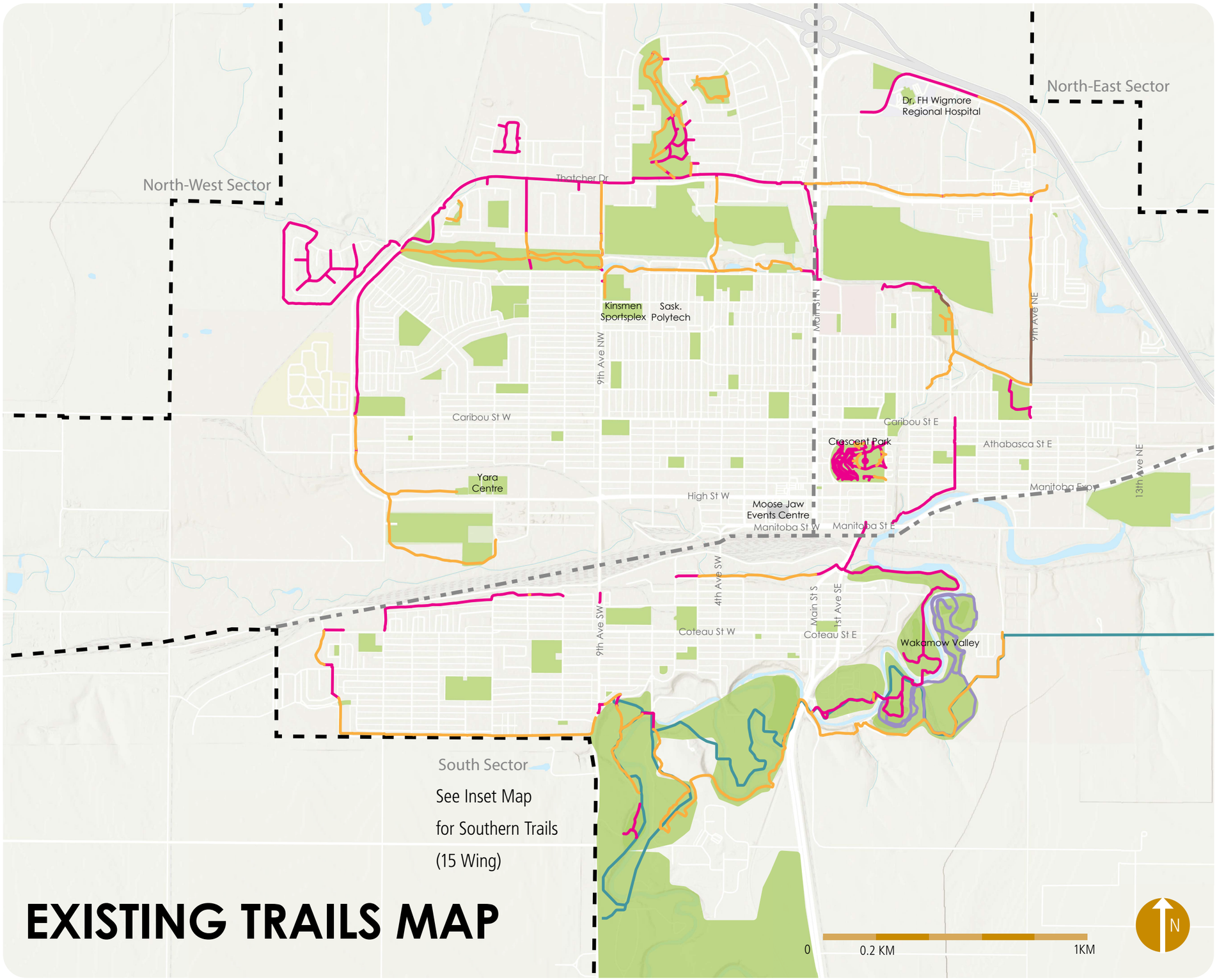
	Priority Description										Criteria										
											x1.5	x2.0	x1.0	x1.0	x1.5	x1.0	x1.0	x1.0	x1.0	x1.0	
#	Rank	Category	Facility	Sector	Trail Name	Location	Limits	Description	Approx. Length	2023 Capital Cost Estimate	Notes	Barriers	Safety	Use	Demographics	Network Contribution	Priority Destinations	Road Conditions	Cost	Community Support	Other Factors	Total
35	31	Connectivity	New	S	South Hill Trail	Coteau St W	16 Ave SW – Wellington Dr via ROW west of Arlington Ave	Multiuse path on north side of road	725m	$281,665	Arterial road, existing sidewalk on south side	2	1	3		2		3	1	2		17.0
36	31	Surface	Upgrade	NE	Rotary Trail	Rotary Trail	4 Ave – Happy Valley Park	Restore crusher dust section of trail	400m	$22,200		1	1	3		3	2	0	2	2		17.0
37	31	Parking	New	NE		Athabasca St E east of Main St N	Parking lot opposite Travelodge	Secure bicycle parking facility		$22,200	City-owned site	2	0	3		2	3	0	2	3		17.0
38	31	Parking	New	NW		Fairford St W/1 Ave NW	Parking lot on southwest corner	Secure bicycle parking facility		$22,200	City-owned site	2	0	3		2	3	0	2	3		17.0
39	39	Crossing	New	S	South Hill Trail	9 Ave SW	Valleyview Dr			$22,200	Arterial road, 2 lanes	1	2	2		2		3	2	1		16.5
40	39	Connectivity	Upgrade	NW	Rotary Trail	Manitoba St W	12 Ave NW - 9 Ave NW		850m	$94,350	Currently a back lane used by adjacent businesses	1	1	3		2	3	1	1	2		16.5
41	41	Crossing	New	NW		Caribou St W	Thatcher Dr		165m	$40,515	Arterial road, 2 lanes, crossing also planned across Thatcher Dr to cemetery	1	1	2		3		3	2	1		16.0
42	41	Connectivity	New	NW		MacDonald St	Kinsmen Sportsplex to 7th Ave NW	Connection to Sask Polytech	330m	$36,630		1	1	3	1	1	2	1	2	2		16.0
43	43	Crossing	New	NE		Diefenbaker Dr	Highland Rd	Two crossings between NE – SW corners		$5,550	Local street	1	1	2		2	2	1	3	1		15.5
44	43	Crossing	New	NE		Diefenbaker Dr	East of hospital accesses	Two crossings, sidewalk switches from south to north to south sides		$5,550	Local street	1	1	1		2	3	1	3	1		15.5
45	43	Surface	Upgrade	NW	Rotary Trail	Hamilton Flats	16 Ave NW – 12 Ave NW south of MacDonald Athletic Fields	Surface renewal - crusher dust	1300m	$72,150		1	1	2		2	2	1	2	2		15.5

