

# IMAGINE IDYLWYLD

## PHASE 3 CORRIDOR ALTERNATIVES REPORT

November 2017





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# EXECUTIVE SUMMARY

IMAGINE  
IDYLWYLD



LEGEND

- Study Area
- Barrier Free Road Crossing
- Public Realm: Space for sidewalks, cycleways, landscaping and streetscape improvements
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)
- Shared Space (Vehicles, Pedestrians & Cyclists)



Recommendation for Preferred Alternative

# "IDYLWYLD DRIVE IS A SIGNATURE GATEWAY INTO THE CITY CENTRE; A MODERN GRAND AVENUE THAT CONNECTS PEOPLE AND PLACES IN A COMPACT, MIXED USE URBAN ENVIRONMENT THAT SUPPORTS DAILY LIFE IN SASKATOON." - IMAGINE IDYLWYLD VISION STATEMENT

## EXECUTIVE SUMMARY

### PROJECT PURPOSE

*Imagine Idylwyld* is a design initiative by the City of Saskatoon to develop a new 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 East.

### PURPOSE OF THIS REPORT

This report summarizes the findings of the third phase of the *Imagine Idylwyld* initiative; the development of alternatives, public and stakeholder engagement, and recommendation for the preferred alternative. This document comprises part of a suite of documents which will be produced during the course of this project, and should be read alongside the *Issues and Opportunities Report (May 2017)*.

### DEVELOPMENT OF ALTERNATIVES

An Initial Concept Layout was prepared using the parameters established during the previous project phases to create a basic design concept for the motor vehicle lanes and sidewalks.

As a general summary, the design parameters include:

- Main driving lanes are continuous.
- Left turn-only lanes face each other.
- Crosswalks and wait times are shorter.
- Driving lanes are lined up through intersections, lanes don't start or end unexpectedly.
- Traffic signal timing and coordination is improved.
- Right turn islands are removed.
- Sidewalks are widened and accessibility improved to accommodate everyone.

### PROJECT TIMELINE

This report marks the completion of Phase 03 of *Imagine Idylwyld*.



### Option A

Is optimized to minimise peak time delay with dedicated turn lanes, including southbound right-turn at 20th and dual northbound left-turn lanes at 22nd. Though improved from today, this limits room for pedestrians, and cyclists are directed off Idylwyld Drive between Auditorium Ave and 23rd St W to nearby streets.

### Option B

Is designed for multi-modal balance with space for pedestrians maximized and a continuous cycling connection along Idylwyld Drive. Though traffic flow is improved from today, this limits space for dedicated turn lanes and delays at peak times are longer than Option A; though shorter than Option A at 22nd St at other times of day.

### ASSESSMENT OF ALTERNATIVES

The proposed alternatives were tested through an online survey, with an Engagement Both held in early June at the Saskatoon Farmers' Market. The results from the survey indicated public support was generally in favour of Option A at the whole corridor scale; at the intersection level minimising delay to motorists was the highest priority for the public.

### RECOMMENDATION FOR PREFERRED ALTERNATIVE

The public has provided a clear direction that Idylwyld Drive should be designed to flow as smoothly as possible for the most number of drivers. This goal is achievable at the same time as achieving the desire to support all modes of travel and enable redevelopment opportunities. The results of the survey support the development of a hybrid preferred alternative, including: a southbound right turn lane at 20th Street, a single turn lane at 22nd Street, no left turns at 24th Street, and continuous bicycle paths separate from vehicles.





