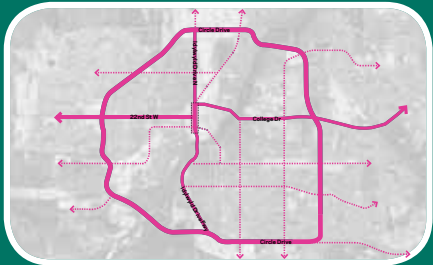


IMAGINE IDYLWYLD



WE WANT TO HEAR FROM YOU:
Imagine Idylwyld is a City of Saskatoon planning, transportation and design initiative for Idylwyld Drive, between 20th Street and 25th Street East. We want your input on how to improve the function, safety, connectivity and quality of the roadway and public realm along Idylwyld Drive.

Imagine Idylwyld will examine how we can maintain Idylwyld Drive's role as a major arterial street while redesigning the corridor to better support all transportation modes.

Improvements to the public realm along Idylwyld Drive will help to create a sense of arrival to Saskatoon's City Centre and create a unique identity for the street.

YOUR INPUT WILL INFORM THE FINAL DESIGN FOR IDYLWYLD DRIVE:

It is important to note that the final option may differ slightly from the options in this survey due to safety issues or technical constraints. The final option will be presented late this fall for comments.

HAVE YOUR SAY:

We are running the second online survey for Imagine Idylwyld from June 9th - 23rd

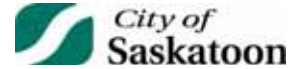
Visit our website to access the survey, for project information and to sign up for e-updates:

saskatoon.ca/imagineidylwyld

PROJECT BACKGROUND WHAT WE HEARD...

"IDYLWYLD DRIVE IS A SIGNATURE GATEWAY INTO THE CITY CENTRE; A MODERN GRAND AVENUE CONNECTING PEOPLE AND PLACES IN AN URBAN ENVIRONMENT THAT SUPPORTS DAILY LIFE IN SASKATOON"

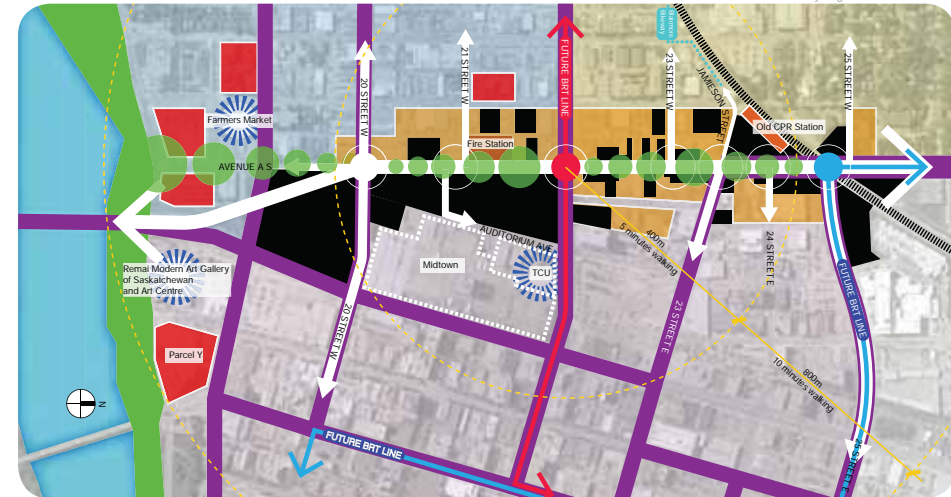
- IMAGINE IDYLWYLD VISION STATEMENT



LEGEND

- Mid- to Long-Term Redevelopment
- Fire Station No. 1 Redevelopment
- Infill Opportunities
- New Developments
- River Landing
- Transit Route
- Future Blue Line BRT
- Future Red Line BRT
- Gateway / TOD Node
- Green Space Opportunity
- Intersection Improvements
- Neighbourhood Connection
- Community Node
- Cycling Infrastructure

