

Route Options and Gap Options Descriptions

Route 1

Route 1 provides a connection from the existing underpass at Avenue W to the existing neighbourhood bikeway on 23rd Street West and the West Central Multi-Use Corridor (WCMUC). Route 1 includes two possible route extensions: Route 1.1 and Route 1.2.

| | Street | Limits | Facility Type |
|-----------|-------------------------|--|-----------------------|
| Route 1 | 31st Street | Avenue W to Avenue C | Neighbourhood Bikeway |
| | Avenue C | 31st Street to N of Jamieson Street | Neighbourhood Bikeway |
| | Avenue C | N of Jamieson Street to 23 rd Street | Protected Bike Lane |
| Route 1.1 | 31 st Street | Avenue C to Idylwyld Drive | Neighbourhood Bikeway |
| Route 1.2 | Avenue C | 38 th Street to 31 st Street | Neighbourhood Bikeway |

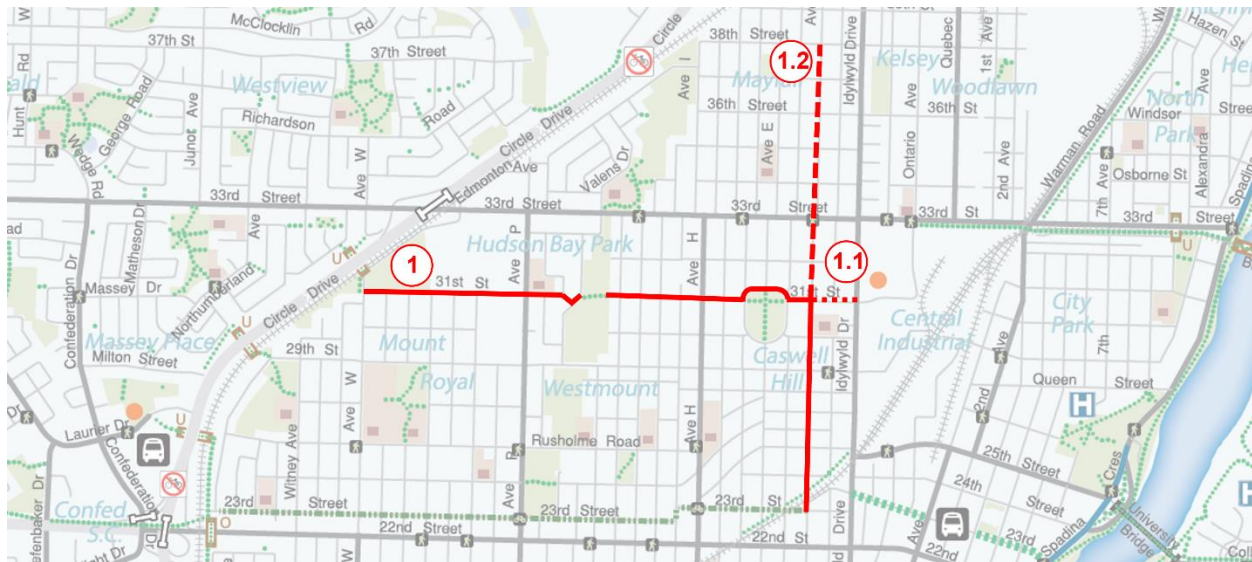


Figure 1: Map of Route 1

Route 1 would serve three neighbourhoods and provides access to two elementary schools. There are no anticipated impacts to parking or travel lane reductions along 31st Street. Along Avenue C there is some parking removal required just north of 23rd Street West. Transit does not operate on Route 1. A rail crossing just north of Jamieson Street would require a rail safety assessment. The addition of Route 1.1 would provide a connection to Saskatchewan Polytechnic. The addition of Route 1.2 would extend the facility to residents of Mayfair and improve the crossing of 33rd Street at Avenue C for people riding bikes. Route 1.1 and Route 1.2 can be added to Route 1 but are not recommended for installation without Route 1.

