

2025

State of

SIDEWALK INFRASTRUCTURE

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The State of Report is a standardized Corporate Asset Management tool designed to give City Council and Executive Leadership a strategic overview of each infrastructure portfolio. It outlines the current condition, performance, risk levels, service level achievement and asset management capacity, promoting transparent, evidence-based decision-making across the organization. A Corporate Asset Management Consolidated Report consolidates findings from all asset portfolio State of Reports into one overall executive summary report.

INTRODUCTION

This report examines the current state of the City of Saskatoon's (City) sidewalk and curb network, which is comprised of concrete sidewalks and curbs within the municipal right-of-way, including inventory, condition ratings, and data reliability to provide a clear understanding of the network's health and performance. It evaluates service performance metrics to determine whether the network's services meet established service levels.

Additionally, the report outlines investment needs and funding gaps, covering operational, maintenance, and capital cost projections necessary for sustaining and improving the sidewalk and curb network. It also assesses risk profiles and mitigation strategies, addressing potential vulnerabilities such as climate adaptation and emergency response planning.

Furthermore, the report identifies data gaps and proposes action plans to improve asset management and decision-making. By highlighting challenges and opportunities with the sidewalk and curb network, this report equips City Council and leadership with the insights needed to prioritize investments, enhance service delivery, and ensure the long-term sustainability of Saskatoon's sidewalk and curb infrastructure.

The sidewalk and curb network infrastructure service program works towards a goal of enabling a coordinated, cost-effective, and organizationally sustainable management to ensure asset condition slowly improves over time and continues to provide a safe and reliable foundation to move people along the transportation network.

STEWARDS

The sidewalk and curb network is an asset class providing fundamental core public services to the City. By extension, design, construction, maintenance, and rehabilitation of these assets rely on a several City departments, and many City departments depend on these assets to deliver municipal services.

Asset Custodians

Responsibility	Description	Responsible Party
Overall Accountability	Implement and continuously improve the processes governing sidewalk and curb asset management planning, design, construction, maintenance and preservation.	General Manager, Transportation and Construction
Resource and Budget Allocation	Coordinates preparation of the proposed budget, allocate resources, and make significant strategic decisions related to sidewalk and curb network planning, design, construction, maintenance, and preservation.	Director of Transportation Director of Construction and Design Director of Roadways, Fleet and Support Director of Technical Services

Risk Management	Identify, assess, and prioritize risks related to the assets and their operations.	Engineering Manager, Transportation Engineering Manager, Construction and Design Roadways Manager, Roadways, Fleet and Support Engineering Manager, Municipal Engineering Services Engineering Manager, Technical Services
Regulatory Compliance	Ensure sidewalk and curb network infrastructure service delivery and programs are managed and constructed to applicable local, provincial, and federal regulations, including safety, environmental, operational, and construction standards.	Engineering Manager, Transportation Senior Project Management Engineer, Construction and Design Roadways Manager, Roadways, Fleet and Support Senior Operations Engineer, Municipal Engineering Services Asset Preservation Manager, Technical Services
Asset Inspection and Condition Monitoring	Assess the condition of the sidewalk and curb network infrastructure assets and reports on performance.	Roadways Manager, Roadways, Fleet and Support Engineering Manager, Municipal Engineering Services Asset Preservation Manager, Technical Services
Data Management	Collect and validate data on asset inventory, condition, and performance.	Senior Project Management Engineer, Construction and Design Asset Preservation Manager, Technical Services Information Management Coordinator, Information Technology
Asset Design and Construction	Implement and continuously improve standards and specifications governing the design and construction of new sidewalk and curb assets as well as preservation and rehabilitation treatments in accordance with current industry best management practices.	Senior Project Management Engineer, Construction and Design Asset Preservation Manager, Technical Services
Routine Maintenance	Implement maintenance activities, including preventative and corrective maintenance.	Roadway Manager, Roadways, Fleet and Support Engineering Manager, Municipal Engineering Services

CURRENT INVENTORY AND VALUE

Sidewalk and Curb Network

The City's sidewalk and curb network consists of two categories - primary and neighbourhood. The neighbourhood network consists of sidewalk and curb assets along local roads that serve

residents and businesses within residential, commercial, and industrial neighbourhoods. The primary network consists of assets alongside collector, arterial, and expressway road classes that serve a broader range of users.

