

**Question 1:** Does the Varsity View Neighbourhood Traffic Review (NTR) provide any recommendations about the Wiggins/College intersection?

**Response 1:** The link to the Varsity View NTR is here.

[https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/neighbourhood/varsity\\_view\\_ntr\\_2014.pdf](https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/neighbourhood/varsity_view_ntr_2014.pdf)

The report does not include any recommendations for the intersection of the Wiggins Avenue / College Drive intersection.

**Question 2:** Does the Varsity View Local Area Plan (LAP) provide any recommendations about the Wiggins/College intersection?

**Response 2:** The link to the Varsity View LAP (dated March 31, 2014) is here.

<https://www.saskatoon.ca/sites/default/files/documents/community-services/planning-development/neighbourhood-planning/lap/FINAL%20VARSITY%20VIEW%20LAP%20SUMMARY%20MAR%2031%202014.pdf>

Pages 9 and 10 of the document (pages 10 and 11 of the PDF) include 7 Active Transportation (AT) recommendations.

*6.1 MUNROE AVENUE SIDEWALK: That the Transportation & Utilities Department, Transportation Division, complete the sidewalk on the east side of Munroe Avenue from College Drive to 8th Street by installing panels between: Temperance Street and Aird Street (1 block), Colony Street and 15th Street (1 block), 14th Street and 11th Street (3 blocks), and 10th Street and 8th Street (3 blocks) through Capital Budget #0948 – IS – Sidewalk/Path Retrofit with highest priority assigned to the northernmost portions.*

*6.2 AUDIBLE PEDESTRIAN TRAFFIC SIGNAL FOR VISUALLY IMPAIRED: That the Transportation & Utilities Department, Transportation Division, consider installing an audible pedestrian traffic signal suitable for use in a residential neighbourhood to assist the visually impaired at the corner of Temperance Street and Wiggins Avenue.*

*6.3 14TH STREET CYCLING ROUTE IMPROVEMENT: That the Transportation & Utilities Department, Transportation Division, assess the 14th Street shared use on-street cycling route and consider opportunities to improve cyclist safety.*

*6.4 PARKING PROTECTED CYCLING LANES: That the Community Services Department, Planning & Development Division, and the Transportation & Utilities Department, Transportation Division, consider creating a north-south and an east-west parking protected cycling lane in and near Varsity View. Suggested routes to consider are Wiggins Avenue (north-south) and 14th Street (east-west), although the proposed Active Transportation Plan is expected to evaluate all potential cycling corridors across the city and identify the routes of greatest benefit to cyclists.*

*6.5 ADDITIONAL CYCLING ROUTES: That the Community Services Department, Planning & Development Division, and the Transportation & Utilities Department, Transportation Division, during the creation and implementation of the city-wide Active Transportation Plan consider adding cycling routes in and near*

*Varsity View that link the neighbourhood amenities together, such as parks, the river, the University of Saskatchewan campus, College Drive and Clarence Avenue, as well as consider opportunities to establish commuter cycling routes that pass through the neighbourhood and connect primary destinations.*

*6.6 COLLEGE DRIVE CYCLING: That the Transportation & Utilities Department, Transportation Division, and Community Services Department, Planning & Development Division, Urban Design Team, ensure any future changes to the College Drive transportation network also identify opportunities to safely accommodate cyclists and align with the key strategies that will be outlined in the city-wide Active Transportation Plan.*

*6.7 INTEGRATE 'ALTERNATIVE TRANSPORTATION' PUBLIC CAMPAIGNS: That the Transportation & Utilities Department, Transportation Division; Corporate Performance Department, Environmental & Corporate Initiatives Division; and Saskatoon Transit, develop a comprehensive alternative transportation public campaign and user-friendly promotional materials.*

### **Question 3: How do we know Wiggins is a problem?**

**Response 3:** Some traffic collision information is provided below.

#### **City-Wide Vulnerable Road User Collisions (2017-2021)**

- The table below illustrates the number of collisions with vulnerable road users over the 5 year period from 2017 to 2021. (We are still waiting for 2022 collision data from SGI).
- A vulnerable road user is defined as a pedestrian, cyclist, power bike user, or motorcyclist.
- The 20 intersections with the highest number of collisions are below.
- There are 58 intersection city-wide with 3 or more vulnerable road user collisions over the 5 year period of 2017 to 2021.
- College Drive and Wiggins Avenue had 2 collisions over the 5 year period of 2017 to 2021 involving vulnerable road users (does not include 2022 or 2023 data).

STREET 1	STREET 2	Total	Pedestrian	Cyclist	Power Bike	Motorcycle
22ND ST	AVE W	12	9	2	1	
22ND ST	AVE P	10	5	4		1
2ND AVE	22ND ST	8	6	1		1
CONFEDERATION DR	LAURIER DR	7	6	1		
22ND ST	2400 W AVE X - AVE Y	6	6			
22ND ST	WITNEY AVE	6	4	2		
22ND ST	AVE H	6	5	1		
2ND AVE	25TH ST	6	5	1		
8TH ST	ARLINGTON - CIRCLE	5	2	2		1
8TH ST	CAMPBELL AVE	5	3	1		1
8TH ST	PRESTON AVE	5	1	3		1
CORNISH RD / HUNTER RD	PRESTON AVE S	5	3	2		
ASSINIBOINE DR	WARMAN RD	5	2	2		1
22ND ST	IDYLWYLD DR	5	2	1		2
CONFEDERATION DR	22ND - LAURIER	5	3	2		
22ND ST	DIEFENBAKER DR	5	2	1	1	1
3RD AVE	20TH ST	4	3	1		
8TH ST	ACADIA DR	4	2			2
22ND ST	CONFEDERATION / FAIRLIGHT	4	2	2		
10TH ST	BROADWAY AVE	4	3	1		

College Drive and Wiggins Avenue Intersection Vulnerable Road User Collisions (2017-2021)

- 1 pedestrian collision in 2017
- 1 cyclist collision in 2018
- PDO – Property Damage Only

Year	PDO	Minor Injury	Moderate Injury	Total
2017	12	1	2	15
2018	14	1		15
2019	14		1	15
2020	5			5
2021	0			0

College Drive Collisions at Intersections (2017-2021)