Route 2

Route 2 provides a connection between the existing neighbourhood bikeway on 23rd Street West and the painted bike lanes along Spadina Crescent. This option would provide improvements to the existing protected bike lanes on 23rd Street East.

| | Street | Limits | Facility Type |
|---------|------------------|-------------------------------------|-----------------------|
| Route 2 | 23rd Street West | Avenue C to Avenue B | Neighbourhood Bikeway |
| | Avenue B | 23rd Street West to Jamieson Street | Neighbourhood Bikeway |
| | Jamieson Street | Avenue B to Idylwyld Drive | Protected Bike Lane |
| | 23rd Street East | Idylwyld Drive to Spadina Crescent | Protected Bike Lane |

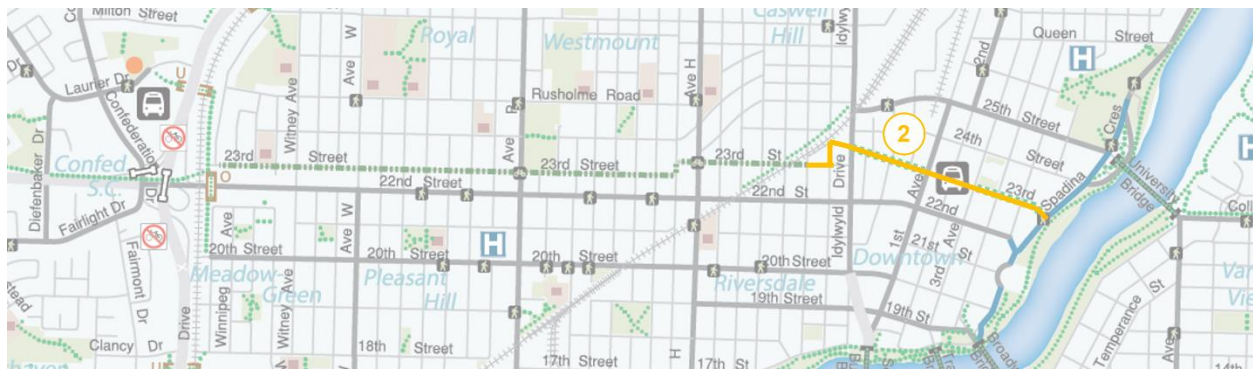


Figure 2: Map of Route 2

Route 2 would serve two neighbourhoods. Transit is present on this route and would be incorporated into the design (transit stops on 23rd Street East have already been accommodated). A lane reduction or reassignment may be required at Idylwyld Drive and Jamieson Street. Some parking removals may be required on Jamieson Street. As a facility already exists along 23rd Street East, this installation would involve making improvements to the existing design to address feedback received, and to bring the current pilot project installation to a rapid deployment implementation standard.

Route 3

Route 3 provides a connection from the existing neighbourhood bikeway at 23rd Street West to the Meewasin trail at Spadina Crescent.

| | Street | Limits | Facility Type |
|---------|----------|---------------------------------|-----------------------|
| Route 3 | Avenue C | 23rd Street to 19th Street | Protected Bike Lane |
| | Avenue C | 19th Street to Spadina Crescent | Neighbourhood Bikeway |

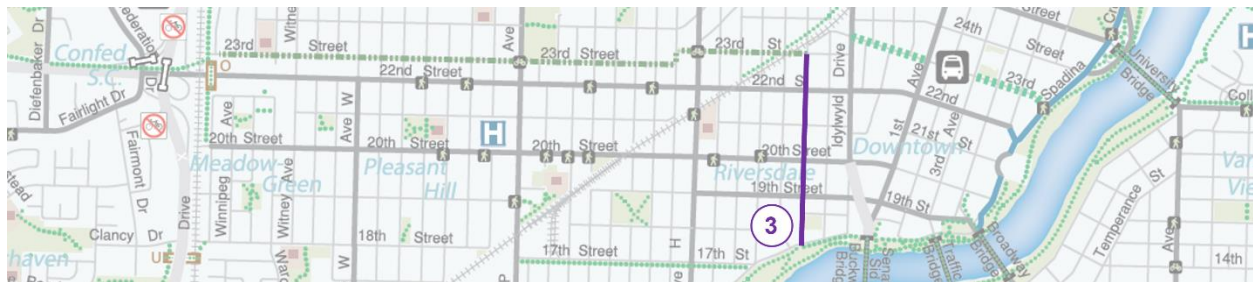


Figure 3: Map of Route 3

Route 3 serves two neighbourhoods and travels through the Riversdale Business Improvement District (BID). A portion of the route requires the removal of parking. Between Spadina Crescent and Jamieson Street 18 parking spots would be removed on the west side of Avenue C, and 85 parking spots would be removed from the east side of Avenue C. This includes 35 paid parking spots in the Riversdale BID. Transit does not operate on this route. Travel lane reductions are not anticipated.