	Priority Description										Criteria										
											x1.5	x2.0	x1.0	x1.0	x1.5	x1.0	x1.0	x1.0	x1.0	x1.0	
#	Rank	Category	Facility	Sector	Trail Name	Location	Limits	Description	Approx. Length	2023 Capital Cost Estimate	Notes	Barriers	Safety	Use	Demographics	Network Contribution	Priority Destinations	Road Conditions	Cost	Community Support	Other Factors	Total
46	46	Surface	Upgrade	S		Maple St	6 Ave SW – Main St		1250m	$97,850	Lane used by heavy vehicles, adjacent rail line	1	1	2		3		1	2	2		15.0
47	46	Connectivity	New	S		Home St	6 Ave SW – Main St		1050m	$103,500	Local street, add curb cuts to existing sidewalks, no existing sidewalks 5 Ave–6 Ave	1	1	3		3		1	1	2		15.0
48	45	Crossing	New	NW		4 Ave NW	Mulberry Ln			$5,550		1	1	2		2		2	3	1		14.5
49	49	Connectivity	New	NE		9 Ave NE–Lorne Ave	Caribou St E–Coteau St E	Sidewalk, multiuse path and/or bicycle route	1800m	$582,750	Includes new traffic signal at Manitoba Expressway	2	2	1		1		2	1	1		13.5
50	49	Connectivity	New	NW		4 Ave NW	Mulberry Ln – clubhouse	Crusher dust trail on east side of road	325m	$47,175		1	1	2		2		2	2	1		13.5
51	49	Connectivity	New	S	South Hill Trail	Browning St W/Home St W	10 Ave SW – 9 Ave SW	Multiuse path	350m	$38,850		1	1	2		2		1	2	2		13.5
52	52	Connectivity	Upgrade	S	South Hill Trail	Valleyview Dr	East of 9 Ave SW	Sidewalk and/or multiuse path	150m	$58,275		1	1	2		2		1	2	1		12.5
53	53	Connectivity	New	S		6 Ave SW	Lillooet St – Home St or Maple St	Sidewalk(s) and/or multiuse path	100m–200m	$58,275	Local street, consider 5 Ave SW instead	1	1	2		1		1	2	2		12.0
54	54	Connectivity	New	NW		Wood Lily Dr	9 Ave NW at Westpark Dr – Main St at Diefenbaker Dr	New path on north side of residential area/south side of Hwy 1	1900m	$210,900	In conjunction with new pedestrian signal at Main St N	1	1	2		1		2	1	1		11.0
55	55	Crossing	New	NE		5 Ave NE	Rotary Trail between Hall St and Oxford St			$5,550	Local street	0	1	2		1		1	3	1		10.5
56	55	Crossing	New	NE		Oxford St	Wolfe Ave			$5,550	Local street	0	1	2		1		1	3	1		10.5
57	57	Connectivity	New	NW		Normandy Dr	Thatcher Dr–11 Ave NW	New soft-surface trail between Normandy Dr and rail line	700m	$177,600	Requires new bridge over creek	1	1	1		1		0	1	1		8.0

Table 7: Connectivity and crossing priorities.

