

Project Backgrounds

1. 3rd Avenue (25th Street to 2nd Avenue)

- This segment of 3rd Avenue was included in the Neighbourhood Bikeways Corridor project. The project was postponed until the functional planning study was completed for the segment of 3rd Avenue, south of 25th Street.

2. Connecting Downtown: 19th Street (Avenue A to 3rd Avenue)

- On [April 29th, 2019](#), City Council approved that the Downtown AAA cycling network be endorsed on 3rd Avenue, 23rd Street, and 19th Street.
- On March 7, 2022, City Council resolved that:
 - That the Connecting Downtown – Project Roadmap initiative be delayed, until such time as the City has further developed the extensive planning work related to the downtown entertainment district and Bus Rapid Transit integration.
 - That the Administration report back further once the planning work related to the downtown entertainment district and Bus Rapid Transit has advanced to a point where the Connecting Downtown – Project Roadmap initiative can be considered in the context of that work
- On [June 25th, 2025](#), City Council resolved that 19th Street from Avenue A to 3rd Avenue proceed to engagement in the fall of 2025 regarding the AAA infrastructure.

3. Connecting Downtown: 23rd Street (Idylwyld Drive to Spadina Crescent)

- On [March 23rd, 2015](#), City Council resolved that the protected bike lanes be installed on 23rd Street (from Spadina Crescent to Idylwyld Drive) as a demonstration project in 2015.
- On [November 20th, 2017](#), City Council resolved that:
 - That the Administration develop a Downtown All Ages and Abilities cycling network (including protected bike lanes) in concert with other downtown policy and planning initiatives in 2018.
 - That the existing protected bike lanes on 23rd Street (from Spadina Crescent to Idylwyld Drive) and 4th Avenue (from 20th Street to 24th Street) be retained until the Downtown All Ages and Abilities cycling network plan is presented to City Council.
- On [April 29th, 2019](#), City Council approved that the Downtown AAA cycling network be endorsed on 3rd Avenue, 23rd Street, and 19th Street.
- On [March 7, 2022](#), City Council resolved that:
 - That the Connecting Downtown – Project Roadmap initiative be delayed, until such time as the City has further developed the extensive planning work related to the downtown entertainment district and Bus Rapid Transit integration.

- That the Administration report back further once the planning work related to the downtown entertainment district and Bus Rapid Transit has advanced to a point where the Connecting Downtown – Project Roadmap initiative can be considered in the context of that work
- On [February 14th, 2023](#), the Governance and Priorities Committee received the Downtown Event and Entertainment District Plan strategy and resolved:
 - “That the Administration proceed with the Downtown Event and Entertainment District strategy as outlined in the report, noting that all final decisions are subject to approval of City Council.”
- On [September 25th, 2024](#), City Council, received the City Centre and District Plan report and resolved, in part:
 - That Saskatoon’s City Centre and District Plan be approved as the guiding framework for Administration to prepare future budget and implementation requests for City Council consideration;
 - The report identifies 23rd Street as a future ‘Greenway’ and that it will accommodate ‘protected bike lanes’.
- On [June 25th, 2025](#), City Council resolved that:
 - That the demonstration project on 23rd Street be removed in the summer of 2025 and the street restored to the condition prior to the demonstration project.

4. Connecting Downtown: 3rd Avenue (19th Street to 25th Street)

- On [April 29th, 2019](#), City Council approved that the Downtown AAA cycling network be endorsed on 3rd Avenue, 23rd Street, and 19th Street.
- On [March 7, 2022](#), City Council resolved that:
 - That the Connecting Downtown – Project Roadmap initiative be delayed, until such time as the City has further developed the extensive planning work related to the downtown entertainment district and Bus Rapid Transit integration.
 - That the Administration report back further once the planning work related to the downtown entertainment district and Bus Rapid Transit has advanced to a point where the Connecting Downtown – Project Roadmap initiative can be considered in the context of that work
- On [June 25th, 2025](#), Council resolved that work regarding the AAA infrastructure on 3rd Avenue from 19th Street to 25th Street be undertaken at a future date.