Route 4

Route 4 provides a connection from the underpass at Clancy Drive, the existing shared-use pathway behind Vancouver Avenue, and the WCMUC. An extension of Route 4 could be added on Avenue W to the south, Route 4.1, to connect to the shared-use pathway on 11th Street West.

| | Street | Limits | Facility Type |
|-----------|------------------|--|-----------------------|
| Route 4 | 18th Street | Vancouver Avenue to Avenue Q | Neighbourhood Bikeway |
| | Vancouver Avenue | 18th Street to 20th Street | Neighbourhood Bikeway |
| | 20th Street | Vancouver Avenue to Shared-Use Pathway | Neighbourhood Bikeway |
| Route 4.1 | Avenue W | 18th Street to 11th Street | Protected Bike Lane |



Figure 4: Map of Route 4

Route 4 would serve two neighbourhoods and facilitates direct access to one elementary school. Transit does not operate on 18th Street West. There are no anticipated parking or travel lane reductions. The addition of Route 4.1 would provide a connection to the Southwest Industrial employment area and the existing shared-use pathway at 11th Street West. All parking on Avenue W would be removed from 18th Street to 11th Street. Transit is present on Avenue W and transit stops would be incorporated into the design of the cycling facility. The rail crossing south of Appleby Drive would require a rail safety assessment. Route 4.1 is not recommended to be installed without Route 4.

Route 5

Route 5 provides a connection between proposed Route 1 along 31st Street West and proposed Route 4 along 18th Street West.

| | Street | Limits | Facility Type |
|---------|----------|----------------------------|-----------------------|
| Route 5 | Avenue T | 31st Street to 18th Street | Neighbourhood Bikeway |

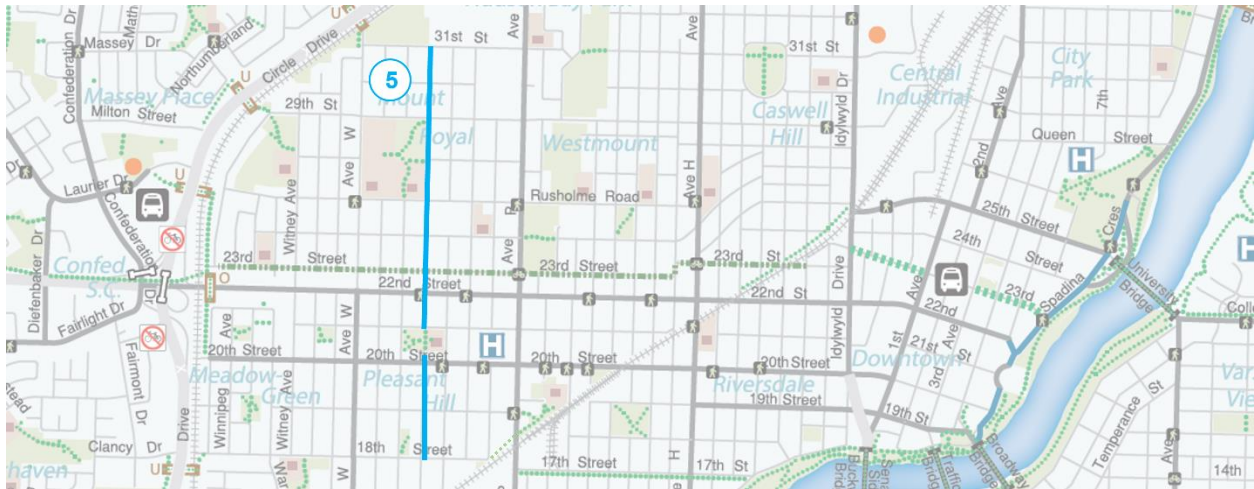


Figure 5: Map of Route 5

Route 5 would serve two neighbourhoods and provide direct access to one high school and one elementary school. Transit does not operate on Avenue T. There are no anticipated parking or travel lane reductions. Route 5 can be implemented on its own but provides much greater benefit when combined with Route 1 and Route 4.

