

# Connecting 2nd Avenue/3rd Avenue: Walking, Cycling, and Driving Improvements

## ISSUE

A review of 2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue between King Street and 33<sup>rd</sup> Street was completed to identify safety improvements for people walking, cycling, and driving. This report presents the findings and recommendations of the review.

## BACKGROUND

### History

A summary of the project history is below:

- In 1982, the Third Avenue Princess Street to 33<sup>rd</sup> Street functional planning study was completed. This study included widening 3<sup>rd</sup> Avenue to improve traffic operations and road safety. The initial plan included widening to six lanes.
- In the 1980s, properties along the 900 block of 3<sup>rd</sup> Avenue North and a site on the corner of Duchess Street and 3<sup>rd</sup> Avenue North were purchased.
- Between 1982 and 2010, the widening project was deferred due to the construction of the Circle Drive North Bridge.
- In 2010, the City Park Local Area Plan was adopted, and the widening plan revised to maintain the four travel lanes, widen the lanes to improve vehicular safety, and improve infrastructure for other modes of travel (cycling and walking).
- In July 2021, the Central Industrial Area Traffic Review was completed and included recommendations for pedestrian crossings of 2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue. However, City Council deferred approval of the recommendations pending further engagement.
- At its Regular Business Meeting held on February 28, 2022, City Council considered a follow-up report on the Central Industrial Area Traffic Review. The stated next steps in the report were:
  - “Administration will proceed with the implementation of the recommendations of the Central Industrial Area Traffic Review Report, as funding allows, with the exception of the recommendations on 2nd Avenue/3rd Avenue. The pedestrian crossing recommendations for 2nd Avenue/3rd Avenue outlined in the Central Industrial Area Traffic Review will not be implemented, and instead designs will be finalized through the engagement and detailed design process for the widening project.”
- Transportation received funding through the 2022-2023 Multi-Year Budget Process to complete the Connecting 2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue: Walking, Cycling, and Driving Improvements functional planning study.

A detailed history is included in Appendix 1.

### Current Status

2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue between King Street and 33<sup>rd</sup> Street is classified as a major arterial roadway.

2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue has two travel lanes in each direction. Each travel lane is approximately 2.9 metres wide. The posted speed limit for the street is 50 kilometres per hour. There are 1.5 metre-wide sidewalks on both sides of the street and zebra pedestrian crosswalks at King Street, Princess Street, and Duke Street.

The most recent five-year collision data (2018-2022) was reviewed and is summarized as follows:

- 83 total collisions (67 collisions at intersections and 16 collisions along road segments).
- 18 out of 83 collisions resulted in injuries.
- Out of the 83 collisions, three pedestrians were involved (i.e., two at Duchess Street and one between Duke Street and Duchess Street). Two of these three pedestrians suffered minor injuries. Collisions that involve vulnerable road users (i.e., pedestrians and cyclists) have a high risk of severe consequence.
- Rear end collisions are the most dominant collision configuration, comprising 27 of the 83 total collisions (33%).
- Failing to yield the right-of-way and inattentiveness were recorded as the major contributing factor in 26 of the 83 total collisions.

In 2023, the Connecting 2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue: Walking, Cycling, and Driving Improvements project was completed. The project report is included in Appendix 2. The purpose of the project was to functionally design 2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue between King Street and 33<sup>rd</sup> Street to improve safety for people walking, cycling, and driving.

The Saskatoon Food Bank has had a year-to-year agreement with the City of Saskatoon to use the site along the 900 block on the east side of 3<sup>rd</sup> Avenue North as a temporary garden since 2011. The Saskatoon Food Bank will be relocating their garden to their new facility located on Avenue P at the end of 2024 and will no longer be using these lands.

### Public Engagement

Three engagement events were completed in December 2023. A virtual meeting (9 attendees), an in-person event (9 attendees), and an online survey (43 responses). Based on feedback received, there was general support for the recommended option. Flyers were mailed to City Park Community Association, local residents, and business owners in City Park and Central Industrial area within the 2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue project limits. The flyer described the various engagement activities and how to participate in them. The engagement activities were also posted on the City's social media accounts. A mini billboard was also placed on the street to reach residents who travel the corridor. An engagement summary is included in the project report in Appendix 2.

### OPTIONS

#### Pedestrian Crossings

Pedestrian assessments were conducted to determine the need for pedestrian crossing devices in adherence to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings. National guidance is followed for locating pedestrian devices and selecting the type of pedestrian device using a treatment matrix which considers traffic volume, posted speed limit, and number of lanes for pedestrian crossing.

Based on a review of the elements listed above and a review of collision data, Pedestrian Actuated Signals are recommended at King Street and Duke Street. The existing crosswalk at Princess Street is recommended to be removed as it is no longer warranted with upgrades to the adjacent crossings.

