

# Connecting Victoria Avenue

## WALKING AND CYCLING IMPROVEMENTS





# ABOUT THE PROJECT

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- The City of Saskatoon is committed to developing a complete and connected network of walking and cycling facilities for people of all ages and abilities.
- To support this commitment, the City is exploring infrastructure improvements for people walking and cycling on Victoria Avenue from Taylor Street to Ruth Street.
- There is currently no funding available to construct any recommendations made through this project.
- This study is funded in part by the Government of Canada.

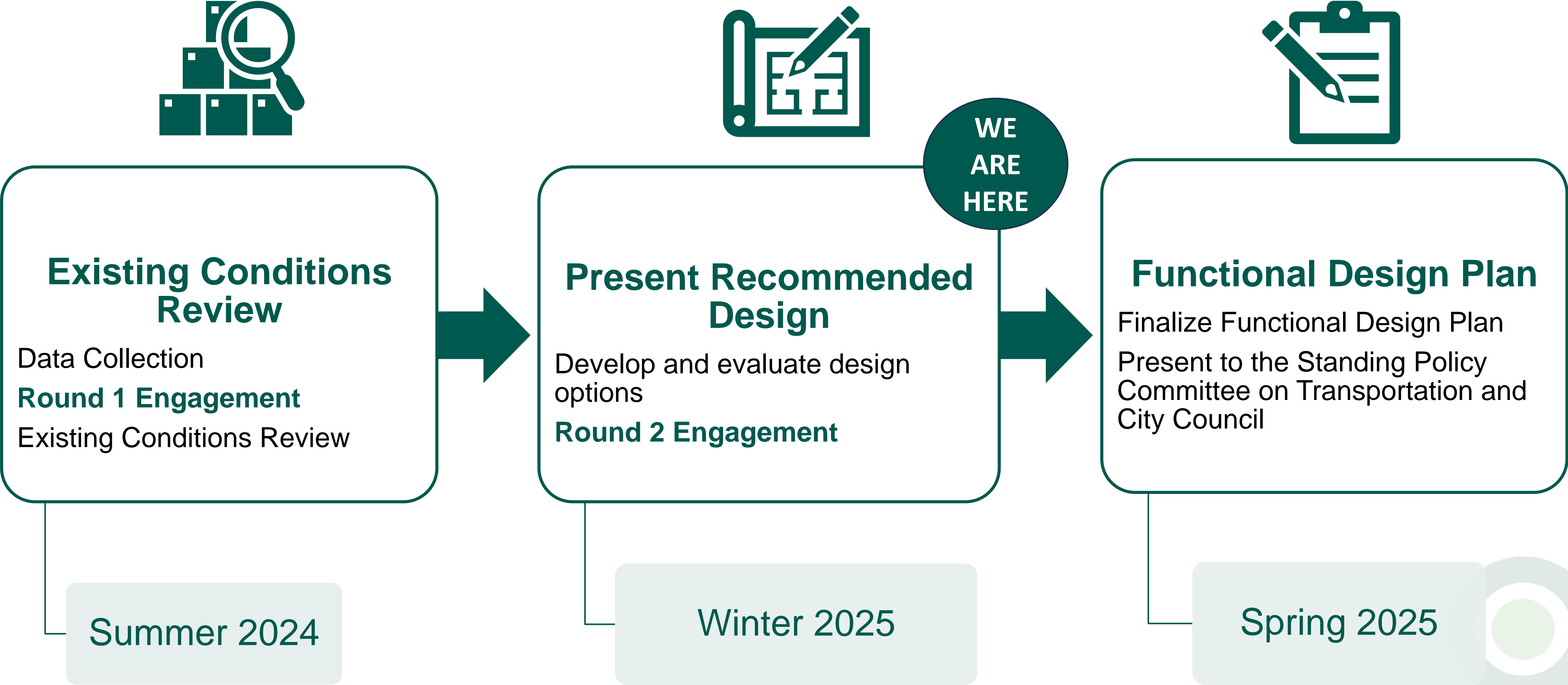


# STUDY AREA MAP





# PROJECT SCHEDULE AND SCOPE



# SUMMARY OF ROUND 1 ENGAGEMENT

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Based on 228 survey responses, feedback from the open house (17 attendees), and email correspondence, the following themes were highlighted:



## **Support for Active Transportation Facilities**

- Many respondents explicitly requested cycling and sidewalk improvements.
- Few respondents were indifferent or did not support proposed improvements.