Route 6

Route 6 provides a connection between the shared-use pathway along College Drive and the pedestrian walkway on the Clarence Avenue overpass.

| | Street | Limits | Facility Type |
|---------|-----------------|--------------------------------------|-----------------------|
| Route 6 | Munroe Avenue | College Drive to Cascade Street | Neighbourhood Bikeway |
| | Cascade Street | Munroe Avenue to Churchill Park | Neighbourhood Bikeway |
| | Ferguson Avenue | Wilson Crescent to Calder Crescent | Neighbourhood Bikeway |
| | Calder Crescent | Clarence Avenue to Ferguson Crescent | Neighbourhood Bikeway |

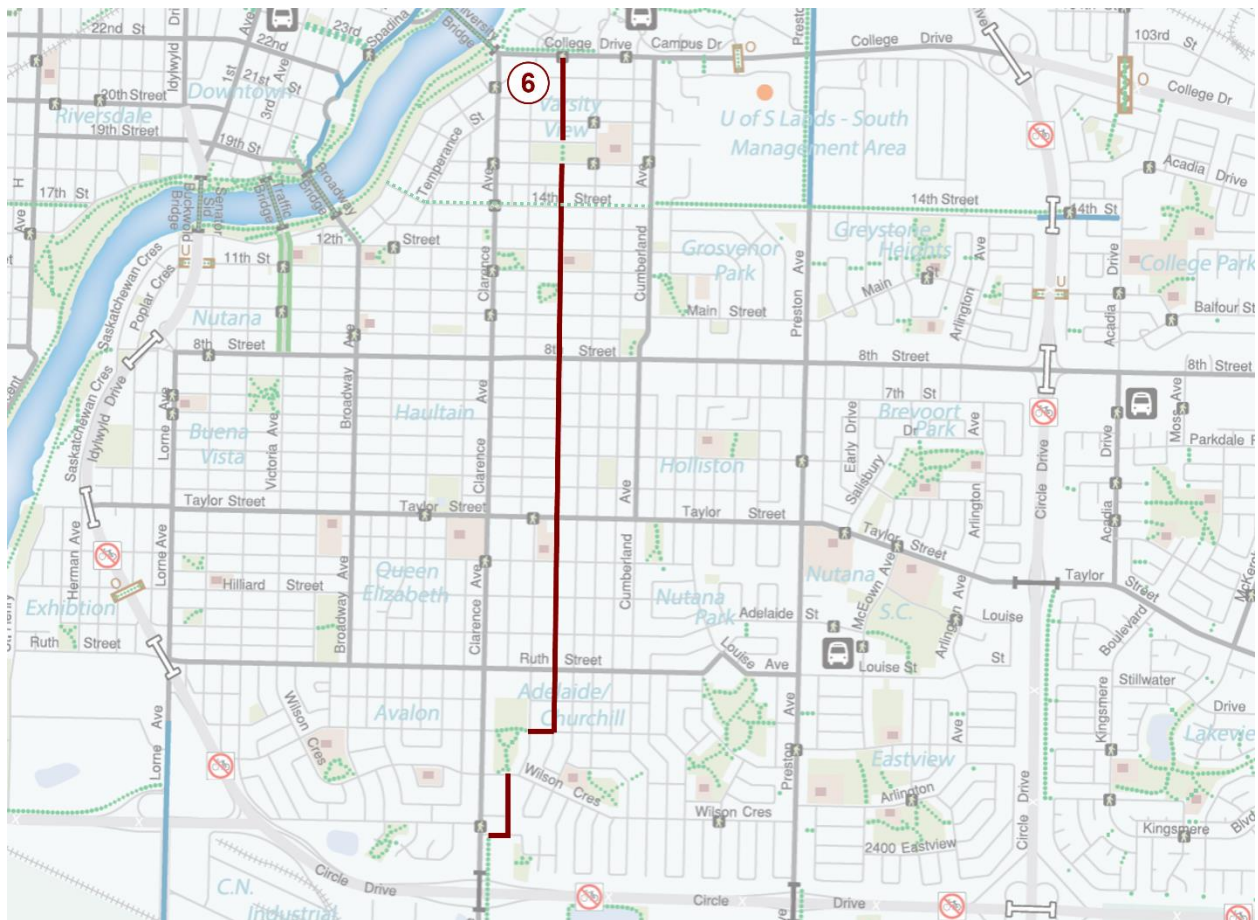


Figure 6: Map of Route 6

Route 6 would serve three neighbourhoods, provide direct access to two schools and provide a safe cycling connection to the University of Saskatchewan and the Royal University Hospital. Transit does not operate on this route. There are no anticipated parking or travel lane reductions.

Route 7

Route 7 provides a connection between the pedestrian overpass at Hilliard Street and the Nutana Suburban Centre.