Appendices

Appendix A



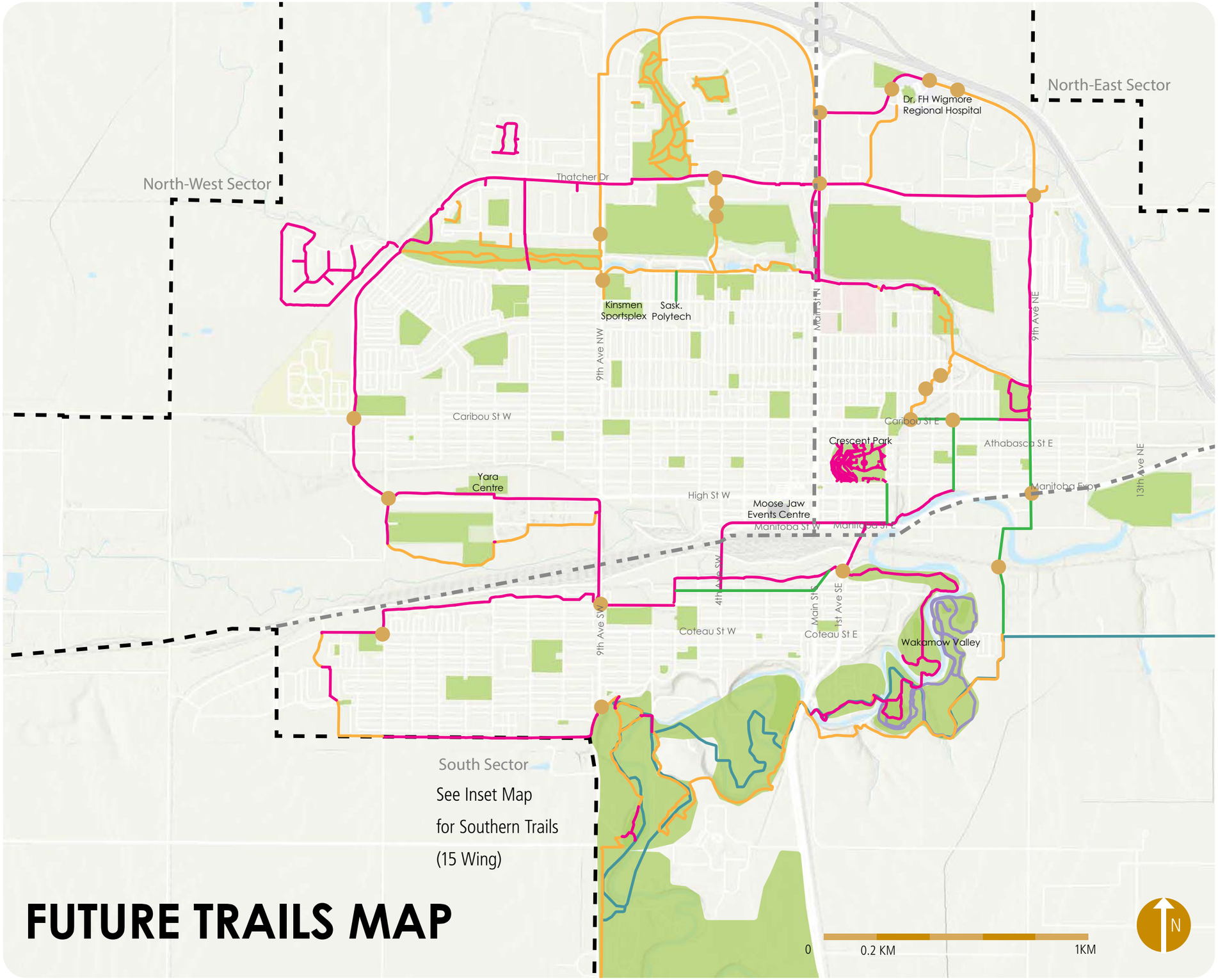
EXISTING TRAILS MAP

LEGEND - Existing Trails

- Asphalt Trail
- Crusher Dust Trail
- Natural Trail
- Winter Trail
- Trans Canada Trail
- Park/Open Space
- Water
- Municipal Boundary
- Sectors

Inset Map

Appendix B



FUTURE TRAILS MAP

LEGEND - Future Trails

- Asphalt Trail
- Multi-Use Trail
- Natural Surface Trail
- Winter Trail
- Trans Canada Trail
- On-Street Bike Route
- Crossing Improvements
- Park/Open Space
- Water
- Municipal Boundary
- Sectors

Inset Map

Appendix C

City Of Moose Jaw

Trails & Pathways Master Plan

Round 1 Engagement Summary

Round 1 Engagement Summary

LEES + ASSOCIATES

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CONTENTS

1 INTRODUCTION

This report provides a summary of the results from Round 1 of the Public and Stakeholder Engagement for the Moose Jaw Trails and Pathways Master Plan project. Public and stakeholder engagement is a key component in creating a Master Plan that is grounded in the experiences and insights of trail users, neighbours, and community groups.