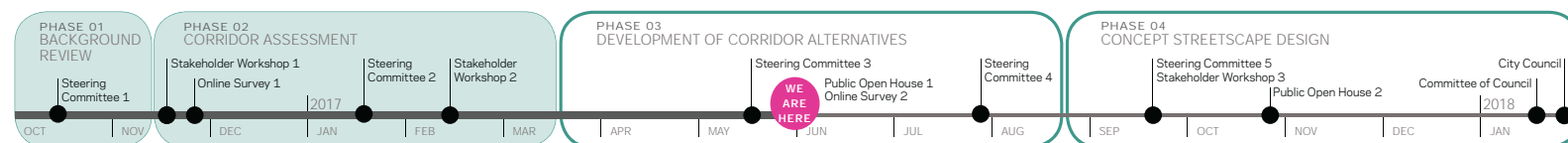
PROJECT OPPORTUNITIES



PROJECT PRIORITIES

1	2	3	4	5
Efficient + Predictable Most efficient and predictable means of travel for all users.	Safe + Accessible Safe and comfortable for users of all abilities 24 hours a day, 365 days a year.	Walkable + Human Scale Comfortable to walk along and across in an engaging urban environment.	Connected + Cultural Celebrate our community, culture and showcase our civic pride	Livable + Sustainable Showcase the City's leadership in sustainable development with places to live, learn, work and play
<ul style="list-style-type: none"> • Improve traffic flow, lane alignment + continuity • Reduce number of lanes • More space for pedestrians and active transportation • Signage + Wayfinding • 'Gateway(s)' @ 20th, 22nd, 25th 	<ul style="list-style-type: none"> • Improve barrier free access • Improve road crossings, reduce wait times • Physical separation between pedestrians and vehicles • Improve footpath condition + cycleways • Crime Prevention through Environmental Design (CPTED) measures 	<ul style="list-style-type: none"> • Attractive, active streetscape frontages • Provide community anchors • New open space • Compact urban form • Mixed use development 	<ul style="list-style-type: none"> • Transit-supportive design • Connection to River Landing, Riversdale and Midtown Plaza / TCU Place / YMCA, Warehouse District, Caswell Hill and Downtown • Integrate public art • New technologies to provide informed and efficient mobility 	<ul style="list-style-type: none"> • Design for seasonal conditions, provide shelter / protection from snow, sun, wind, rain, etc • 'Green' street character • Protect built heritage • Engage with indigenous community

PROJECT TIMELINE



IMAGINE IDYLWYLD

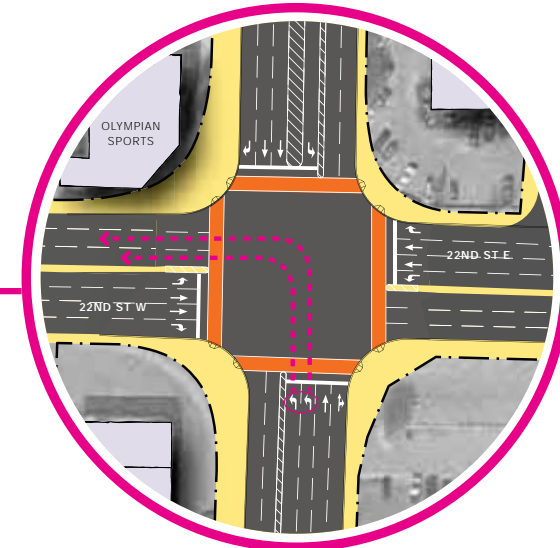
OPTION A

- Traffic delay in peak times is less than today.
- Traffic delay is minimized by:
 - Providing two northbound left-turn lanes at 22nd Street.
 - Providing a southbound right-turn lane at 20th Street.
- Pedestrians have more space than today, but less than in Option B.
- Space required to accommodate turn lanes reduces the space for pedestrians and cyclists.
- Cyclists are diverted off of Idylwyld Drive onto Auditorium Avenue.
- Key cycling connections are improved, but does not provide a continuous connection for cyclists.

- LEGEND**
- Streetscape (Pedestrian)
 - Road Crossing
 - Bike Path
 - Multi-Use Path (Pedestrian & Cyclists)



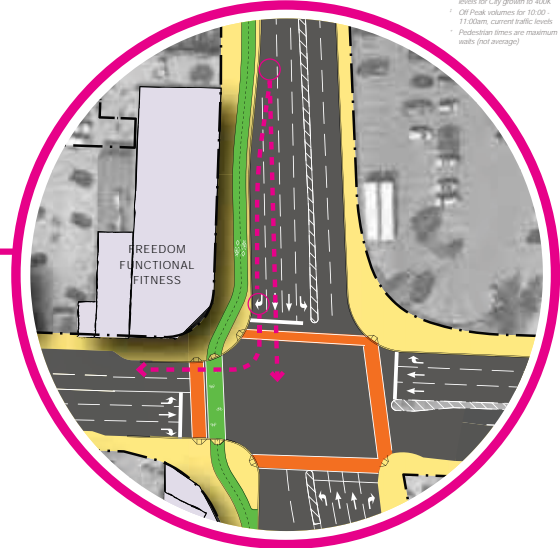
25TH STREET @ IDYLWYLD
No changes proposed



22ND STREET @ IDYLWYLD
Double northbound left-turn lanes reduce delay during peak time (between 7:30 - 8:30am, 4:15 - 5:15pm), however result in longer left-turn delay during off-peak times - see table.

AVERAGE WAIT TIME*	PEAK ¹		OFF-PEAK ²	
	Current	Option A	Current	Option A
Intersection overall	135s	60s	60s	20s
NB Left-turn	135s	65s	40s	40s
NB Thru	130s	35s	40s	15s
SB Thru	245s	95s	150s	20s
Pedestrians	130s	90s	110s	80s

* Average wait times in the busiest 2 seconds.
¹ Peak time delay based on traffic levels for City growth to 400K.
² Off Peak volumes for 100K.
 † 1500pm current traffic levels.
 ‡ Pedestrian times are maximum waits (not average)



20TH STREET @ IDYLWYLD
A turn lane makes it easier for drivers to turn right, but limits the space on the sidewalk available for streetscaping at the gateway to Riversdale.