Route 7 includes two possible routing options. Route 7a proposes a protected bike lane along Taylor Street for the majority of the route. Route 7b proposes a neighbourhood bikeway along Isabella Street, with an option (Route 7b.1) to connect to Taylor Street for a portion of the route to connect to two high schools and two elementary schools.

| | Street | Limits | Facility Type |
|------------|-----------------|------------------------------------|-----------------------|
| Route 7a | Coy Avenue | Hilliard Street to Taylor Street | Neighbourhood Bikeway |
| | Taylor Street | Coy Avenue to McEowen Avenue | Protected Bike Lane |
| | Madden Avenue | Taylor Street to Early Drive | Neighbourhood Bikeway |
| OR | | | |
| Route 7b | Coy Avenue | Hilliard Street to Isabella Street | Neighbourhood Bikeway |
| | Isabella Street | Coy Avenue to Louise Avenue | Neighbourhood Bikeway |
| | Louise Avenue | Isabella Street to Adelaide Street | Neighbourhood Bikeway |
| | Adelaide Street | Louise Avenue to Preston Avenue | Neighbourhood Bikeway |
| Route 7b.1 | Louise Street | Isabella Street to Taylor Street | Neighbourhood Bikeway |
| | Taylor Street | Louise Street to McEowen Avenue | Protected Bike Lane |
| | Madden Avenue | Taylor Street to Early Drive | Neighbourhood Bikeway |

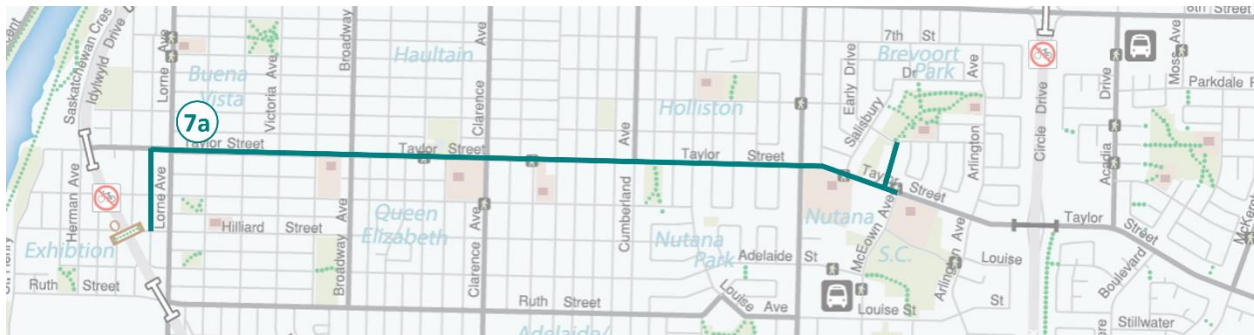


Figure 7: Map of Route 7a

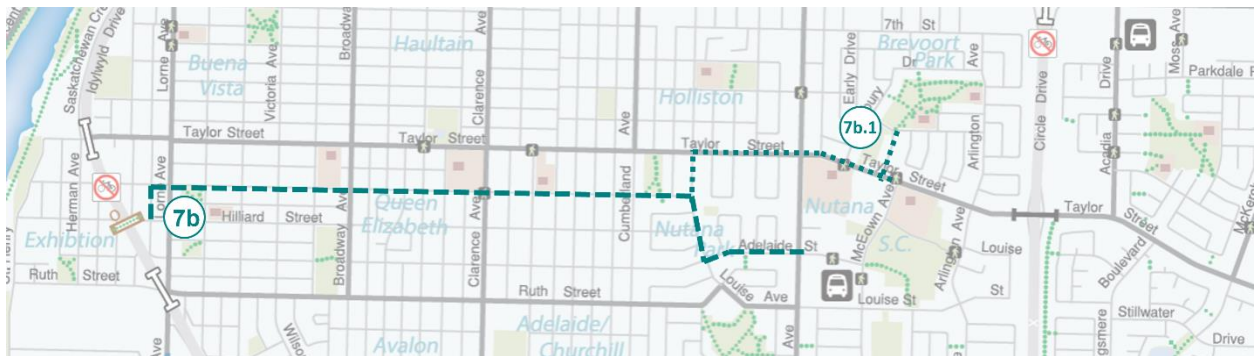


Figure 8: Map of Route 7b and Route 7b.1

Route 7a would serve eight neighbourhoods and provides connections to four elementary schools and three high schools. Transit is present along Taylor Street and transit stops would be accommodated in the design. All street parking would be removed along Taylor Street, from Coy Avenue to McEowen Avenue. A lane reduction or reassignment may be required at the intersection of Preston Avenue and Taylor Street.

Route 7b would serve four neighbourhoods and provides connections to two elementary schools and one high school. Transit does not operate on this route. There are no anticipated parking or travel lane reductions.