Sidewalk and curb inventory is comprised of concrete surfaces of varying design (i.e., combined walk and curb, separate walk and curb, and curb only). Sidewalk panels vary in width based on construction year, as well as the location, and can vary between 1.2 metres and 1.8 metres wide. The curb network includes rolled or vertical structures with or without a concrete gutter.

Sidewalks provide a safe space for pedestrians to move from one location to another within the municipal right-of-way. Curbs function as part of the minor stormwater management system to direct surface water to catch basins or ditches and away from adjacent property. Vertical curbs provide an additional service to pedestrians creating abrupt separation from vehicular traffic.

Where sidewalks are present adjacent to roadways, over 95% include sidewalks on both sides of the street. This separates Saskatoon from many jurisdictions across Canada where sidewalks are more frequently found only on one side of the street.

Median curbs are included within the sidewalk and curb preservation program due to their necessity to direct surface water to storm infrastructure. Conversely, concrete surfaces within the median are not rated for condition or included within the preservation program. Similarly, paving stones within medians and boulevard amenity strips are not recognized within the preservation program.

Asphalt (multi-use) pathways are considered an asset class separate from the sidewalk and curb network, and are not recognized within the preservation program.

Sidewalk and Curb Network

- **Combined** – refers to locations where the sidewalk and curb are combined and directly connected to one another; commonly found on local neighbourhood street.
- **Separate** – locations where the sidewalk and curb are separated by a hard or soft surface amenity strip; common in older, grid-style neighbourhoods and collector and arterial roads in modern developments.
- **Walkway** – refers to concrete connections between residential streets to facilitate pedestrian movement.
- **Curb Only** – locations where no pedestrian sidewalk exists, and the road surface is bound by concrete curb.

Table 1 - Sidewalk and Curb Network Size and Year of Construction

Curb and Walk Type	Total (km)	Pre-1969	1970-1999	2000-2015	2016-Present
Combined	1,369	29.0%	33%	14.0%	4%
Separate	302	10.0%	1%	4.0%	2%
Walkway	22	0.5%	1%	0.1%	0%
Total	1,692	40.0%	35%	19.0%	6%
Curb Only	798	34.0%	32%	23.0%	11%

Sidewalk and Curb Network Replacement Value

Estimated replacement value is the approximate cost at the present time required to replace sidewalk (based on square metre) and/or curb asset (based on linear metre), including removal and disposal of existing material. Although sidewalk panels may vary in width depending on construction year and location, an assumed width of 1.5 m was used.

The sidewalk and curb network has an approximate replacement value of \$1.17 billion.

Table 2 - Sidewalk and Curb Network Replacement Value

Curb and Walk Type	Total (km)	Replacement Value (1,000s)
Combined	1,369	\$807,000
Separate	302	\$178,000
Walkway	22	\$8,500
Curb Only	798	\$171,000
	Total Value	\$1,165,000

ASSET PERFORMANCE AND DATA CONFIDENCE

The Administration reports on all sidewalk and curb assets using a mix of high and lower quality data supplemented by subject matter expertise (SME) to plan, quantify, and administer construction activities.

All data is interpreted with oversight from technical experts, and both preservation and safety inspections are benchmarked against objective standards. These practices ensure that the data used to inform the condition, rehabilitation strategies, and maintenance decisions is both reliable and representative.

To support more transparent reporting and insights, the framework reports two metrics alongside the data: Data Confidence and Reporting Levels.

Table 3: Data Confidence: Perceived Accuracy of the Information

Rating	Description	Detailed Description
5	Highly Reliable	High-quality data sources (trusted, timely, complete, consistent, accurate and relevant)
4	Reliable	A mix of high-quality and some lower-quality data sources requiring SME assumptions
3	Uncertain	High-level assumptions by SMEs inferred from suspect quality data sources
2	Very Uncertain	Primarily based on high-level SME assumptions
1	Unknown	The data source is not known

Figure 1: Reporting Levels - Availability of Data in Mandatory Fields for Each Asset

