

Project Backgrounds

1. 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.

2. 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) are deferred until the administration has completed additional engagement.
 - In 2021 after engagement, that Administration report back with opportunities to reduce costs by completing active transportation work in conjunction with future streetscaping improvements.

3. Imagine Idylwyld
 - The report detailing the concept for Imagine Idylwyld was received for information at City Council's Standing Policy Committee on Transportation (SPCT) 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.

4. West Central Multi-Use Corridor (WCMUC)
 - Current status – not possible to construct and meet RSIP funding deadlines (March 31, 2020).
 - Canadian Pacific Railway (CP) has requested a re-submittal of the design for review.
 - The Administration intends to request funding as part of the 2022 budget process.
5. 17th Street Extension
 - West Industrial Concept Plan, approved by City Council in May 2008 included extension of 17th Street between Avenue P South and 11th Street West.
 - Southwest Transportation Study report to SPCT in May 2018 maintained 17th Street extension and provided functional plans.
 - The City previously purchased the property for the extension from CP.
6. Intersection Improvements Program
 - Analysis, design and construction to retrofit existing intersection infrastructure
 - Candidate intersections are identified through collision data screening and public concern
 - Improvements are prioritized using benefit-cost analysis.
 - Warman Road & 33rd Street upgrades are planned 2020-2021, and
 - 51st Street & Millar Avenue are planned 2022-2023
7. Railroad Active Transportation Crossing: Assiniboine Drive
 - Identified during the several adjacent Neighbourhood Traffic Reviews and citizen concerns, the functional plan for this crossing is currently being completed with the cooperation of Canadian National Railway (CN).
 - The current status is complete survey and detailed design. A budget request is expected for 2022.
8. Circle Drive: Clancy Drive to Laurier Drive
 - Functional planning study is currently underway, expect draft final report and recommended plan spring 2020; a third public engagement will likely occur 2021.
 - Consultant is currently incorporating feedback from the second engagement.
 - Study includes both Clancy Drive and Laurier Drive which have previously been identified as neighbourhood concerns.
9. 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
 - The initial step would be to complete conceptual and functional designs.

10. Active Transportation Corridors

- Includes evaluation, design, and construction of walking and cycling facility improvements for five city-wide active transportation routes:
 - Southwest Corridor: 17th Street (Spadina Crescent to Avenue P) **or** 19th Street (Idylwyld Drive to Avenue N)
 - Southeast Corridor: Taylor Street (River to Boychuk Drive) **or** Adelaide Street (River to Boychuk Drive)
 - Northwest Corridor: Avenue C (Spadina Crescent to Circle Drive)
 - Northeast Corridor: Central Avenue (College Drive to Attridge Drive) **and** Lowe Road (Attridge Drive to Evergreen Boulevard)
 - North Industrial Corridor: Faithfull Avenue (Circle Drive to Marquis Drive) **or** Millar Avenue (Circle Drive to Marquis Drive).

11. Cycling Infrastructure: Bundle One

- This AT Bundle includes the design and construction of walking and cycling improvements to five corridors:
 - 14th Street East, from Saskatchewan Crescent to Cumberland Avenue;
 - Dudley Street, from Dawes Avenue to Spadina Crescent;
 - Victoria Avenue, from 8th Street E to Taylor Street E;
 - 3rd Avenue, from 25th Street E to 2nd Avenue N; and
 - 29th Street W (or 31st Street W) from Circle Drive to Idylwyld Drive.
- Planning for these corridors is currently underway through the Neighbourhood Bikeways Project.

12. Cycling Infrastructure: Bundle Two

- This AT Bundle includes the planning, design and construction of walking and cycling improvements to two corridors:
 - 19th Street, from Avenue H to Avenue A
 - Victoria Avenue, from Taylor Street to Ruth Street
- Planning is complete for 19th Street.
- Planning for Victoria Avenue would commence after the completion of the design for Victoria from 8th Street to Taylor Street.

13. Circle Drive: Laurier Drive to Airport Drive (including Interchange: Airport Drive & 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 initial step is to complete a functional design, currently planned for 2021 and 2022.