1.1 PURPOSE AND KEY GOALS

The first round of engagement was designed to:

- Introduce the project to the public
- Gain insight into how people are currently using the trails system
- Identify any existing barriers within the trail system
- Gain insight on potential opportunities as it relates to improving the accessibility, connectivity and other gaps within the trails system

1.2 ENGAGEMENT ACTIVITIES AND PARTICIPATION

1.2.1 PUBLIC SURVEY

From February 27th to March 13th 2023, the Moose Jaw community was invited to participate in an online survey. Four hundred and seventy-two (472) people responded to the survey.

1.2.2 STAKEHOLDER SURVEY

From February 27th to March 13th 2023, stakeholders identified by the City of Moose Jaw (please see Appendix A for a full list of stakeholders) were invited to complete a stakeholder online survey. We reached out to a total of 58 stakeholders to complete the survey. Nine (9) stakeholder representatives responded to the survey.

1.2.3 STAKEHOLDER WORKSHOPS

Three online stakeholder workshops were held on March 1st and 2nd, 2023, with select stakeholders. A total of 10 of stakeholder representatives participated in the workshops.

1.2.4 STAFF WORKSHOPS

Staff workshops were held with Moose Jaw staff on March 1st and March 16th, 2023. The following Moose Jaw departments were represented at the workshops: Planning, Engineering, Public Works – Streets & Roads Division.

1.3 PUBLICITY AND OUTREACH

Ensuring that the public and stakeholders are aware of the project and the engagement opportunities is critical. The following efforts were made to get the word out about the project.

1.3.1 SOCIAL MEDIA

Three Facebook post promoting the Round 1 public online survey were posted on Facebook February 28th, March 4th, and March 10th, 2023.

1.3.2 WEB PAGE

A public webpage was provided on the City of Moose Jaw website with information about the project, including a project timeline and opportunities for public engagement.

2 OUTCOMES

The following sections describe the key results from each engagement activity. The full online survey reports, and the full stakeholder workshop notes are provided in the appendices.

2.1 ONLINE PUBLIC SURVEY RESULTS

The online survey results are described below.

Activities:

The top five (5) reasons why survey respondents use the City of Moose Jaw trails are:

1. To exercise (88%)
2. To be close to nature (67%)
3. To experience solitude/relax (57%)
4. To spend time with friends/family (55%)
5. To do an activity (40%)

The top five (5) activities survey respondents enjoy on the City of Moose Jaw trails are:

1. Walking/hiking
2. Nature appreciation/bird watching/wildlife viewing
3. Dog walking
4. Cycling
5. Trail running

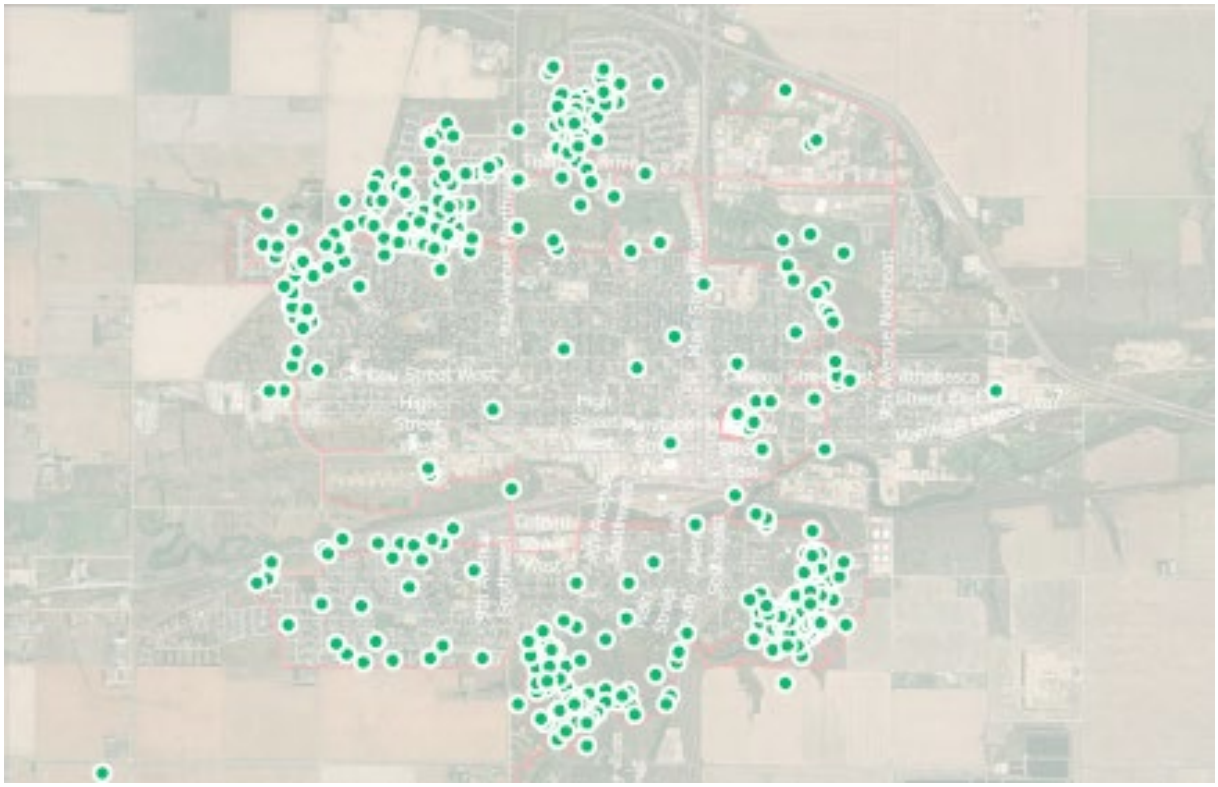
A quarter of respondents regularly use the City of Moose Jaw trails network for commuting on a daily (5%), weekly (10%), or monthly (10%) basis.