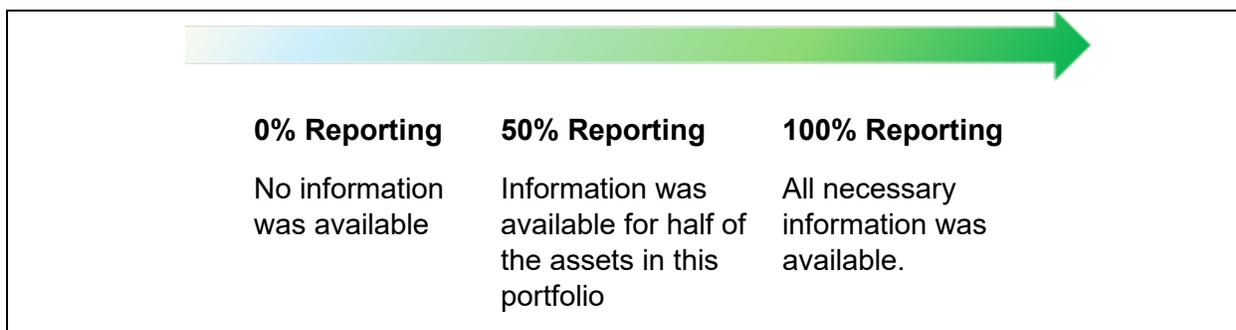


Table 4 below represents the data confidence and reporting levels for the sidewalk and curb assets.

Table 4: Data Confidence

Asset Inventory	Asset Category	Data Confidence	Reporting Level
Sidewalk and Curb	Sidewalk	4	90%
	Curb	4	90%

Sidewalk and Curb Network

Current Condition of Infrastructure and Service Life

Condition assessments for the sidewalk and curb network is performed seasonally May through October by City infrastructure raters that manually record and measure superficial defects. On average, approximately 15% of the network is rated each year, or approximately a 1-in-7-year return cycle.

There is no international or national standard for sidewalk condition assessment, and it is somewhat subjective to each municipality. However, Canadian guidelines have been used to aid and develop Saskatoon’s condition assessment process. For example, accessibility standards provide guidance on slope and gradation. Similarly, construction safety best practices assist in qualifying tripping hazards posed by cracks and height distortions.

Assessment of the sidewalk network condition represents the severity of measured distresses in relation to pedestrian mobility as a reflection of the sidewalk segment from intersection to intersection. In other words, a satisfactory segment is not without surface defects but rather the presence of observed defects does not impede mobility of the general pedestrian population. For instance, the presence of a thin longitudinal crack may still receive a condition rating of ‘good/satisfactory’ so long as it does not pose a tripping hazard or impede mobility.

Similarly, curb condition is evaluated based in its ability to serve its function to provide grade separation from the road surface to accommodate and direct stormwater to the appropriate infrastructure while providing delineation between pedestrians and vehicular traffic.

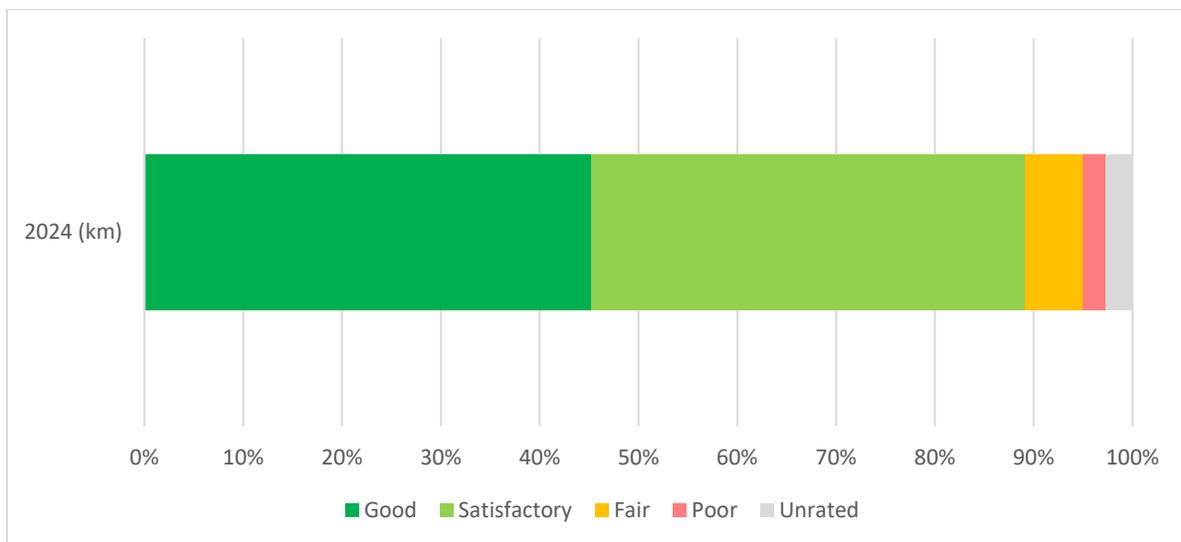
Table 5 displays the condition description for the sidewalk and curb network.