## **Specific Targeted Priorities**



- Concerns about speeding along Victoria Avenue.
- Comments on under-utilized on-street parking vs. a desire to maintain on-street parking and driveway accesses.
- Concerns about tree removal.
- A desire for improvement in pedestrian crossing control.
- A review of traffic control at the intersection of Victoria Avenue and Ruth Street.





# WALKING AND ACCESSIBILITY IMPROVEMENTS

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- Sidewalks and pedestrian ramps are proposed throughout the project corridor where none currently exist.
- Standard crosswalks at Isabella Street, Hilliard Street (existing) and Adelaide Street (new).
- Pedestrian and cyclist activated traffic signal to cross Ruth Street on Victoria Avenue.
- Optional curb extensions across Isabella Street and Hilliard Street. The decision to include them will be dependant on feedback received during this round of public engagement.

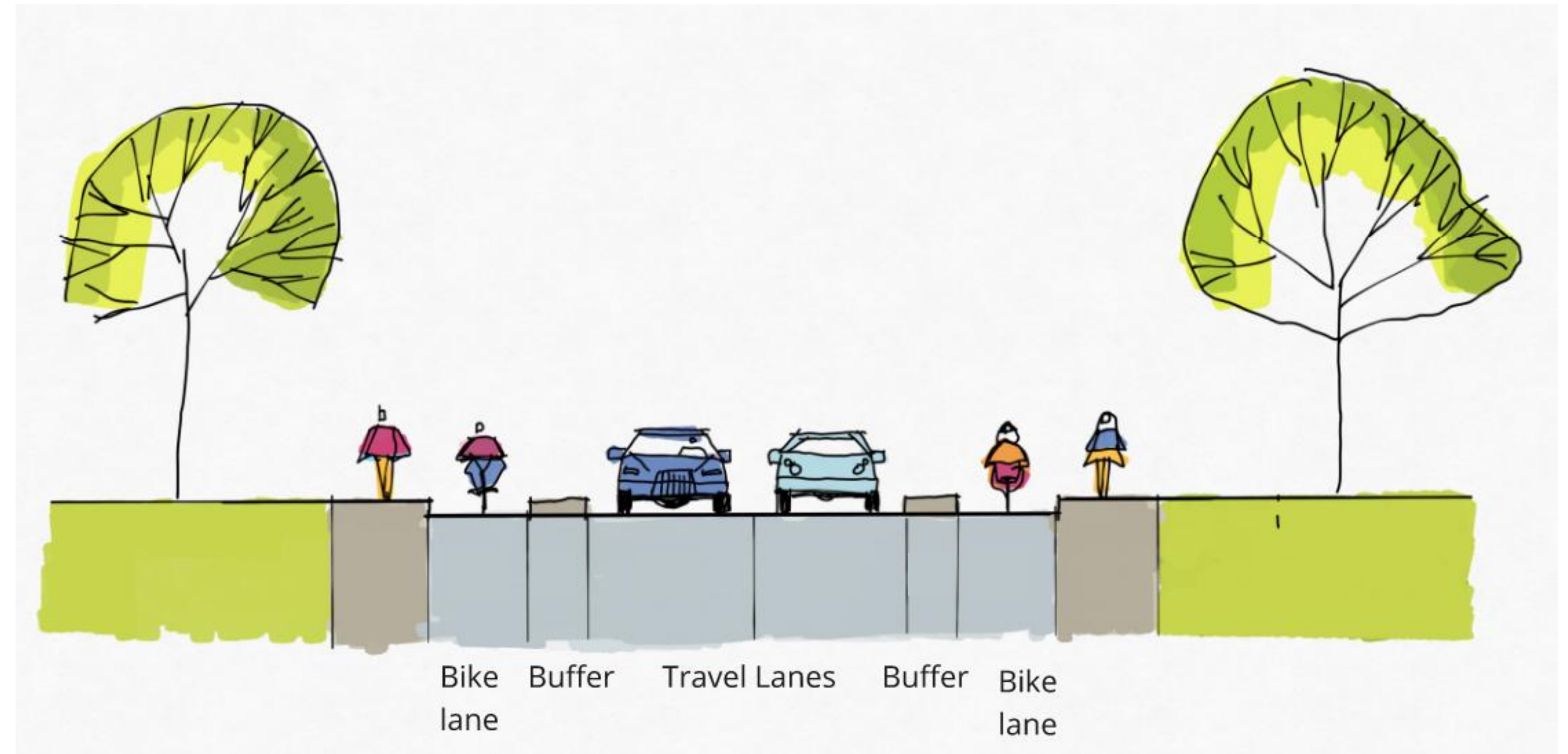




# CYCLING FACILITY OPTIONS

## Option 1 – One-Way Protected Bike Lane

- Sidewalk on both sides of the street.
- Separate bike lanes in each direction of travel.
- Physical barrier between vulnerable road users and vehicles.
- On-street parking will be removed.



\$3.1 Million

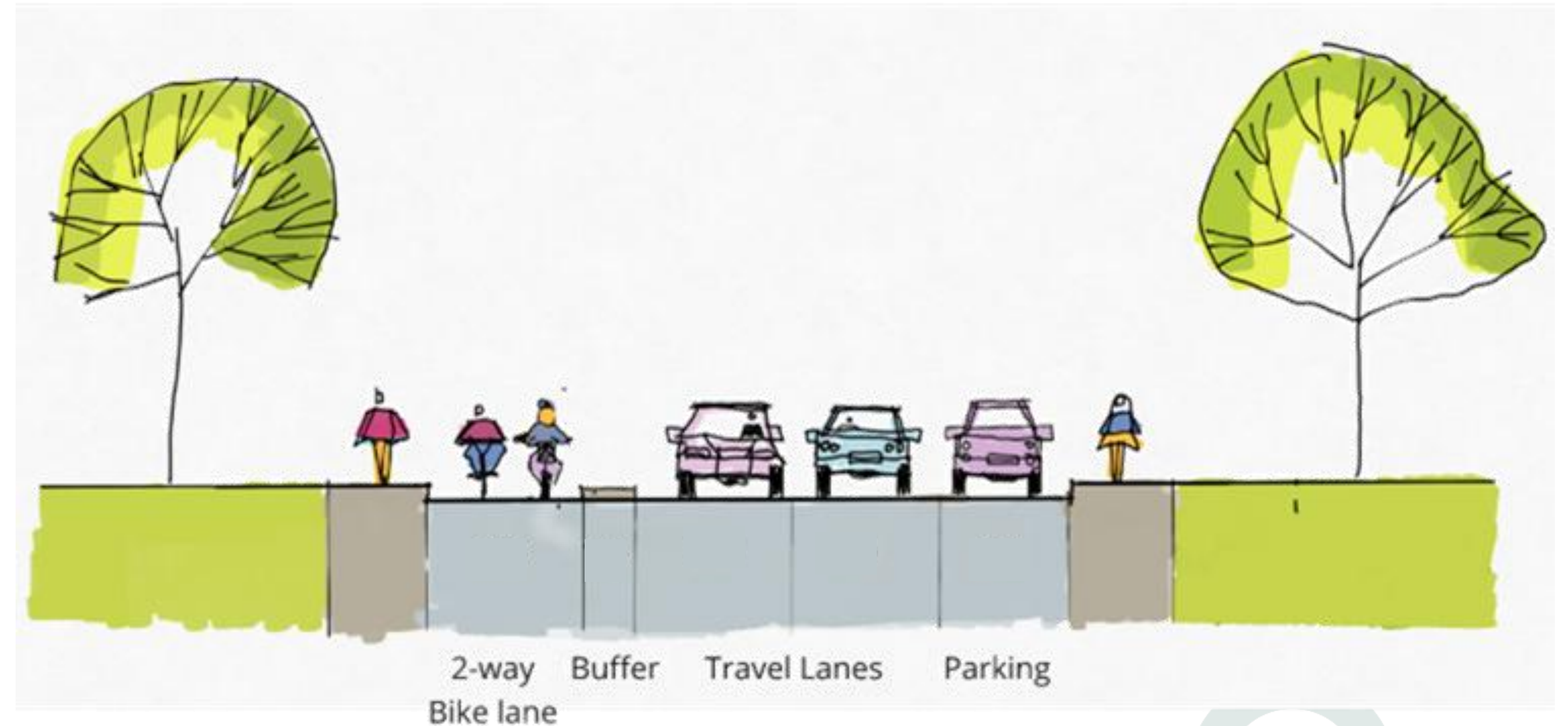


# CYCLING FACILITY OPTIONS

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## Option 2 – Two-Way Protected Bike Lane

- Sidewalk on both sides of the street.
- Bike lanes for each direction of travel provided on west side of the street.
- Physical barrier between vulnerable road users and vehicles.
- On-street parking retained on west side of the street.



