

In 1982, the City of Saskatoon completed the Third Avenue Princess Street to 33rd Street functional planning study. The study included widening 3rd Avenue to improve traffic operations and road safety, and includes the following excerpt from the study summary:

“Projected traffic volumes indicate that 3rd Avenue will require three travelling lanes in each direction plus separate left turning lanes prior to the target year.”

At its Regular Business Meeting held on April 26, 2010, City Council adopted the City Park Local Area Plan. The plan included the following recommendation:

“3.6 3rd Avenue North Road Widening: That the Infrastructure Services Department, Transportation Branch, in addition to the required public notice policy, present the proposed design for the 3rd Avenue road widening to the City Park Community Association and City Park Local Area Planning Committee. And, that the Community Services Department, Land Branch, meets with the City Park Local Area Planning Committee in regard to the development of this property.”

The following pertinent excerpts are from Page 95 of the plan:

“In the 1980s, the City of Saskatoon acquired properties along the 900 block of 3rd Avenue North and a site on the corner of Duchess Street and 3rd Avenue North. The intent was to widen 3rd Avenue North. The project did not proceed due to construction of the Circle Drive Bridge.”

“At the time of writing, the Infrastructure Services Department is designing a road widening project to increase pedestrian and vehicular safety, while at the same time creating consistency in street-scaping along 3rd Avenue.

The conceptual design will include the following elements:

- widen to four lanes with a median
- promote on-site parking
- add bicycle lanes
- create wider sidewalks.
- traffic calming measures installed at other intersections to increase pedestrian safety. Currently, there are two pedestrian crossings with traffic signals, which are located at Queen Street and 26th Street.”

Of note is that the reference to the Circle Drive Bridge is referring to the Circle Drive North Bridge which would have impacted traffic volumes on 3rd Avenue. In retrospect delaying the widening was the correct decision as widening 3rd Avenue between Princess Street and 33rd Street to six lanes is no longer required largely due to the presence of other infrastructure, such as the Circle Drive North Bridge.

At its Regular Business Meeting held on July 26, 2021, City Council considered the Central Industrial Area Traffic Review report and resolved:

“That the report be deferred to the September Regular Business meeting of City Council pending further engagement with the City Park Community Association.”

The report included the following recommendations on 2nd Avenue / 3rd Avenue:

| Location | Recommended Improvement | Justification |
|--|---|---|
| 3 rd Avenue & Duke Street | Active Pedestrian Corridor (north side)* | Improve pedestrian safety |
| 2 nd Avenue & King Street | Pedestrian Activated Signal (north side)* | Improve pedestrian safety |
| 2 nd Avenue & Princess Street | Remove existing crosswalk | No longer warranted with upgrades to the adjacent crossings |

*Note: The recommendations may require modification at the time of detailed design due to the complexity of the locations

The Central Industrial Area Traffic Review report was shared with the City Park Community Association via email on August 9, 2021.

At its Regular Business Meeting held on September 27, 2021, City Council considered the updated Central Industrial Area Traffic Review report and resolved:

“That the Administration do public consultation, including a member of the Transportation Department and the Executive of the City Park Community Association, to discuss the draft report and crossing at Princess Street and 2nd Avenue with a report back.”

The Administration met with the Executive of the City Park Community Association on November 18, 2021 to discuss the Central Industrial Area Traffic Review recommendations for the pedestrian crossings along 2nd Avenue / 3rd Avenue.

At its Regular Business Meeting held on December 6, 2021, the Standing Policy Committee on Transportation considered a letter from Colleen Steele and Adrianus Molendijk, City Park Community Association dated November 26, 2021 and resolved that the information be received and joined to the Central Industrial Area Traffic Review file. The letter is attached.

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.”

At the Standing Policy Committee on Transportation meeting held on November 1, 2021, the 2022/2023 Transportation Services Capital Budget Supplemental Information report was received. The report included information that a project would be completed in 2023 that included stakeholder engagement and detailed design for 2nd Avenue. Also indicated was that the project would be funded by Capital Project 2288 Transportation Safety.

At the Standing Policy Committee on Transportation meeting held on October 3, 2023, the 2024/2025 Transportation Services Capital Budget Supplemental Information report was received. The report included information that partial funding for the 2nd / 3rd Avenue widening would be requested through Capital Project 2288 Transportation Safety through the 2024-2025 multi-year budget deliberation process.

From: City Park Community Association Inc.
To: City Council of Saskatoon
Subject: Letter of Concern Regarding Crosswalks

Dear City Council,

After hearing about the proposed changes to the crosswalks on King St, Princess St, and Duke St going over 2nd Ave N, the City Park Community Association (CPCA) would like to ask you to reconsider what is being proposed for the Princess St location.

The Princess St and 2nd Ave intersection has been the subject of reviews in the past.

The City Park Neighbourhood Traffic Review (NTR) identified Princess St and 2nd Avenue as unsafe to cross for pedestrians. The NTR also identified Princess St as a high-volume route for shortcutting through the City Park neighbourhood and even more so when a train is crossing 3rd Avenue. The proposed solution identified in the NTR process was to install a pedestrian activated signal at Princess St and 2nd Ave.

Princess St and 2nd Ave is identified in the North Downtown Master Plan (NDMP) as a key connector as part of the strategy for a cohesive city by connecting a developed north downtown to the surrounding city grid and to the river. The NDMP identifies Princess St as a proposed shared street directly into the heart of the north downtown and it also identifies a proposed pedestrian signal at the intersection of Princess St and 2nd Ave.

We believe that the removal of the crosswalk at Princess St should not happen, but rather be improved as well. We believe this will help to promote and support a more walkable and safe community. Removing access of a crosswalk at that intersection would not align with that view.

The CPCA requests that all three crosswalks receive an upgrade rather than upgrading 2 of them and removing the third.

Please feel free to reach out to us or join one of our monthly meetings to continue discussing this matter.

Sincerely,

Colleen Steele
President CPCA

Adrianus Molendijk
Vice-President CPCA