STREET1	STREET2	Total
CLARENCE AVE	COLLEGE DR	80
COLLEGE DR	HOSPITAL DR / UNIVERSITY DR	77
COLLEGE DR	CUMBERLAND AVE	52
COLLEGE DR	WIGGINS AVE	50
COLLEGE DR	MUNROE AVE	16
BOTTOMLEY AVE	COLLEGE DR	14

College Drive Vulnerable Road User Collisions at Intersections (2017-2021)

STREET1	STREET2	Total
COLLEGE DR	CUMBERLAND AVE	2
COLLEGE DR	WIGGINS AVE	2
BOTTOMLEY AVE	COLLEGE DR	1
CLARENCE AVE	COLLEGE DR	0
COLLEGE DR	HOSPITAL DR / UNIVERSITY DR	0
COLLEGE DR	MUNROE AVE	0

Comparison to Intersections with Same Attributes as Wiggins / College Collisions (2017-2021)

- The number of collisions at Wiggins / College was compared to other intersections with the same attributes (Location Descriptions: 4-leg, signalized intersection, arterial road that with a median and 1 left turn bay in each direction, intersecting a local or collector road):

STREET1	STREET2	Total	2017	2018	2019	2020	2021
8TH ST	ACADIA DR	122	35	37	19	12	19
8TH ST	ARLINGTON AVE	99	20	19	27	22	11
1ST AVE	CIRCLE DR	82	14	23	14	17	14
ALBERTA / NORTHBRIDGE DR	CIRCLE DR	71	13	15	14	11	18
BRAND RD	CLARENCE AVE	62	12	18	14	11	7
8TH ST	GROSVENOR AVE	61	8	14	20	12	7
29TH ST	IDYLWYLD DR	59	7	16	16	15	5
CORNISH RD / HUNTER RD	PRESTON AVE S	57	14	8	14	10	11
COLLEGE DR	WIGGINS AVE	50	15	15	15	5	0
8TH ST	LOUISE AVE	49	16	9	15	4	5
2ND AVE	QUEEN ST	42	9	9	12	6	6
LOUISE AVE	PRESTON AVE	40	8	8	7	13	4
AVE C	CYNTHIA ST	37	9	6	9	3	10
22ND ST	AVE C	34	4	5	10	6	9
33RD ST	EDMONTON AVE	33	9	9	6	7	2
31ST ST	IDYLWYLD DR	29	7	12	5	4	1
8TH ST	CHABEN PL / MOSS AVE	27	1	10	8	5	3
FAIRLIGHT DR	FAIRMONT DR	23	3	4	7	5	4
MARQUIS DR	THATCHER AVE	23	9	3	8		3
2ND AVE	26TH ST	20	6	5	4	5	
FAIRLIGHT DR	MCCORMACK RD / OLMSTEAD	18	3	6	4	2	3
115TH ST	BERINI DR	12	3	2	3	3	1

**Question 4:** Is Wiggins a priority for the admin and if so, why?

**Response 4:** The administration currently has nothing planned for Wiggins Avenue pending direction of City Council on Wednesday.

**Question 5:** Please provide the background information regarding what has been identified as the north-south cycling infrastructure near campus?

**Response 5:** Attached as Attach 1 is a PDF of the 'Existing and Proposed AAA Bicycle Network University Area'. The PDF illustrates a proposed AAA facility north-south at McKinnon Avenue, Cumberland Avenue, and Preston Avenue in that area.

**Question 6:** How do you view these other north-south routes in comparison with Wiggins?

**Response 6:** It is difficult to comment as it would take some work to compare the alternatives. The AT Plan included an exhibit on Bicycle Network Prioritization. The exhibit is included as Attach 2 with this email.

Page 95 of the AT Plan outlines how routes were prioritized. This information is repeated below.

Variable	Description
Network Connectivity	This variable measures the degree to which the proposed network improvement addresses a gap in the respective sidewalk and bicycle networks. A Gap Analysis was completed based on the identification of Area Gaps, Quality Gaps, Crossing Gaps and Network Gaps. A different score was assigned depending on the type of gap.
Trip Generators	This variable measures the number of cycling land-use generators in proximity to the proposed bicycle facility. Cycling generators include downtown land uses, areas with commercial and industrial land uses, schools and parks. A score was assigned based on proximity to these generators.
Access to Transit	This variable measures the degree to which the proposed improvement increases access to transit facilities. Improvements within the closest proximity to transit stops received the highest scores.
Level of Protection	This variable measures the level of protection that proposed bicycle facilities provide. The greatest level of protection for people cycling were assigned the highest score. For example, routes proposed to be AAA received a higher score than non-AAA routes.
Potential	This variable assesses the greatest potential to increase cycling based on land use patterns, population density and transportation infrastructure. Neighbourhoods with the highest potential were assigned the highest score.

Equity	This variable assesses the greatest potential to improve access to traditionally underserved populations. Areas with the greatest equity potential were given the highest score.
Safety	This variable assesses the relative safety benefits of the proposed improvement. This analysis was based on reported collision data and counted all reported cycling collisions along a segment over a five-year period. This analysis did not consider exposure for active transportation users to adjacent traffic volumes. Proposed facilities located on routes with the highest number of collisions involving motor vehicles and people cycling were given the highest score.
Network Spokes	The cycling network includes a spoke network to provide high quality connections from various parts of the city to the downtown. Facilities located on routes that have been designated network spokes received higher scores than routes that are part of the local network.

**Question 7: How are public safety and AT network plans related?**

**Response 7:** The AT Plan does identify as Actions under the theme Safety & Security the following:

- Action 2A.1: Conduct separate pedestrian and cycling safety studies to understand and monitor collisions involving vulnerable road users.
- Action 2A.2: Conduct road safety audits and corridor studies on streets that have been identified with safety concerns.
- Action 2A.3: Monitor hot spot collision locations and identify safety mitigation measures.
- Action 2A.4: Reduce conflicts on multi-use pathways between people using different forms of active transportation and locations where pathways intersect with the street network.
- Action 2A.5: Collaborate with researchers and programs that are working to improve safety for people participating in active transportation.
- Action 2A.6: Explore the feasibility of reducing speed limits on local roads.

