Neighbourhood Bikeways Project

Public Engagement Round 1

March, 2020

City of Saskatoon

www.saskatoon.ca/engage

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Neighbourhood Bikeways Project

Welcome

The City is committed to promoting active transportation and providing transportation choices that are safe and comfortable for people of all ages and abilities year-round.

This project will help identify measures to provide more travel choices and improve safety, accessibility and connectivity.

Your input is important to discuss issues, opportunities and potential design treatments.

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Neighbourhood Bikeways Project

Study Overview

This project will include the design of walking and cycling improvements for five corridors:

1 **29th Street or 31st Street West**

Circle Drive to Idylwyld Drive North

2 **Dudley Street**

Dawes Avenue to Spadina Crescent

3 **3rd Avenue North**

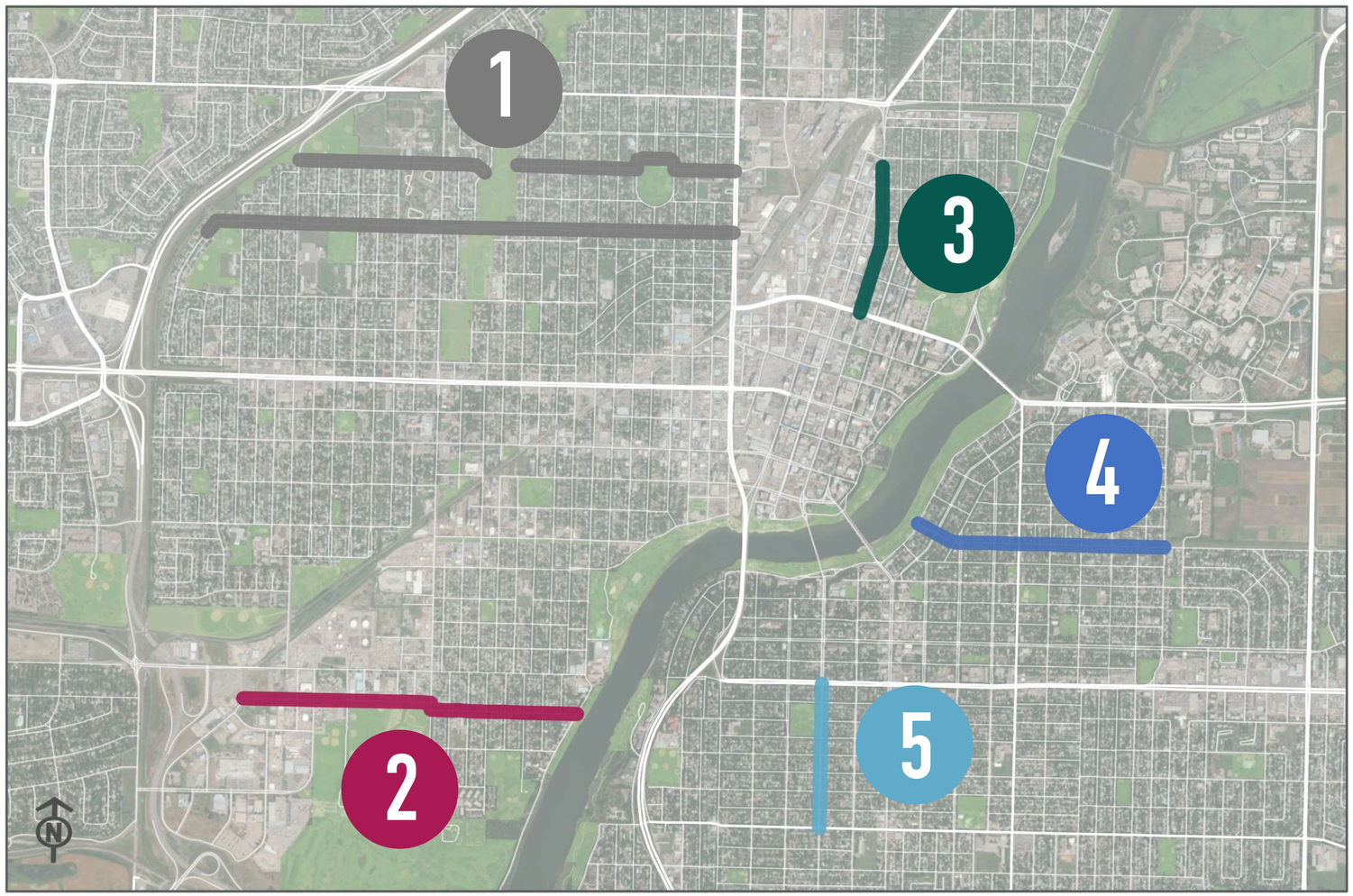
25th Street East to 2nd Avenue North

4 **14th Street East**

Saskatchewan Crescent to Cumberland Avenue

5 **Victoria Avenue**

8th Street East to Taylor Street East



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Neighbourhood Bikeways Project

Why Your Input Matters

This is the first of two phases of public engagement.

Today's objectives are:

1. **Present general information** to the public regarding active transportation and neighbourhood bikeways.

2. Discuss **existing conditions, issues, and opportunities** for each corridor.

3. Discuss **considerations and possible improvements** for all modes of transportation for each corridor.

4. Help **inform design elements** for each corridor's transportation needs.

Please provide input on opportunities and challenges that exist along each of the corridors.

Your knowledge on local conditions, issues and opportunities are important and will help inform the recommended design elements.

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Neighbourhood Bikeways Project

Study Process

The study will be developed through five phases, with two opportunities for public input.

February 2020

Existing Conditions Review

We are here

March 2020

Public Engagement - Public Concerns and Considerations

April 2020

Corridor Designs

May 2020

Public Engagement - Present Designs for Feedback

June 2020

Final Report

How can you get involved?

Share your feedback by visiting: **www.saskatoon.ca/engage**.

Talk with project team members today.

Share your ideas today.

Get social on Facebook, Twitter, or Instagram using **#byxe**.

Fill out a **Comment Form** before you leave.

What are AAA Cycling Facilities?

All Ages & Abilities (AAA) cycling facilities are safe and comfortable for people walking and cycling of all ages and abilities.

A range of AAA cycling facility types exist to fit all contexts.

Three different types of AAA cycling facilities will be considered for these corridors.

Most of the design treatments for this study will likely involve neighbourhood bikeways, although protected bike lanes and multi-use pathways may also be considered.

Neighbourhood Bikeway

Protected Bike Lane

Multi-Use Pathway

Neighbourhood Bikeways Project

What are AAA Cycling Facilities?

Neighbourhood Bikeways

- Shared roadways on streets with low traffic volumes and speeds.
- Traffic calming measures may be required to reduce traffic volumes and speeds.
- On-street parking is generally not impacted.

To be comfortable for people of all ages and abilities, traffic volumes should be less than 1,500 vehicles per day and operating speeds should be 30 km/h or less.