14. Circle Drive: Idylwyld Drive to Warman Road
 - The Administration is systematically completing functional plans for Circle Drive.
 - This segment include revisiting the interchange at Idylwyld Drive and Circle Drive, and then a corridor review between Idylwyld Drive and Warman Road with no plans of removing at-grade intersections.
15. Intersection: 51st Street & 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, originally planned for 2020, now likely 2021.
16. Idylwyld Drive: 51st Street to 71st Street
 - This functional planning study is in anticipation of the proposed changes to the highway connections north of Saskatoon that the Saskatoon Freeway Phase 1 Functional Planning study will present.
 - This work will follow the update of the Riel Industrial Sector Plan.
17. Interchange: Circle Drive & Idylwyld Drive
 - This project involves the functional planning, design and construction of significant adjustments to the interchange of Circle Drive & Idylwyld Drive.
18. Interchange: Highway 16 & Highway 11
 - This project involves the design and construction of significant adjustments to the existing interchange of Highway 16 & Highway 11.
19. Idylwyld Drive: 71st Street to Saskatoon Freeway
 - This functional planning study is in anticipation of the proposed changes to the highway connections north of Saskatoon that the Saskatoon Freeway Phase 1 Functional Planning study will present.
 - This work will follow the update of the Riel Industrial Sector Plan.
20. North Utility & Active Transportation River Crossing
 - The opportunity for an active transportation river crossing between Circle Drive and Chief Mistawasis bridges was identified in the Active Transportation Plan.
 - A sanitary sewer river crossing is required to support the future development of the University Heights sector. A river crossing study identified a potential cost saving if the sanitary crossing was accomplished using a bridge.
 - At this time, there is no funding to provide this crossing.

21. Interchange: Circle Drive & Warman Road
 - The Administration is systematically completing functional plans for Circle Drive.
 - This project would include a review of the existing interchange at Circle Drive & Warman Road to determine what improvement or alterations would be required to meet future needs.
22. Interchange: Highway 16 & Marquis Drive
 - This project involves the functional planning, design and construction of an interchange at Highway 16 & Marquis Drive.
23. 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.
 - The initial step is to complete a functional design, timing currently unknown.
24. Circle Drive: 8th Street to Highway 16
 - 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 initial step is to complete a functional design, timing currently unknown.
25. Circle Drive: Attridge Drive to College 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 initial step is to complete a functional design, timing currently unknown.
26. Circle Drive: Clarence Avenue to Highway 11
 - 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 initial step is to complete a functional design, timing currently unknown.
27. Circle Drive: College Drive to 8th Street
 - 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 initial step is to complete a functional design, timing currently unknown.

28. 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 also various progress has occurred as indicated below.

Project	Status
Rail Crossing Information System	Underway, currently led by Transportation.
Data Warehouse	Not 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.

29. Rail Crossing Improvements

- 11th Street and Dundonald Avenue warning flashers for train ahead completed. Funding by Transport Canada
- Intersections with railway pre-emption have their status displayed on Fire's dispatch map. There are five locations currently enabled by this system.
- An additional two non-signalized crossings for display at Fire are planned for 2020.
- TrainFo rail information system to be deployed at 22nd & Avenue F and 33rd Street/Idylwyld Drive as a trial installation.

30. Roadside Safety: Median Barrier – Circle Drive – Circle Drive North Bridge to College Drive

- The Administration required engineering services for the design of median traffic barriers along Circle Drive (Circle Drive North Bridge to College Drive). There are different barrier systems currently installed along this roadway. There is an opportunity to install a single barrier system and to eliminate gaps between closely spaced barriers in the median.
- A consultant has been retained and is working on the detailed design.
- The detail design should be complete spring/summer 2020.

31. Roadside Safety: Median Barrier – Idylwyld Drive – 8th Street to Saskatchewan Crescent East
- The Administration required engineering services for the design of median traffic barriers along Idylwyld Drive (8th Street to Saskatchewan Crescent East). Collisions with the existing w-beam median barrier are frequent resulting in repetitive repair costs. The existing median barrier should be replaced with a median barrier that is sustainable and maintenance friendly.
 - A consultant has been retained and is working on the detailed design.
 - The detail design should be complete spring/summer 2020.
32. Roadside Safety: Remaining High Priority
- The Administration plans to address the remaining High Priority roadside installation listed below (contingent upon budget approval).

High							
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
3c	4	College Drive	Circle Drive	Central Avenue	Divided	EB	Right
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
C5	23	Circle Drive	Attridge Drive	North Bridge	Divided	CCW	Right
H7a	1	Highway 16	Highway 11 South Junction	Boychuk Drive	Divided	EB	Right
H1b	2	Highway 7	Highway 14	11th Street	Divided	SB	Left

33. 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.
 - The initial step is to complete a functional design, timing currently unknown.