# 02

## INTRODUCTION

IMAGINE  
IDYLWYLD



LEGEND

- Study Area
- Area of Impact
- Block

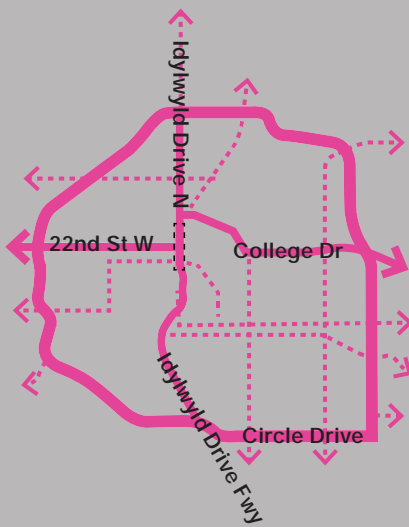


Figure 2.2: The Site in the City-Wide Circulation Context

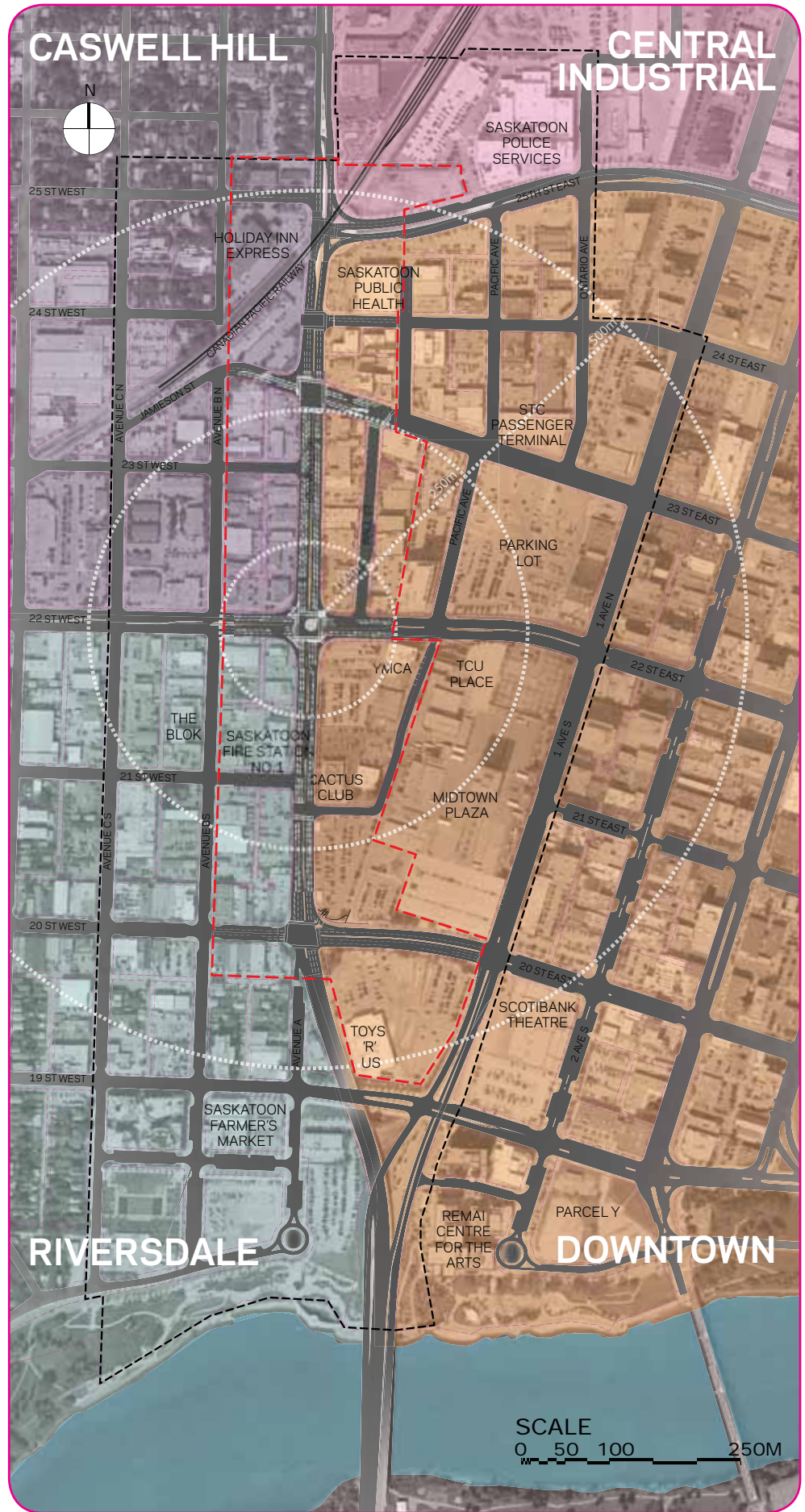


Figure 2.1: Imagine Idylwyld Study Area and Area of Impact



## INTRODUCTION

*Imagine Idylwyld* is a City of Saskatoon planning and design initiative for Idylwyld Drive. The purpose of the project is to develop a new 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 East.

Idylwyld Drive is, and will continue to be, a major north-south arterial corridor in Saskatoon and a key gateway into the City Centre for motorized vehicles. However, its current configuration poses a challenging environment for pedestrians to navigate, dividing surrounding neighbourhoods and districts. Improvements to Idylwyld Drive will help link the neighbourhoods and the business districts, making it easier for people to get around the City Centre and help define the street as a gateway by cultivating a sense of arrival.

## PURPOSE OF THIS REPORT

This report summarizes the findings of the third phase of the *Imagine Idylwyld* initiative; the development of alternatives, public and stakeholder engagement, and recommendation for the preferred alternative. This document comprises part of a suite of documents which will be produced during the course of this project, and should be read alongside the *Issues and Opportunities Report (May 2017)*.