Design Treatments

Intersection Treatments, Signage, and **Pavement Markings**

Traffic Calming to reduce traffic speeds
(examples: curb extensions, speed humps, traffic circles)

Traffic Diversion to reduce traffic volumes
(examples: median barriers, diverters, right-out islands)

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What are AAA Cycling Facilities?

Protected Bicycle Lanes

- Cyclists are physically separated from vehicles and pedestrians using a variety of treatment options.
- Physical separation is required when traffic speeds and volumes cannot be reduced to meet neighbourhood bikeway thresholds.

* This is an example of a raise cycle track, one type of a protected bicycle lane.

Multi-Use Pathways

- Off-street connections that can be used by pedestrians, and cyclists, and other non-motorized users.
- Typically built within parks, utility corridors, greenway corridors, and other contexts where on-road facilities are not suitable or desired.

Neighbourhood Bikeways Project

3rd Avenue North

25th Street East to 2nd Avenue North

Corridor Overview

- Four and a half blocks long between 25th Street East and 2nd Avenue North.
- Connects Downtown Saskatoon with City Park.
- Direct connection to planned Downtown Active Transportation Network on 3rd Avenue North south of 25th Street East.
- Provides access to Queen Street including City Hospital and institutional / commercial destinations.
- Future connection to Campus Connector multi-use pathway at 33rd Street East .

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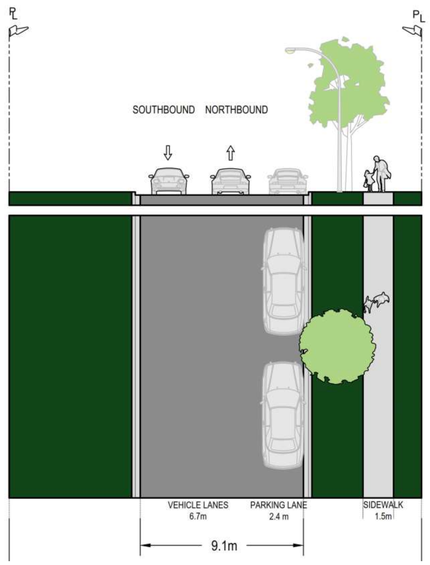
Neighbourhood Bikeways Project