AVERAGE WAIT TIME*	PEAK ¹	
	Current	Option A
Intersection overall	40s	35s
SB Right-turn	20s	15s
Pedestrians	130s	80s

IMAGINE IDYLWYLD

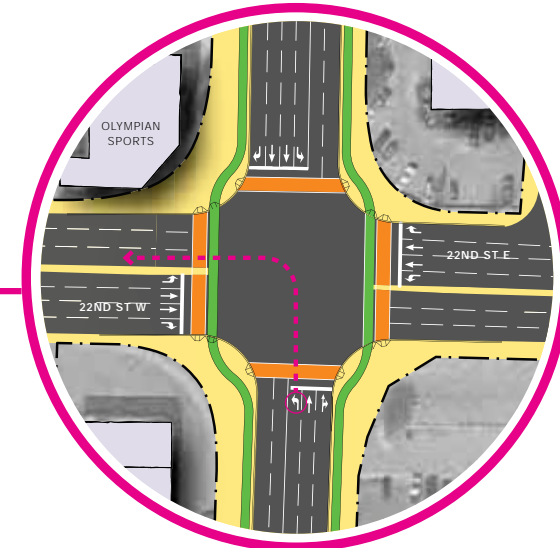
OPTION B

- Traffic delay in peak times is less than today, but more than Option A.
- A single northbound left-turn lane is provided at 22nd Street.
- A shared southbound right-turn / through lane is provided at 20th Street.
- Pedestrians have more space than today, and more than Option A.
- Reducing the number of turn lanes increases the space for pedestrians and cyclists.
- Cyclists are accommodated along the whole corridor.
- Key cycling connections are improved.

- LEGEND**
- Streetscape (Pedestrian)
 - Road Crossing
 - Bike Path
 - Multi-Use Path (Pedestrian & Cyclists)



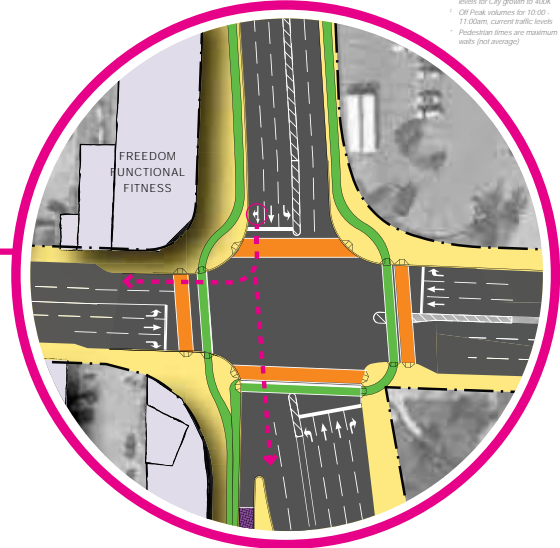
25TH STREET @ IDYLWYLD
No changes proposed



22ND STREET @ IDYLWYLD
Single northbound left-turn lane results in less delay during off-peak times, however result in longer left-turn delay during peak times (7:30 - 8:30am, 4:15 - 5:15pm) - see table.

AVERAGE WAIT TIME*	PEAK ¹		OFF-PEAK ²	
	Current	Option B	Current	Option B
Intersection overall	135s	70s	60s	20s
NB Left-turn	135s	115s	40s	10s
NB Thru	130s	30s	40s	15s
SB Thru	245s	115s	150s	15s
Pedestrians	130s	60s	110s	15s

* Average wait times in the queue in seconds.
¹ Peak time delay based on traffic levels for City growth to 400K.
² Off Peak volumes for 10:00 - 11:00am, current traffic levels.
 Pedestrian times are maximum waits (not average).



20TH STREET @ IDYLWYLD
Shared thru and right-turn lane allows more space for pedestrians and streetscaping, and would enable this corner to develop as a gateway to Riversdale.

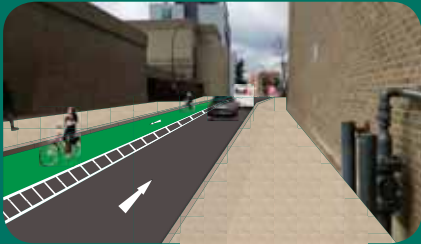
AVERAGE WAIT TIME*	PEAK ¹	
	Current	Option B
Intersection overall	40s	45s
SB Right-turn	20s	15s
Pedestrians	130s	60s

IMAGINE IDYLWYLD

IMAGINE... AUDITORIUM AVENUE



Auditorium Avenue Today



One Way (Visualization)