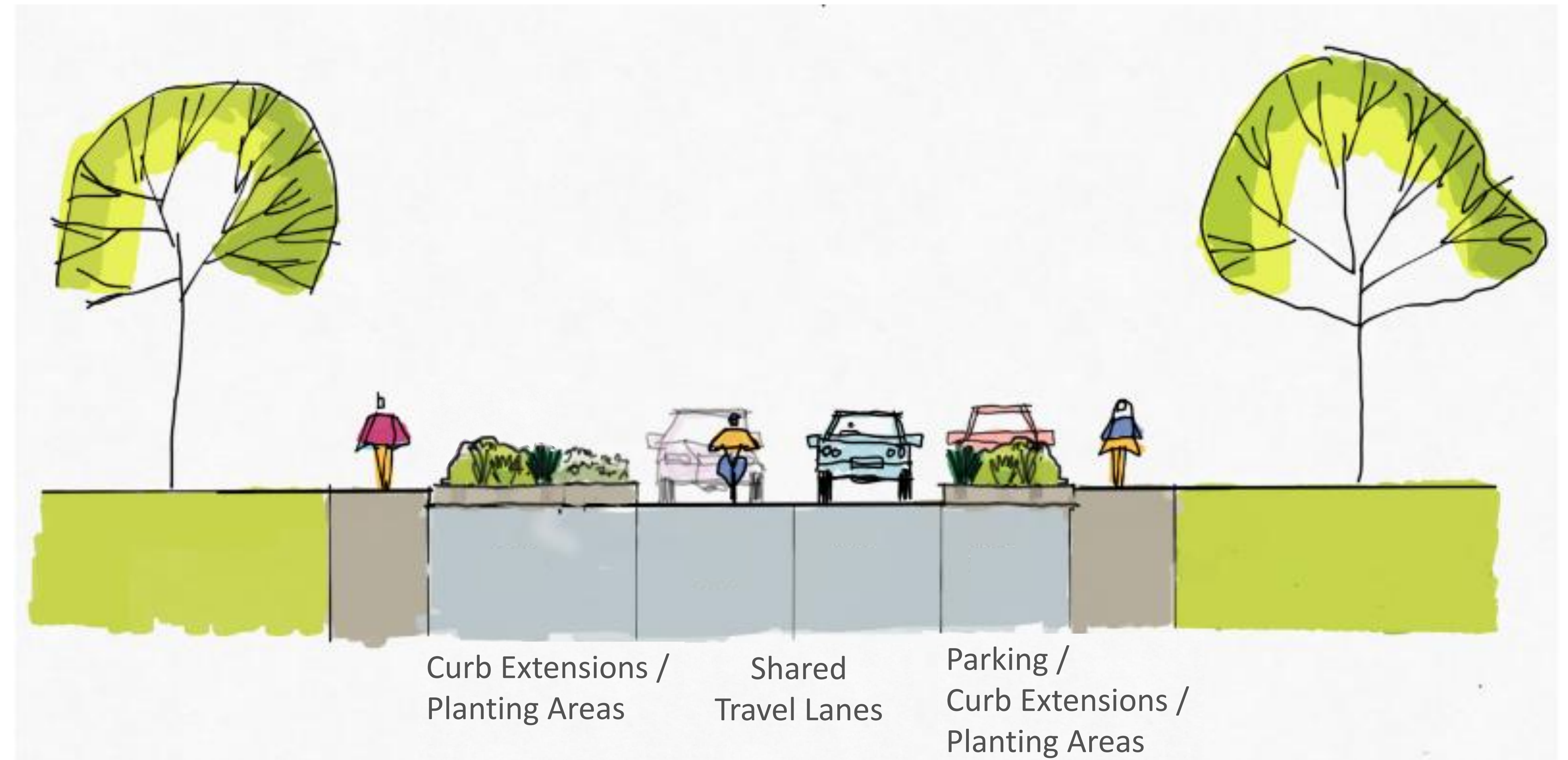
\$2.3 Million



# CYCLING FACILITY OPTIONS

## Option 3 – Neighbourhood Bikeway

- Sidewalk on both sides of the street.
- Reduced posted speed limit.
- Traffic calming and vehicle turning restrictions necessary to reduce vehicle operating speeds.
- Bikes share space with motor vehicles.
- On-street parking will be reduced at locations with traffic calming measures.