3rd Avenue North

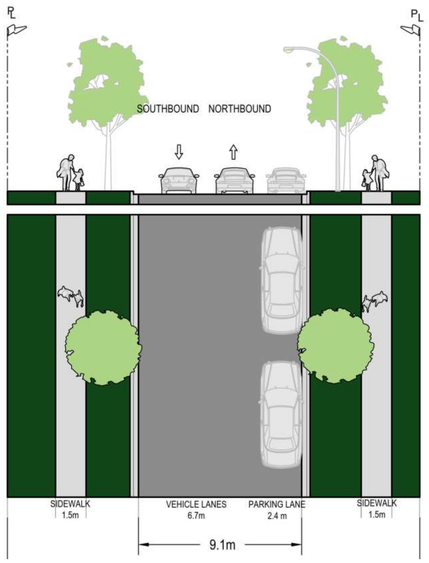
25th Street East to 2nd Avenue North

Corridor Overview

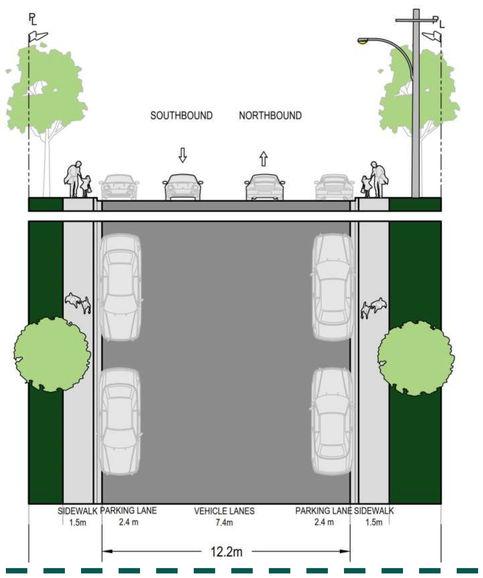
1 — *2nd Avenue North to King Street*

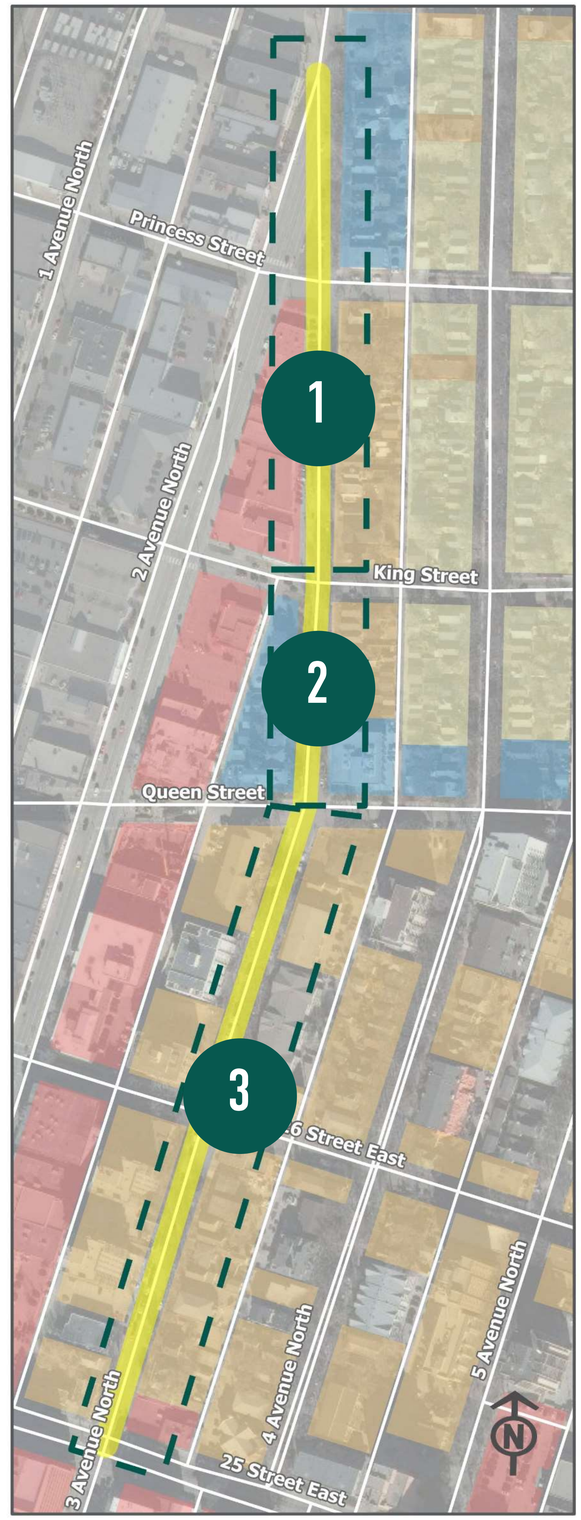


2 — *King Street to Queen Street*



3 — *Queen Street to 25th Street East*





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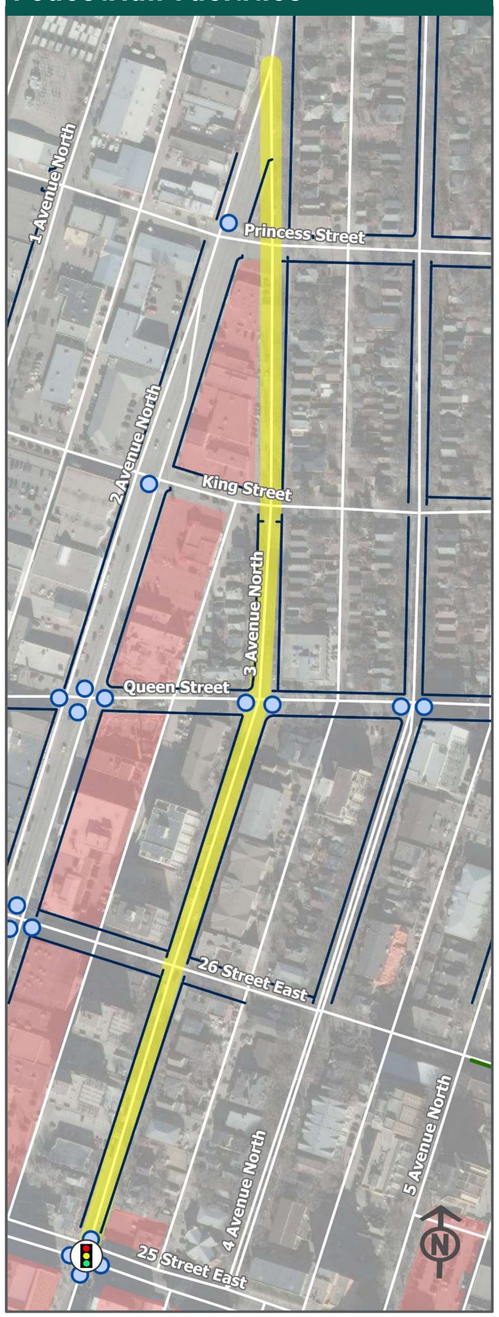
Neighbourhood Bikeways Project

3rd Avenue North

25th Street East to 2nd Avenue North

Existing Conditions

Pedestrian Facilities



Key Facts

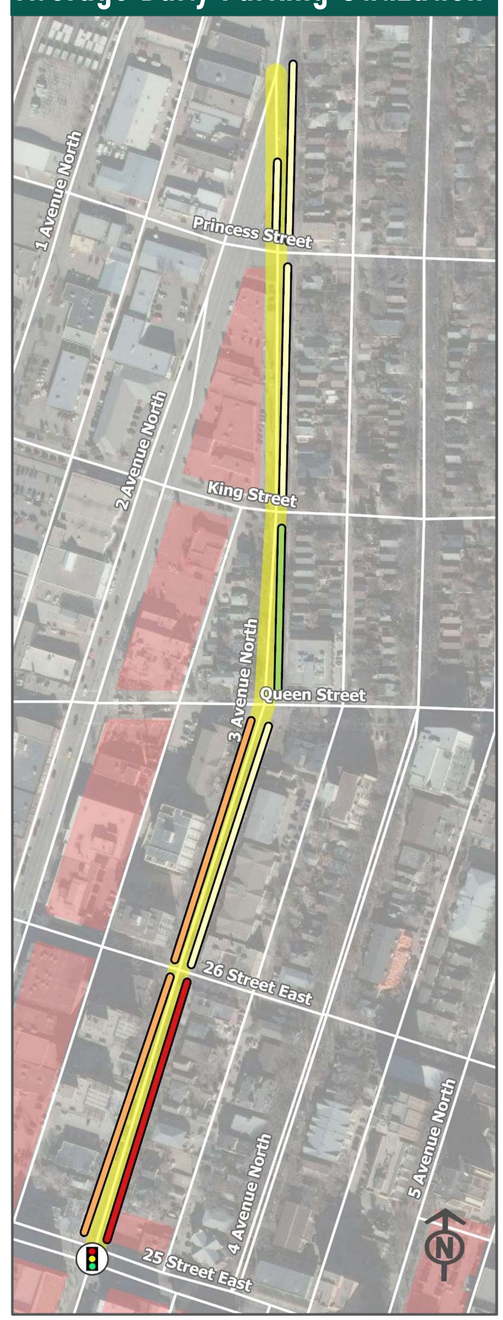
- Traffic volumes highest south of Queen Street (4,800 vehicles per day). Lower traffic volumes north of Queen Street (1,500 vehicles per day).
- Posted speed limit of 50km/h.
- High parking utilization near downtown and high-density residential land uses.
- Narrow cross-section.
- Transit route between 25th Street East and Queen Street.
- Lacks sidewalks on the west side between King Street and 2nd Avenue North.
- No existing cycling facilities.

Trail or Pathway

Sidewalk

Crosswalk

Average Daily Parking Utilization



≤ 20%

20 - 40%

40 - 60%

60 - 80%

> 80%

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Neighbourhood Bikeways Project

3rd Avenue North

25th Street East to 2nd Avenue North

Use the sticky notes to post comments directly on the poster boards!

What would you like to see stay the same?

What would you like to see improved?

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Neighbourhood Bikeways Project

29th Street or 31st Street West

Circle Drive to Idylwyld Drive North

Corridor Overview

The study will select **either** 29th Street West or 31st Street West for a neighbourhood bikeway.

- Each corridor extends nearly 30 blocks between Idylwyld Drive and Circle Drive.
- Provides east-west connections through the Caswell Hill, Westmount, Mount Royal, and Hudson Bay Park neighbourhoods.
- Connects to Circle Drive underpasses in the west and Idylwyld Drive in the east.
- Close to many schools, parks, and recreational facilities (including Saskatchewan Polytechnic and Harry Bailey Aquatic Centre).