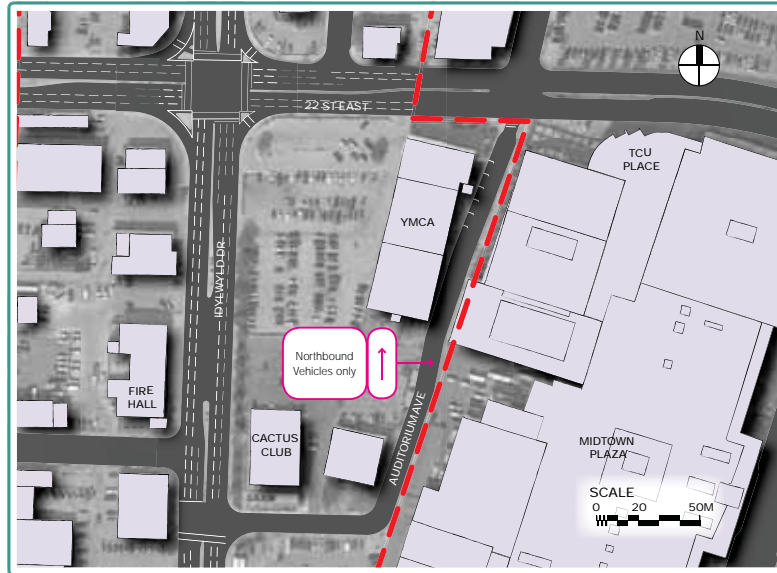
Shared Space: One-Way (Visualization)



Shared Space: Two-Way (Visualization)

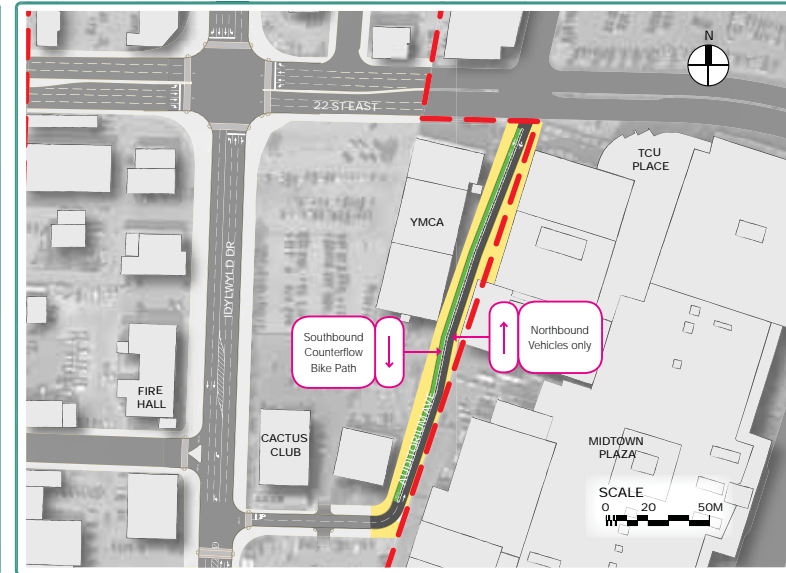
IMAGINE IDYLWYLD

- Bike Path
- Streetscape (Pedestrian)
- Shared Surface (Vehicles, Pedestrian & Cyclists)



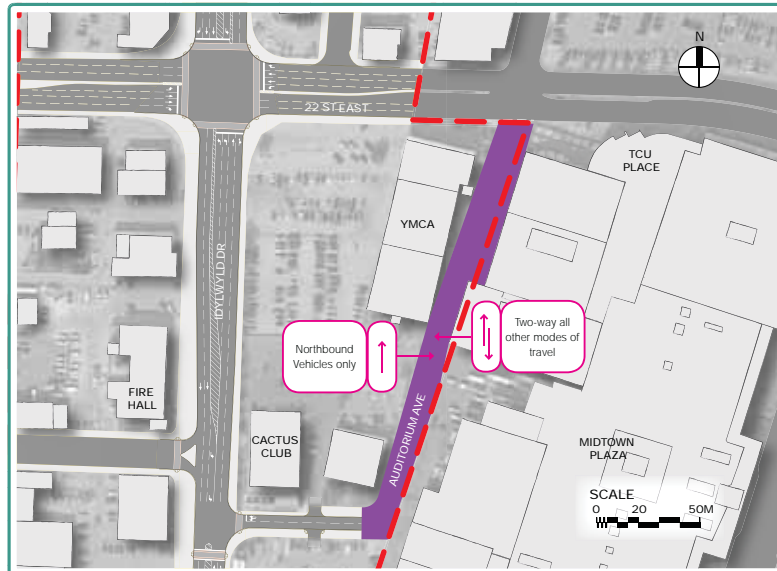
EXISTING CONDITION

One-way (north) with loading and parking on both sides, sidewalks are very narrow.