Use Patterns:

Most survey respondents (89%) used the Moose Jaw Trails Network once per week (41%) or daily (47%).

About half of survey respondents (49%) indicated they continue to use the trails network on a daily to weekly basis in the winter, with the other half using the trails once per month (25%), a few times per year (14%), or not at all (12%) during the winter.

The following map shows the locations (indicated by green dots) within the Moose Jaw trail network most used by survey respondents:



<u>Barriers:</u>

The top five (5) barriers experienced by survey respondents are:

1. Poor/winter weather (54%)
2. Trail maintenance issues (45%)
3. Safety concerns (28%)
4. Lack of lighting (25%)
5. Other (19%)

Responses from the “safety concerns” category included:

- Icy conditions
- Off-leash dogs
- Un-designated camping

Responses from the “other” category included:

- Need for trash cans, and garbage receptacles for dog walkers
- Conflicts with dog walking (off-leash dogs; failure of owners to clean up after dogs)

- Need for washrooms
- Need for improved connectivity
- Need for improved signage

Conflicts:

The top five (5) activities with which respondents experienced conflicts on trials are:

1. Dog walking
2. Cycling
3. E-personal mobility (e-scooter, EUC, e-skateboards, etc.)
4. Walkers/hiking
5. Cross country skiing

Information:

Over half of survey respondents (62%) were unsure (29%) or felt that there is insufficient information (33%) to navigate the trails network.

The top five (5) areas where respondents indicated information needs to be improved are:

1. Signs and maps (72%)
2. Online maps with QR codes (46%)
3. Rules and etiquette information (42%)
4. Safety (21%)
5. Accessibility features (17%)

Priorities:

The top five (5) priorities indicated by survey respondents for the City of Moose Jaw's Trail network are:

1. Improvement of existing trails
2. Addition of new trails and connections
3. Improvement of ongoing trail maintenance
4. Improvement of trail signs and maps
5. Improvement of street crossings

Other Comments

The following is a sampling of other comments received:

- "Awareness of more winter activities… A variety of ski trails would be awesome!"
- "Add an interactive trails map section to City App. So GPS can show you where you are and what's ahead, how far the loop is, next bench, garbage can, etc."
- "Horses have been totally forgotten."

- "I love them, they're awesome. Some mountain bike specific trails would be appreciated."

Demographics

Where do you live?

Survey respondents were primarily distributed across the Sunningdale/CLA/West Park (29%), Northwest (24%), South Hill (19%), and Avenues/Downtown (14.78%) areas of Moose Jaw.

What is your age?

Most survey respondents were between the ages of 25-40 (34%) or 41-60 (42%).

What I your gender?

- Female (62%)
- Male (34%)

2.2 STAKEHOLDER SURVEY RESULTS

Stakeholder Groups:

The following stakeholder groups responded to the survey:

- Prairie South School Division
- Friendly City Optimist Club
- Moose Jaw North West Community Association
- Wakamow Valley Authority
- Moose Jaw Pavers Cycling Club
- Moose Jaw Public Library
- Walkie Talkie Walking Group
- Saskatchewan Brain Injury Association

Use Patterns:

The following map shows the locations within the Moose Jaw trail network most used by survey respondents:

Barriers:

The top five (5) barriers to trails programming and services provided by survey respondents are:

1. Insufficient amenities (washrooms, water, bike racks, etc.) (67%)
2. Other (56%)
3. Trails design doesn't meet needs (44%)
4. Trails are not accessible (33%)
5. Funding limitations (33%)

Responses from the "other" category included:

- Need for benches and rest areas
- Need for trail maintenance
- Barriers to volunteer support in trail development and maintenance

Priorities:

The top five (5) priorities indicated by survey respondents for the City of Moose Jaw Trail network are:

1. Improvement of existing trails
2. Improvement of ongoing trail maintenance
3. Improvement of trail signs and maps
4. Addition of new trails
5. Improvement of street crossings

2.3 STAKEHOLDER WORKSHOPS SUMMARY

Key themes from the stakeholder workshops are described below.