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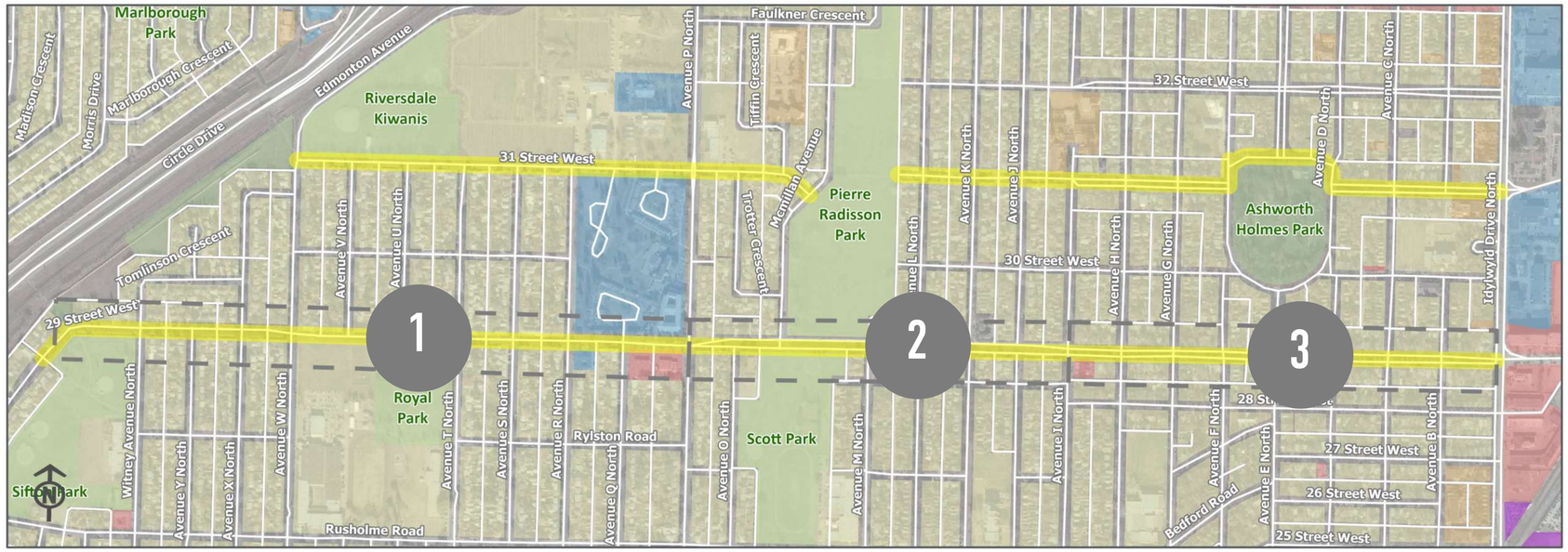
Neighbourhood Bikeways Project

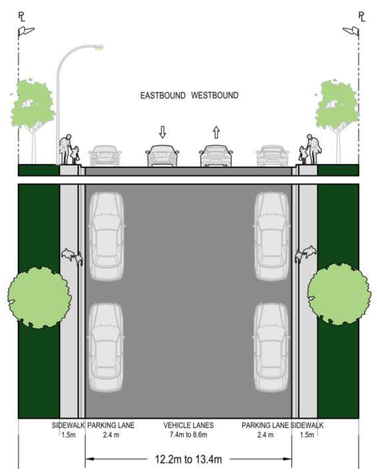
29th Street or 31st Street West

Circle Drive to Idylwyld Drive North

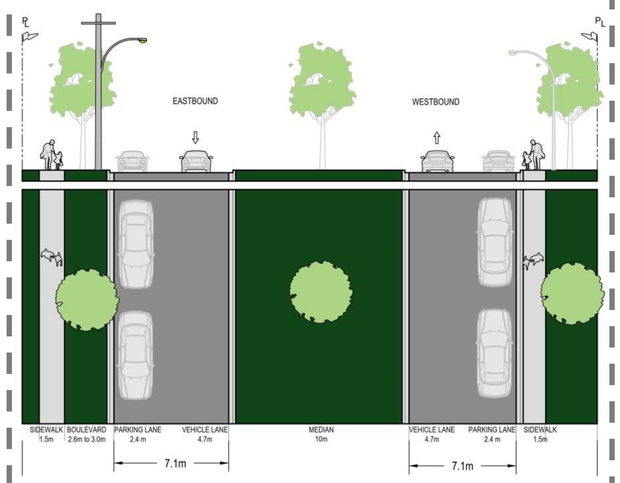
Corridor Overview (29th Street West)



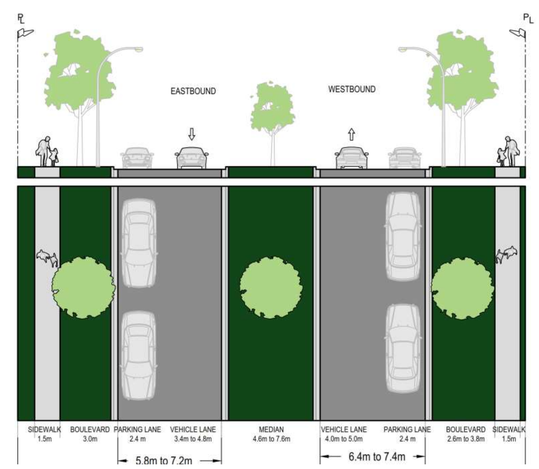
1 *Tomlinson Crescent to Avenue P*



2 *Avenue P to Avenue I*



3 *Avenue I to Idylwyld Drive*



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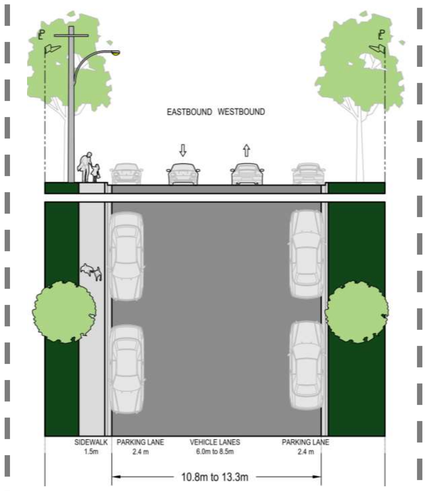
Neighbourhood Bikeways Project

29th Street or 31st Street West

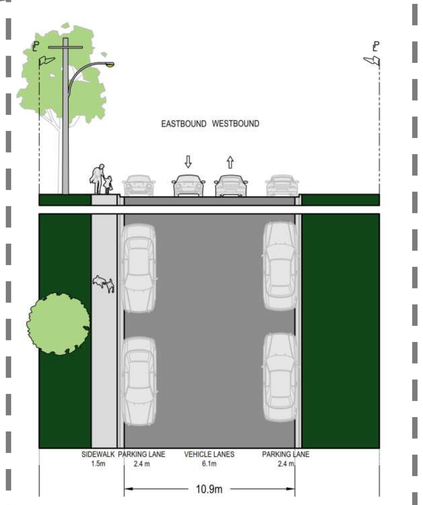
Circle Drive to Idylwyld Drive North

Corridor Overview (31st Street West)

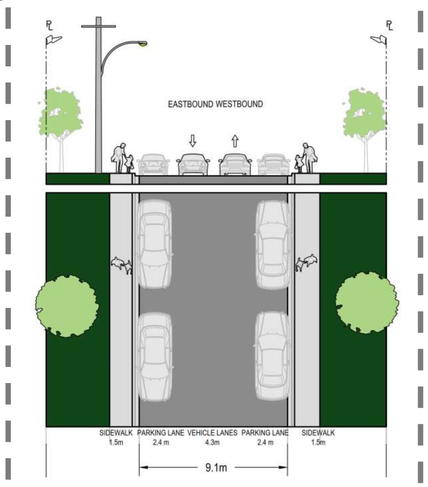
1 Avenue W to Avenue P



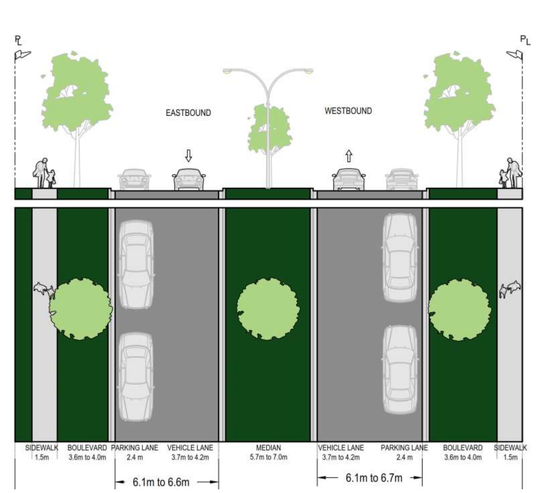
2 Avenue P to Tiffin Crescent



3 Tiffin Crescent to Avenue I



4 Avenue I to Idylwyld Drive



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Neighbourhood Bikeways Project