5. Imagine Idylwyld

- On [June 11, 2018](#), the report detailing the concept for Imagine Idylwyld was received for information at City Council's Standing Policy Committee on Transportation (SPCT).
 - The purpose of Imagine Idylwyld was to develop a vision and conceptual plan to improve the function, safety, connectivity and quality of the roadway and public realm along Idylwyld Drive, between 20th Street and 25th Street.
 - The concept design is a hybrid of tested options that minimizes travel time for the most drivers while achieving the desire to support all modes of transportation and enable redevelopment opportunities.
 - The concept design is compatible with the intended evolution of the land use along Idylwyld Drive and adjacent neighbourhoods and enables safer connections for people riding bicycles or walking, including better access to the proposed Bus Rapid Transit (BRT) station near 22nd Street.

6. 19th Street Walking and Cycling Improvements: Avenue M to Avenue A

- The [2016 Active Transportation Plan](#) identified both 19th Street and 20th Street as priorities for expansion of the bicycle network. City Council asked the Administration for an evaluation of All Ages and Abilities (AAA) cycling facilities on either 19th Street or 20th Street between Idylwyld Drive and Avenue H. The Administration extended the limits to include Avenue M.
- An evaluation of cycling facilities on either 19th Street or 20th Street was conducted in 2017. The evaluation recommended a AAA cycling facility be installed on 19th Street. Reducing the number of lanes provides traffic calming, adds on-street parking, and allows for the addition of a dedicated cycling facility.
- The project was postponed until the functional planning study for 19th Street east of Avenue A was completed.

7. 31st Street Bikeway Connection to 33rd Street Shared-use Pathway

- On [January 25, 2021](#), City Council received the 31st Street West Bikeway, Pedestrian and Traffic Safety Improvement Project and resolved:
 - That the 31st Street Bikeway, Pedestrian and Traffic Safety Improvement Project be approved in principle; and
 - That when one is available, that the Administration provide an update regarding the functional plan to connect the 31st Street bikeway to the 33rd Street multi-use trail."
- On [February 28, 2024](#), City Council approved the functional plan for the 31st Street Bikeway Connection to 33rd Street Shared-use Pathway project.
 - The recommended option included 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.

8. Avenue C Walking and Cycling Improvements: Spadina Crescent to 45th Street

- On [December 20, 2023](#), City Council approved the Connecting Avenue C: Walking and Cycling Improvements Functional Design Report.
- The project includes an on-street neighbourhood bikeway with traffic calming from Spadina Crescent to 19th Street; an on-street protected bike lane from 19th Street to Jamieson Street; an on-street neighbourhood bikeway with traffic calming from Jamieson Street to 38th Street West; and a shared-use pathway from 38th Street to 45th Street.

9. Bridge Shared Use Pathway Audit Recommendations

- On [March 1, 2021](#), the Bridge Shared Use Pathway Audit Report was presented to the Standing Policy Committee on Transportation (SPCT).
 - The audit was completed for cycling and pedestrian facilities on and approaching 40 overpass and underpass structures from the perspective of pedestrians and cyclists. The study focussed on geometric design and operational safety of each location using Road Safety Audit methodologies and the applicable principles of Crime Prevention Through Environmental Design as it applies to personal safety. The project included river crossings, interchange locations, overpasses, and pedestrian underpasses. Downstream intersections and crossing points were considered for each study area.
- The Administration is developing an implementation strategy for the Bridge Shared Use Pathway Audit recommendations.

10. Millar Avenue Walking and Cycling Improvements: Circle Drive to Marquis Drive

- The [2016 Active Transportation Plan](#) identified Millar Avenue as a future All Ages and Abilities (AAA) cycling Route.
- Includes evaluation, design, and construction of walking and cycling facilities along Millar Avenue, from Circle Drive to Marquis Drive.
- The functional planning study will assess the existing conditions along the corridor, identify opportunities and challenges, evaluate alternatives, complete stakeholder engagement, and prepare the functional design. Design will consider intersection treatments, appropriate locations for pedestrian ramps, driveway crossing treatments, utility conflicts, and connections to existing facilities, etc.
- The conceptual design component of this project was partially funded by the Federal Active Transportation Fund.

