



**SAULT
STE. MARIE**

Soo Moves Active Transportation Master Plan

**Council Presentation
July 14, 2025**



What is Active Transportation?

Movement at a **human scale**:



Walking



Bicycles / e-bikes



**Wheelchairs /
electric wheelchairs**



Scooters



Rollerblades



Skateboards

What is an ATMP?



The **Active Transportation Master Plan (ATMP)** is:

- ✓ A community-focused strategy
- ✓ Forward-looking long-term vision
- ✓ A flexible document
- ✓ A community building asset
- ✓ An implementation guide
- ✓ A support for existing plans

ATNP Objectives



Enhance Safety and Accessibility

Leverage Complete Streets guidelines to improve access to safe and comfortable walking, rolling, and cycling facilities



Advance Transportation Equity

Ensure that residents of all ages, abilities and backgrounds have access to safe and reliable transportation



Create Connectivity

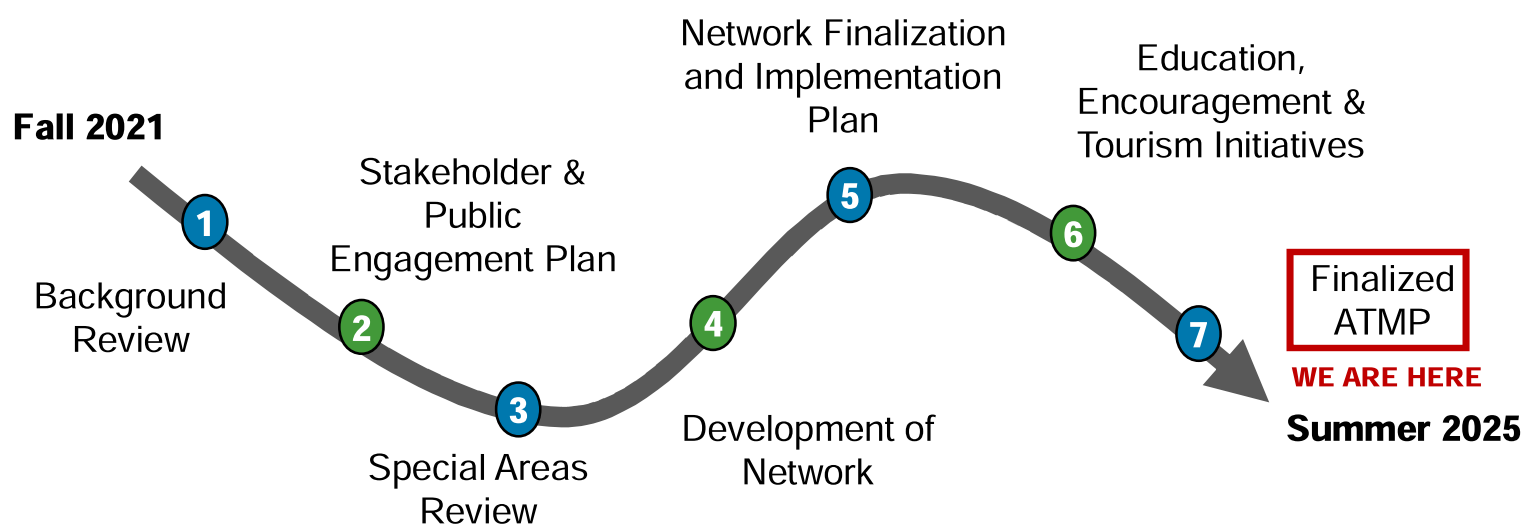
Fill in active transportation network gaps that connect the Hub Trail to key downtown destinations, residential and employment areas, alongside transit services



Educate and Encourage

Provide residents with resources to allow them to easily adopt active transportation modes

What Was Done



Route Selection Criteria



Safety and Accessibility

Improves safety and enhances accessibility



Connected & Continuous

Ensures a consistent user experience with continuous, comfortable routes while closing existing gaps.



Feasibility

Evaluated by capital investment level, alignment with existing projects, and property constraints



Support Multi-modal Needs

Provides pedestrian and cyclist space, and connections to transit



Connections to Key Designations

Connections to tourist destinations, parks, and green spaces within the City

What Could the Cycling Network Look Like?