## PROJECT BACKGROUND AND CONTEXT

Idylwyld Drive serves as a key north-south travel corridor through Saskatoon and connection to the City Centre. Further, it connects with 22nd Street and 25th Street East,

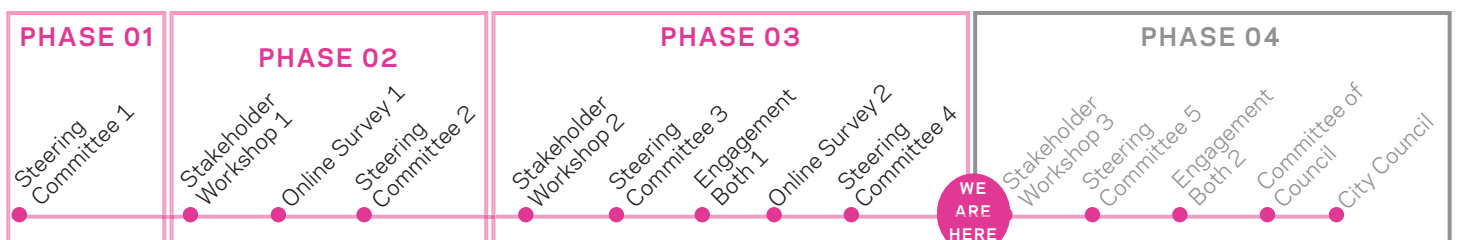
both east-west major arterial roadways. The project area represents a dynamic zone bordered by four neighbourhoods: Riversdale and Caswell Hill to the west, and Downtown and Central Industrial to the east. The area also includes the Riversdale Business Improvement District (BID) and Downtown Saskatoon BID.

In the last four years, Idylwyld Drive has been affected by two major infrastructure projects:

- The opening of Circle Drive South significantly decreased traffic volumes, composition, and patterns on Idylwyld Drive. Moreover, the City removed Idylwyld Drive and 22nd Street from its Truck Routes, dramatically decreasing the number of heavy trucks with trailers using Idylwyld Drive.
- The extension of 25th Street East, between 1st Avenue and Idylwyld Drive concentrated traffic to and from the University Bridge at the intersection of 25th Street East and Idylwyld Drive.