Table 5 – SCI Rating Category

Condition Description	Color Code	SCI Pavement Index Range
Good	Green	85<SCI≤100
Satisfactory	Light Green	70<SCI≤85
Fair	Yellow	55<SCI≤70
Poor	Red	0<SCI≤55

Figure 2 displays the current condition of the sidewalk and curb network. In general, the network is in ‘Good/Satisfactory’ condition and reflects the investment into maintenance and rehabilitation since the launch of the Paved Road and Sidewalk Preservation capital program in 2014. Approximate 203 km of the sidewalk and curb network is in ‘fair/poor’ condition, which equates to an estimated replacement value of \$95 million.

Figure 2 – Sidewalk and Curb Network Condition 2024



Condition Assessment Methodology and Programs

Sidewalk and Curb Network

The Administration utilizes seasonal infrastructure raters to perform annual condition assessments on 15% of the network through measurement of surface distresses, including cracks, distortions, missing sections, slopes/grades, scaling, and ponding. Each observed distress is categorized and its severity rated to reflect how the distress diminishes mobility along the pedestrian corridor. A ‘Satisfactory’ sidewalk segment may include distresses that would be addressed during preservation and rehabilitation programs, but the general segment remains satisfactory for pedestrian traffic.

Infrastructure raters measure and record sidewalk and curb distresses in a mobile application that is analyzed by asset technicians to prioritize locations for inclusion in future asset preservation programs.

Citizen enquiries regarding sidewalk safety concerns are inspected on a complaint basis and are evaluated for potential to pose an immediate safety hazard to pedestrian mobility. Should a location pose an immediate hazard, it is prioritized within the sidewalk maintenance program for corrective action.

In both preservation and safety inspections, sidewalk defects and distresses are evaluated against a set of objective standards. The Administration continues to monitor changing trends in sidewalk and curb condition assessment methods in other Canadian jurisdictions and has a high level of confidence in current processes.

Sidewalk and Curb Service Life

The service life of concrete sidewalk and curb is expected to extend beyond 50 years prior to asset replacement. The network includes sidewalks and curbs that have lasted decades past their expected life cycle.

Many variables influence the life cycle of sidewalk and curb assets including governing regulations at time of construction, timing of construction relative to adjacent land development, adjacent land drainage, proximity of adjacent trees, exposure to de-icing substances, and maintenance practices.

Service Levels

The levels of service for sidewalk and curb preservation and maintenance are defined within the Road Maintenance section of the Transportation business line in the 2024-2025 Approved Detailed Operating and Capital Budget.

This report falls under the 'Roadways and Corridor Infrastructure State of Reports' category, with a specific focus on sidewalk and curb assets. The following table provides a more detailed breakdown of the program's service levels, aligned with the defined service objectives.

Table 6 – Service Levels

Service	Sub-Service	Service Levels
Sidewalk and Curb Maintenance	Various safety treatments	Inspect complaints for safety as soon as possible. If warranted, safety treatments are applied until the standard sidewalk preservation program arrives.
Sidewalk and Curb Preservation	Asset Management	Asset management of sidewalk and curb network including inventory, condition, preservation planning. Administer condition assessment of network with an annual target of 15%.
	Preservation and Rehabilitation	Maintain and slowly improve the sidewalk and curb network over time through annual preservation and rehabilitation activities.