11. Munroe Avenue Bikeway

- On [December 20, 2023](#), City Council resolved that:
 - [Council Policy C0X-XXX](#), Reduced Speed Limits for Neighbourhood Bikeways, be approved; and
 - That the City Clerk be requested to adopt Council Policy C0X-XXX, Reduced Speed Limits for Neighbourhood Bikeways as outlined in this report.
- Neighbourhood bikeways are a type of cycling facility that feature people riding their bikes in mixed traffic and are best suited for streets with low vehicle volumes and speeds
- On [May 29, 2024](#), City Council resolved:
 - That the Administration implement a neighbourhood bikeway using rapid deployment on Route 6;
 - That rapid deployment of Route 6, from College Drive to 14th Street, be installed in 2025.
 - That rapid deployment of the remainder of Route 6, from 14th Street to Clarence Avenue at Circle Drive South, be considered as part of the 2026-2027 Multi-Year Business Plan and Budget process.
- On [July 30, 2025](#), City Council approved the speed limit reduction for the section of Munroe Avenue that was neighbourhood bikeway. The speed limit on this portion of Munroe Avenue is now 30 km/hr.
- Design is still required for Phase 2 of Munroe Avenue from 14th Street to Clarence Avenue.

12. Northeast Active Transportation Corridors

- The [2016 Active Transportation Plan](#) identified need for several multi-modal corridors. This project includes the evaluation, design, and construction of walking and cycling facility improvements for both Central Avenue (College Drive to Attridge Drive) **and** Lowe Road (Attridge Drive to Nelson Road)

13. Southeast Active Transportation Corridors

- The [2016 Active Transportation Plan](#) identified need for several multi-modal corridors. This project includes the evaluation, design, and construction of walking and cycling facility improvements for Taylor Street (River to Boychuk Drive)

14. Southwest Active Transportation Corridors

- The [2016 Active Transportation Plan](#) identified need for several multi-modal corridors. This project includes the evaluation, design, and construction of walking and cycling facility improvements for 19th Street (Idylwyld Drive to Avenue N)

15. 31st Street Walking and Cycling Improvements: Circle Drive to Idylwyld Drive

- On [January 25, 2021](#), a conceptual design for active transportation facilities was completed for the 31st Street West Corridor and was approved in principle by City Council.
- To improve active transportation along 31st Street West from Circle Drive West to Idylwyld Drive North, the project will feature:
 - A neighbourhood bikeway with cyclists riding on street in mixed traffic, from Avenue W to McMillan Avenue and Avenue L to Idylwyld Drive. The conceptual design includes traffic calming installations such as traffic circles, curb extensions, and pedestrian and cyclist-activated signals.
 - Shared-Use Pathway (3 metres wide) between McMillan Avenue and Avenue L through Pierre Radisson Park and pathway improvements (widening) to the existing pedestrian pathway through Ashworth Holmes Park.
 - Filling gaps in the sidewalk network (pending further feasibility analysis) along the north side from Avenue W to Avenue T, both sides between Pierre Radisson Park and Avenue L and both sides between Avenue K and Avenue I.
 - Accessibility curb ramps will be installed with all new sidewalk and pathway work and accessibility curb ramps will be installed at locations where sidewalk exists without a ramp.
- To improve pedestrian comfort and safety on 29th Street West from Circle Drive West to Idylwyld Drive North, curb extensions are recommended at intersections with Avenue H, Avenue P, and Avenue W. Temporary measures are planned for 2026.

16. Avenue N Rail Crossing Safety Upgrade & Pathway Connection

- On [August 9, 2021](#), the SPCT resolved “that the Administration approach CP Rail on the formalization of a pedestrian crossing near to 19th Street West and report back to the Standing Policy Committee on Transportation”. A proposed design has been submitted to CP Rail for review.

17. Circle Drive: Laurier Drive to Airport Drive (including Interchange: Airport Drive & Circle Drive

- On [January 15, 2018](#), the Transportation Infrastructure Functional Planning Outline was presented to the SPCT. The report provided an outline and proposed schedule of functional planning studies for major transportation infrastructure as a component of the development of the Road Network Plan. The report identified the following objectives:
 - Widening of Circle Drive from north of Laurier Drive to north of Airport Drive,
 - Improvements to interchange at 33rd Street and Circle Drive, and
 - Interchange plan at intersection of Airport Drive and Circle Drive.
- This project is currently underway.

18. Interchange: 22nd Street and Neault Road

- This project involves the design and construction of an interchange at 22nd Street and Neault Road.