These changed traffic conditions above, along with the City's new policies to guide the growth and development of the city to 400,000 people, are driving the need to revisit the vision and character of the corridor. The *Imagine Idylwyld* project will examine existing and future transportation movement patterns, current and future zoning and land uses, and existing and proposed built forms to gain an understanding of Idylwyld Drive's role as a major urban arterial roadway - now and in the future.

## PROJECT TIMELINE



# // IDYLWYLD DRIVE IS A SIGNATURE GATEWAY INTO THE CITY CENTRE; A MODERN GRAND AVENUE THAT CONNECTS PEOPLE AND PLACES IN A COMPACT, MIXED USE URBAN ENVIRONMENT THAT SUPPORTS DAILY LIFE IN SASKATOON. //

- IMAGINE IDYLWYLD VISION STATEMENT

## STUDY AREA

### Idylwyld Transport Corridor

The "Study Area" for Imagine Idylwyld comprises the Idylwyld Drive transport corridor (herein referred to as 'corridor') and associated surrounding development. The term 'transport corridor' describes a generally linear area that is defined by one or more modes of transportation like highways, railroads or public transit which share a common course.

The extent of the "Study Area" for *Imagine Idylwyld* was determined and refined with the feedback from a series of engagement efforts with the Steering Committee, Stakeholders, and the Public. Generally, the boundary includes a one block perimeter surrounding Idylwyld Drive between 20th Street and 25th Street. Additional areas beyond the one block perimeter, including Wall Street and the Toys "R" Us block, were included to ensure that future designs can make provisions for access and servicing, and that suitable lands are available for 'gateway' areas into the City Centre as defined by the City Centre Plan.

The "Area of Impact" includes lands and developments that might affect *Imagine Idylwyld* - or vice versa. This area was established based on the site analysis in this report and by mapping the extent of feedback and comments received during engagement events. Policies established throughout the *Imagine Idylwyld* project may make policy recommendations throughout this area.

## POLICY CONTEXT

There are many plans that will influence the corridor, or to which *Imagine Idylwyld* will respond.

- The Planning and Development Act, 2007
- City of Saskatoon Strategic Plan, 2013
- City of Saskatoon Official Community Plan Bylaw No. 8769, 2014
- Zoning Bylaw No. 8770 of the City of Saskatoon
- City of Saskatoon Growth Plan
- City Centre Plan, 2013
- North Downtown Master Plan
- Downtown Parking Strategy, 2016
- Local Area Plans
  - Riversdale LAP, 2008
  - Riversdale Business Development Revitalization Plan, 2013
  - Caswell Hill LAP, 2001

Further details on these policies are provided in the *Issues and Opportunities Report (May 2017)*.

## OUT OF SCOPE ITEMS

The following projects are running parallel to the *Imagine Idylwyld* process. These are projects that, while not a part of the *Imagine Idylwyld* scope, will be influential in its outcomes:

- Second phase of Idylwyld Drive Redevelopment : 25th Street and North
- Improvement, Redevelopment or Relocation of Fire Station No. 1
- Downtown Arena
- Railway Working Group

## INTRODUCTION

### WORK TO DATE: PHASE 01 + 02

The following provides a high level overview of the work undertaken to date as part of the previous phases of work.

### PHASE 01: BACKGROUND REVIEW

#### Standards of Care

The Project Team established the following Standards of Care for *Imagine Idylwyld* to clearly communicate the project scope to stakeholders and the public, as well as establish a framework to help guide the project:

#### Idylwyld will be designed as an urban street.

Vehicular grade separations will not be considered. The street will be designed to be safe and to encourage driving speeds around a speed limit of 50 km/h. A well-designed and engaging landscape / streetscape will help to achieve this.

#### Idylwyld will remain an arterial street.

It will be designed for the safe and efficient movement of large volumes of cars and trucks as a key link in the City's motor vehicle transportation network.

#### All modes of travel will be considered and accommodated.

This includes Walking, Cycling, Driving, Transit, and Freight.

#### All types of people will be considered and accommodated.

This includes children, able-bodied adults, seniors, wheelchair users, visually impaired, hearing impaired.