\$1.6 Million



# EVALUATION CRITERIA

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Each option was evaluated based on technical requirements and community feedback from the first round of engagement.

## Safety and Security

- What is the exposure to potential collisions?
- How safe and comfortable is the facility?
- Is the facility recognizable and intuitive to use?
- Will pedestrians, cyclists, and drivers follow the intended use of the space?

## Community Context

- What is the impact to parking and loading zones?
- How does the option impact broader transportation network operations?
- Will this option meet the needs and expectations from public and stakeholder feedback?

## Accessibility


- How does the option address barriers to people of all ages and abilities?
- Is the option accessible year-round?

## Cost and Constructability

- How easily can the option be built and implemented?
- What are the operational costs?
- What are the capital costs?



# EVALUATION RESULTS

	Option 1 One-Way Protected Facility 	Option 2 Two-Way Protected Facility	Option 3 Neighbourhood Bikeway
Safety and Security	<ul style="list-style-type: none"><li>Physically protected cycling facility.</li><li>Ties into planned one-way protected bike lanes north of Taylor Street East.</li></ul>	<ul style="list-style-type: none"><li>Physically protected cycling facility.</li><li>Cyclists need to navigate from one-way to two-way facility at Taylor Street East.</li><li>Drivers may not expect cyclists approaching from both directions.</li></ul>	<ul style="list-style-type: none"><li>Drivers and cyclist of all ages and abilities expected to share the road.</li><li>Need to reduce vehicle volumes and speeds to create comfortable environment.</li></ul>
Community Context	<ul style="list-style-type: none"><li>All on-street parking is removed. Current parking demand is very low. Driveways and alleys are not affected.</li></ul>	<ul style="list-style-type: none"><li>On-street parking is retained on the west side of street. Driveways and alleys are not affected.</li></ul>	<ul style="list-style-type: none"><li>On-street parking is maintained except at locations with traffic calming measures.</li><li>Commuter traffic would be diverted off Victoria Ave. at Ruth Street and Taylor Street East.</li></ul>
Accessibility	<ul style="list-style-type: none"><li>Bike lanes receive snow clearing within 48 hours of a snowfall event.</li><li>Some snow storage in buffer between vehicles and cyclists.</li></ul>	<ul style="list-style-type: none"><li>Bike lanes receive snow clearing within 48 hours of a snowfall event.</li><li>Some snow storage in buffer between vehicles and cyclists.</li></ul>	<ul style="list-style-type: none"><li>Neighbourhood bikeways do not receive snow clearing priority.</li><li>Easier to navigate for people with physical disabilities or visual impairments.</li></ul>
Cost and Constructability	<ul style="list-style-type: none"><li>Most costly option</li><li>Requires the use of specialized equipment to clear snow and debris.</li></ul>	<ul style="list-style-type: none"><li>Moderately costly option</li><li>Requires the use of specialized equipment to clear snow and debris.</li></ul>	<ul style="list-style-type: none"><li>Least costly option</li><li>Other roads may require investments to accommodate diverted traffic.</li></ul>