19. Sidewalk Infill Program Accelerated Implementation

- On [March 25, 2019](#), City Council approved the Active Transportation Implementation Plan, which provided a five-year plan for sidewalk infrastructure expansion and identified the following next steps for the Sidewalk Infill Program:
 - conduct a detailed review of the inventory of missing sidewalks;
 - prioritize the sidewalks for implementation;
 - complete feasibility analysis;
 - prepare designs for construction; and
 - develop cost estimates.
- This program involves the design and construction of new sidewalks or pathways adjacent to existing arterial, collector, or local streets.
- On [September 8, 2020](#), SPCT was presented with the Sidewalk Infill Accelerated Implementation Program – Follow Up report, which provided a prioritized list of sidewalk infill projects totalling \$20,000,000.
- On [January 10 2023](#), SPCT received a map of the prioritized missing sidewalks.

20. Victoria Avenue Walking and Cycling Improvements: 8th Street to Taylor Street

- On [April 26, 2021](#), a conceptual design for active transportation facilities was completed for the Victoria Avenue Corridor and was approved in principle by City Council.
- The approved recommendation was Option 4 – Protected street-level bike lanes with parking along Victoria Avenue between 8th Street East and Taylor Street.

21. Victoria Avenue Walking and Cycling Improvements: Taylor Street to Ruth Street

- Includes evaluation, design, and construction of walking and cycling improvements along Victoria Avenue, from Taylor Street to Ruth Street.
- The functional planning study is assessing existing conditions along the corridor, identify opportunities and challenges, evaluate alternatives, complete stakeholder engagement, and prepare the functional design. Design will consider intersection treatments, appropriate locations for pedestrian ramps, driveway crossing treatments, utility conflicts, and connections to existing facilities, etc.
- The conceptual design component of this project is partially funded by the Federal Active Transportation Fund.

22. West Central Multi-Use Corridor (WCMUC)

- 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.
- On [January 29, 2025](#), an update on the Active Transportation Fund was presented to Council, which included an update on WCMUC. Details on the remaining project segments are as follows:

Segment	Notes
Avenue F to Avenue K	• Design work with CPKC underway • City working to assume a number of leases over the next three years
Avenue Q to Avenue W	• Detailed design is underway • No constraints

23. Circle Drive: Clancy Drive to Laurier Drive and 11th Street West Rail Grade Separation

- On [January 15, 2018](#), the Transportation Infrastructure Functional Planning Outline was presented to the SPCT. The report provided an outline and proposed schedule of functional planning studies for major transportation infrastructure as a component of the development of the Road Network Plan. The report identified the following objectives:
 - Widening of Circle Drive from south of Clancy Drive to north of Laurier Drive,
 - Improvements to interchange at 22nd Street and Circle Drive,
 - Interchange plan at intersection of Clancy Drive and Circle Drive, and
 - Interchange plan at intersection of Laurier Drive and Circle Drive.
- The 11th Street West grade separation concept previously designed by HDR Consulting through the Rail Relocation vs. Grade Separation project was included in this project.
- On [November 21, 2022](#), the Circle Drive West Functional Planning Study report was approved by City Council.

24. Interchange: Highway 16 & Marquis Drive

- This project involves the functional planning, design and construction of an interchange at Highway 16 & Marquis Drive.

25. Interchange: Marquis Drive & Idylwyld Drive

- This project involves the functional planning, design and construction of an interchange at Marquis Drive & Idylwyld Drive.

26. 17th Street Extension

- The West Industrial Concept Plan, approved by City Council in May 2008 included extension of 17th Street between Avenue P South and 11th Street West.
- On [February 7, 2022](#), the 17th Street Extension Project Review was presented to SPCT.
- On [June 27, 2022](#), the West Industrial Area – 17th Street Extension Project Review was presented to City Council. At this meeting, City Council resolved that the Administration report back with options to fund the expanded scope of work with this project.
- On [March 29, 2023](#), the 17th Street Extension Project March 2023 Update was presented to City Council. At this meeting, City Council resolved that:
 - That Administration defer the detailed design and construction of the 17th Street Extension until further consideration can be made through updated planning in the area such as the previously outlined West Industrial Concept Plan work; and
 - That the Administration report back with a project status update and administrative recommendation at the appropriate time.