Adding Route 7b.1 to Route 7b would serve an additional two neighbourhoods, two elementary schools and two high schools. Route 7b.1 would require the removal of parking on Taylor Street, from Louise Avenue to McEowen Avenue. Transit stops along this stretch would be incorporated into the design of the cycling facility. A lane reduction or reassignment may be required at the intersection of Preston Avenue and Taylor Street.

Route 8

Route 8 provides a connection from the shared-use pathway behind Rutherford Crescent to the pedestrian overpass at Central Avenue / College Drive.

| | Street | Limits | Facility Type |
|---------|--------------------------|--|--------------------------------|
| Route 8 | Rutherford Crescent | Shared-Use Pathway to 115 th Street | Neighbourhood Bikeway |
| | Egbert Avenue | 115 th Street to 104 th Street | Neighbourhood Bikeway |
| | 104 th Street | Egbert Avenue to Central Avenue | Neighbourhood Bikeway |
| | Central Avenue | 104 th Street to 103 rd Street | Shared-Use Pathway Designation |

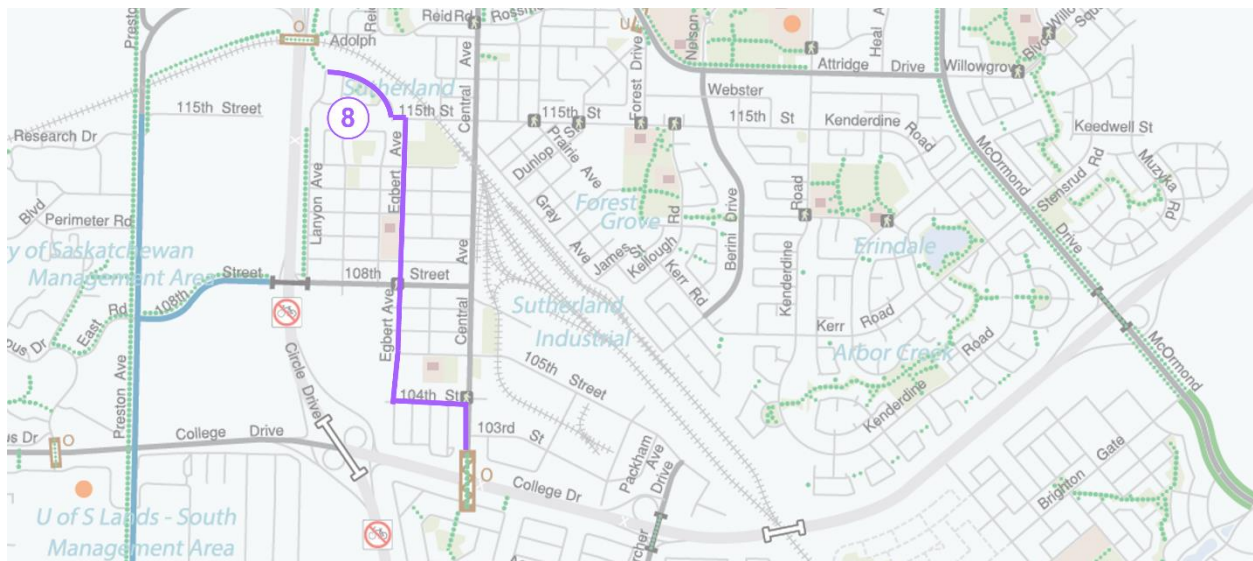


Figure 9: Map of Route 8

Route 8 serves one neighbourhood, provides direct access to one elementary school, and connects Sutherland and College Park residents to the Preston Avenue commercial area. There is one transit stop along Central Avenue that would not be impacted by extending the shared-use pathway designation on the sidewalk on the west side of Central Avenue from 103rd Street to 104th Street. There are no anticipated parking or travel lane reductions.

Route 9

Route 9 provides a connection from Egbert Avenue to the shared-use pathway along Attridge Drive.

| | Street | Limits | Facility Type |
|---------|--------------|--------------------------------|-----------------------|
| Route 9 | 115th Street | Egbert Avenue to Forest Drive | Protected Bike Lane |
| | Forest Drive | 115th Street to Attridge Drive | Neighbourhood Bikeway |

