

Downtown AAA Cycling Network: Summary of 3rd Avenue Assessment

Key Factor	Summary of Assessment
Bicycle Network	<ul style="list-style-type: none"> • Connectivity beyond the study area: <ul style="list-style-type: none"> ○ 3rd Avenue connects to the Traffic Bridge to the south, which has 3.0 meter multi-use pathways on either side. ○ 3rd Avenue extends beyond 25th Street to the north without a deflection (4th Avenue and 25th Street intersection is offset). • Connectivity to existing AAA facilities: <ul style="list-style-type: none"> ○ 3rd Avenue is aligned with Victoria Avenue which will have a raised cycle track from 8th Street to the Traffic Bridge. • Connectivity to city-wide destinations: <ul style="list-style-type: none"> ○ 3rd Avenue is more central to the Downtown than 4th Avenue, and serves a variety of city-wide destinations, including City Hall, Sturdy Stone, Francis Morrison Library and several educational institutions.
Motor Vehicles	<ul style="list-style-type: none"> • Consistent Right-of-way Width: <ul style="list-style-type: none"> ○ 3rd Avenue has a consistent pavement width and right-of-way width, whereas 4th Avenue narrows north of 24th Street. • Motor Vehicle Traffic Flow Assessment: <ul style="list-style-type: none"> ○ A motor vehicle traffic flow assessment was not conducted for 3rd Avenue as the presence of BRT removed 3rd Avenue from consideration. Traffic volumes diverted from 3rd Avenue as a result of BRT implementation were distributed to the rest of the Downtown streets to consider the full outcome of BRT and the AAA network. ○ Traffic volumes on 3rd Avenue are less than those on 4th Avenue. As such, an assumption can be made that the impact of adding a AAA cycling facility to 3rd Avenue on corridor travel time and intersection level of service (LOS) would be less than the impact experienced on 4th Avenue. A motor vehicle traffic flow assessment would be required to determine changes in LOS or corridor travel time on 3rd Avenue with the inclusion of a AAA cycling facility.
Business	<ul style="list-style-type: none"> • Impact to Parking: <ul style="list-style-type: none"> ○ The estimated parking loss on 3rd Avenue to accommodate a AAA cycling facility was similar to 4th Avenue, with a reduction of 54 parking spaces, compared to a loss of 58 spaces on 4th Avenue.
Transit	<ul style="list-style-type: none"> • Should BRT no longer be present on 3rd Avenue there would be no impact to transit or the AAA cycling facility.