Asset Criticality and Risk

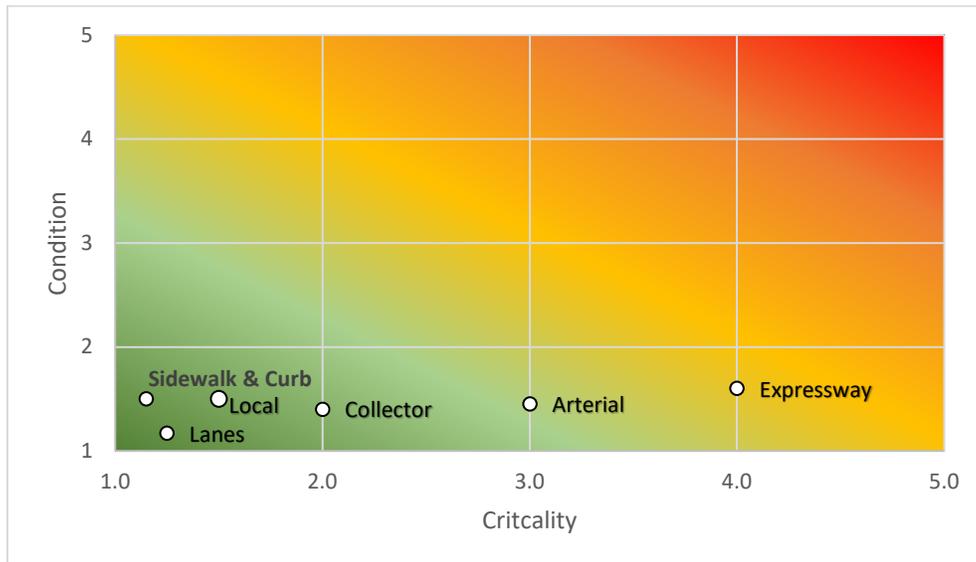
The sidewalk and curb network provides a functional service to residents and the business community for pedestrians have a safe means to move from one location to another separated from vehicular traffic.

The majority of the sidewalk network is located adjacent to local, collector, and arterial roadways and is present on both sides of the street with a few exceptional locations. The presence of sidewalks on both sides of the street provides multiple options for pedestrians to navigate between locations.

Figure 3 provides a visual summary of condition of the sidewalk and curb network assets and relative to the critical function each serves within the broader context of asset management. For reference, all roadway, lane, and sidewalk/curb assets are shown.

A summary of risks to asset condition is provided to highlight impact, consequences, likelihood, and mitigation strategies implemented and pursued by Administration.

Figure 3 – Sidewalk and Curb Asset Condition and Criticality



Risk 1 – Required preservation funding not secured to maintain service levels

Impact and Consequences – Current funding levels for P.10056 Paved Road and Sidewalk Preservation aim to improve the network condition over time.

Reduced funding levels would see lower network preservation coverage and overall quality of sidewalk and curb asset class decrease over time and maintenance costs would see a proportional increase in service requests. Funding allocation would increasingly favour locations with high pedestrian traffic volumes while local, neighbourhood sidewalks would see less investment.

Likelihood – Moderate. The sidewalk and curb network provides a fundamental service to citizens and the business community. However, past practice to align the sidewalk preservation program adjacent to the roadway preservation has placed strain on the roadway programs.

Mitigation Strategies – The Administration uses a mix of preservation methods to maintain less severe sidewalk treatments and focus investment on locations with the highest defect density. Sidewalk preservation, alongside that of planned road preservation, is only pursued when there is alignment between available funding, pedestrian potential, and defect density.

Risk 2 – Actual inflationary increases in maintenance and rehabilitation costs above typical budgeted inflation

Impact and Consequences – Actual inflationary increases to program delivery above budgeted inflation increases would result in a reduction in annual network preservation coverage. Scope of maintenance services may be reduced to focus on priority areas and treatments. In both instances, condition quality of sidewalk and curb assets would be reduced in the short term and would require funding increases in the long term to restore asset conditions.

Likelihood – Low to moderate. Unit rate analysis for sidewalk preservation is performed on an annual basis to reflect current market conditions, however recent economic and geopolitical uncertainty (i.e. tariffs and supply chain impacts) can drive unanticipated increases to input costs impacting service delivery targets.

Mitigation Strategies – Program input costs are monitored and evaluated annually to reflect current market conditions and mitigate short-term cost increases. Improved investment and focus to mitigate and control risk in preservation planning to identify areas of scope creep and obtain greater confidence in estimated replacement quantities.