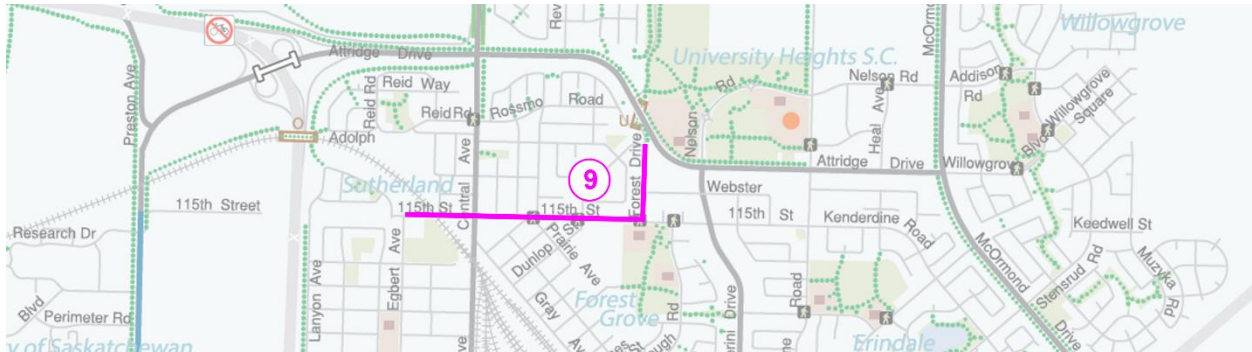


Figure 10: Map of Route 9

Route 9 serves two neighbourhoods and provides direct connection to two elementary schools and one high school. All parking along 115th Street from Central Avenue to Forest Drive would be removed.

Transit is present along 115th Street and transit stops would need to be accommodated into the design. A rail crossing occurs just west of Central Avenue on 115th Street and would require a rail safety review.