27. Interchange: Circle Drive & Idylwyld Drive

- This project involves the functional planning, design and construction of significant adjustments to the interchange of Circle Drive & Idylwyld Drive.

28. 33rd Street River Crossing

- The [Growth Plan to Half a Million](#) included a river crossing connecting 33rd Street west of the river, to future growth area in the University lands west of Preston Avenue.

29. Circle Drive: Idylwyld Drive to Warman Road

- This segment includes a corridor review between Idylwyld Drive and Warman Road with no plans of removing at-grade intersections.

30. Interchange: Circle Drive & Warman Road

- This project would include a review of the existing interchange at Circle Drive & Warman Road to determine what improvement or alterations would be required to meet future needs.

31. Rail Crossing Improvements

- On [May 3, 2021](#) an update on rail-related transportation projects was presented to the SPCT. This report summarized the status of rail-related transportation projects including whistle cessation requests, active transportation accommodation, and rail crossing improvements.
- 20th Street Rail Crossing Safety Upgrades
 - Upgrades required at the CPKC rail crossing to provide a pedestrian actuated signal at Avenue K with interconnection to the rail warning system.
- Avenue F Rail Crossing Safety Upgrades
 - Upgrades required to formalize a pedestrian crossing of the CP tracks on the east side of Avenue F. A proposed design has been submitted to CP Rail for review.
- Central Avenue Crossing Safety Upgrades
 - Upgrades required to comply with Transport Canada requirements to accommodate a pedestrian crossing across the CPKC rail crossing between 112th Street and Gray Avenue does not meet pedestrian accessibility standards. The planned improvements will address this by incorporating the following features:
 - A curb extension on the east side of Central Avenue, which will also create additional parking south of the railway tracks;
 - A new shared-use pathway on the east side of Central Avenue;
 - A realigned sidewalk on the west side of Central Avenue to improve pedestrian flow around the railway warning system; and
 - Maintaining the current width of all driveway crossings.

32. 22nd Street West & Confederation Drive Upgrades

- On [November 21, 2022](#), City Council received the Circle Drive West Functional Planning Study Final Report and resolved, in part:
 - That the Recommended Plan of the Circle Drive West Functional Planning Study be added to the Saskatoon Transportation Master Plan (STMP) Infrastructure List for future prioritization.
- The study recommended geometric changes to the corridor to address traffic safety and operational issues and identified an eastbound slotted left-turn lane at the 22nd Street West and Confederation Drive intersection as a short-term improvement.
- On March 26, 2025, City Council approved the 22nd Street and Confederation Drive Intersection Improvement report recommendation.
- The recommendation was Option 3 - A New Fairlight Crescent Right turn out Access, Changing the Existing Fairmont Drive Access from a Right turn out to a Right turn in, and Fairmont Drive and Fairlight Drive Intersections Upgrades for the 22nd Street West and Confederation Drive Intersection Improvements Functional Design be approved.

33. Interchange: Highway 16 and Zimmerman Road

- Identified during the [Holmwood Sector Plan](#) and the [Rosewood Neighbourhood concept plan](#) amendment (for the commercial area), this interchange will be required to support future growth in the Holmwood sector.

34. Interchange: Highway 5 and Highway 41

- On [September 27, 2021](#), Councillor Gersher requested an update on the investigation and work plan for the intersection of Highway 41 and Highway 5.
- This project involves the design and construction of significant adjustments to the existing interchange of Highway 5 and Highway 41.
- This project is currently underway.

35. Intersection: 51st Street & Millar Avenue

- On [November 4, 2019](#), the SPCT received as information the Chief Mistawasis Bridge Traffic Impact Assessment [report](#). The report identified the intersection of 51st Street and Millar Avenue and stated:
 - “begin stakeholder consultation for the previously identified improvements at the intersection of 51st Street and Millar Avenue.”
- This project is currently underway.

36. Widen 22nd Street West: Diefenbaker Drive to Neault Road

- On [November 21, 2022](#), City Council approved the Circle Drive West Functional Planning Study Final Report. Upgrades to 22nd Street West were identified as part of the Circle Drive West Functional Planning Study.
- Project includes widening 22nd Street West to three lanes in each direction between Diefenbaker Drive to a point west of Neault Road.
- This project is currently underway.