29th Street or 31st Street West

Circle Drive to Idylwyld Drive North

Existing Conditions

Pedestrian Facilities

Transit Routes and Stops

Average Daily Parking Utilization

Key Facts

- 29th Street West is a collector road. 31st Street West is a local road.
- Traffic volumes are higher on 29th Street West Street (4,000 vehicles per day). Lower traffic volumes 31st Street West (1,000 vehicles per day).
- Traffic speeds are higher on 29th Street West than 31st Street West.
- Parking utilization is relatively low, with higher utilization to the east of the corridor, particularly overnight.
- A portion of 29th Street West is a transit route. No transit is provided on 31st Street West.
- Sidewalks provided on one side for most blocks.
- Some traffic calming provided on both corridors.
- 31st Street West currently a signed bicycle route.

Neighbourhood Bikeways Project

29th Street or 31st Street West

Circle Drive to Idylwyld Drive North

Use the sticky notes to post comments directly on the poster boards!

What would you like to see stay the same?

What would you like to see improved?

Neighbourhood Bikeways Project

29th Street or 31st Street West

Circle Drive to Idylwyld Drive North

Corridor Assessment

The study will select either 29th Street or 31st Street West for a neighbourhood bikeway. There are many advantages and disadvantages for both corridors.

	Street	
Criteria	**29th Street West**	**31st Street West**
Connectivity to Destinations	Continuous	Discontinuous
Directness of Route	Direct	In-direct
Speed	Higher traffic speeds	Modest traffic speeds
Traffic Volume	Higher traffic volumes (4,000 vehicles per day)	Lower traffic volumes (1,000 vehicles per day)
Transit Conflicts	In some locations	None

Use the sticky notes to post comments directly on the poster boards!

Advantages of 29th Street?

Advantages of 31st Street?

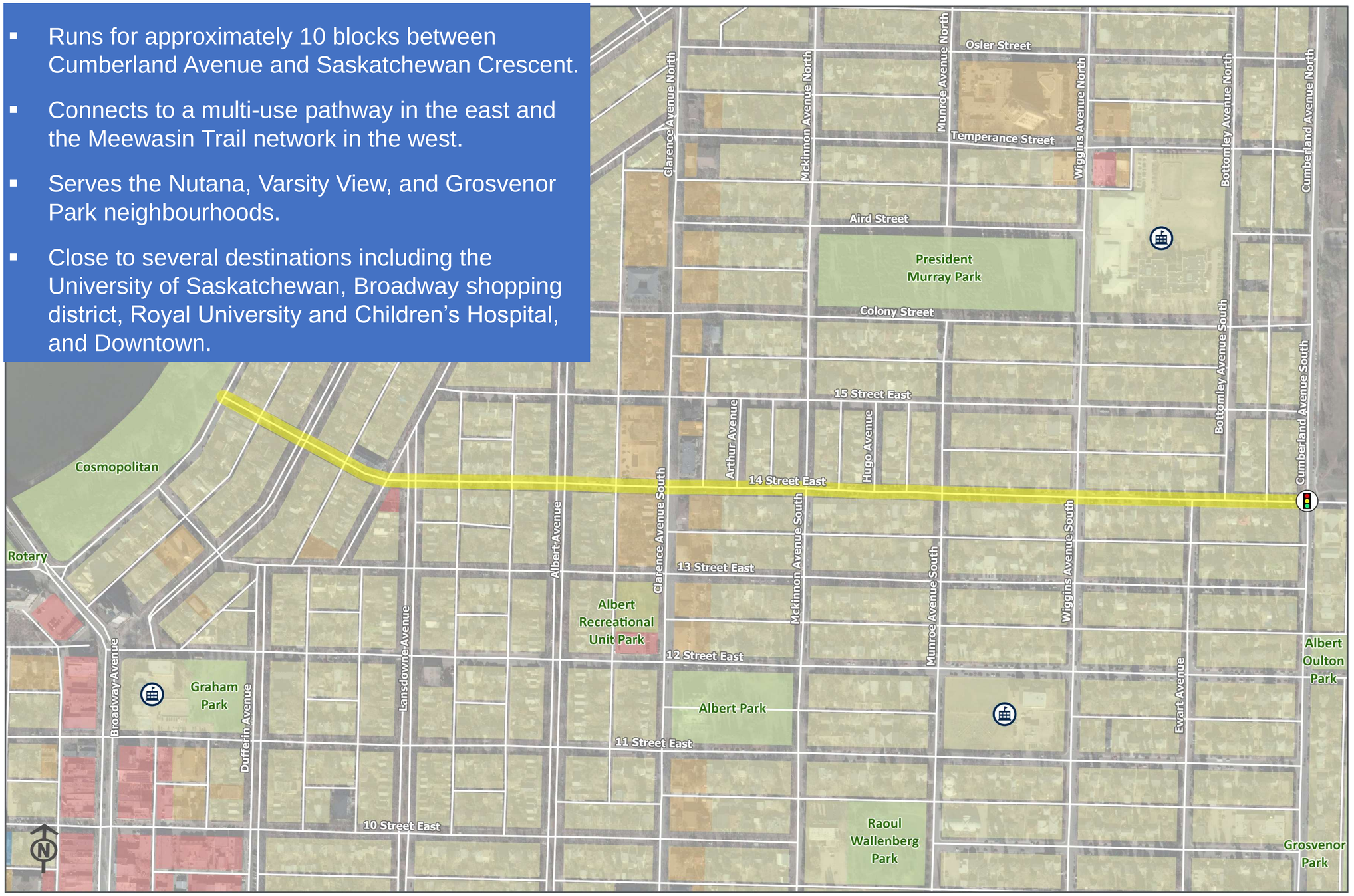
Neighbourhood Bikeways Project

14th Street East

Saskatchewan Crescent to Cumberland Avenue

Corridor Overview

- Runs for approximately 10 blocks between Cumberland Avenue and Saskatchewan Crescent.
- Connects to a multi-use pathway in the east and the Meewasin Trail network in the west.
- Serves the Nutana, Varsity View, and Grosvenor Park neighbourhoods.
- Close to several destinations including the University of Saskatchewan, Broadway shopping district, Royal University and Children's Hospital, and Downtown.