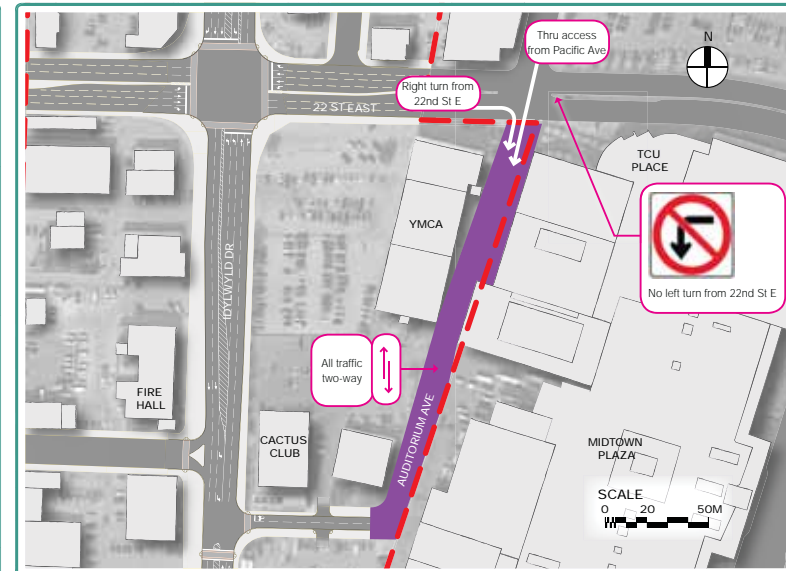
ONE-WAY

One-way (north) with southbound counterflow bike path, footpaths widened. No parking / loading.



SHARED SPACE: ONE WAY

Curb-free shared space, one-way northbound vehicle traffic with reduced vehicle speeds, pedestrian and cyclist may travel in either direction. Loading only, no parking.



SHARED SPACE: TWO WAY

Curb-free shared space, two-way vehicle traffic with reduced vehicle speeds, pedestrian and cyclist may travel in either direction. Loading only, no parking.

IMAGINE IDYLWYLD

OPTION A+B COMMON CHANGES

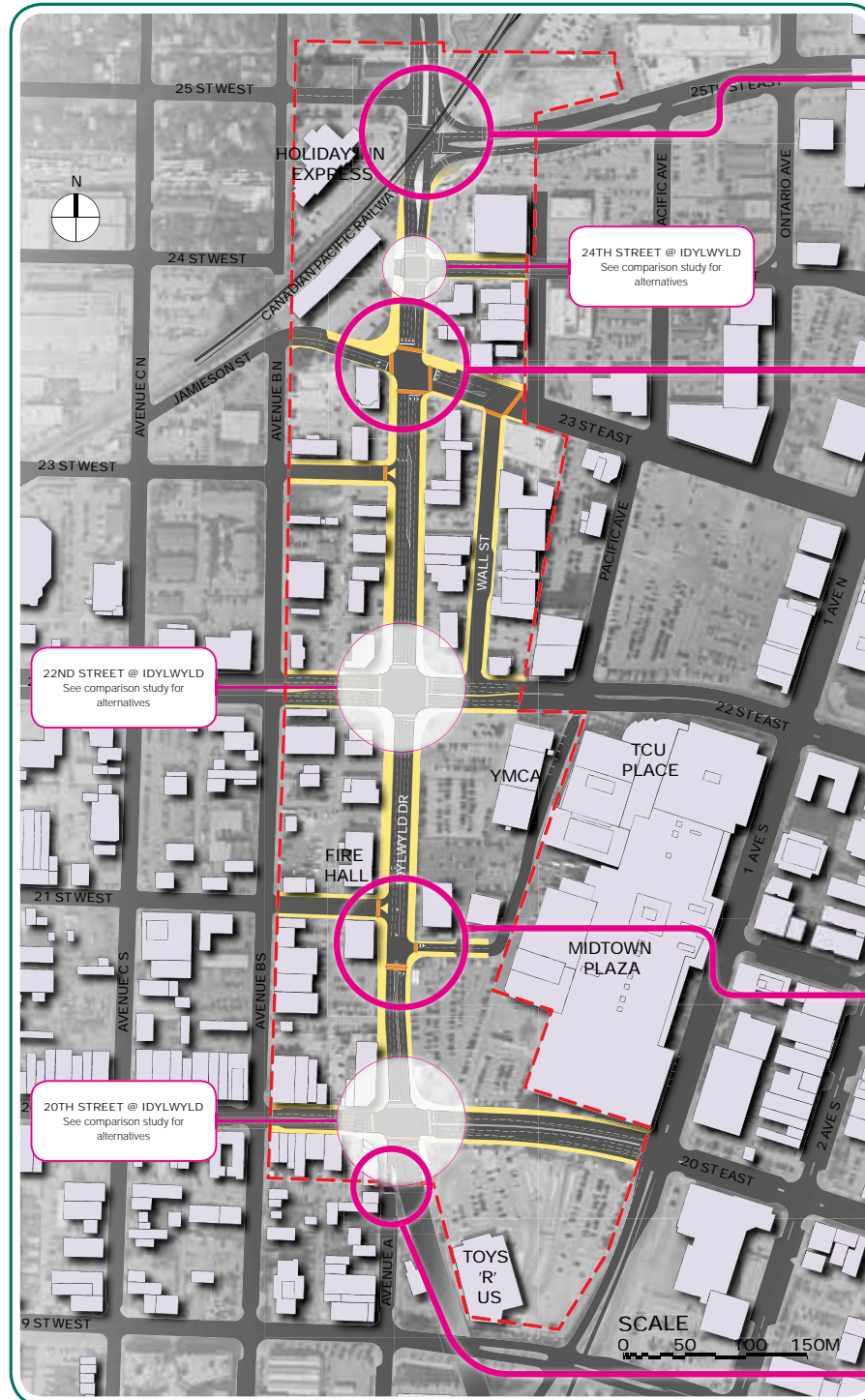
- Main driving lanes are continuous from Senator Sid Buckwold Bridge (aka Idylwyld Bridge) through 25th Street.
- Left turn-only lanes face each other, increasing safety, and saving space.
- Crosswalks and crossing times are shorter, increasing safety and reducing red light time.
- Driving lanes are lined up through intersections, lanes don't start or end unexpectedly.
- Traffic signal timing and coordination is improved, to keep traffic flowing.
- Right turn islands are removed, these are avoided where pedestrians are common.
- Sidewalks are widened to accommodate everyone, including wheelchairs and strollers.