How and in which locations does your group currently use the trail system?

- Recreation
  - Phys ed classes/school events
  - Running events in Wakamow
  - Dog walking
  - Walking (year-round)
  - Roller blading
  - Especially in better-of neighbourhoods
  - Family time
- Active transportation
  - Getting around town, including shopping
  - Getting to school
  - Commuting, including hospital and 15 Wing
  - Shopping, especially via Rotary Trail
  - Trail + pathways way for youth to get around
- Locations
  - Sunningdale
  - Wakamow
  - Wild Animal Park/Tatawaw
  - South Hill
  - Spring Creek
  - North End
  - Thatcher

From your perspective, what is working well in the current Moose Jaw Trails system?

- Access
  - Access to trails from neighbourhoods in most areas of the city
  - Access from schools
  - Having a paved path around most of the city
  - Wide trails
- Story Trail

- Connections to nature
    - Especially Wakamow
    - Trees and other natural features
- Variety
    - Different types of trails and terrain
- Maintenance
    - Clearing in the winter
    - Doggy bags available
    - Many areas in good condition

<u>What challenges do you experience/observe within the Moose Jaw Trails system?</u>

- Accessibility
    - Accessibility, especially clearing and curb cuts
    - Limited seating/rest areas
- Information
    - Accessing information about the trail network, including accessibility information
- Active transportation
    - Lack of connections from places people live to destinations, including shopping and restaurants, and schools
    - Mixed-modes of transportation – transit to and parking at trailheads
    - Connections to destinations outside Moose Jaw such as 15 Wing
    - Bridges are a big north-south barrier
- Downtown routes
    - Downtown core is underserved by trails and pathways – both recreation and active transportation
    - No Yara to 9th connection
- Safety
    - Safety around roads, especially crossings and busy streets
    - Lack of lightning in some areas
    - Inconsistent surfacing
- Wayfinding
    - Knowing when trails begin/end
    - Signage

  - Replacing worn trail maps
- Continuity/gaps in network

<u>What opportunities do you see for the Moose Jaw Trails system? What is missing (ie. types of trails, 4 season use, signage/wayfinding) from the current trails system?</u>

- Outreach + Education
  - Messaging on access directly to underserved populations
  - Publishing etiquette information
  - Social marketing + promotion of trail system and active transportation
  - Highlighting historical sites
  - Online trail information + maps
- Winter trails
  - Expanding winter activities
  - More XC ski trails + XC only designations
  - Groomed bike trail
- Accessibility
  - Universal accessible surfaces, e.g. rolled curbs
  - Washroom access
  - Making information available online + onsite
  - Wider trails
  - Better connected trails
- Connections
  - Trail/pathway connections from housing to destinations (shopping, Western Development Museum)
  - Better connections to core area
  - Linking gaps in trails
- Recreation
  - Labeled routes/loops/distances for training (1 km, 5 km)
- Environment
  - Native plantings, pollinator plantings
- Events
  - Gathering spaces along routes
  - Host programming/events

- Signage and wayfinding
    - Better labels and wayfinding markers
    - Better Trans Canada Trail signage
    - Updated map
- Safety
    - Better separation from traffic
    - Some trails actually road

2.4 STAFF WORKSHOPS SUMMARY

City of Moose Jaw staff from the Parks and Recreation, Engineering, and Planning departments participated in virtual workshops and submitted written comments. Key themes from the workshops are described below.

<u>What is working well in the current Moose Jaw Trails system?</u>

- Maintenance
    - Asphalt pathways are easy to maintain
    - Asphalt pathway from works yard is convenient
    - Clearing of pathways in the winter has been accomplished without adding additional staff
    - Snow removal is done promptly for priority trails
- Network composition
    - Trails close to many residents
    - Variety of trails
    - Variety of activities available
    - Trails that go around the city
    - Wakamow Valley
    - Nature parks
- Safety
    - Vehicle-pedestrain separation on west side of city

What challenges do you experience/observe within the Moose Jaw Trails system?

