

Project Backgrounds

1. Connecting Downtown - Downtown Active Transportation Network

- In April 2019, City Council endorsed the following Downtown Active Transportation Network Routes:
 - 19th Street, between Avenue A and 4th Avenue;
 - 3rd Avenue, between 25th Street and 19th Street; and
 - 23rd Street, between Idylwyld Drive and Spadina Crescent.
- Implementation decisions (including capital or detailed design expenses) were deferred until the Administration had completed additional engagement.
- In 2021 after engagement, that Administration reported back with opportunities to reduce costs by completing active transportation work in conjunction with future streetscaping improvements.
- In 2022, the Standing Policy Committee on Transportation resolved that the Connecting Downtown initiative be delayed until such time as the City has further developed the extensive planning work related to the downtown entertainment district and Bus Rapid Transit integration; and, that the Administration report back once the planning work related to the downtown entertainment district and Bus Rapid Transit has advanced to a point where the Connecting Downtown initiative can be considered in the context of that work.

2. Imagine Idylwyld

- The report detailing the concept for Imagine Idylwyld was received for information at the Standing Policy Committee on Transportation meeting held on June 11, 2018.
- The purpose of Imagine Idylwyld was to develop a vision and conceptual plan to improve the function, safety, connectivity and quality of the roadway and public realm along Idylwyld Drive between 20th Street and 25th Street East.
- The concept design is a hybrid of tested options that minimizes travel time for the most drivers while achieving the desire to support all modes of transportation and enable redevelopment opportunities. The concept design is compatible with the intended evolution of the land use along Idylwyld Drive and adjacent neighbourhoods and enables safer connections for people riding bicycles or walking, including better access to the proposed Bus Rapid Transit (BRT) station near 22nd Street.
- The initial step would be to complete the detailed design based on the conceptual design.

3. 14th Street Walking and Cycling Improvements: Saskatchewan Crescent to Cumberland Avenue
 - A conceptual design for active transportation facilities was completed for 14th Street East from Saskatchewan Crescent East to Cumberland Avenue South and approved in principle by City Council on February 22, 2021.
 - The project includes an on-street neighbourhood bikeway with traffic calming on 14th Street from Saskatchewan Crescent East to Cumberland Avenue South.
 - Implementation on 14th Street East Street has started:
 - Curb extensions at Temperance Street, Lansdowne, McKinnon Avenue South, and Wiggins Avenue South have been installed; and
 - Road closure between Temperance Street and Lansdowne Avenue has been completed.
 - Changes to the intersection of Cumberland Avenue and 14th Street have been postponed to tie into the construction of dry storm water retention pond for this area.
 - Feasibility analysis for the installation of missing sidewalks on 14th Street between Saskatchewan Crescent and Cumberland Avenue South has not yet begun.

4. 19th Street Walking and Cycling Improvements: Avenue M to Avenue A
 - The Active Transportation Plan identified both 19th Street and 20th Street as priorities for expansion of the bicycle network. City Council asked the Administration for an evaluation of All Ages and Abilities (AAA) cycling facilities on either 19th Street or 20th Street between Idylwyld Drive and Avenue H. The Administration extended the limits to include Avenue M. Completed work includes:
 - An evaluation of cycling facilities on either 19th Street or 20th Street was conducted in 2017.
 - Traffic analysis of 19th Street indicated that reducing the travel lanes on 19th Street from four lanes to two lanes can adequately accommodate the traffic demands, while having a positive impact on safety by narrowing the roadway and lowering motor vehicle speeds, while also decreasing the distance for pedestrians to cross.
 - Meetings with stakeholders took place during the review process.
 - The evaluation recommended a AAA cycling facility be installed on 19th Street. Reducing the number of lanes provides traffic calming, adds on-street parking, and allows for the addition of a dedicated cycling facility.
 - The project was placed on hold to complete the Connecting Downtown Active Transportation Network Plan, which was paused in 2022. Work will resume on 19th Street Walking and Cycling Improvements following the Connecting Downtown project.

5. Active Transportation Corridors
 - Includes evaluation, design, and construction of walking and cycling facility improvements for four city-wide active transportation routes:
 - Southeast Corridor: Taylor Street (River to Boychuk Drive)
 - Northeast Corridor: Central Avenue (College Drive to Attridge Drive) and Lowe Road (Attridge Drive to Nelson Road)
 - North Industrial Corridor: Faithfull Avenue (Circle Drive to Marquis Drive)

6. Avenue C Walking and Cycling Improvements: Spadina Crescent to 45th Street
 - A conceptual design for active transportation facilities is currently being finalized for Avenue C from Spadina Crescent to 45th Street West and will be presented to City Council for approval when complete.
 - The project includes an on-street neighbourhood bikeway with traffic calming from Spadina Crescent to 19th Street; an on-street protected bike lane from 19th Street to Jamieson Street; an on-street neighbourhood bikeway with traffic calming from Jamieson Street to 38th Street West; and a shared-use pathway from 38th Street to 45th Street.