Some of these Actions have been started, some not, and some completed.

**Question 8: Does the administration have a prioritized list of dangerous intersections. How can we know the effort is going to the right place?**

**Answer 8:** The Community Transportation Review (CTR) will provide this. Attached (Attach 3) is a brief that outlines this process. It will be data driven, and is the city-wide and equitable process that various Councillors have raised questions about over the last 6 months.

**Question 9:** Does admin recommend a traffic safety audit at Wiggins and College. If you don't know, why not?

**Answer 9:** In consideration of the death we support a road safety audit being completed at this location.

**Question 10:** What type of rapid deployment would admin consider for this location?

**Answer 10:** The type of rapid deployment is unknown. An analysis, development and review of different options, costing review would be required.

**Question 11:** How would rapid deployment be approved?

**Answer 11:** I suggest that a report back is appropriate as 3 immediate issues for the administration are: 1) process: how does rapid deployment work?; 2) funding: how is it paid for; 3) other work: What do we stop doing, or not do, in order to complete this work.

**Question 12:** Was this reported on to Council 10 or so years ago?

**Answer 12:** Yes. The Council minutes are attached (Attach 4).

**Question 13:** Is it possible to re-assign funding from AT projects that have received external funding to Wiggins Avenue / College Drive?

**Answer 13:** We have received funding from other levels of government for the following:

- 4 planning type projects, up to a project limit of \$50,000 – Not feasible as the funding was for planning projects.
- 1 construction project, Dudley Street Transportation improvements (Federal Active Transportation Fund) – Not sure. We hesitate as a request would have to be made of the federal government and in our experience requests like this take a long time to receive a response. Also, our portion of the funding equation is coming from planned Asset Management work for that street.
- Multiple sidewalk infill projects (ICIP Funding) – Not sure. We really hesitate here as many of these projects have detailed designs complete, we have engaged people informing that sidewalks are going to be built, and some contracts have been awarded.
- Assiniboine Rail Crossing, \$500,000 – Feasible as it is City controlled MEEP Re-allocation funding. We do really hesitate though as significant work has occurred engaging CN to get to where we are at with an approved design, and we are working on a detailed design tender.

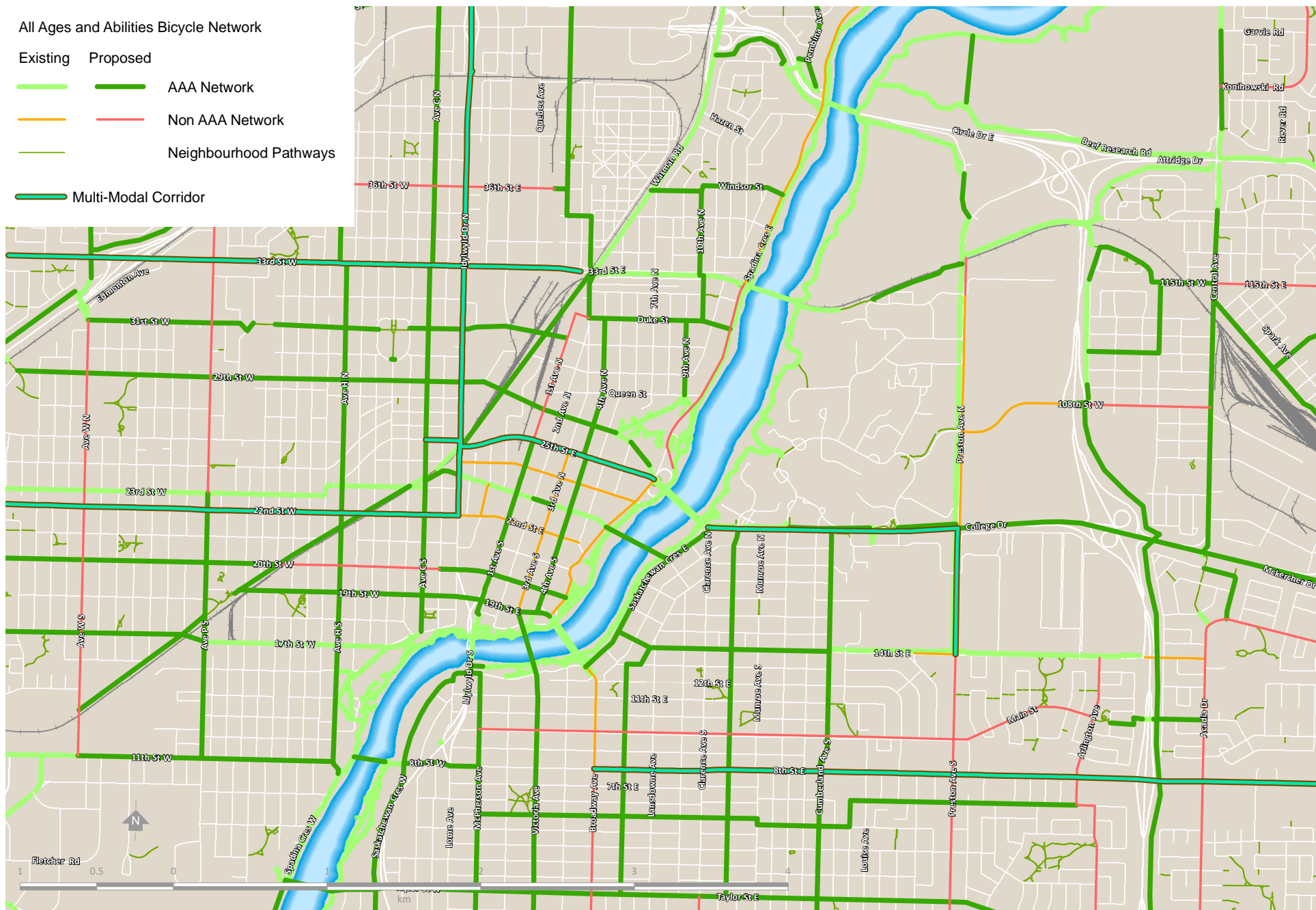


Figure 2 - Existing and Proposed AAA Bicycle Network: Downtown

## Bicycle Network Prioritization

- Very High
- High
- Moderate
- Low
- Very Low

Note: "Low" and "Very Low" denotes routes that are low or very low priorities for direct investment by the City and/or routes that will be prioritized when adjacent land is developed.