HAVE YOUR SAY:

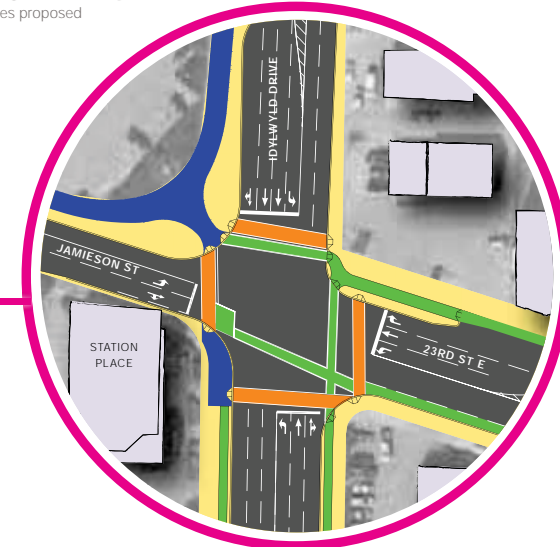
Let us know what you think via our online survey, open for comments June 9th - 23rd

Visit our website to access the survey, for project information and to sign up for e-updates:

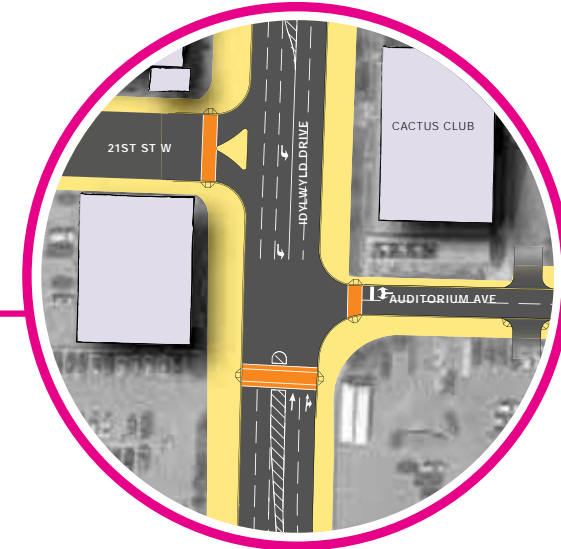
saskatoon.ca/imagineidylwyld



25TH STREET @ IDYLWYLD
No changes proposed



JAMIESON ST / 23RD STREET E @ IDYLWYLD
Left turns have dedicated lanes, and new left turn arrows. Cycling connections are more clearly defined, reducing confusion and increasing safety. Crosswalks are accessible and safer for people with wheelchairs and strollers.



AUDITORIUM @ IDYLWYLD
New full-size left turn lane for southbound traffic. Enhanced crosswalk with shorter waits to cross and a "median refuge". Intersection fully signalized.

AVENUE A @ IDYLWYLD
Southbound access remains, with a new raised intersection at the alley to reduce traffic speed.



IMAGINE IDYLWYLD

OPTION A vs. B TRADE OFFS

Option A: No left turn from Idylwyld Drive into the Old CPR Station parking lot, access via new turn lane at Jamieson Street.

Option B: Left turn allowed from Idylwyld Drive into the Old CPR Station parking lot, potential delay for northbound thru traffic.

Option A: Dual northbound left-turn lanes to reduce wait times during peak hours (7:30 - 8:30am, 4:15 - 5:15pm), longer waits off-peak.

Option B: Better for off-peak traffic flow.

AVERAGE WAIT TIME*	PEAK†			OFF-PEAK‡		
	Current	Option A	Option B	Current	Option A	Option B
Intersection overall	135s	60s	70s	60s	20s	20s
NB Left-turn	135s	85s	115s	40s	40s	10s
NB Thru	130s	35s	30s	40s	15s	15s
SB Thru	245s	95s	115s	150s	20s	15s
Pedestrians* (max wait)	130s	90s	90s	110s	80s	75s

Option A: Dedicated southbound right-turn lane to reduce wait times during peak hours, limits width of sidewalk and space for pedestrians.