Risk 3 – Underestimated rates of asset deterioration

Impact and Consequences – Concrete assets are rigid, and their condition can be maintained for decades under ideal conditions. Adjacent construction, geotechnical conditions, surface drainage, tree proximity, exposure to de-icing materials, and maintenance investment can all influence deterioration rates.

Likelihood – Low. Sidewalks and curbs can last beyond their expected life cycle when constructed in compliance with current standards and specifications. Adjacent land development may have a localized effect on sidewalk condition. Tree roots can place strain and stress on concrete surfaces as trees mature.

Mitigation Strategies – Proactive maintenance activities and superficial treatments to address minor distresses early in the life cycle can have a meaningful impact. Furthermore, design standards and construction specifications are continually evaluated to ensure sidewalk and curb assets are constructed to industry best practices.

Risk 4 – Program alignment with roadway preservation programming

Impact and Consequences – Aligning the sidewalk and roadway preservation programs is desirable to minimize impacts to residents but places a heavy strain on roadway preservation budgets. Over time, shifting citizen expectations resulted in less maintenance activities in favour of more costly sidewalk replacement for less severe defects. This shift has placed additional strain on both roadway and sidewalk preservation programs.

Likelihood – Moderate. Sidewalk condition is focused on maintaining pedestrian mobility and the presence of superficial defects may not warrant maintenance treatments or panel

replacement. However, public concerns with sidewalk defect severity has gradually shifted preservation programming in favour of sidewalk replacement resulting in a greater reliance on roadway funding.

Mitigation Strategies – The public facing Construction Map displays roadway and sidewalk preservation programs on a three-year forward looking time horizon allowing for improved communication with internal departments to prioritize immediate safety locations. Sidewalk preservation alongside the road surface is only pursued when there is alignment between available funding, pedestrian potential, and defect density, thereby, allowing sidewalk funding to be directed to areas of greater need.

Risk 5 – Climate-related risk

Impact and Consequences – Environmental conditions may also advance degradation of sidewalk and curb assets. Shifting winter patterns may see greater use of de-icing material on concrete surfaces leading to advanced spalling. Conversely, conditions favouring vegetation growth may see increased weeds infiltrating and expanding existing defects.

Likelihood – Low. While environmental conditions may advance degradation, it is expected to be highly localized with the network.

Mitigation Strategies – Public snow clearing of sidewalks reduces the need for de-icing material. Proactive maintenance activities to address minor distresses reduce potential for vegetation growth within cracked sidewalk locations.

INVESTMENT STRATEGIES AND NEEDS

Life-Cycle Programs

The City's sidewalk and curb network is managed through four programs. Coordinated together, these programs manage safety, preservation, maintenance, repair, replacement, and installation of new sidewalks. The goals of these programs are to focus on restoring and maintaining the network to a safe and functional condition in areas with the highest pedestrian potential. These programs are as follows:

Sidewalk Maintenance and Safety Program managed by Roadways, Fleet and Support department and funded through annual operating budgets. The program performs sidewalk maintenance activities to remove and/or replace immediate safety hazards to pedestrians.

Sidewalk and Curb Preservation Program managed by the Technical Services Department and funded through the Paved Roadway Infrastructure Reserve and the Transportation Infrastructure Reserve. This program focuses on repairing and/or replacing sidewalks and curbs at a larger scale typically from intersection to intersection. The annual sidewalk preservation program is, at times, aligned with the Roadway Preservation Program should alignment exist with available funding, pedestrian potential, and defect density. This program will construct missing accessible curb ramps if required within the intersection-to-intersection segment undergoing treatment.

Pedestrian Accessible Curb Ramp Program managed by the Transportation Department is an element of the Active Transportation (AT) Plan. This program prioritizes installation of

accessibility curb ramps at specific locations based on pedestrian potential, transit routes, and requests from individuals with accessibility needs.

Sidewalk Infill Program managed by the Transportation Department. This program focuses on installing new sidewalks where they do not exist and is an element of the AT Plan. Locations are prioritized according to pedestrian potential and risk reduction.

