

West Central Multi-Use Corridor

Canadian Pacific Kansas City Railway Company (CPKC) previously identified a safety issue with pedestrians walking on or close to the tracks in the downtown area. Through the Pleasant Hill, Riversdale, and West Industrial Local Area Plans, the City of Saskatoon identified a need to connect these neighbourhoods to the downtown via a multi-use pathway.

To address safety and provide active transportation connections, the West-Central Multi-Use Corridor project was conceived. The resultant project is a 3-kilometre multi-use pathway adjacent to the CPKC tracks from Idylwyld Drive to Avenue W South. The project was approved by City Council in 2013 and the first phase was constructed between Idylwyld Drive and Avenue D South as part of the 25th Street Extension project. The second phase between Avenue D and Avenue F was completed in 2021 through the Rail Safety Improvement Program. The third phase between Avenue K and Avenue Q South was completed in 2022-2023 through Reallocation Pool funding.

Details on the project segments are as follows:

Segment	Cost	Notes
Avenue F to Avenue K	\$1,200,000	- Design work with CPKC underway - City working to assume a number of leases over the next three years
Avenue Q to Avenue W	\$1,200,000	- Detailed design is underway - No constraints

31st Street to 33rd Street Shared-Use Pathway

At its Regular Business Meeting held on February 28, 2024, City Council approved in principle the 31st Street Bikeway Connection to 33rd Street Share-use Pathway Functional Plan with Option 5B.

Option 5B includes a 3.0 metre-wide shared-use pathway along Idylwyld Drive North and 33rd Street East that would be offset 1.5 metres from the adjacent roadway curbing to allow for the placement of light poles, signs, fire hydrants and other items in the amenity strip.

This pathway will allow people to easily connect to the adjacent destinations and directly connect to the existing shared-use pathway on 33rd Street East and the future 31st Street Neighbourhood Bikeway. Option 5B will also connect directly to the Bus Rapid Transit station on the south side of 33rd Street between Alberta Avenue and Idylwyld Drive.

There is insufficient existing public right-of-way along Idylwyld Drive and 33rd Street to construct a 3.0 metre-wide shared-use pathway. An expansion of the public right-of-way into provincial lands is required. The properties are owned by the Saskatchewan Property Management Corporation or His Majesty the King, in essence the Province of Saskatchewan. The Province has agreed to provide the City of Saskatoon the required land to construct the shared-use pathway.

Detailed design is underway for the 31st Street to 33rd Street Shared-Use Pathway.

Connecting Avenue C

This project identifies transportation improvements for Avenue C from Spadina Crescent West to 45th Street West to position the City of Saskatoon to improve the accessibility, comfort, convenience, and safety for active transportation.

At its Regular Business Meeting held on December 20, 2023, City Council approved in principle the Connecting Avenue C project. The project includes:

- Neighbourhood bikeway from Spadina Crescent to 19th Street which will feature:
 - Cyclists riding on street in mixed traffic.
 - Recommended posted speed limit of 30 km/h.
 - Curb extensions to improve pedestrian safety and for traffic calming at Spadina Crescent and Sonnenschein Way. Localized parking restrictions will be required for the curb extensions.
 - Raised crosswalk at Sonnenschein Way.
- Protected bike lanes from 19th Street to Jamieson Street which will feature:
 - 1.8-metre-wide unidirectional bike lanes.
 - Curb extensions to improve pedestrian safety at 20th Street, 21st Street, 22nd Street, 23rd Street and Jamieson Street.
 - Filling gaps in the sidewalk network (pending further feasibility analysis) on the east side of Avenue C between 23rd Street and Jamieson Street.
- Neighbourhood bikeway from Jamieson Street to 38th Street which will feature:
 - Cyclist riding on street in mixed traffic.
 - Recommended posted speed limit of 30 km/h.
 - Filling gaps in the sidewalk network (pending further feasibility analysis) on the west side of Avenue C between 24th Street and 25th Street.
 - Pedestrian and cyclist activated signals at 29th Street and 33rd Street.
 - New four-way stops at 25th Street, 31st Street, and 37th Street.
 - Traffic control changed to stop sign control in the east-west direction along Avenue C.
- Shared-use pathway and sidewalk from 38th Street to 45th Street which will feature:
 - 3 metre-wide shared-use path on the east side of Avenue C.
 - Filling gaps in the sidewalk network (pending further feasibility analysis) on the west side of Avenue C between the rail crossing and 45th Street.
 - New four-way stop at 38th Street.
 - Converting the channelized islands on the north side of Circle Drive and Avenue C to smart channels, to enlarge the islands and enable accessibility ramps to be installed.
- Accessibility ramps will be installed with all new sidewalk and pathway work and at numerous locations where sidewalk exists without a ramp.

Detailed design has not been started for the Connecting Avenue C Project.