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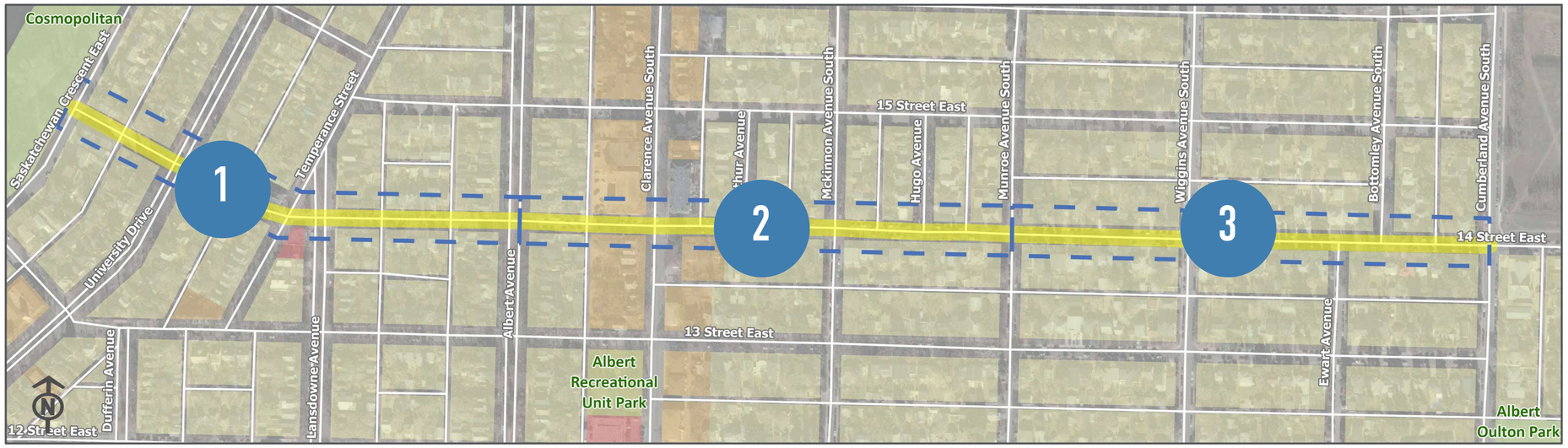
Neighbourhood Bikeways Project

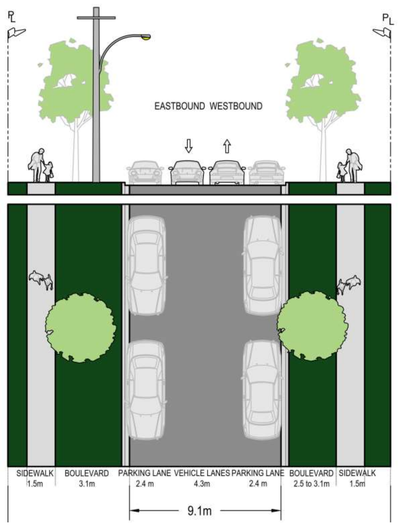
14th Street East

Saskatchewan Crescent to Cumberland Avenue

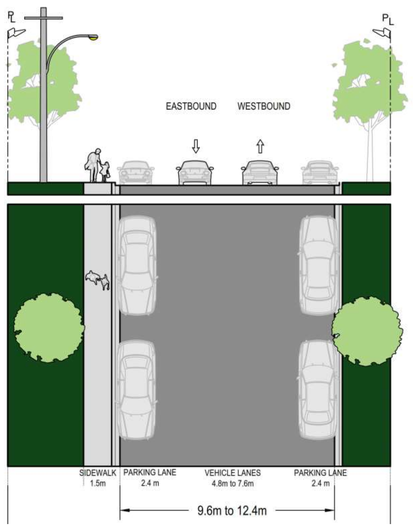
Corridor Overview



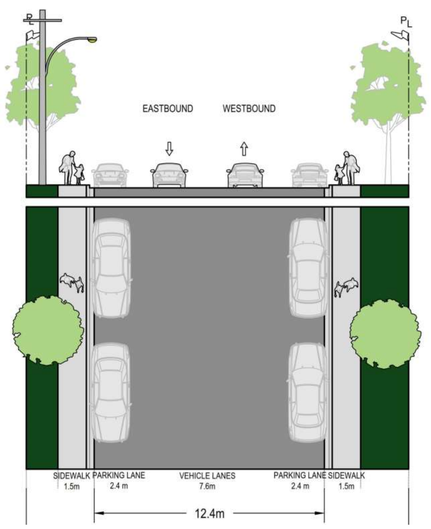
1 *Saskatchewan Crescent to Albert Avenue*



2 *Albert Avenue to Munroe Avenue*



3 *Munroe Avenue to Cumberland Avenue*



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Neighbourhood Bikeways Project

14th Street East

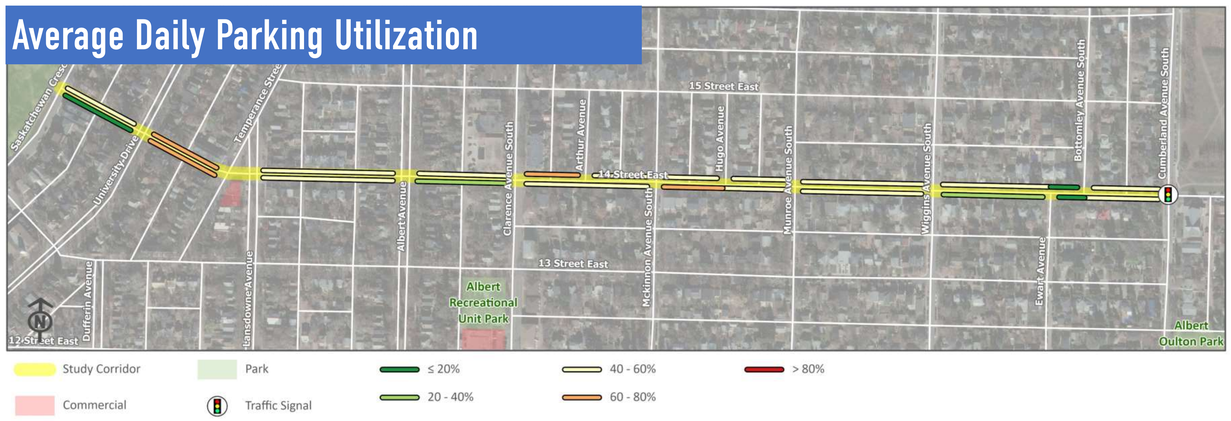
Saskatchewan Crescent to Cumberland Avenue

Existing Conditions

Pedestrian Facilities

Transit Routes and Stops

Average Daily Parking Utilization



Key Facts

- Local road providing an important east-west connection.
- Low traffic volumes (less than 1,000 vehicles per day).
- Parking permitted on both sides of the street.
- Parking utilization is higher during the day, but lower overnight.
- No transit.
- Sidewalks provided on both sides of most blocks, although some blocks only have sidewalk on one side.
- Bicycle and pedestrian activated signal at Clarence Avenue.