Overview of different facility types that could be included as part of Sault Ste. Marie's future active transportation network:

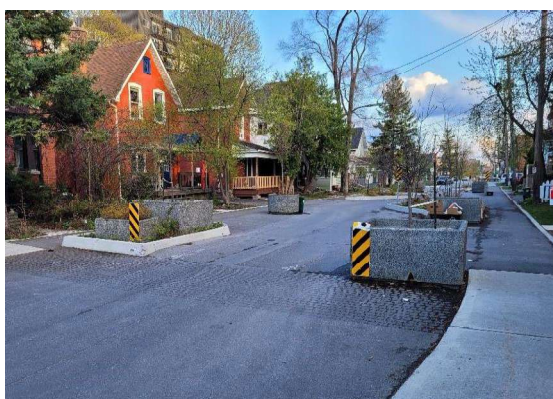
Shared and Designated Facilities

Paved Shoulders (rural)



- Provides a space for active transportation users separate from motor vehicles.

Neighbourhood Bikeways



- Active transportation users share the road with motor vehicles.
- Includes measures to slow vehicles and/or reduce vehicle volumes.

Painted or Buffered Bike Lanes



- Designated space for active transportation users
- Separated from motor vehicles by white lines, painted symbols, and signage.

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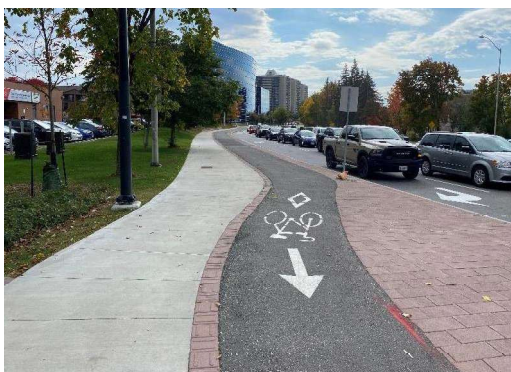
Protected or Separated Facilities

Protected Bike Lanes



- Physical barriers, like curbs and delineators, separate active transportation users from motor vehicles and enhance safety

Cycle Tracks



- Facility is above the curb and exclusive to active transportation users.
- Tactile strip separates pedestrian sidewalk and cycle track.

Multi-Use Pathways



- Pathway is off-road but within road right-of-way

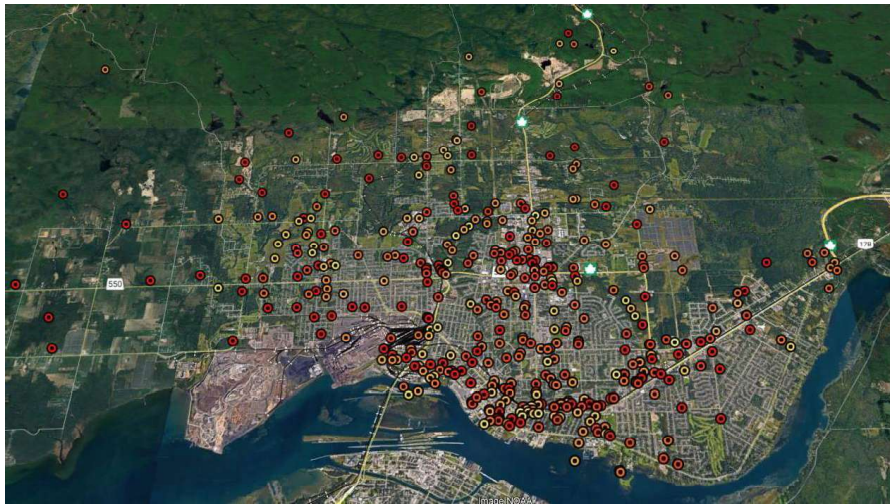
Consultation to Date

A number of engagement activities occurred between fall 2022 to summer 2025:

- Listening Sessions/Focus Groups with key stakeholders
- Progress meetings with City Staff