Gap 1 to Gap 5

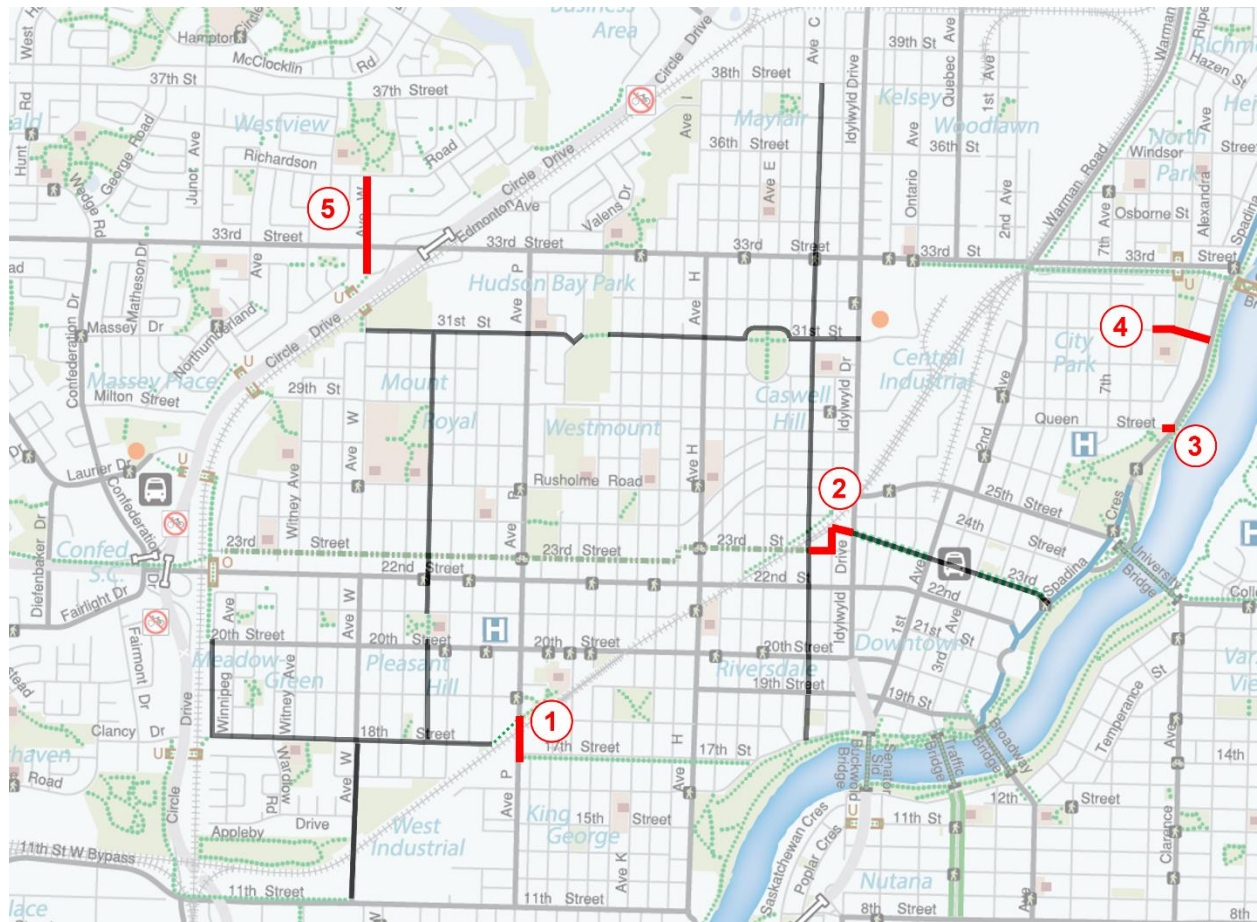


Figure 11: Map of Gaps 1 to 5

Gap 1 provides a connection on Avenue P between the existing shared-use pathway on 17th Street West and the existing WCMUC. Gap 1 would require the removal of all parking along Avenue P from 17th Street West to just north of the CP rail crossing. The facility would require a rail safety assessment.

Gap 2 provides a connection between the existing 23rd Street West Neighbourhood Bikeway and the existing 23rd Street East protected bike lanes. Gap 2 would require integration with transit and may require a lane reduction or reallocation at the intersection of Idylwyld Drive and Jamieson Street.

Gap 3 provides an improved crossing at Queen Street and Spadina Crescent for people riding bikes along the Meewasin Trail to transition to a shared on-street condition at Queen Street. Gap 3 may require the removal of some parking on Queen Street to facilitate an improved crossing.

Gap 4 provides a connection on Duke Street between the Meewasin trail along Spadina Crescent and 9th Avenue, including improvements to the intersection of Duke Street and Spadina Crescent.

Gap 5 provides a connection on Avenue W between the existing underpass at Marlborough Crescent and Dr. Seager Wheeler Park. Gap 5 would require the removal of all parking along Avenue W from 33rd Street to Richardson Road, and possibly on Avenue W south of 33rd Street. Transit is present north of 33rd Street and would be accommodated into the design. A possible lane reduction or reassignment may be required at the intersection of 33rd Street West and Avenue W.

Gap 6 to Gap 8

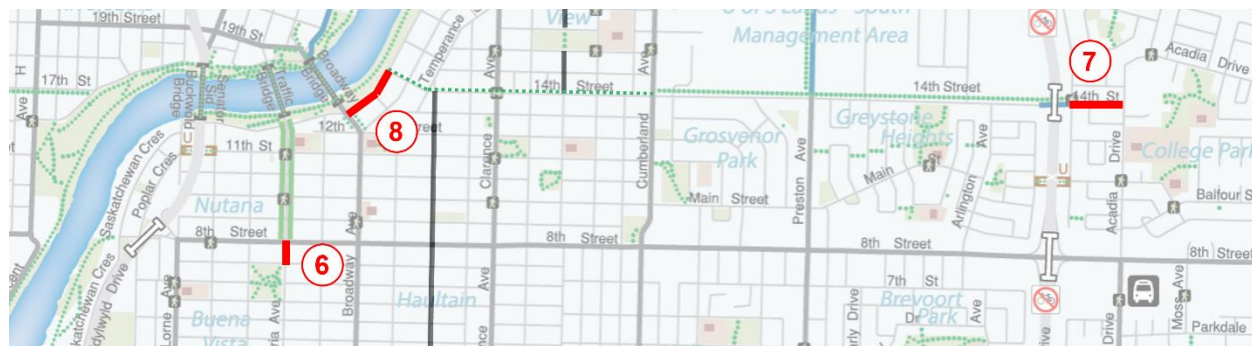


Figure 12: Map of Gaps 6 to 8

Gap 6 facilitates an improved crossing at 8th Street East and Victoria Avenue, providing a transition from the raised cycle track north of 8th Street to the shared on-road conditions south of 8th Street. Gap 6 would require the removal of parking for one block between 8th Street and 7th Street.

Gap 7 provides an extension from where the 14th Street shared-use pathway ends at Carleton Drive to Acadia Drive. Gap 7 would require integration of the transit stop at 14th Street and Carleton Drive. Parking is not expected to be removed but may be shifted to accommodate a protected cycling facility to replace the existing painted bike lanes.

Gap 8 provides a connection on Saskatchewan Crescent from the recently approved 14th Street Neighbourhood bikeway and the Broadway Bridge.