Option B: Wider sidewalks, more space for pedestrians.

AVERAGE WAIT TIME*	PEAK†		
	Current	Option A	Option B
Intersection overall	40s	35s	45s
SB Right-turn	20s	15s	75s
Pedestrians* (max wait)	130s	90s	90s

* Average wait time to the nearest 5 seconds
 † Peak time delay based on traffic levels for City growth to 400K
 ‡ Off Peak volumes for 10:00 - 11:00am, current traffic levels
 * Pedestrian times are maximum waits (not average)

HAVE YOUR SAY:

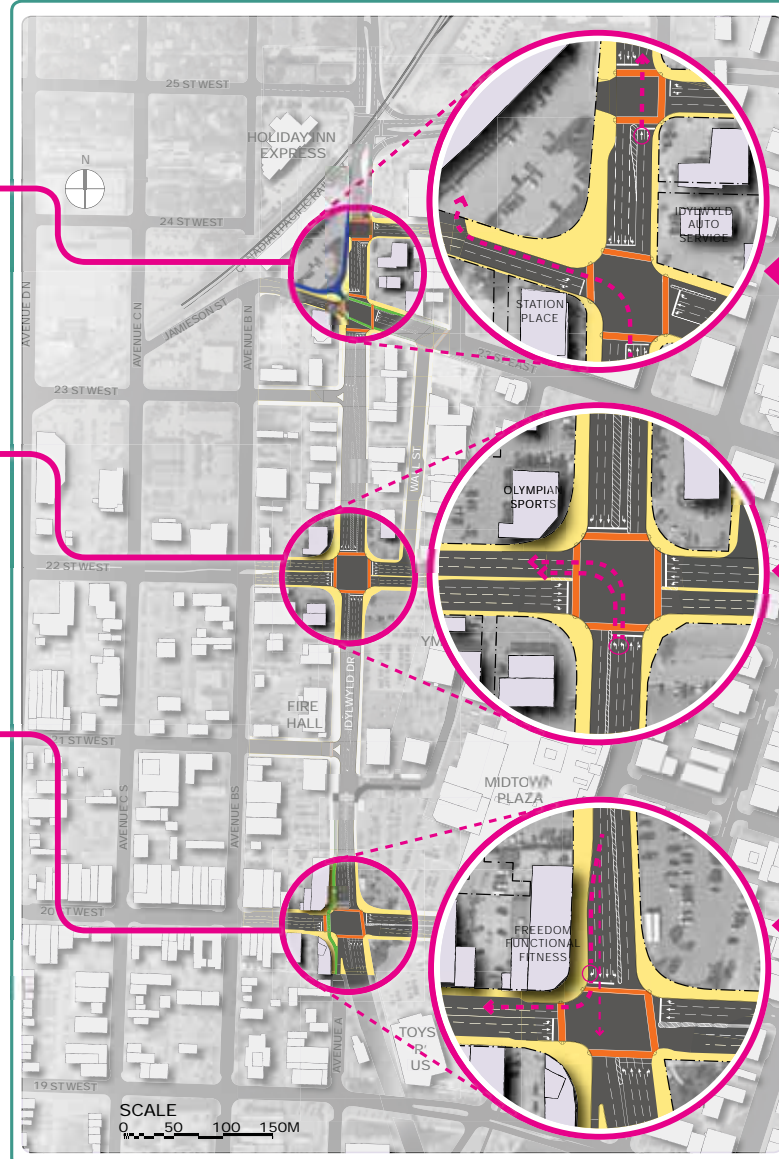
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saskatoon.ca/imagineidylwyld