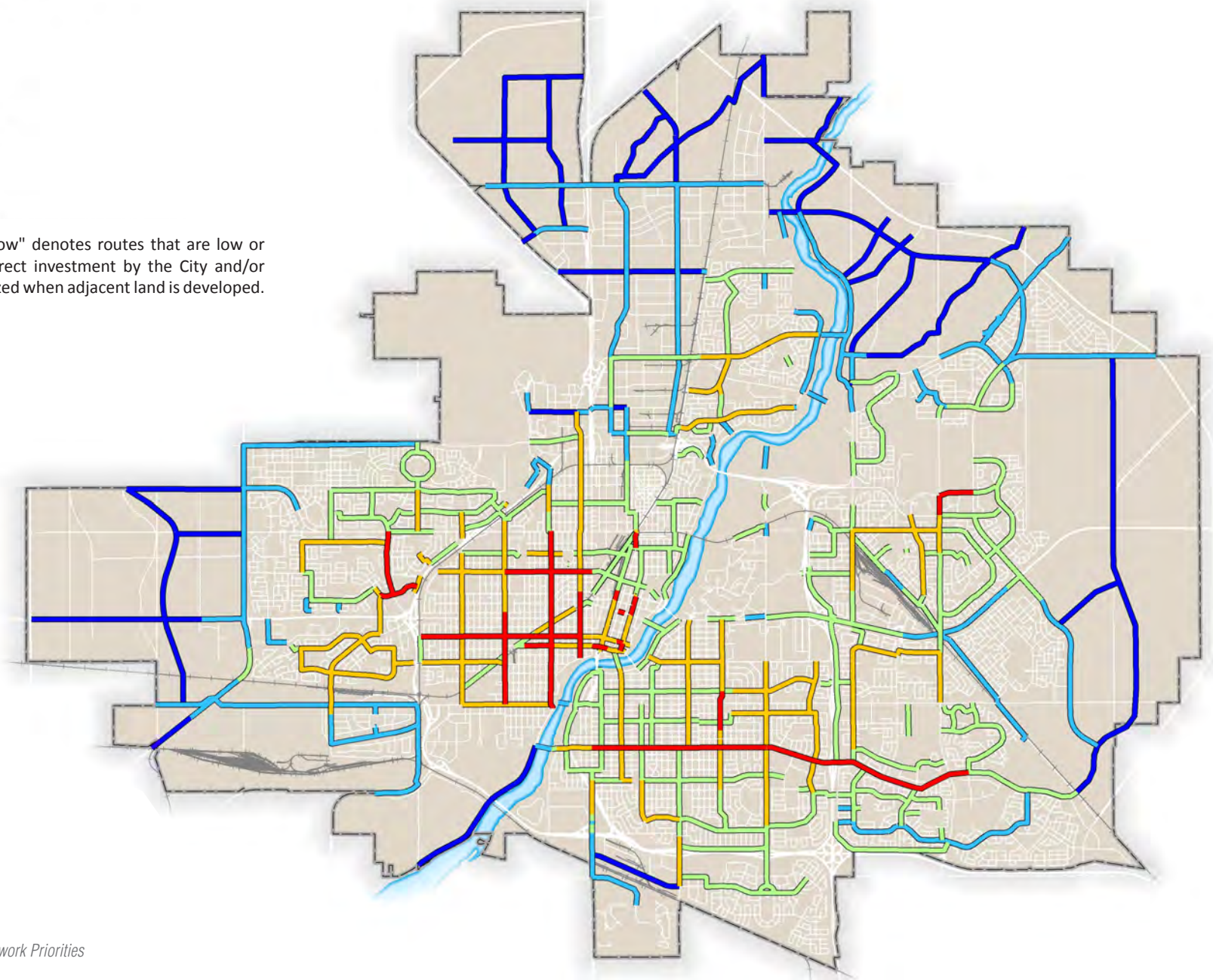


Figure 36 - Bicycle Network Priorities

# COMMUNITY TRANSPORTATION REVIEWS

## Purpose

The Community Transportation Review (CTR) process aims to use an evidence-based approach to address safety issues that are present on the Arterial and Major Collector roadways in the city. The CTR process involves identifying the CTR segments with the lowest safety performance, conducting an in-depth safety review, and recommending improvements to address the issues.

## Statistics (5-year Collision Data)

- 78% of all fatal or sever injury collisions occurred on CTR segments
- 81% of vulnerable road user collisions occurred on CTR segments
- 67% of all collisions occurred on CTR segments

## CTR Process

1. Prioritize CTR Segments using a safety driven and evidence-based process
2. Gather community feedback for all segments to identify safety and operational issues
3. Collision analysis, existing condition assessment, field observations
4. Investigate concerns gathered in engagement
5. Use engineering analysis and the Improvement Toolkit to recommend improvements
6. Short/Medium/Long term implementation
7. Review prioritization every 5 years to identify any changes in traffic and collision patterns

## Prioritization

- CTR Segments were prioritized on a data model using injury and fatal collisions (non-PDO)
- Typically, we look at the frequency and total number of collisions on a roadway. If we used this method for prioritization, the results would be skewed towards higher volume roads.
- For the CTR prioritization, we calculated collision rates that accounted for segment length and AADT. This process allowed us to identify lower traffic volume roads or shorter road segments that were performing worse than they should be. The formula used for the collision rate calculations is shown below:

$$\text{Collision Rate} = \text{RMVKM} = \frac{N_{\text{Collisions}} * 100,000,000}{N_{\text{Years}} * 365 * L_{\text{KMs}} * \text{AADT}_{\text{Avg}}}$$

- The following table shows a comparison between two CTR segments with similar numbers of collisions. It also shows how different segment lengths and AADT values can affect the overall CTR ranking.