#### Land use and transportation planning are integrated.

The street design will be compatible with the intended land use, not the other way around. The intended land use will be determined through this study process.

#### Existing businesses and driveways will be accommodated.

There is no intent to force anyone out – over the long term the access to adjacent properties may evolve along with the land use.

#### Saskatoon is a winter city.

Winter weather and snow management will be considered in the street design.

#### The most up-to-date engineering design standards, guidelines, and best practices will be used.

Modern guidelines allow a great deal of context-sensitive approaches. Idylwyld is not a suitable context for pioneering street design elements never before used or researched for use in Canada.

### PHASE 02: CORRIDOR ASSESSMENT

#### Guiding the Design

*Imagine Idylwyld* is composed of several integrated parts and processes that will guide the design and inform the outcome for the *Imagine Idylwyld* study area.

#### Vision

Leading the design is the project vision, which was established through extensive community input. The draft vision was formed with a steering committee visioning session, and refined to the final vision through feedback obtained through a stakeholder workshop and an online community survey. The vision takes into account the three major scope areas of *Imagine Idylwyld*:

- **TRANSPORTATION + CONNECTIVITY:** the movement of users through the study area, connecting people with their destinations using their mode of choice.
- **LAND USE + BUILT FORM:** the types of destinations and locations of buildings within the study area and how they integrate with and are supported by the transportation network.
- **PUBLIC REALM + URBAN DESIGN:** the application of a design that creates a gateway condition and unifies the corridor, enhancing the quality of the street and nearby open spaces.

#### Corridor Priorities

The vision is supported by five corridor priorities that will guide the specific outcomes of *Imagine Idylwyld*. These priorities were created with the community and reflect the desired outcomes for the project.

#### Efficient + Predictable

Idylwyld Drive will be a street that provides the most efficient and predictable means of travel for all users.

#### Safe + Accessible

Idylwyld Drive will be a street that is safe and comfortable for users of all abilities 24 hours a day, 365 days a year.

#### Walkable + Human Scale

Idylwyld Drive will be a street that is comfortable to walk along and across in an interesting and engaging urban environment.

#### Connected + Cultural

Idylwyld Drive will be a street that not only connects people with their destinations but with our cultural, built and natural heritage.

#### Livable + Sustainable

Idylwyld Drive will be a street that enhances daily life by balancing environmental, social, cultural, and economic considerations.