37. Interchange: Highway 16 & Highway 11

- On [February 13, 2018](#), SPCT received the Southeast Circle Drive Functional Planning Study.
- Project involves the design and construction of significant adjustments to the existing interchange of Highway 16 & Highway 11.

38. Rail Grade Separation Preston Avenue & CPR

- On [June 1, 2020](#), SPCT received the Rail Relocation versus Grade Separation Feasibility Study Phase 2 Report as information.
- On January 25, 2021, City Council received as information the Rail Relocation versus Grade Separation Feasibility Study January 2021 Update report.
- The report recommended Preston Avenue crossing as a future grade separation location.
 - There are no major concerns with road connectivity or impacts on adjacent sites. However, potential connectivity to the proposed 33rd Street West river

crossing would become more complex and future development in the University of Saskatchewan Sector along this section of Preston Avenue may be impacted by the proposed structure.

39. Circle Drive: Clarence Avenue to Highway 11

- On [January 15, 2018](#), the Transportation Infrastructure Functional Planning Outline was presented to the SPCT. The report provided an outline and proposed schedule of functional planning studies for major transportation infrastructure as a component of the development of the Road Network Plan.
- Circle Drive from Clarence Avenue to Highway 11 segment will be added to future reports.

40. Montgomery Place Neighbourhood Access

- Montgomery Place Neighbourhood is bound by active rail lines on three sides creating access issues to and from the neighbourhood for residents and emergency services.
- On May 7, 2024, SPCT received as information the Montgomery Place Neighbourhood Access Concepts Report, which identified four potential schemes for alternative grade-separated access to and from Montgomery Place.

41. Rail Grade Separation Marquis Drive & CNR

- On [June 1, 2020](#), SPCT received the Rail Relocation versus Grade Separation Feasibility Study Phase 2 Report as information.
- On January 25, 2021, City Council received as information the Rail Relocation versus Grade Separation Feasibility Study January 2021 Update report.
- The report recommended Marquis Drive crossing as a future grade separation location.
 - There are no major concerns with road connectivity or impacts on adjacent sites.

42. Railroad Grade Separation: Lorne Avenue

- Identified during evaluation of development south of the City in the RM of Corman Park, this interchange will be required to support future growth in the RM. All costs have been identified to those future developments.

43. Roadside Safety: Median Barrier – Circle Drive – Circle Drive North Bridge to College Drive

- On [February 22, 2021](#), at its Regular Business Meeting, City Council resolved that the Administration be directed to report on the collision history on Circle Drive between College Drive and Attridge Drive, and include options, and the feasibility of each option, to prevent median crossover head on collisions on this section of roadway.

- On [February 28, 2022](#), a report was presented to City Council, where it was resolved that:
 - That the detailed design of a median barrier on Circle Drive between College Drive and Attridge Drive be added as a project to the Transportation Infrastructure List for future prioritization (Option 3);
 - That the installation of a median barrier on Circle Drive between College Drive and Attridge Drive be added as a project to the Transportation Infrastructure List for future prioritization (Option 3); and
 - That a policy or guideline be developed for retrofitting median barriers on high-speed roadways (expressways and freeways) (Option 3).

44. Roadside Safety: Remaining High Priority

- In 2016, an [In-Service Safety Review](#) was completed to evaluate existing Roadside Safety Systems along high-speed roadways, guardrails on low-speed roadways, and associated structures.
- A three-phase implementation plan has been developed for ongoing replacement and maintenance of systems to reduce the severity of a collision, minimize the opportunity for a collision, and overall level of risk.
 - Initial or first phase is to address the high-risk deficiencies; these include providing adequate barriers around piers and footings, providing correct end treatments, and replacement of deficient guardrails.
 - The second (5-year) phase is to address the medium risk deficiencies; these include providing correct end treatments and replacement of deficient guardrails and improving transitions between adjacent safety systems.
 - The third (2-year) phase is to address the low-risk deficiencies; these include correcting installation deficiencies of existing safety systems and removing fixed objects in the crash reduction zone.
- The Administration is currently in the first phase of the implementation plan.