Funding Requirements and Investment Strategies

Service Expenditure Levels

The Administration evaluates the condition (physical, function, and capacity) of the City's assets to maintain a desired condition level at the minimum cost. Condition assessments or evaluations are conducted and used to establish performance levels, as well as to develop annual capital improvement plans.

The level of service is defined; however, as a level of service increases for the asset, so does the cost of maintaining the asset. To compare the level of investment for all assets corporate-wide, five levels of expenditures are identified in Table 7.

It should be noted that expenditure levels are not condition assessments but lead to a change in the condition over time.

Table 7 – Expenditure Levels

Expenditure Level	Asset Condition	Description
“A”	Getting Better Quickly	Sufficient expenditures to keep asset in top condition and to increase asset condition/value quickly over time.
“B”	Getting Better	Sufficient expenditures to keep asset in top condition and to increase asset condition/value slowly over time.
“C”	Maintain Asset in Current Condition	Sufficient expenditures to keep asset in constant condition over time.
“D”	Getting Worse	Insufficient expenditures to maintain asset condition. Over time, asset condition will deteriorate.
“F”	Getting Worse Quickly	No expenditures. Asset Condition/value decreased rapidly.

Table 8 presents the expenditure level and alignment with current and desired asset performance. The desired expenditure level for sidewalk and curb preservation aims to slowly improve the overall network condition over time.

Table 8 – Asset Performance and Expenditure

Asset Program	Funding Source	Current Performance	Desired Performance	Desired Expenditure Level	2025 Target Funding to meet service level	2025 Budget	2025 Funding Gap
Sidewalk Preservation	Capital P.10056	Good / Satisfactory	Good / Satisfactory	Level B	\$6.40M	\$6.40M	\$0†
Curb Replacement	Capital P.10112	Good / Satisfactory	Good / Satisfactory	Level C	\$0.60M	\$0.60M	\$0
Sidewalk Maintenance	Sidewalk Maintenance Operating Budget	Good / Satisfactory	Good / Satisfactory	Level C	\$1.24M	\$1.24M	\$0
Pedestrian Accessible Curb Ramp Program	Capital P.02468	N/A	N/A	N/A		\$100,000	
Sidewalk Infill Program	Capital P.02468	N/A	N/A	N/A		\$200,000	

†Sidewalk preservation only pursued selectively alongside roadway preservation when alignment exists.

Sidewalk Preservation – Funding Summary

The sidewalk preservation program was launched in 2014 as part of the Building Better Roads initiative that included a phased mill rate increase fully realized in 2017 (Capital Project P.10056 Paved Roads and Sidewalk Rehabilitation).

Initially, the overall level of service was to provide full corridor revitalization when performing major capital construction that included sidewalk preservation activities alongside that of the roadway and water main preservation programs.

In practice, this service was largely provided through sidewalk maintenance activities and limited panel replacement. Over time, sidewalk preservation activities began to shift in favour of panel replacement. Additionally, the program expanded to include two additional services - installation of pedestrian curb ramps at intersections as well as replacement of asphalt overlays on sidewalks.

To accommodate these added pressures and still pursue full corridor revitalization, funding from the Roadway Preservation Program was needed to assist the adjacent sidewalk rehabilitation work required. Supplemental funding during the COVID-19 pandemic through the Municipal Economic Enhancement Program (MEEP) alleviated some financial pressures in pursuit of full corridor revitalization. However, during this same period sidewalk construction costs within the preservation program increased an average of 30% above 2021 tender rates.

These events culminated in adjustments to the Paved Roads and Sidewalk Rehabilitation capital project in the 2024/25 budget, and full corridor revitalization is only pursued when alignment exists with available funding, pedestrian potential, and defect density.

Decoupling of sidewalk preservation from the roadway program has stabilized construction costs and provides greater certainty to scope and schedule. Further, additional sidewalk funding can be directed to locations of greater need that may not have otherwise received preservation due to the dependency on adjacent road condition.

For additional context, continuing to perform sidewalk preservation alongside all roadway rehabilitation (including micro-surfacing) would require an additional \$12 to 15 million in annual funding. As it relates to condition, when sidewalk preservation is performed, less severe defects are maintained or replaced on locations that may otherwise be considered 'satisfactory' or 'good'.

Capital program P.10112 Curb Replacement/Rehabilitation is utilized in parallel to the preservation program as well as other municipal projects where infrastructure upgrades would not otherwise impact the curb alignment and grade.