7. Dudley Street Walking and Cycling Improvements: Dawes Avenue to Spadina Crescent
 - A conceptual design for active transportation facilities was completed for the Dudley Street Corridor and was approved in principle by City Council on December 21, 2020.
 - To improve active transportation along Dudley Street from Dawes Avenue to Spadina Crescent, the project will feature:
 - Shared-Use Pathway (3 metres wide) on the south side of Dudley Street between Dawes Avenue and Avenue P South.
 - A neighbourhood bikeway with cyclists riding on street in mixed traffic, from Avenue P South to Spadina Crescent. The conceptual design includes traffic calming installations such as, curb extensions, raised crosswalks, and pedestrian and cyclist activated signals.
 - Filling gaps in the sidewalk network along both sides of Dudley Street from Avenue P to Spadina, where feasible.
 - Accessibility curb ramps will be installed with all new sidewalk and pathway work and accessibility curb ramps will be installed at locations where sidewalk exists without a ramp.
 - Funding has been received from the Government of Canada through the Active Transportation Fund to construct the Dudley Street Walking and Cycling Improvement Project.
 - Construction is anticipated to start in 2024.

8. Millar Avenue Walking and Cycling Improvements: Circle Drive to Marquis Drive
 - Includes evaluation, design, and construction of a shared-use pathway along Millar Avenue from Circle Drive to Marquis Drive.
 - The project will assess the existing conditions along the corridor, identify opportunities and challenges, evaluate alternatives, complete stakeholder engagement, and prepare the functional design. Design will consider intersection treatments, appropriate locations for pedestrian ramps, driveway crossing treatments, utility conflicts, and connections to existing facilities, etc.
 - The conceptual design component of this project is partially funded by the Federal Active Transportation Fund and is anticipated to be complete by March 2026.

9. Victoria Avenue Walking and Cycling Improvements: Taylor Street to Ruth Street
 - Includes evaluation, design, and construction of walking and cycling improvements along Victoria Avenue from Taylor Street to Ruth Street.
 - The project will assess existing conditions along the corridor, identify opportunities and challenges, evaluate alternatives, complete stakeholder engagement, and prepare the functional design. Design will consider intersection treatments, appropriate locations for pedestrian ramps, driveway crossing treatments, utility conflicts, and connections to existing facilities, etc.
 - The conceptual design component of this project is partially funded by the Federal Active Transportation Fund and is anticipated to be complete by March 2026.

10. 31st Street Walking and Cycling Improvements: Circle Drive to Idylwyld Drive
 - A conceptual design for active transportation facilities was completed for the 31st Street West Corridor and was approved in principle by City Council on January 25, 2021.
 - To improve active transportation along 31st Street West from Circle Drive West to Idylwyld Drive North, the project will feature:
 - A neighbourhood bikeway with cyclists riding on street in mixed traffic, from Avenue W to McMillan Avenue and Avenue L to Idylwyld Drive. The conceptual design includes traffic calming installations such as traffic circles, curb extensions, and pedestrian and cyclist-activated signals.
 - Shared-use pathway (3 metres wide) between McMillan Avenue and Avenue L through Pierre Radisson Park and pathway improvements (widening) to the existing pedestrian pathway through Ashworth Holmes Park.
 - Filling gaps in the sidewalk network (pending further feasibility analysis) along the north side from Avenue W to Avenue T, both sides between Pierre Radisson Park and Avenue L and both sides between Avenue K and Avenue I.

