

Alternative Outcomes to Establishing Neighbourhood Bikeways

A 30 km/h speed limit is required to provide a safe and comfortable environment on neighbourhood bikeways for people of all ages and abilities to ride their bicycles in mixed traffic.

Without approval of a 30 km/h speed limit for designed neighbourhood bikeways, these streets cannot form part of the all ages and abilities (AAA) network. If neighbourhood bikeways are not available as AAA cycling facilities, separated cycling facilities such as a protected bike lanes, cycle tracks, or shared-use paths would be required even in a low traffic environment such as local streets.

Separated cycling facilities are more costly to implement and can have greater impacts on the street environment including travel lane capacity, parking availability, and utility collection. Local residential streets typically have a narrower pavement width, making it more challenging to fit the infrastructure required for separated facilities.

Without a posted 30 km/h speed limit for the neighbourhood bikeway or a separated facility, the cycling route would be considered non-AAA, which does not support the goals of the AT Plan.

The pros and cons of the alternative outcomes are summarized below:

Alternative Outcome	Pros	Cons
Change the facility type to a protected bike lane to continue to provide an AAA facility.	<ul style="list-style-type: none"> An AAA facility is still provided. Meets the goals of the AT Plan. 	<ul style="list-style-type: none"> More costly to implement. Would involve additional engineering and engagement time to redesign the facility. Would have more impacts to the street or boulevard (parking, loading, utility collection, etc.).
The route is no longer part of the AAA network and would be considered a non-AAA route.	<ul style="list-style-type: none"> People can still cycle on the street. 	<ul style="list-style-type: none"> Does not meet the goals of the AT Plan. Does not provide an AAA connection. Does not meet the needs of all potential cyclists. Fewer people will be comfortable riding their bicycle on the route which could impact the increase in the number of trips made by bicycle, impacting the ability to meet the City of Saskatoon's mode share targets.