Roadway	20 <sup>th</sup> Street West	Preston Avenue
Segment Limits	Ave H – Idylwyld Drive	College Drive – Attridge Drive
# of Non-PDO Collisions (2017-2021)	36 collisions	38 collisions
Segment Length	0.8 km	2.7 km
AADT	8,100 vehicles per day	23,200 vehicles per day
Collision Rate (collisions per million vehicle-kms)	3.18	0.33
CTR Ranking	Rank #2	Rank #106

## Engagement

- Community feedback will be used to inform, but not direct, the analysis and recommendations.
- We will be looking to hear about things we can't see in the data, such as near misses, confusing intersections, or operational issues.

## Pilot Project

- 20<sup>th</sup> Street between Idylwyld Drive and Avenue H was chosen as the location for the pilot project. This corridor was ranked #2 in terms of the highest collision rates.
  - The #1 ranked corridor was Idylwyld Drive between 24<sup>th</sup> and 25<sup>th</sup> Street. This segment already has recommended changes through the Imagine Idylwyld project.
- The CTR analysis will include a huge range of safety and operational assessments. We need to work through a segment to refine the process before broad implementation of the program. The analysis will include:
  - Collision analysis of intersections and midblock locations
  - Evaluation of existing speed data and traffic, pedestrian, and cyclist volumes
  - Traffic control, pedestrian device, and parking restriction assessments
  - Signal timing optimization and progression adjustments
  - Evaluation of road geometry and lane assignments
  - Field observations of AT infrastructure, desire lines, traffic operations, sight lines, signage, pavements markings,

## Frequently Asked Questions

- How many CTR corridors will be assessed each year?
  - One goal of the pilot project is to track the time requirements to complete a CTR assessment. This data will be used to determine how many corridors can be assessed each year.

- How many CTR corridors are there?
  - There are currently 154 CTR segments. Some streets, such as 22<sup>nd</sup> Street, have been separated into multiple CTR segments.
- Why use collision rate instead of collision frequency?
  - The number of collisions on a segment will generally increase as traffic volumes increase. Using a collision rate allows for a better comparison of roads with different traffic volumes.

The following is a copy of **Clause 2, Report No. 1-2014 of the Administration and Finance Committee** which was **DEALT WITH AS STATED** by City Council at its meeting held on **January 20, 2014**:

**2. Bicycle Program Update**  
**(Files CK. 6000-5 x 5300-5-5 and IS. 0375-2)**

- RECOMMENDATION:**
- 1) that the information be received; and
  - 2) that the Administration report to the Administration and Finance Committee by April, 2014 regarding:
    - a) representation from Saskatoon Cycles on the Cycling Advisory Group; and
    - b) a broader plan for the Bicycle Program.

Attached is a report of the General Manager, Transportation and Utilities Department dated November 21, 2013 providing an update on cycling programs and infrastructure throughout the city that is required to ensure proper connectivity for cyclists.

Your Committee held discussions regarding the following matters:

- Public consultation process as it relates to priority locations (i.e. input from residents/cyclists in suburban neighbourhoods);
- Concern with connectivity to core area corridors from suburban areas;
- Preference for dedicated bike lanes versus shared lanes with vehicles; and
- Further reporting on a broader plan for the Bicycle Program.

Your Committee heard from a representative of Saskatoon Cycles regarding the public consultation process, indicating concern that there is no input from Saskatoon Cycles. It was suggested that members of Saskatoon Cycles provide input on recommendations for routes, with the City providing signage and mapping.

Following review of this matter, your Committee is recommending that a further report be provided by the Administration by April 2014 regarding representation on the Cycling Advisory Group by Saskatoon Cycles and a broader plan for the Bicycle Program.

*Items B12) and A3) of Communications to Council were brought forward and considered.*

**“COMMUNICATIONS TO COUNCIL**

**B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL**

**12) Letters Received regarding Saskatoon Cycles**

Jared Cechanowicz, dated January 13  
Wayne MacDonald, dated January 13  
Jessica Kennedy Lessard, dated January 14  
Alex Lothian, dated January 14

**A. REQUESTS TO SPEAK TO COUNCIL**

**3) Sean Shaw, Better Bike Lanes, Saskatoon Cycles, dated January 12**

Requesting permission to address City Council with respect to cycle tracks in downtown Saskatoon. (File No. CK. 6000-5)”

*The City Clerk distributed copies of the following letters, submitting comments regarding the above matter:*

- *Curtis Theoret, dated January 17, 2014*
- *Dave Little, dated January 18, 2014*

*Moved by Councillor Lorje, Seconded by Councillor Hill,*

*THAT Sean Shaw be heard.*

**CARRIED.**

*Mr. Sean Shaw, Better Bike Lanes Coordinator, Saskatoon Cycles provided a PowerPoint presentation, introducing Saskatoon Cycles and its Better Bike Lanes Project. He distributed copies of his presentation along with a Separated Bike Lane Fact Sheet that requests the City of Saskatoon undertake a demonstration of separated bike lanes. He also submitted a petition of support from nearly 2,000 Saskatoon residents.*

*Moved by Councillor Paulsen, Seconded by Councillor Hill,*

- 1) *that the information be received;*
- 2) *that the Administration report to the Administration and Finance Committee by April, 2014 regarding:*
  - a) *representation from Saskatoon Cycles on the Cycling Advisory Group; and*
  - b) *a broader plan for the Bicycle Program;*
  - c) *more detail on cycling initiatives to be undertaken in the next 12 to 24 months; and*
  - d) *the terms of reference for a renewed approach to an overall Active Transportation Plan for the City.*

*CARRIED.*

*Moved by Councillor Hill, Seconded by Councillor Jeffries,*

- 3) *that the feasibility of installing separated bike lanes, as a pilot project, for the upcoming cycling season be referred to the Administration for a report.*

*CARRIED.*

*Moved by Councillor Clark, Seconded by Councillor Hill,*

- 4) *that the Wiggins Avenue retrofit project be set aside at this time and that the funding be allocated to other areas of cycling.*

*CARRIED.*

**The following is an excerpt from the minutes of meeting of the Administration and Finance (Open to the Public) held on January 13, 2014:**

4. Bicycle Program Update  
(Files CK. 6000-5 x 5300-5-5 and IS. 0375-2)

The Deputy City Clerk submitted a report from the General Manager, Transportation and Utilities Department dated November 21, 2013 providing an update on cycling programs and infrastructure throughout the city that is required to ensure proper connectivity for cyclists.