IMAGINE... TRADE OFFS

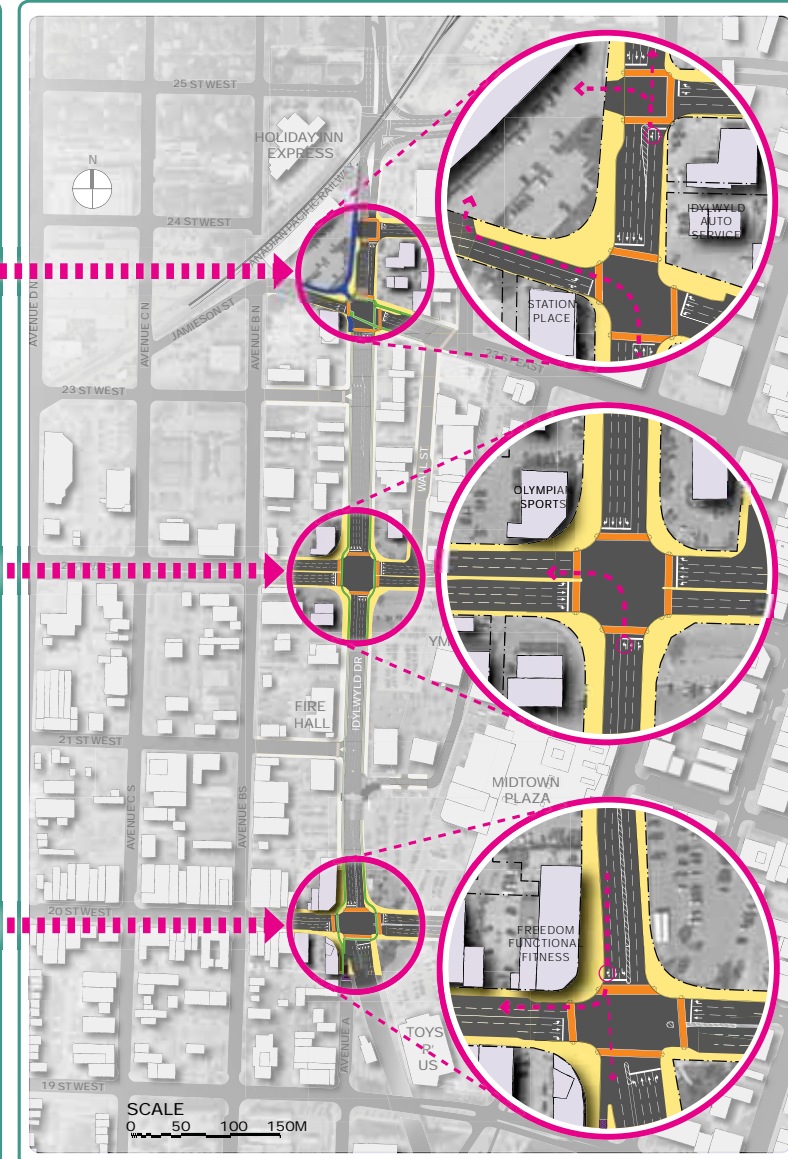
OPTION A



OPTION A

Traffic delay in peak times is minimized through dedicated turn lanes. Though improved from today, this limits room for Pedestrians and a continuous connection for cyclists is not provided.

OPTION B



OPTION B

Pedestrians space is maximized and a continuous cycle connection is provided along Idylwyld. Shared thru/turn lanes increase delay during peak-times, though improve off-peak traffic flow.

IMAGINE IDYLWYLD

STREETSCAPE CHARACTER

- Barrier free access along and across Idylwyld Drive
- User comfort and safety, 24/7, 365 days a year
- Wayfinding and gateways
- Public Art
- Landscape as protection from:
 - Traffic noise + spray
 - Wind, sun, rain and snow
- Healthy + resilient urban ecology - streetscape as infrastructure:
 - Low Impact Development (LID): Bioswales for stormwater management
 - Living systems (bioswales) mimic natural systems: green corridors of prairie grass - linking from River to Prairie
 - Tree planting in groups to create communities for healthier, more resilient urban tree cover
- Interpretive material to celebrate people and place - natural and built + cultural heritage

IMAGINE... THE STREETSCAPE

WHAT WE HEARD...



MAIN STREET CHARACTER



MODERN-NATURAL



MIXED USE CORRIDOR



MID-RISE URBAN

STREETSCAPE OPPORTUNITIES

SHORT TERM (0 - 5 YEARS)

Improve the functional aspects of the corridor and improved user comfort:

- Generous sidewalks, cycle lanes and space for vulnerable users: pushchairs, scooters, etc
- Streetscape furnishings specific to intended users
- Low Impact Design (LID) stormwater management - bioswales with plantings of native prairie grasses
- Public artwork and creation of 'gateways' at 20th, 22nd and 25th Streets
- Wayfinding and Interpretive material to celebrate place, people, local stories and events
- Temporary installations, transform unoccupied lots into pop-up parks, participate in 'Park(ing) Day', etc

MEDIUM TERM (5 - 15 YEARS)

Facilities to support and increase daily use of Idylwyld Corridor:

- Tree cover at strategic nodes for comfortable social environments that showcase local biome/microbiomes, food and sustainable energy production
- With redevelopment over time reduce the number of driveways, encouraging rear parking and service access

- Land uses which compliment surrounding neighbourhoods
- Redevelopment bylaws relating to set backs to increase publicly accessible open space
- SMART City innovations for transportation and sharing information on to events throughout the city

LONG TERM (15 - 30+ YEARS)

Re-imagine Idylwyld as both a desirable address, as well as connective corridor that encourages enjoyment of the wider City

- Urban redevelopment to comprise:
 - A consistent urban character and identity for new buildings along the corridor
 - Transit-supportive community with compact, walkable urban blocks
 - Animate the street with higher footfall along Idylwyld Drive through active ground floor uses
 - Mixed-use, mid-rise buildings framing public open spaces to extended the active hours of the street throughout the day and evening
 - Create a comfortable, human-scale environment

WHAT THIS COULD LOOK LIKE...



TYPICAL STREET CROSS SECTION

Idylwyld Drive between 20th Street and Auditorium Avenue