Sidewalk Maintenance and Safety – Funding Summary

The Sidewalk Maintenance and Safety Program is funded through the Transportation and Construction – Road and Maintenance Operating Budget. The 2025 budget of \$1.24 million is sufficient to continue the planned maintenance program. Winter maintenance is funded under the Snow and Ice Service Level.

Pedestrian Accessible Curb Ramp – Funding Summary

Pedestrian-accessible curb ramps are installed according to priority. Requests from people with accessibility needs are high priority, followed by transit routes and pedestrian potential.

There are approximately 3,400 intersection corners (where sidewalks exist) that are missing pedestrian accessible curb ramps. This number does not include intersection corners with no sidewalk.

There are currently 148 intersection corners without pedestrian-accessible ramps that have been identified by users as high priority.

Since 2018, Transportation has installed over 400 pedestrian-accessible curb ramps.

The program is funded through the Transportation Infrastructure Expansion Reserve and is typically resourced to construct approximately 30 ramps annually.

Sidewalk Infill Program – Funding Summary

The Sidewalk Infill Program expands the sidewalk network, which creates more places for walking, safer walking, and making walking a more convenient and attractive choice for moving around.

The AT Plan (2016) identified that 65% of streets have sidewalks on both sides of the street and an additional 10% have sidewalks on one side of the street, for a total of 75% of streets having sidewalks on at least one side. By roadway classification, 25% of major and minor arterial streets do not have sidewalks, while 9% of major and minor collectors, and 18% of local streets do not have sidewalks. These numbers are estimates only and require validation to determine construction feasibility, particularly along corridors with drainage, right-of-way constraints, or conflicts with utilities and trees.

As of January 2023, there are approximately 440 kilometres of known missing sidewalks in Saskatoon. Upon completion of currently funded infill sidewalk locations, the City will have installed over 13 kilometres of sidewalk since the AT Plan was approved.

The current program is funded through the Transportation Infrastructure Expansion Reserve and is typically resourced to deliver approximately 300 metres of sidewalk annually. These resources include:

- Transportation planning resources to identify candidate locations;
- Engineering and drafting resources to develop functional plans;
- Project engineering to administer contracts, develop detailed designs, and oversee construction in the field; and
- Construction.

List of Recommendations and Action Plans

Saskatoon's population grew 4.1% between 2023 and 2024 and remains one of the fastest growing cities in Canada. Forecasted growth may see Saskatoon's population exceed half a million within the next 15 to 20 years. This growth will involve expansion of new neighbourhoods with higher densities and infill development along corridors bringing with it increased pedestrian activity. The demand for better and more efficient transportation systems is likely to increase with population and affect the funding priority and bring enhanced focus on the condition and management of the sidewalk and curb network.

To support the future growth and expansion of the sidewalk and curb networks, the Administration will:

- Continue the shift from reactive to preventative maintenance when planning and administering operating programs;
- Review and improve preservation, rehabilitation, and maintenance treatment strategies utilized to optimize funding allocation and asset life-cycle extension;
- Improve collection and analysis of condition data collected for sidewalk distresses for alignment with maintenance and rehabilitation tender quantities;
- Coordinate preservation and maintenance activities with various departments and divisions within the organization to minimize construction disruptions;
- Continue to investigate and review best management practices in other jurisdictions and adopt improvements to development standards and construction specifications; and
- Continue to pursue work on medians and boulevards as a separate asset from Roadway and Sidewalk Preservation Programs towards future development of an asset management strategy for these assets.

FORECASTED STATE OF INFRASTRUCTURE

Municipal sidewalk and curb networks provide numerous public services. Alongside the road surface, the curb network serves as part of the City's minor stormwater system, capturing surface water and directing it into underground storm infrastructure. The sidewalk network provides a means for people to move from one location to another with safe separation from vehicular traffic.

The overall condition of the sidewalk and curb network remains in relatively 'good' and stable condition to serve the needs of pedestrians.

The Administration will continue to prioritize investment into locations frequently used by pedestrians displaying condition distresses that allow for the most optimal use of available funding and municipal resources. Additionally, operational and program efficiencies will continue to be explored and implemented to ensure Saskatoon is operating and building with industry best practices.