Neighbourhood Bikeways Project

14th Street East

Saskatchewan Crescent to Cumberland Avenue

Use the sticky notes to post comments directly on the poster boards!

What would you like to see stay the same?

What would you like to see improved?

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Neighbourhood Bikeways Project

Dudley Street

Dawes Avenue to Spadina Crescent

Corridor Overview

- Runs for approximately 19 blocks between Spadina Crescent and Dawes Avenue.
- Connects to the Meewasin Trail network in the east and existing multi-use pathways along Dawes Avenue. The Dawes pathway provides access to multi-use pathway along 11th Street.
- Serves the Holiday Park and South Industrial neighbourhoods.
- Close to several destinations including the Gordie Howe Sports Complex, St. John School, and industrial employment areas.

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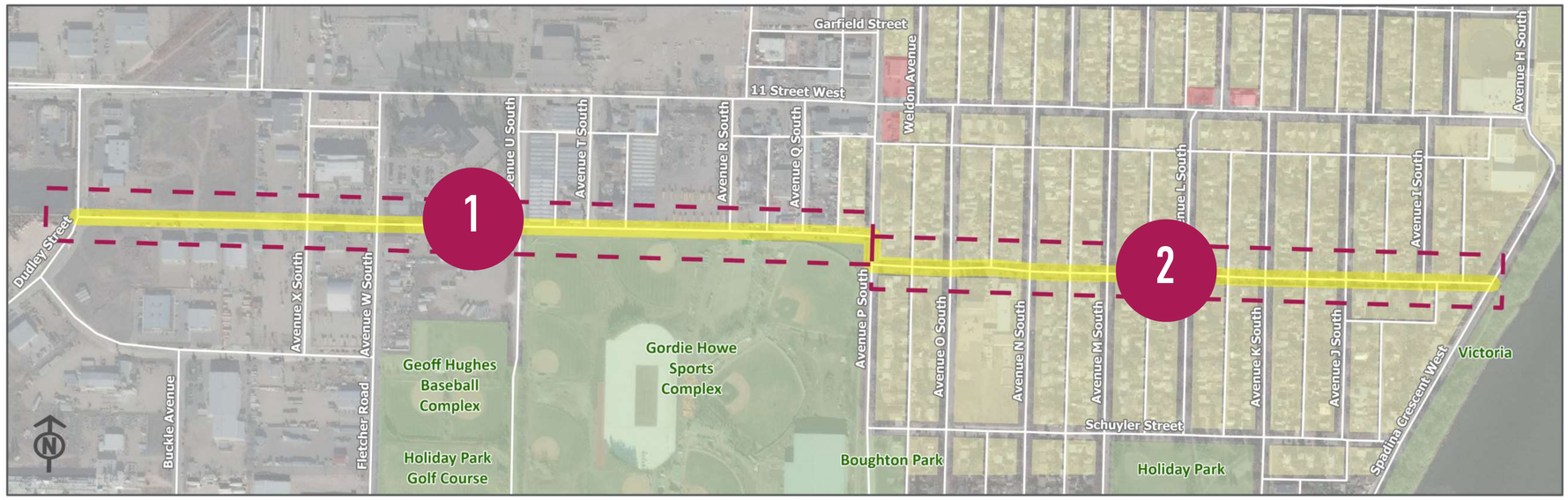
Neighbourhood Bikeways Project

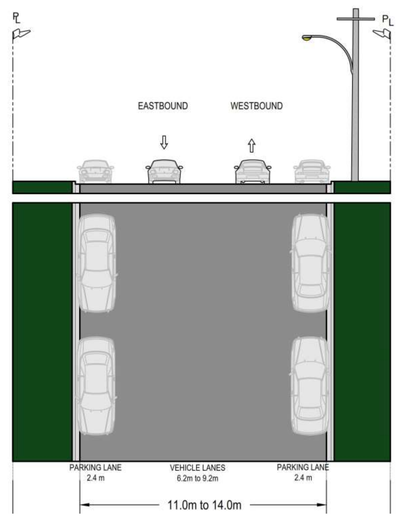
Dudley Street

Dawes Avenue to Spadina Crescent

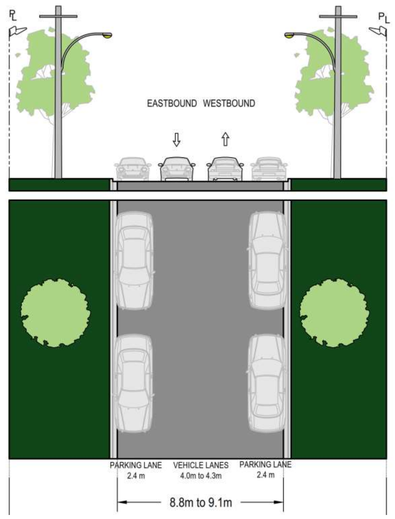
Corridor Overview



1 *Dawes Avenue to Avenue P*



2 *Avenue P to Spadina Crescent*



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Neighbourhood Bikeways Project

Dudley Street

Dawes Avenue to Spadina Crescent

Existing Conditions

Pedestrian Facilities

Transit Routes and Stops

Average Daily Parking Utilization

Key Facts

- Local road providing an important east-west connection.
- Low traffic volumes (1,000 vehicles per day).
- Parking permitted on both sides of the street.
- Parking utilization generally low. Area adjacent to St. John Elementary School has higher parking utilization during daytime hours.
- Transit route between Avenue P South and Avenue W South.
- Majority of corridor lacks sidewalks.
- No existing cycling facilities.

Neighbourhood Bikeways Project

Dudley Street

Dawes Avenue to Spadina Crescent

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What would you like to see stay the same?

What would you like to see improved?

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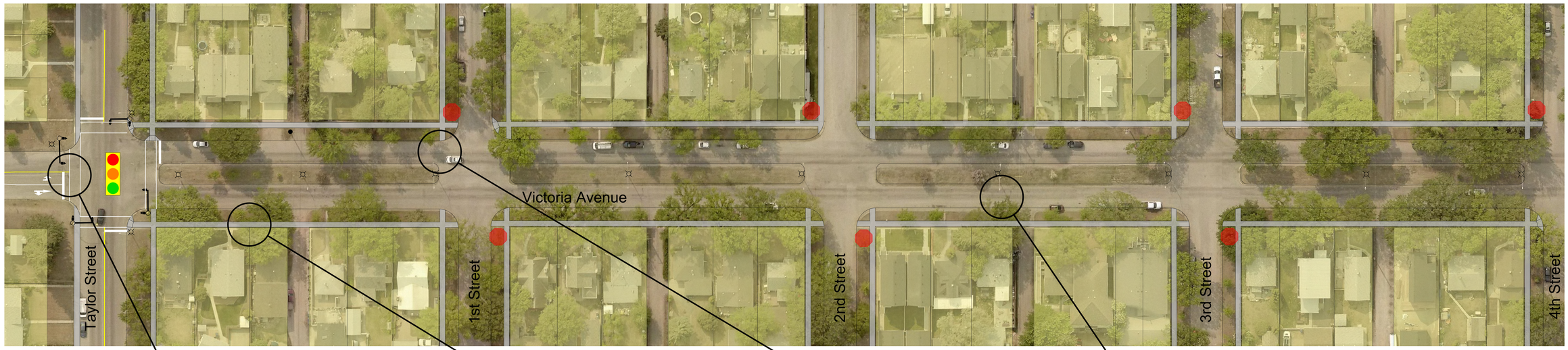
VICTORIA AVENUE