- Accessibility curb ramps will be installed with all new sidewalk and pathway work and accessibility curb ramps will be installed at locations where sidewalk exists without a ramp.
 - To improve pedestrian comfort and safety on 29th Street West from Circle Drive West to Idylwyld Drive North, curb extensions are recommended at intersections with Avenue H, Avenue P and Avenue W.
11. Avenue N Rail Crossing Safety Upgrade and Pathway Connection
- On August 9, 2021, the Standing Policy Committee on Transportation resolved “that the Administration approach CP Rail on the formalization of a pedestrian crossing near to 19th Street West and report back to the Standing Policy Committee on Transportation.”
 - A proposed design has been submitted to CP Rail for review.
12. Circle Drive: Laurier Drive to Airport Drive (including Interchange: Airport Drive and Circle Drive
- The Administration is systematically completing functional plans for Circle Drive that would ultimately remove all at-grade intersections and widen to six lanes, with the exception of the segment between Idylwyld Drive and Warman Road.
 - The functional design was funded in 2020 and is currently scheduled for 2024 and 2025.
13. Railroad Active Transportation Crossing: Assiniboine Drive
- There is a pedestrian desire to cross the Canadian National Railway (CN) tracks west of Warman Road in the vicinity of Assiniboine Drive and Primrose Drive, resulting in trespassing concerns.
 - The Active Transportation Plan (June 2016) proposed a pedestrian connection in the vicinity of Assiniboine Drive. An overpass or underpass is not feasible due to the proximity of the railway to Warman Road, elevation differences and the limited right-of-way width.
 - Identified during the several adjacent Neighbourhood Traffic Reviews and citizen concerns, a design for this crossing was presented to CN.
 - The current status is completing detailed design in cooperation with CN.

14. Sidewalk Infill Program

- This program involves the design and construction of new sidewalks or pathways adjacent to existing arterial, collector, or local streets.
- The Active Transportation Implementation Plan, approved by City Council on March 25, 2019, provided a five-year plan for sidewalk infrastructure expansion and identified the following next steps for the Sidewalk Infill Program:
 - conduct a detailed review of the inventory of missing sidewalks;
 - prioritize the sidewalks for implementation;
 - complete feasibility analysis;
 - prepare designs for construction; and
 - develop cost estimates.
- A feasibility analysis has been completed for the sidewalks on the \$20,000,000 prioritized list of sidewalks, as presented to Standing Policy Committee on Transportation on September 8, 2020.
- In January 2023, Standing Policy Committee on Transportation received a map of the prioritized missing sidewalks.

15. Victoria Avenue Walking and Cycling Improvements: 8th Street to Taylor Street

- A conceptual design for active transportation facilities was completed for the Victoria Avenue Corridor and was approved in principle by City Council on April 26, 2021.
- Option 4 – Protected street-level bike lanes with parking along Victoria Avenue between 8th Street East and Taylor Street east was the approved option.

16. West Central Multi-Use Corridor (WCMUC)

- Canadian Pacific Railway (CP) previously identified a safety issue with pedestrians walking on or close to the tracks in the downtown area. The Pleasant Hill, Riversdale, and West Industrial Local Area Plans identified a need for a connection between these neighbourhoods and the downtown. To address safety and provide active transportation connections, the West Central Multi-Use Corridor project was conceived. The resultant project is a three-kilometre multi-use pathway adjacent to the CP tracks from Idylwyld Drive to Avenue W South. The project was approved by City Council in 2013.
- The first phase was constructed between Idylwyld Drive and Avenue D South as part of the 25th Street Extension project.
- The pathways between Avenue D South and 22nd Street West and between Avenue D and Avenue F were completed in 2020.

- Details on the remaining project segments are as follows:

Segment	Notes
22 nd Street to 20 th Street	<ul style="list-style-type: none"> • CP has not agreed to the design • City can assume a number of leases over the next 5 years to facilitate future construction
20 th Street to Avenue N	<ul style="list-style-type: none"> • Under construction
Avenue N to Grace Adam	<ul style="list-style-type: none"> • Under construction
Avenue P to Avenue S	<ul style="list-style-type: none"> • Under construction
Avenue S to Avenue W	<ul style="list-style-type: none"> • Design not finalized • No right-of-way constraints

17. Circle Drive: Clancy Drive to Laurier Drive and 11th Street West Rail Grade Separation

- Functional planning study is complete.
- Study includes both Clancy Drive and Laurier Drive which have previously been identified as neighbourhood concerns. The 11th Street West grade separation concept previously designed by HDR Consulting through the Rail Relocation vs. Grade Separation project has been included in this project.

18. Interchange: Highway 16 and Marquis Drive

- This project involves the functional planning, design and construction of an interchange at Highway 16 and Marquis Drive.

19. Interchange: Marquis Drive and Idylwyld Drive

- This project involves the functional planning, design and construction of an interchange at Marquis Drive and Idylwyld Drive.