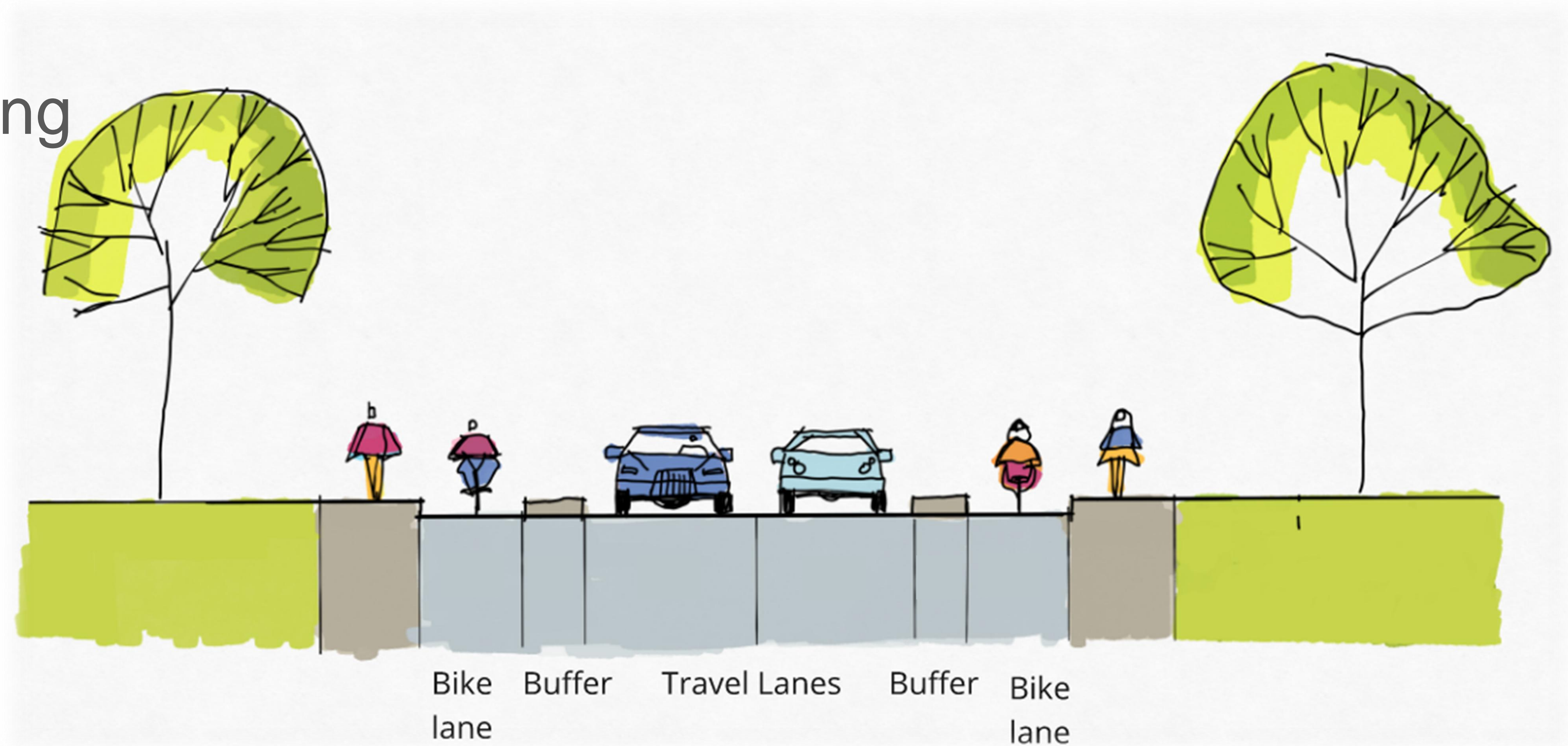


# PREFERRED FACILITY – ONE-WAY BIKE LANE

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## Advantages:

- Meets technical requirements.
- Integrates well with planned cycling facilities on Victoria Avenue between 8th Street East and Taylor Street East.
- Intuitive to navigate compared to two-way bike lane.
- Private driveways are unaffected.



## Drawbacks:

- On-street parking removed from Victoria Avenue. Residents will be required to use side streets and private driveways for parking.



# SHARE YOUR FEEDBACK

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**What do you like about the proposed changes on Victoria Avenue?**

**What would you like modified about the proposed changes on Victoria Avenue?**



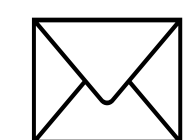
# HAVE YOUR SAY!

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Feedback can be provided in person, online, or by **phone, email or mail** using the information below.



**Please complete the online survey before  
March 21, 2025**



City of Saskatoon  
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Connecting Victoria Avenue Project  
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[Saskatoon.ca /ConnectingVictoriaAve](https://saskatoon.ca/ConnectingVictoriaAve)



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On behalf of the Project Team, thank you for your attendance and participation!