Transportation Planning and Design Engineer Cook and Director of Transportation Gardiner reviewed the Department's report with the Committee and answered questions.

The Committee held discussions regarding the following matters and requested the Administration provide a further report regarding a broader plan for the Bicycle Program:

- public consultation process as it relates to priority locations (i.e. input from residents/cyclists in suburban neighbourhoods);
- concern with connectivity to core area corridors from suburban areas; and
- preference for dedicated bike lanes versus shared lanes with vehicles.

The Committee heard from Ms. Cathy Watts, Saskatoon Cycles. Ms. Watts expressed concerns with respect to the public consultation process, indicating that there is no input from Saskatoon Cycles. She highlighted that the Wiggins corridor does not connect to outlying areas. She suggested that members of Saskatoon Cycles provide input on recommendations for routes, with the City providing signage and mapping.

RESOLVED: that a report be submitted to City Council recommending:

- 1) that the information be received; and
- 2) that the Administration report to the Administration and Finance Committee regarding:
  - a) representation from Saskatoon Cycles on the Cycling Advisory Group; and
  - b) a broader plan for the Bicycling Program.

**TO: Secretary, Administration and Finance Committee**  
**FROM: General Manager, Transportation and Utilities Department**  
**DATE: November 21, 2013**  
**SUBJECT: Bicycle Program Update**  
**FILE NO.: CK. 6000-5, x CK. 5300-5-5 and IS. 0375-2**

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**RECOMMENDATION:** that the following report be submitted to City Council for its information.

### **TOPIC AND PURPOSE**

This report provides an update on cycling programs and infrastructure throughout the city that is required to ensure proper connectivity for cyclists.

### **REPORT HIGHLIGHTS**

1. 33<sup>rd</sup> Street Multi-Use Pathway project (Phase 1 and 2) and pathways associated with Circle Drive South are complete and open to pedestrian and cyclist use.
2. The Administration continues to work towards improving cycling in Saskatoon through consultations with the Cycling Advisory Group (CAG).
3. The Administration is proposing to develop Wiggins Avenue into a cycling corridor to improve cyclist access to the University of Saskatchewan.
4. Ongoing programs are intended to educate and create awareness of cycling opportunities throughout the City.

### **STRATEGIC GOAL**

This report supports the City of Saskatoon Strategic Goal of Moving Around. The recommendations support the long term strategy to develop an integrated transportation network that is practical and useful for vehicles, buses, bikes, and pedestrians.

### **BACKGROUND**

In 2002, City Council adopted the Comprehensive Bicycle Plan, which established the vision, principles and goals necessary to support cycling as a practical form of transportation in our city. Further to that plan, the Bicycle Facilities Network Plan, which was adopted in 2003, identified a series of cycling routes throughout the city that would connect neighbourhoods to the three most significant cycling destinations, the Central Business District, the University of Saskatchewan and SIAST Kelsey Campus.

The Administration has been implementing these plans and initiating projects and programs intended to make cycling a more reasonable transportation option for more people.

One of the initiatives has been to establish and maintain a dialog with cyclists in our community in order to assist in the identification of programs, projects and initiatives that would be the most effective to improving cycling conditions.

The CAG was established in 2009 and consists of 10 citizens selected from more than 50 applications. The CAG meets on a monthly basis with the Administration to discuss cycling issues and review projects and programs. This initiative has proven to be a valuable experience for all involved.

## **REPORT**

### **Phase 1 and 2 of the 33<sup>rd</sup> Street Pathway Complete**

The cycling program was very successful in 2013. The Circle Drive South project incorporated pathways that are nearing completion, Phase 2 of the 33<sup>rd</sup> Street pathway was completed, and Phase 3 of the 33<sup>rd</sup> Street pathway is being designed for construction in 2014. Details are included in Attachment 1.

### **Cycling Advisory Group**

The Administration worked with the CAG to determine that the focus for 2014 should be on a cycling corridor for northbound and southbound traffic that connects the neighbourhoods in southern Saskatoon to the University of Saskatchewan.

### **Wiggins Avenue Cycling Corridor**

The need for a north-south cycling corridor connecting southern Saskatoon neighbourhoods to the University of Saskatchewan was outlined as a priority by the CAG. Wiggins Avenue was selected as the best candidate street to retrofit into a more cycling friendly environment.

Wiggins Avenue is classified as a minor collector roadway between College Drive and 8<sup>th</sup> Street, and a local roadway south of 8<sup>th</sup> Street, with a termination point to the south at McKenzie Crescent. It is proposed that this street be modified into a bike boulevard with special attention given to improving crossing conditions at 8<sup>th</sup> Street. Details of the improvements will be developed over the next few months, in consultation with the CAG, for implementation in 2014.

### **Ongoing Cycling Education Programs**

The Administration provides several annual education programs to continually work towards educating the public on cycling and improving the City's policies that impact cycling in Saskatoon.

Specific programs selected for development and/or implementation in 2014 are as follows:

1. The continuation of the current Bike-Safe Program, aimed at Grade 3 students through the public and separate school systems, is seen as a high priority.
2. The Cycling Guide and Map updated for 2013 sold out and a new version will be produced and distributed in 2014.
3. The Downtown Bicycle Friendly program seeks to improve visibility of cyclists and cycling in our Downtown, Riversdale, and Broadway Business Improvement District. This program includes sharrow markings on the streets, "Walk Bikes" markings on sidewalks, and store-front posters for retailers.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

Capital Project #1137 – Bicycle Facilities is funded from the Transportation Infrastructure Expansion Reserve. Prioritization of projects within the Transportation Infrastructure Expansion Reserve has resulted in funding in the amount of \$75,000 to this project in 2014. This will enable the policy and program initiatives outlined in this report to proceed, but will not fund any construction.

During the 2014 Budget Review, the project was approved for an additional \$300,000 allocation from the Reserve for Capital Expenditures. The Wiggins Avenue project will proceed to the extent of the available funding.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

The CAG is involved in identifying the priorities in this program.

### **COMMUNICATION PLAN**

Transportation is working closely with Communications to develop a comprehensive communication strategy for the Bicycle Program.