20. 17th Street Extension

- The West Industrial Concept Plan, approved by City Council in May 2008 included extension of 17th Street between Avenue P South and 11th Street West.
- Functional plan is complete.
- City Council, at its Regular Business meeting held on March 29, 2023 resolved:
 1. That Administration defer the detailed design and construction of the 17th Street Extension until further consideration can be made through updated planning in the area such as the previously outlined West Industrial Concept Plan work; and
 2. That the Administration report back with a project status update and administrative recommendation at the appropriate time.

21. Interchange: Circle Drive and Idylwyld Drive

- This project involves the functional planning, design and construction of significant adjustments to the interchange of Circle Drive and Idylwyld Drive.

22. 33rd Street River Crossing
 - The Growth Plan to 500,000 included a river crossing connecting 33rd Street west of the river to future growth area in the University lands west of Preston Avenue.

23. Circle Drive: Idylwyld Drive to Warman Road
 - The Administration is systematically completing functional plans for Circle Drive.
 - This segment includes a corridor review between Idylwyld Drive and Warman Road with no plans of removing at-grade intersections.

24. Interchange: Circle Drive and Warman Road
 - This project would include a review of the existing interchange at Circle Drive and Warman Road to determine what improvement or alterations would be required to meet future needs.

25. Rail Crossing Improvements
 - Intersections with railway pre-emption have their status displayed on Fire's dispatch map. There are six locations currently enabled by this system.
 - TrainFo rail information systems were deployed at 22nd & Avenue F and 33rd Street/Idylwyld Drive as a trial installation. The trial was completed, and the decision was made not to retain the TrainFo system due to limited applications.
 - Upgrades to meet Transport Canada regulations.
 - Railway warning system upgrades.

26. 22nd Street West and Confederation Drive Upgrades
 - Upgrades to 22nd Street W and Confederation Drive were identified as part of the Circle Drive West Functional Planning Study.
 - Project includes widening 22nd Street West eastbound from Diefenbaker Drive to the Collector Distributor (C/D) ramps to provide a third outside lane and constructing an eastbound slotted left-turn lane at Confederation Drive.

27. Intersection: 51st Street and Millar Avenue
 - This intersection improvement was originally identified prior to the opening of the Chief Mistawasis Bridge. Subsequent to the opening, the functional plan is being revised to reflect the new traffic patterns in the area.
 - The next step is expected to be stakeholder engagement.

28. Widen 22nd Street West: Diefenbaker Drive to Neault Road
 - Upgrades to 22nd Street West were identified as part of the Circle Drive West Functional Planning Study.
 - Project includes widening 22nd Street West to three lanes in each direction between Diefenbaker Drive to a point west of Neault Road.

29. Interchange: Highway 16 and Highway 11
 - This project involves the design and construction of significant adjustments to the existing interchange of Highway 16 and Highway 11.

30. Rail Grade Separation Preston Avenue and CPKC
 - The Rail Relocation versus Grade Separation Feasibility Study recommended grade separation for the at-grade rail crossing on Preston Avenue.

31. Circle Drive: Clarence Avenue to Highway 11
 - The Administration is systematically completing functional plans for Circle Drive.
 - This segment includes a corridor review between Clarence Avenue and Highway 11 to widen to six lanes.

32. Rail Grade Separation Marquis Drive and CN
 - The Rail Relocation versus Grade Separation Feasibility Study recommended grade separation for the at grade rail crossing on Marquis Drive.

33. Railroad Grade Separation: Lorne Avenue
 - Identified during evaluation of development south of the City in the RM of Corman Park, this interchange will be required to support future growth in the RM. All costs have been identified to those future developments.

34. Roadside Safety: Median Barrier – Circle Drive – Circle Drive North Bridge to College Drive
 - On February 22, 2021, at its Regular Business Meeting, City Council resolved that the Administration be directed to report on the collision history on Circle Drive between College Drive and Attridge Drive, and include options, and the feasibility of each option, to prevent median crossover head on collisions on this section of roadway.

35. Roadside Safety: Remaining High Priority

- The Administration plans to address the remaining High Priority roadside installation listed below (contingent upon budget approval).

