

Functional Planning Studies Outline

Functional planning studies support many initiatives within Saskatoon's Transportation Strategy by evaluating the operation and safety of higher traffic roadways within the transportation system today and in the future. The studies provide valuable information that is used in budgeting processes, developing implementation plans, and protecting transportation corridors.

Functional planning studies include details of the planned transportation facilities such as:

- Right-of-way widths
- Number of driving lanes
- Type of intersection control (e.g. traffic signals or stop signs)
- Location and width of sidewalks, multi-use pathways, cycle tracks, and bike lanes
- Vertical grade review
- Stormwater requirements (urban with curb and gutter or rural with ditches)
- Property requirements
- Above ground utility conflicts
- Below ground utility corridors and constraints
- Access management
- Planning level cost estimate

Further detailed/construction designs will provide final cost estimates and details on specifications and standards prior to construction.

The Road Network Plan will outline the city's long-term transportation infrastructure needs and is currently being developed with inputs from the Growth Plan. The Growth Plan indicated that Circle Drive will require potential widening and improvements at, and between, existing interchanges and intersection locations to accommodate future traffic demands. Maintaining Circle Drive as a controlled access, high speed expressway facility that provides mobility for people and goods in and around the City is a key component of an efficient transportation system. Congestion on Circle Drive will promote short-cutting of drivers bypassing congestion bottlenecks on the expressway in favour of neighbourhood streets. To plan for the improvement of transportation capacity, the Administration has developed a systematic functional planning program of Circle Drive.

In addition to identifying the geometry of the infrastructure, each functional planning study will include stakeholder engagement and the development of a planning level cost estimate.

Two large benefits of completing this work will be the early identification of right-of-way requirements allowing strategic negotiation of property to occur as opportunity arises. Also, having completed studies allows the City to have detailed and timely submission to federal and provincial funding programs as they become available.

Scope of Planning Projects	Original Timing	Updated Timing
<ul style="list-style-type: none"> • Widening of Circle Drive between Taylor Street and Preston Avenue • Improvements to interchange at Highway 11 and Highway 16 (cloverleaf) 	Completed in Fall of 2017	N/A
<ul style="list-style-type: none"> • Widening of Circle Drive from south of Clancy Drive to north of Laurier Drive • Improvements to interchange at 22nd Street and Circle Drive • Interchange plan at intersection of Clancy Drive and Circle Drive • Interchange plan at intersection of Laurier Drive and Circle Drive 	2018	N/A
<ul style="list-style-type: none"> • Widening of Circle Drive from north of Laurier Drive to north of Airport Drive • Improvements to interchange at 33rd Street and Circle Drive • Interchange plan at intersection of Airport Drive and Circle Drive 	2019	2028*
<ul style="list-style-type: none"> • Widening of Circle Drive from north of Attridge Drive to south of 8th Street • Improvements to interchange at Attridge Drive and Circle Drive • Improvements to interchange at College Drive and Circle Drive • Improvements to interchange at 14th Street and Circle Drive • Improvements to interchange at 8th Street and Circle Drive 	2020	2030*
<ul style="list-style-type: none"> • Widening of Circle Drive from south of 8th Street to south of Taylor Street • Improvements to interchange at Taylor Street and Circle Drive 	2021	2032*

**Dates have been delayed due to unknown staffing implications of the Bus Rapid Transit Implementation and extended completion of the Clancy Drive to Laurier Drive project.*

Active Transportation will be considered where appropriate. For example, active transportation facilities are not planned along Circle Drive, but will be considered at crossing points such as the 33rd Street or Taylor Street interchanges.

Planning level cost estimates of the recommended infrastructure improvements will be provided as a component of each study and funding strategies will be developed. In order to assist in managing the public's expectations, with each study the Administration will highlight that the timing of construction is unknown and the plans will require further refinement. The Administration will also reinforce the benefits of completing the planning work far in advance of construction (i.e. determining feasibility and property requirements, and potentially aligning with funding opportunities).