Appendix 3 illustrates the following:

- 2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue Corridor pedestrian crossing devices;
- Distances between intersections;
- Pedestrian generators in the Central Industrial and City Park neighbourhoods;
- Existing and proposed all ages and abilities cycling facilities; and
- Study limits for the 2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue widening project.

#### Road Widening

Four options were considered.

- **Option 1 – Do Nothing**
- **Option 2A – Widen to the West – Separated Sidewalk**  
Widen to the west by relocating the west curb further west and include a 2.5 metre sidewalk that is separated from the traffic lane by a 0.5 metre-wide boulevard.
- **Option 2B – Widen to the West – Combined Sidewalk**  
Widen to the west by relocating the west curb further west and includes a 1.8 metre sidewalk that is not separated from the traffic lane.
- **Option 3 – Widen to the East**  
Widen to the east by relocating the east curb further east.

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The following table compares the options and their alignment with current design standards.

Option	Travel Lanes			Active Transportation Facilities		
	Lane Width	Design Criteria	Meets Design Criteria	Width	Design Criteria	Meets Design Criteria?
1 – Do Nothing	2.9 m	3.6 m	No	1.5 m	2.5 m sidewalk for arterial streets  3.0 m shared-use pathway	No
2A – Widen to the West – Separated Sidewalk	3.6 m		Yes	2.5 m sidewalk on West side and 3 m shared-use pathway on East side		Yes, for the portion of the street where there is new curb (~200 m in length). Tying into existing 1.5 m sidewalk for the remainder.
2B – Widen to the West – Combined Sidewalk	3.6 m		Yes	1.8 m sidewalk on West side and 3 m shared-use pathway on East side		No, sidewalk width of 1.8 m is narrower than 2.5 m.
3 – Widen to the East	3.6 m		Yes	1.5 m sidewalk on West side and 3 m shared-use pathway on East side		No, existing sidewalk will remain 1.5 m wide.

The four options were evaluated on the following criteria: improves pedestrian safety; improves cyclist safety; improves traffic safety; impact on utilities; environmental impacts; property acquisition; and parking impacts. The detailed evaluation is provided in Appendix 4.

### RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:  
That Option 2A – Widen to the West – Separated Sidewalk be approved.

### RATIONALE

The recommended option is Option 2A – Widen to the West – Separated Sidewalk as it meets the project goals and design criteria to improve safety for people walking, cycling, and driving, and results in less impacts. In addition, no property acquisition is required.

The following improvements are features of the design:

- Widening traffic lanes to 3.6 metres;
- Widening the west sidewalk to 2.5 metres wide;
- Widening the east sidewalk to a 3.0 metre shared-use pathway;
- Constructing a cul-de-sac to close 3<sup>rd</sup> Avenue at 2<sup>nd</sup> Avenue;
- Installation of pedestrian accessible curb ramps; and
- Installation of pedestrian actuated signals at King Street and at Duke Street.

Plans illustrating the recommended option are included as Appendix 5.

Additional details on the rationale for the recommended option is as follows:

- Option 1 – Not recommended as it does not meet the project purpose.
- Option 2A – Recommended as there are less environmental impacts, no additional property acquisition required, and provides a 2.5 metre sidewalk on west side.
- Option 2B – Not recommended as the sidewalk on the west side would be 1.8 metres.
- Option 3 – Not recommended as there are more environmental impacts and property acquisition is required.

### **ADDITIONAL IMPLICATIONS/CONSIDERATIONS**

The estimated cost of the recommended option is \$1.09 million. There is currently approved funding in Capital Project 2288 – Transportation Safety for this project in the amount of \$300,000 in 2024 and \$500,000 in 2025. The remaining funds will be submitted for funding through the 2026-2027 Multi-Year Business Plan and Budget process.

There are no additional implications/considerations to be considered at this time.

### **COMMUNICATION ACTIVITIES**

As part of the construction project workplan, the Administration would develop a communications plan to accompany the project. Communication activities typically include methods such as flyers, letters, mini billboards, or similar mediums to communicate project and construction activities to residents and property owners near the project area.

### **NEXT STEPS**

1. Detailed design and cost estimate refinement in 2025 using existing project funding.
2. Subdivide the adjacent lands to adjust the existing right-of-way to the future right-of-way.
3. The remnant lands will be brought out for sale and development by Saskatoon Land in accordance with their business plans.
4. Apply for alternate sources of funding if applicable and available.
5. Construction will proceed once adequate capital funding is available to complete the entire project.

**APPENDICES**

1. Project History
2. Connecting 2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue: Walking, Cycling, and Driving Improvements Report
3. 2<sup>nd</sup> Avenue/3<sup>rd</sup> Avenue Corridor Figure
4. Options Evaluation
5. Recommended Option

**Report Approval**

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