22nd Street & Confederation Drive Intersection Improvements – Shared-use pathway

A transportation functional design has been developed to address safety and operations issues for eastbound traffic on 22nd Street West between Diefenbaker Drive and Confederation Drive. The design features:

- Eastbound slotted left-turn lane and an exclusive eastbound right turn lane at the intersection of 22nd Street West and Confederation Drive.
- A new right-out access to 22nd Street West from Fairlight Crescent and convert the existing access at Fairmont Drive to a right-in access from 22nd Street West.
- Relocation of the existing overhead guide sign and roadside safety system located between Confederation Drive and Fairmont Drive farther west.
- Construction of a third eastbound travel lane with curb and gutter between Diefenbaker Drive and Confederation Drive.
- Realignment of the pedestrian crosswalk, adjust pedestrian accessible ramps, and correct drainage deficiencies on the southwest corner of the intersection at 22nd Street West and Confederation Drive.
- A shared-use pathway on the south side of 22nd Street West between Diefenbaker Drive and Confederation Drive.

The design was presented to the Standing Policy Committee on Transportation on August 6, 2024 and the Committee resolved: “That the matter be referred back to the Administration to report back on the implications of removing the right out on Fairlight Crescent.” The follow-up report for this item is anticipated in the first quarter of 2025.

The pedestrian accessible ramps and shared-use pathway on the south side of 22nd Street West between Diefenbaker Drive and Confederation Drive would be the only portions of the project eligible for AT fund contributions.

Detailed design has not been started for the 22nd Street & Confederation Drive Intersection Improvements Project.

22nd Street Shared-Use Pathway

The Standing Policy Committee on Transportation, at its meeting held on January 10, 2023, received the Sidewalks Infill Accelerated Implementation Program – January 2023 Update, which showed that the missing sidewalk on the south side of 22nd Street between Witney Avenue and the pedestrian overpass has a priority 2/3 ranking.

The Standing Policy Committee on Transportation at its meeting held on October 3, 2023 received the Active Transportation Plan Implementation – October 2023 Update, which showed the missing sidewalk on the south side of 22nd Street between Witney Avenue and the pedestrian overpass as a location with functional plan complete but sidewalk construction to take place beyond 2029.

31st Street West Walking and Cycling Improvements

At its Regular Business Meeting held on January 25, 2021, City Council approved in principle the 31st Street West Bikeway, Pedestrian and Traffic Safety Improvement Project.

To improve active transportation along 31st Street West from Circle Drive West to Idylwyld Drive North, the project includes:

- Cyclists riding on street in mixed traffic:
 - From Avenue W to McMillan Avenue;
 - From Avenue L to Idylwyld Drive;
- Traffic calming circles at Avenue U and Avenue R;
- Curb extensions to improve pedestrian safety and for traffic calming at Avenue U, Avenue T, Avenue R, and McMillan Avenue;
- Pedestrian and cyclist-activated signals at Avenue P and Avenue H;
- Filling gaps in the sidewalk network (pending further feasibility analysis);
- Multi-Use Pathway (3 metres wide) between McMillan Avenue and Avenue L and through Pierre Radisson Park;
- Widen and improve the existing pedestrian pathway through Ashworth Holmes Park;
- Remove the channelized right turns at Idylwyld Drive on the east side of intersection; and
- All existing on-street parking will be maintained.

At its Regular Business Meeting held on March 1, 2021, the Standing Policy Committee received the Sidewalks Infill Accelerated Implementation Program – February 2021 Follow-Up report as information, which included a map of known missing sidewalks. Appendix 1 of the report contains a map showing the known missing sidewalk locations in Saskatoon indicating the sidewalk priority ranking. The missing sidewalks along 31st Street West between Idylwyld Drive and Circle Drive are listed as Priority 3 and 4.

Detail design has not been started for the 31st Street West Bikeway, Pedestrian and Traffic Safety Improvement Project.

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

At its Regular Business Meeting held on May 29, 2024, City Council approved in principle the Connecting 2nd Avenue/3rd Avenue: Walking, Cycling, and Driving Improvements Project. City Council resolved that Option 2A – Widen to the West, Separated Sidewalk be approved.

Features of the recommended option include:

- 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 3rd Avenue at 2nd Avenue;
- Installation of pedestrian accessible curb ramps; and
- Installation of pedestrian actuated signals at King Street and at Duke Street.

The pedestrian accessible ramps, shared-use pathway, and pedestrian actuated signals would be eligible for AT fund contributions.

Detailed design is scheduled to begin in 2025 for the Connecting 2nd Avenue/3rd Avenue: Walking, Cycling, and Driving Improvements Project.

Victoria Avenue Bike Lanes

At its Regular Business Meeting held on April 26, 2021, City Council approved in principle the Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement Project. City Council resolved that Option 4 - Protected Street-Level Bike Lanes with Parking along Victoria Avenue between 8th Street East and Taylor Street East be approved.

To improve active transportation along Victoria Avenue from 8th Street East to Taylor Street East, the project includes:

- Protected street-level bike lanes;
- Raised crosswalk at 6th Street East; and
- On-street parking removed between 8th Street East and 7th Street East
- Narrowed centred median between 7th Street East and Taylor Street allowing on-street parking to be maintained.

There are no sections of missing sidewalk on Victoria Avenue between 8th Street and Taylor Street.

Detailed design has not been started for the Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement Project.