The communication strategy will include elements specific to each project or program, as well as public education and awareness components. The City's website will be updated to include the latest information and other various communication tools will be utilized to ensure the public can access the necessary information as easily as possible.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

The Administration will report annually on the cycling program.

## **ENVIRONMENTAL IMPLICATIONS**

Cycling has been recognized to have a positive impact towards reducing energy consumption and greenhouse gas production. The initiatives proposed contribute to increasing the ability of Saskatonian's to use their bicycles for practical purposes, therefore, substituting automobile-trips for bicycle-trips. Although not quantified for this report, the net-benefit to the environment would be positive.

## **PRIVACY IMPACT**

There are no privacy implications.

## **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

A CPTED review is not required at this point.

## **PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

## **ATTACHMENT**

1. 2013 Bicycle Program Highlights

Written by: Chelsea Lanning, Traffic Engineer, Transportation

Reviewed by: Angela Gardiner, Director of Transportation

Approved by: "Jeff Jorgenson"  
 Jeff Jorgenson, General Manager  
 Transportation & Utilities Department  
 Dated: "December 19, 2013"

Copy: City Manager  
 AF CL Bicycle Program Update

# 2013 Bicycle Program Highlights

City of Saskatoon — Infrastructure Services — Transportation Branch



## Progress Towards a Bicycling Friendly City

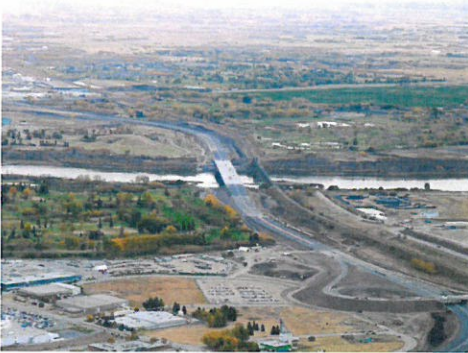


Saskatoon students learning how to ride safely.

In 2002, City Council adopted the *Comprehensive Bicycle Plan*, which established the vision, principles, and goals necessary to support cycling as a practical form of transportation in our city. Since that time, many initiatives have been undertaken to propel our city towards becoming a city that is easy, comfortable, and safe to navigate by bicycle. The following are highlights from the City of Saskatoon 2013 Bicycle Program.

A challenge for every city is to retro-fit existing streets to improve cycling conditions, as well as to create new infrastructure as the City continues to grow. Saskatoon is no different and we are tackling projects large and small such as:

- 33rd Street Multi-Use Corridor (Idylwyld Dr to Spadina Cr)
- Circle Drive South Multi-use Pathway



Trail has been constructed along Circle Drive South.

Cyclists are considered during the design and construction of all new transportation infrastructure. One project underway in 2013 with a recognizable cyclist focus was a multi-use trail along the Circle Drive South river crossing project.

Educational initiatives such as the City's highly successful *Learn to Ride Safe* program delivered in Saskatoon's elementary schools make a big impact on improving cyclist behavior and safety. As well, helping cyclists choose good cycling routes through the development of the *Cycling Guide* makes cycling trips easier for residents and visitors alike.



Circle Drive South Pathway

While progress is being made, there is more work to be done. Ten percent of the cycling facilities in Saskatoon are still rated as suitable only for expert cyclists. Sidewalk cycling continues to be a challenge indicating that more work is needed to improve cycling conditions throughout the city.



## Project: 33rd Street Multi-Use Corridor

With a stated goal of creating a safe and comfortable corridor for pedestrians and cyclists along 33rd Street from Idywyld Drive to Spadina Crescent in order to connect SIAST Kelsey Campus with the University of Saskatchewan and Innovation Place, the 33rd Street Multi-Use Trail is starting to take shape.



In June 2011, the Master Plan for the project was presented to the public at an Open House and enthusiastically received by the public. Subsequently, City Council adopted the Master Plan as the guiding plan for the trail's development.



The project has been portioned into phases with the first work complete on the south side of 33rd Street between 3rd Avenue and Spadina Crescent. Construction on the next portion of the pathway, between 3rd Avenue and Ontario Avenue, is slated to begin in the 2014 construction season.

## Cycling Advisory Group

One of the initiatives of the cycling program is to establish a dialog with cyclists in our community in order to assist in the identification of programs, projects and initiatives that would be the most effective to improving cycling conditions. The Cycling Advisory Group (CAG) was established in 2009 and consists of 10 citizens selected from more than 50 applications. The CAG meets on a monthly basis with the Administration to discuss cycling issues and review projects and programs. This initiative has proven to be a valuable experience for all involved.



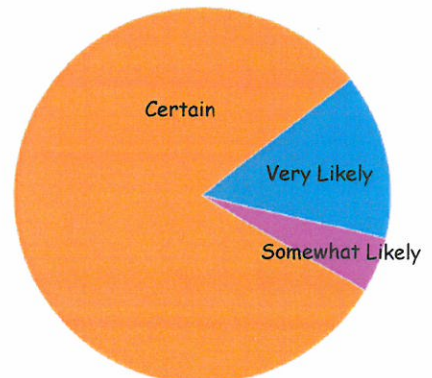
## Program: Learn to Ride Safe



A child's first vehicle is typically a bicycle and how they are taught to use this vehicle is an important step in ensuring that they develop safe and responsible cycling habits.

The *Learn to Ride Safe* Program is aimed at presenting effective skills to prevent cycling injuries in children aged eight and nine (Grade three). It permits students to develop responsible habits and attitudes and practice skills needed for later instruction on-road.

How likely are you to have your class participate in the 2014 Learn to Ride Safe Program?



This program is based on principles of the Canadian Cycling Association CAN-BIKE program and was presented to students by trained and certified CAN-BIKE Instructors.

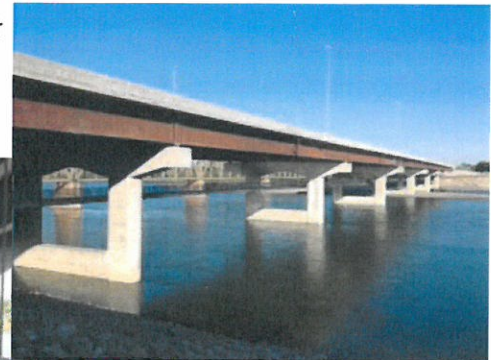
In 2013, this program was delivered to 74 classrooms in 45 schools to a total of **1,862 students** in Saskatoon. Following the program's delivery, a survey was undertaken of the teachers whose pupil's participated — they overwhelmingly welcomed the program back in future years.