45. Circle Drive: 8th Street to Highway 16

- On [January 15, 2018](#), the Transportation Infrastructure Functional Planning Outline was presented to the SPCT. The report provided an outline and proposed schedule of functional planning studies for major transportation infrastructure as a component of the development of the Road Network Plan. The report identified the following objectives:
 - Widening of Circle Drive from south of 8th Street to south of Taylor Street, and
 - Improvements to interchange at Taylor Street and Circle Drive.

46. Circle Drive: Attridge Drive to College Drive

- On [January 15, 2018](#), the Transportation Infrastructure Functional Planning Outline was presented to the SPCT. The report provided an outline and proposed schedule of functional planning studies for major transportation infrastructure as a component of the development of the Road Network Plan. The report identified the following objectives:
 - Widening of Circle Drive from north of Attridge Drive to south of 8th Street,
 - Improvements to interchange at Attridge Drive and Circle Drive, and
 - Improvements to interchange at College Drive and Circle Drive.

47. Circle Drive: College Drive to 8th Street

- On [January 15, 2018](#), the Transportation Infrastructure Functional Planning Outline was presented to the SPCT. The report provided an outline and proposed schedule of functional planning studies for major transportation infrastructure as a component of the development of the Road Network Plan. The report identified the following objectives:
 - Widening of Circle Drive from north of Attridge Drive to south of 8th Street,
 - Improvements to interchange at College Drive and Circle Drive,
 - Improvements to interchange at 14th Street and Circle Drive, and
 - Improvements to interchange at 8th Street and Circle Drive.

48. Highway 16: Highway 11 to Zimmerman Road

- This segment includes a corridor review for Highway 16 between Highway 11 to Zimmerman Road to address capacity on the corridor to meet future growth.

49. Idylwyld Drive: 51st Street to 71st Street

- This corridor review is needed in anticipation of the proposed changes to the highway connections north of Saskatoon that the Saskatoon Freeway Phase 1 Functional Planning study will present.
- This work will follow the update of the Riel Industrial Sector Plan and the North Saskatoon Network Planning Study, which are currently underway.

50. Idylwyld Drive: 71st Street to Saskatoon Freeway

- This corridor review in anticipation of the proposed changes to the highway connections north of Saskatoon that the Saskatoon Freeway Phase 1 Functional Planning study will present.
- This work will follow the update of the Riel Industrial Sector Plan and the North Saskatoon Network Planning Study, which are currently underway.

51. Intelligent Transportation System (ITS) Strategic Plan

- Ten ITS projects were identified that support the goals of the short and long-term.
- There are various 'owners' of the projects, and progress is indicated below.

Project	Status
Rail Crossing Information System	Underway, currently led by Transportation.
Data Warehouse	Not started, will be led by others.
Traffic Management	Underway, currently led by Transportation.
Traveller Information	Not started.
Emergency Traffic Management	Not started
Transit Priority	Underway, currently led by Transportation.
Expanded Data Collection	Not started.
Support Integrated Multi-Modal Trip Planning	Underway, currently led by Transportation.
Mobility as a Service	Not started.
Integrated Corridor Management	Underway, currently led by Transportation.

52. Highway 16 Road Illumination

- There is no illumination on Highway 16 from Boychuk Drive to Zimmerman Road. This segment of expressway is not within the City limits and is under the jurisdiction of the Province. The City of Saskatoon has an operational agreement in place that facilitated the construction of the Boychuk Drive interchange and the Zimmerman intersection.
- On [May 3, 2021](#), the Expressway Illumination report was presented to City Council. The report recommended that the Highway 16 from Boychuk Drive to Zimmerman roadway illumination project be added to the prioritized transportation infrastructure list.

53. Range Road 3051 Rail Crossing Upgrades

- On [January 28, 2019](#), The Whistle Cessation South of Stonebridge Neighbourhood report was presented to City Council. As recommended by the report, an at grade crossing safety assessment was completed at the Range Road 3051 crossing.
- In March 2022, the request for whistle cessation at the RR 3051 crossing was denied by the RM of Corman Park.
- On [August 8, 2022](#), at the SPCT meeting, the Administration committed to adding this project to the Transportation Infrastructure Project List for future prioritization. The project includes signal improvements and road re-grading on the approaches to the rail crossing. A topographical survey and preliminary design of the re-grading is required.
- On [June 3, 2025](#), at the SPCT meeting, the Administration provided an update, including a cost estimate for whistle cessation at this crossing.