8th Street to Taylor Street

City of Saskatoon

Corridor Overview

- 8 Blocks (800m)
- The Active Transportation Plan (2016) identified Victoria Avenue as a AAA cycling route
- Neighborhood Traffic Review (2017) recommended curb extensions at Buena Vista Park



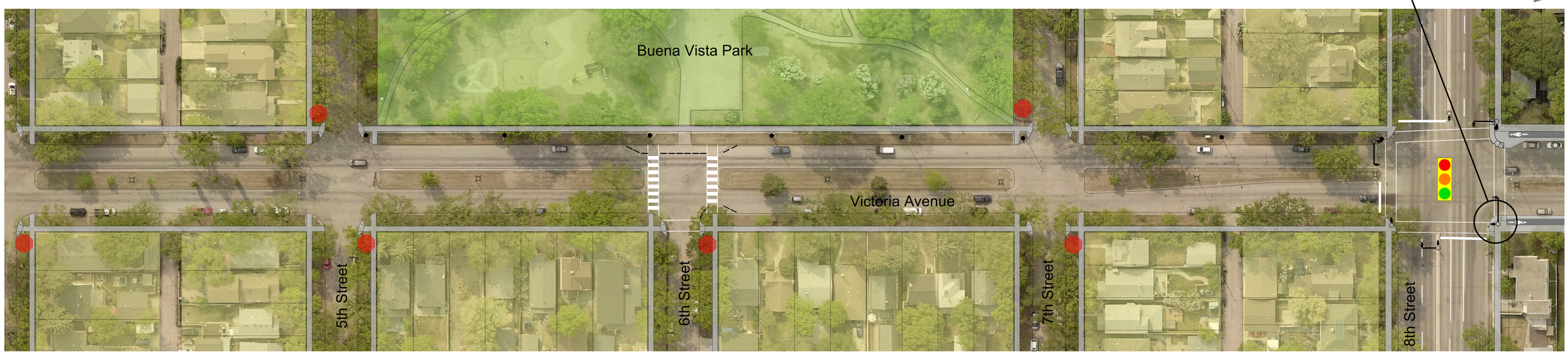

Connection to existing on road cycling facility south of Taylor Street


Sidewalk


Southbound


Northbound


Connection to raised cycle track north of 8th Street



Residential

Parks

Traffic Signal

Existing Stop Sign

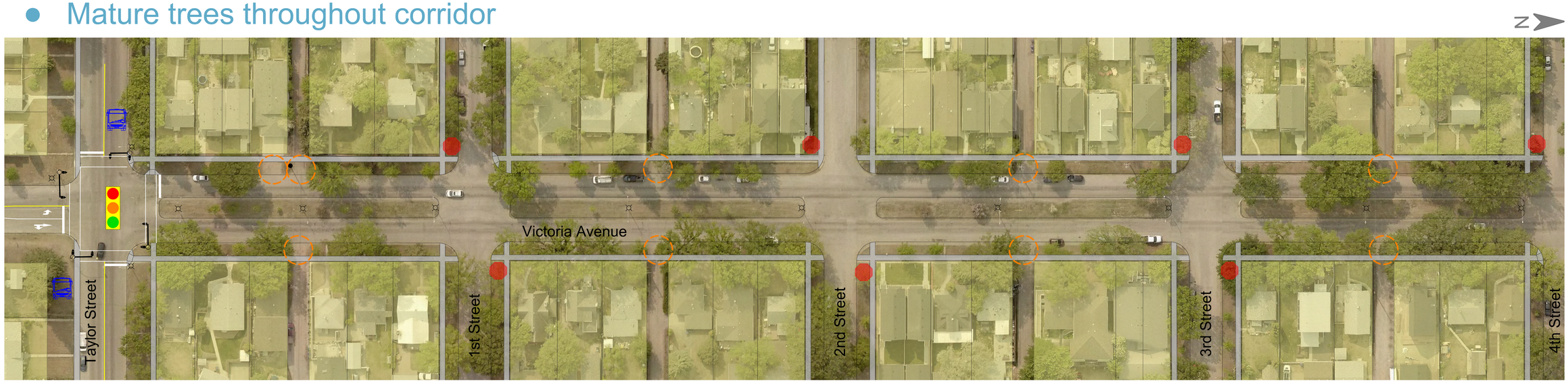
VICTORIA AVENUE

8th Street to Taylor Street

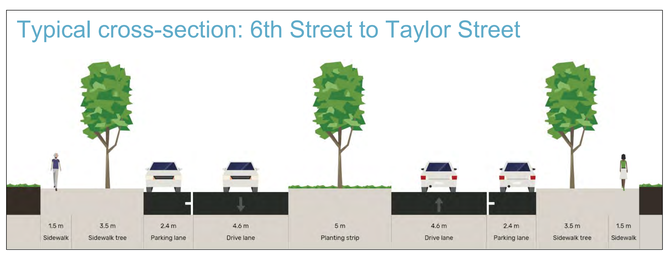
City of Saskatoon

Key Features

- Approximately 4000 vehicles per day
- Posted speed limit 50 km/h, majority of drivers traveling at that speed
- Victoria Avenue between 8th Street and Taylor Street is not a designated transit route
- Mature trees throughout corridor



Typical cross-section: 6th Street to Taylor Street



Average Weekday Parking Utilization

Block	West side	East side
8th Street to 7th Street	7%	33%
7th Street to 6th Street	0%	41%
6th Street to 5th Street	0%	45%
5th Street to 4th Street	14%	43%
4th Street to 3rd Street	31%	19%
3rd Street to 2nd Street	50%	44%
2nd Street to 1st Street	44%	6%
1st Street to Taylor Street	19%	17%

Typical cross-section: 8th Street to 6th Street

Residential
Parks
Traffic Signal
Existing Stop Sign
Existing Transit Stop
Access Points

Typical cross-sections created with Streetmix

Neighbourhood Bikeways Project

Victoria Avenue

8th Street East to Taylor Street East

Use the sticky notes to post comments directly on the poster boards!

What would you like to see stay the same?

What would you like to see improved?

City of Saskatoon

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Next Steps

March 2020:

Collect and review your input

April 2020:

Develop preliminary corridor designs

May 2020:

Public engagement round 2 to report back on what we heard and how it influenced the preliminary corridor designs

June 2020:

Finalize study and report

On behalf of the Project Team,
thank you for your attendance and participation!

City of Saskatoon

www.saskatoon.ca/engage

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