- Winter clearing in specific locations:
  - T-intersections (need to be wide + free of obstacles)
  - Happy Valley from the west side
  - Valley View Drive
  - Main and Thatcher pathway crossing
  - Thatcher E around Tommy Gunn
  - Highway 2 to Main St S
  - Amenities too close to trails (e.g. Story Trail signage)
  - Wakamow boardwalk + lake trail
- Gaps in the network
  - 9th Ave NE to Bell Park
  - South Hill Access in the 5th to 9th + Valley View areas
  - 1600 block of Coteau
  - LA Gate Bridge
  - Road crossings and intersections
  - Trails using roads + sidewalks for segments
  - Connections to key destinations such as hospital, Yara Centre, Sask Polytech, 15 Wing, rec facilities
- Washouts + slumping
  - Steep trail section near Yara Centre
  - Slumping at edge of Wakamow Valley
- Flooding + freeze-thaw cycle
  - Flooding in Sunningdale Nature Park, Spring Creek, Thatcher
  - More freeze-thaw events now than there used to be
- Equipment issues
  - Tractor rake not pulling up weeds
  - Snow blower needed for heavy snowfall + when paths need to be widened
  - Surfacing inconsistency challenging for equipment
- Staff time
  - In winter, crews are also responsible for skating rinks and winter burials, which are labour intensive
  - Snow clearing needed to address snow drifts in some areas even if it hasn't snowed for a while

- Signage + wayfinding
    - Signage is inconsistent
    - Maps are outdated
    - Making maps + other information available online
- Crossings
    - Inconsistent design
    - Thatcher crossing near dogpark a dangerous example
- Accessibility
    - Lack of curb cuts
    - Inconsistent surfacing
    - Soft/too thick crusher dust in some locations
- Lighting
    - Needed in winter in more locations
- Cycling infrastructure
    - Better navigation/route options
    - Bike racks and other amenities, especially downtown
- Maintenance coordination
    - B/w city and contractors + Wakamow
- Dogs
    - Off-leash dogs + safety
    - Dog waste bins

<u>What opportunities do you see for the Moose Jaw Trails system?</u>

- Improve connections
    - Good for users
    - Good for maintenance crews too
    - Connection to 15 Wing
    - More routes through city core
    - Look at existing desire lines to see where demand is
    - Across rail lines
    - SGI grants could be available to improve connectivity
    - XC skiing routes, such as on the river

- Improve winter clearing
    - Wider (3 m) paths would allow for larger margin of error on path clearing
    - Installing vertical markers along path edges prior to first snow
    - Remove bollards – not effective for cars and hamper maintenance
    - Wider bridges/culverts
- More trees along pathways
- Coordination
    - If gaps are identified engineering can review as capital improvements come up, e.g. upcoming bridge projects
- Winter opportunities
    - Skating trail/flooding a trail
- Outreach
    - Encourage active transportation, especially for folks coming downtown from outer neighbourhoods
    - Etiquette/rules, especially around e-transportation forms
- Recreation
    - Measured loop (5 km) for events
- Signage and wayfinding
    - Getting trails published on 3rd party apps
    - Updated maps and signage, including branding
    - Better online information
- Under used areas
    - Tatawaw, e.g.

<u>What tools, resources or equipment would help you maintain/manage/plan the trail network now and in the future?</u>

- More maintenance staff
- Equipment
    - Brush attachment for use on asphalt
    - Clearing attachment that can be angled to adjust to different path widths
    - Multihog tractor

- Trail counters
    - Help prioritize clearing + upgrades
- Guidelines
    - Categorizing trails
    - Following national pedestrian crossing guidelines
    - Design specifications to ensure consistency
- Public information
    - More public GIS information
    - More online + paper information (staff are often asked questions about trail system/routes

3 CONCLUSIONS

The first round of engagement for the Trails and Pathways Master Plan project provided important information about how community members and stakeholders use the Moose Jaw trails network. The comments received in the first round of engagement will be used in combination with the information gathered during the site visits and background document review to create the Draft Trails and Pathways Master Plan.

APPENDIX A- LIST OF STAKEHOLDERS

List of Stakeholders:

- Moose Jaw Police Service
- Moose Jaw Public Library
- Wakamow Valley Authority
- Saskatchewan Health Authority
- City of Moose Jaw Public Works, Infrastructure & Environment Advisory Committee
- City of Moose Jaw Special Needs Advisory Committee
- City of Moose Jaw Park, Recreation & Facilities Advisory Committee
- City of Moose Jaw Youth Advisory Committee
- Moose Jaw Humane Society
- Moose Jaw Museum and Art Gallery
- Moose Jaw Kinsmen Scouts
- Moose Jaw Girl Guides
- Jones Parkview Funeral Services
- Homeschool Association
- Lynbrook Golf Course
- Hillcrest Golf Course
- Moose Jaw Community Association Directorate
- Eastside Community Association
- North West Community Association
- South Hil Community Association
- Sunningdale/VLA/West Park Community Association
- Hillcrest Church
- Holy Trinity Catholic School Division
- Cornerstone Christian School
- Phoenix Academy
- Prairie South School Division
- Roots School
- SaskPolytechnic - Moose Jaw Student Servcies
- Moose Jaw Transition House
- Moose Jaw Family Resource Centre
- Friendly City Optimist Club of Moose Jaw Inc
- Moose Jaw Literacy Network
- Moose Jaw Families for Change Staff
- Special Olympics
- Brain Boogie - Sk. Brain Injury Assoc.
- Southern Plains Metis Local #160
- Wakamow Aboriginal Community Associaition
- Moose Jaw & District Seniors Assc.
- Cosmo Seniors Centre
- Moose Jaw Newcomer Welcome Centre
- Prairie Skies Integration Network
- Moose Jaw Multicultural Council
- Moose Jaw River Watershed Stewards
- Saskatchewan Wildlife Federation
- 15 Wing Moose Jaw
- Bohs Cycle and Sport
- Moose Jaw Pavers
- Moose Jaw Rotary Track Club