Segment	Location	Road	Section Start	Section End	Type	Direction	Side
C3	2	Circle Drive	Laurier Drive	Clancy Drive	Divided	CCW	Left
C3	8	Circle Drive	Laurier Drive	Clancy Drive	Divided	CCW	Right
C3	4	Circle Drive	Laurier Drive	Clancy Drive	Divided	CCW	Right
C3	6	Circle Drive	Laurier Drive	Clancy Drive	Divided	CCW	Right
C10	4	Circle Drive	Clancy Drive	Laurier Drive	Divided	CW	Left
C9	13	Circle Drive	Clarence Avenue South	Idylwyld Drive	Divided	CW	Right
3d	8	College Drive	Central Avenue	Circle Drive	Divided	WB	Left
C5	12	Circle Drive	14th Street	College Drive	Divided	CCW	Left
C4	24	Circle Drive	Clarence Avenue South	Preston Avenue South	Divided	CCW	Left
C9	3	Circle Drive	Highway 11/16 IC	Preston Avenue South	Divided	CW	Left
C4	13*	Circle Drive	Valley Road	Idylwyld Drive	Divided	CCW	Right
C4	10*	Circle Drive	Valley Road	Idylwyld Drive	Divided	CCW	Right
C8	11	Circle Drive	College Drive	14th Street	Divided	CW	Left
C9	5	Circle Drive	Preston Avenue South	Clarence Avenue South	Divided	CW	Left
1e	5	Idylwyld Drive	51st Street	Circle Drive	Divided	SB	Left
1e	6	Idylwyld Drive	51st Street	Circle Drive	Divided	SB	Left
C9	22*	Circle Drive	Idylwyld Drive	Valley Road	Divided	CW	Right
C4	26	Circle Drive	Preston Avenue South	Highway 11/16 IC	Divided	CCW	Left
C4	29	Circle Drive	Preston Avenue South	Highway 11/16 IC	Divided	CCW	Left
H7a	1	Highway 16	Highway 11 South Junction	Boychuk Drive	Divided	EB	Right
H1b	2	Highway 7	Highway 14	11th Street	Divided	SB	Left

36. Circle Drive: 8th Street to Highway 16

- The Administration is systematically completing functional plans for Circle Drive.
- This segment includes a corridor review between 8th Street and Highway 16 to widen to six lanes.

37. Circle Drive: Attridge Drive to College Drive

- The Administration is systematically completing functional plans for Circle Drive.
- This segment includes a corridor review between Attridge Drive and College Drive to widen to six lanes.

38. Circle Drive: College Drive to 8th Street

- The Administration is systematically completing functional plans for Circle Drive.
- This segment includes a corridor review between College Drive and 8th Street to widen to six lanes.

39. Highway 16: Highway 11 to Zimmerman Road
- Identified during the Holmwood Sector Plan and the Rosewood Neighbourhood concept plan amendment (for the commercial area), this interchange will be required to support future growth in the Holmwood sector.
40. Idylwyld Drive: 51st Street to 71st Street
- This corridor review is required to align the highway connections north of Saskatoon with the Saskatoon Freeway Phase 1 Functional Plan that City Council has endorsed.
 - This work will follow the update of the Riel Industrial Sector Plan and the North Saskatoon Network Planning Study.
41. Idylwyld Drive: 71st Street to Saskatoon Freeway
- This corridor review is required to align the highway connections north of Saskatoon with the Saskatoon Freeway Phase 1 Functional Plan that City Council has endorsed.
 - This work will follow the update of the Riel Industrial Sector Plan and the North Saskatoon Network Planning Study.
42. Intelligent Transportation System (ITS) Strategic Plan
- Ten ITS projects were identified that support the goals of the short and long-term.
 - There are various 'owners' of the projects, and various progress has occurred as indicated below.

Project	Status
Rail Crossing Information System	Underway, currently led by Transportation.
Data Warehouse	No started, will be led by others.
Traffic Management	Underway, currently led by Transportation.
Traveller Information	Not started.
Emergency Traffic Management	Not started
Transit Priority	Underway, currently led by Transportation.
Expanded Data Collection	Not started.
Support Integrated Multi-Modal Trip Planning	Underway, currently led by Transportation.
Mobility as a Service	Not started.
Integrated Corridor Management	Underway, currently led by Transportation.

43. Highway 16 Road Illumination
- There is no illumination on Highway 16 from Boychuk Drive to Zimmerman Road.
 - This segment of expressway is not within the City limits and is under the jurisdiction of the Province. The City of Saskatoon has an operational agreement in place that facilitated the construction of the Boychuk Drive interchange and the Zimmerman intersection.

44. Range Road 3051 Rail Crossing Upgrades

- On January 28, 2019, The Whistle Cessation South of Stonebridge Neighbourhood report was presented to City Council.
- Whistle cessation at the RR 3051 crossing was denied by the RM of Corman Park.
- At the Standing Policy Committee on Transportation meeting held on August 8, 2022, the Administration committed to adding this project to the Transportation Infrastructure Project List for future prioritization.
- The project includes signal improvements and road re-grading on the approaches to the rail crossing. A topographical survey and preliminary design of the re-grading is required.