Online Community survey and interactive mapping tool

- 161 participants and 900+ comments on the interactive map



Online interactive mapping tool



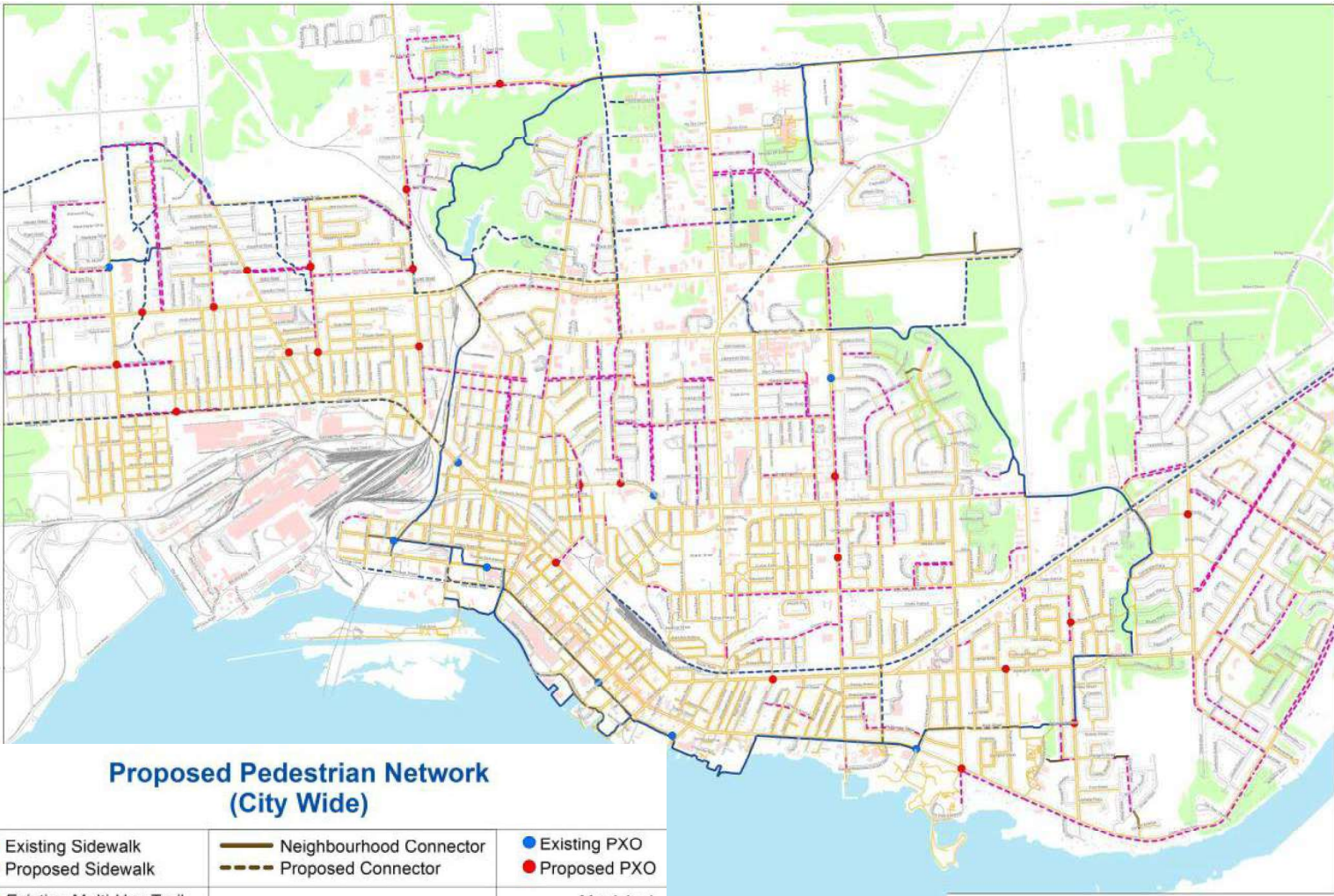
Open House promotion

Key Themes and Priorities

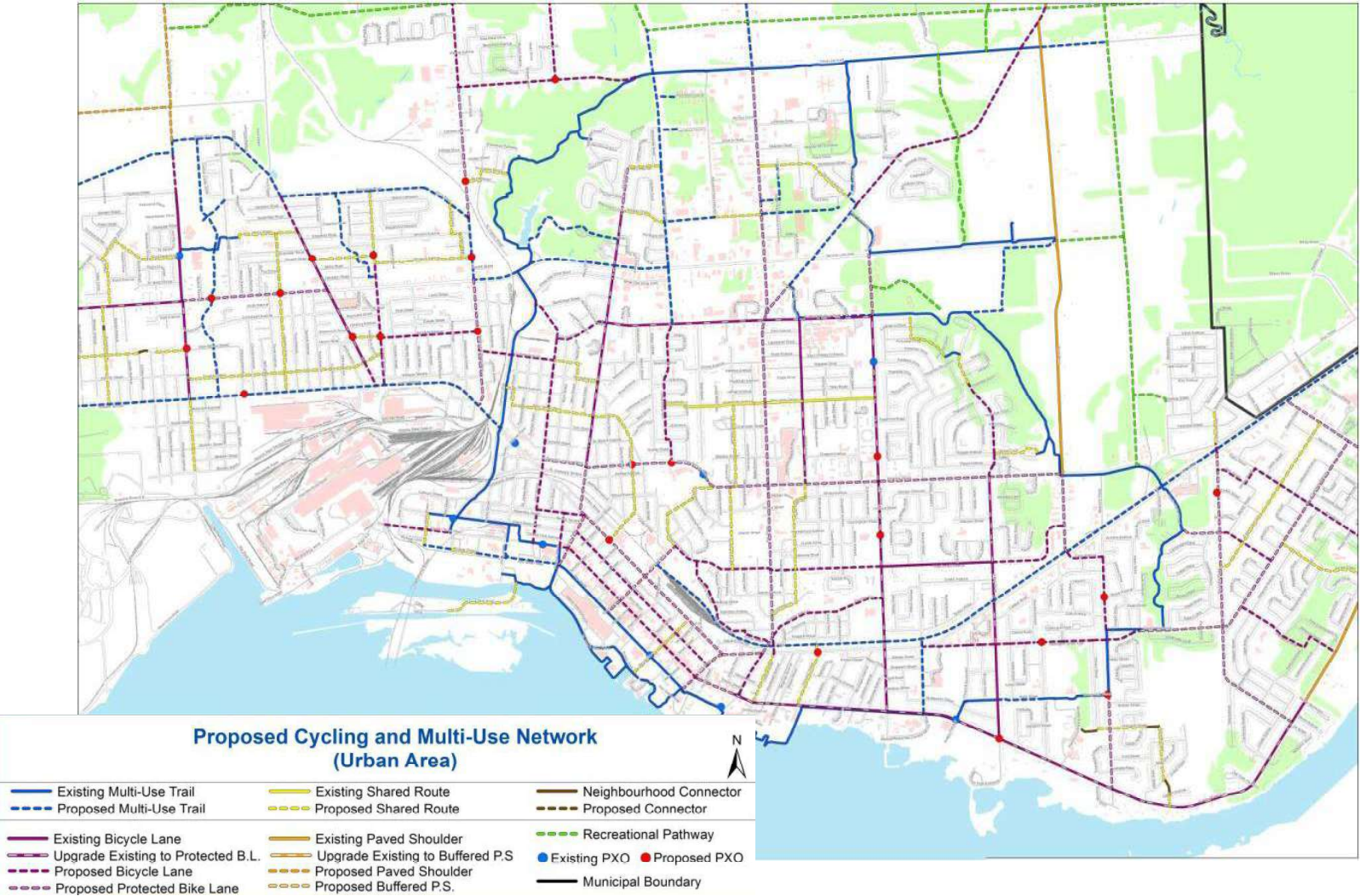
- **Improved safety** for pedestrians and cyclists
- **Separated** cycling facilities from motor vehicles
- **Safer crossings** at intersections to the Hub Trail
- **Close gaps** to create a continuous network
- **Expanded network** of active transportation facilities
- **More connections** to key destinations and the Hub Trail
- **Improved maintenance and accessibility** of sidewalks and active transportation facilities during all seasons
- **More amenities** that support active transportation users, like rest areas, wayfinding, and bike racks



Proposed Pedestrian Network - (Urban Area)



Proposed Active Transportation Network - (Urban Area)



Network Highlights

- **West End Hub Trail**, expanding the John Rowsell Hub Trail in an area of the city with currently limited active transportation infrastructure
- **Trunk Road Trail**, running between the rail line and Trunk Road, is under consideration for long-term implementation
- **Expanded network and new connections**, close key network gaps and expand the network to key destinations and in previously underserved areas of the City
- **Enhanced facilities**, providing a variety of facility types to improve the safety and comfort for active transportation users
- **Utilizing hydrocorridors and parks**, bypassing busy roads and providing greater connectivity

Programs & Initiatives

Supportive community programs will help building a culture of active travel and normalize its use. Programs will be delivered in three phases:

Phase 1: Foundations

- Routine Community Slow Roll Events
- Initiate an Active School Travel Program
- Open Streets Events
- AT Wayfinding
- AT Advisory Committee
- Support for Marginalized Communities

Phase 2: Basic Programming

- Winter Wheels Program
- 1m Safe Passing Public Awareness Campaign
- Designated Amenity Hubs
- Lunch and Learn AT Workshops at Workplaces
- E-Bike Loan Service
- Community Cycling / Walking Challenge

Phase 3: Advanced Programing

- Bike Valet at Community Events
- Monitoring and Evaluation Scheme
- Bike Equipment Giveaways
- Bike Rodeos

Thank you!

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