## Project: Circle Drive South Multi-Use Path-

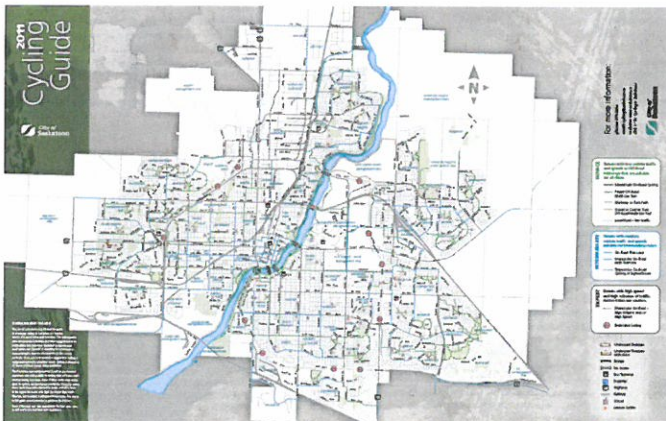
The construction of the Circle Drive South project is coming to a close, and with it the multi-use pathway that runs alongside the freeway from Lorne Avenue on the East side of the river to 11th Street on the west is opening. The new pathway is approximately 4.9 kilometers long and is lit from Lorne Avenue to 11th Street.

The pathway provides a great connection to locations such as Diefenbaker Park, Prairieland Park Exhibition Grounds, Gordie Howe Park and much more.



The pathway also incorporates a new multi-use underpass allowing cyclists and pedestrians to cross the South Saskatchewan River.

## Project: Cycling Guide

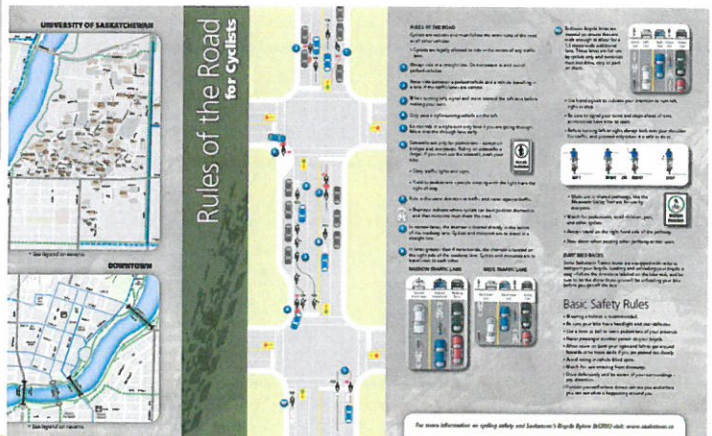


A pocket-sized cycling guide was developed in 2011 as a way of helping cyclists plan their routes throughout Saskatoon. This guide was updated with new information in 2012 and 2013 and redistributed.

The *Cycling Guide* was published to encourage cycling in Saskatoon as a healthy means of transportation and recreation. The guide rates every road and shows suggested routes and facilities.

ties that have been identified by experienced local cyclists and City staff.

The *Cycling Guide* contains a road map of the city with ratings of the cycling facilities and detailed key maps for the University of Saskatchewan and the Downtown. It also contains a summary of the rules of the road for cyclists.

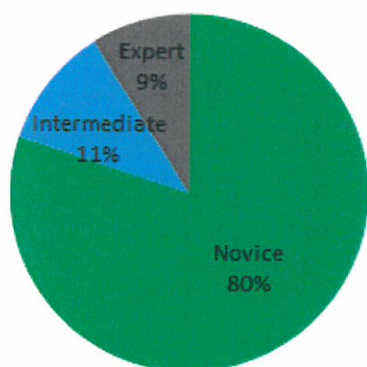




## Project: Cycling Facilities Inventory

A common question for our staff is "How many bike lanes are there?" Good question, but bike lanes aren't the only places where you can bike in Saskatoon. Cyclists can use all streets (except some freeways), multi-use trails, and pathways in parks as well.

Corresponding to the ratings given to the cycling facilities in the Cycling Guide, we measured every street, trail and pathway in the system. As it turns out, there are **1,148 kilometers** of cycling facilities and most of them are good places to ride, even for novice cyclists. On a typical cycling trip, cyclists will encounter intermediate and expert cycling conditions as well. Improving those roads are of key importance to making cycling better for everyone.



Novice		km's
Shared-use On-road cycling		66.9
Paved Off-road multi-use trail		64.8
Walkway or Park Path		69.4
Gravel or Crushed dust Off-road multi-use trail		6.6
Local Street -- low traffic		711.8
Intermediate		
On-road bike lane		15.1
Shared-use On-road with sharrow		10.8
Shared-use On-road cycling		100.9
Expert		
Shared-use On-road -- High Volume and/or Speed		102.2

## Program: Bike Counting Program

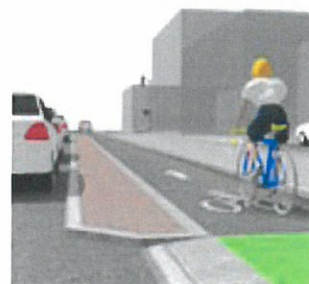


The City of Saskatoon has started a bike counting program in order to better quantify the amount of cycling within the City, as well as determine where bike trips are made. By establishing a bike counting program, new projects can be chosen based on count data in order to ensure that new projects are benefitting as many citizens as possible. Count data is also expected to help understand cycling trends.

The program is still in its beginning stages and is expected to be running in 2014.

## Project: Cycle Track

The City of Saskatoon is installing its first Cycle Track! A cycle track is a cycling only facility that is physically separated from motor vehicle traffic and also distinct or separated from pedestrian facilities. The City's first cycle track is going to be constructed on Fedoruk Drive adjacent to the Evergreen and Silverspring neighbourhoods.



<http://nacto.org/cities-for-cycling/design-guide/cycle-tracks/raised-cycle-tracks/>