- Moose Jaw XC Ski Club
- Outdoor Walking Group
- Golden Ticket Sports Centre
- Walk & Run Alzheimiers & Polar Bear Run
- Moose Jawg Charity Road Race
- Terry Fox Run
- South West District for Sport, Culture and Recreation
- Tourism Moose Jaw
- Visit Moose Jaw
- Moose Jaw Tours & Travel

Appendix D

City Of Moose Jaw

Trails & Pathways Master Plan

Round 2 Engagement Summary

Round 2 Engagement Summary

LEES + ASSOCIATES

May 30, 2023

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CONTENTS

1 INTRODUCTION

This report provides a summary of the results from Round 2 of the Public and Stakeholder Engagement for the Moose Jaw Trails and Pathways Master Plan project.

1.1 PURPOSE AND KEY GOALS

The second round of engagement was designed to:

- Introduce the key components of the draft report to the public.
- Gather comments on the draft report vision, principles and key recommendations.

1.2 ENGAGEMENT ACTIVITIES AND PARTICIPATION

1.2.1 PUBLIC OPEN HOUSE

On May 11th a public open house was held at the Kinsmen Sportsplex from 5-7pm. Over 50 members of the public and stakeholders attended the open house to share their thoughts and learn about the draft report.

1.2.2 ONLINE COMMENT FORM

From May 16th to May 29th 2023, an online comment form was available for members of the public to comment on the draft report vision, principles and recommendation and leave any additional comments. There were 2 respondents.

1.3 PUBLICITY AND OUTREACH

Ensuring that the public and stakeholders are aware of the project and the engagement opportunities is critical. The following efforts were made to get the word out about the project.

1.3.1 SOCIAL MEDIA

Two Facebook post promoting the Round 2 public open house were posted on Facebook May 9th and May 11th, 2023. Another Facebook post promoting the Online Comment Form was posted May 20th 2023.

1.3.2 WEB PAGE

A public webpage was provided on the City of Moose Jaw website with information about the project, including a project timeline and opportunities for public engagement. The information boards from the open house were also posted on the website.

2 OUTCOMES

The following sections describe the key results from each engagement activity.

2.1 OPEN HOUSE RESULTS

Comments received from public and stakeholders at the open house included:

EXISTING TRAIL NETWORK

- Maintenance/condition issues at Spring Creek (asphalt and washout), Sunningdale (flooding/washout), and Wakamow (washout)
- Connections in South Hill and to 15 Wing

FUTURE TRAIL NETWORK

- Importance of proposed crossings and calls for new crossings (see image)
- Support for amenities, including:
    - Water fountains
    - Distance signage
    - Wayfinding signage
- Allowing cyclists in Crescent Park
- Areas for off-leash dogs
- Better online map
- Paths for seniors (benches/rest areas, flatter slopes, use of walkers)
- Interpretive options (see Boston "Grid Trail")
- Connections to destinations such as Sask Polytech and the Sportsplex
- Asphalt for roller blading
- Points of interest geared towards children
- Maintenance/design issues at locations including Happy Valley (steepness), Laurier (width), and South Hill

NETWORK CONNECTIONS/CROSSING PRIORITIES

- Support for new connections along 9th Ave NE and from Yara Centre to 9th Ave NW
- Request for a crossing on 9th Ave NW at Simcoe St. (north of Kinsmen Sportsplex)

2.2 ONLINE COMMENT FORM RESULTS

- In general, respondents agreed with the draft Vision and Guiding Principles.
- There was support for the draft recommendations including the proposed continuous asphalt loop and filling in the connectivity gaps. There was also support for asphalting additional trails to maintain the usability of trails year round.

3 CONCLUSIONS

The second round of engagement provided important information about what the public and stakeholders thought about the draft Trails and Pathways Master Plan. The comments received in the second round of engagements confirmed the draft Vision, Guiding Principles and Recommendations with the public and will be used to inform the final Trails and Pathways Master Plan.