# 03

## DEVELOPMENT OF ALTERNATIVES

IMAGINE  
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LEGEND

-  Existing Road
-  Proposed Road

KEY PLAN

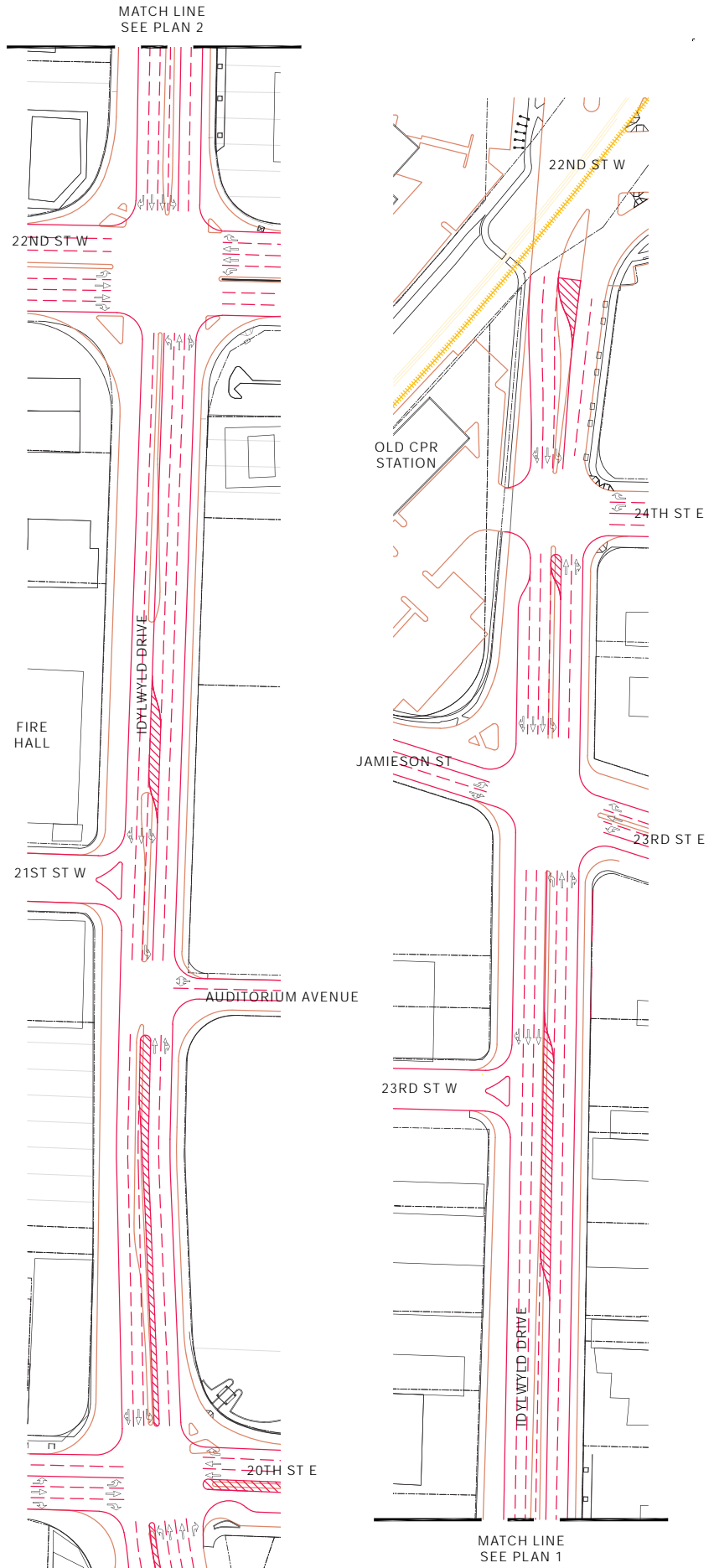
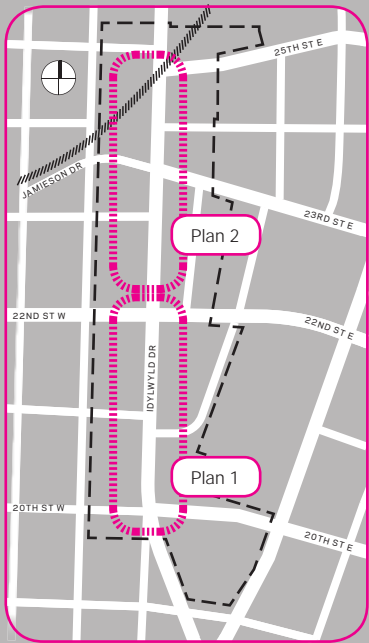


Figure 3.1: Initial Concept Layout



# IDYLWYLD DRIVE WILL BE **EFFICIENT AND PREDICTABLE** FOR ALL MODES OF TRAVEL, **SAFE, BARRIER FREE AND COMFORTABLE** 24/7, 365 DAYS A YEAR, BE **WALKABLE, LIVABLE** AND SHOWCASE SUSTAINABLE DEVELOPMENT.

## DEVELOPMENT OF ALTERNATIVES

The process of developing alternatives began with the creation of an Initial Concept Layout based on the vision, issues and opportunities, and design parameters set out in earlier phases.

With the Initial Concept Layout created, opportunities for alternative vehicle lane function were identified at three intersections: 20th Street, 22nd Street, and 24th Street. Two alternative bicycle accommodation schemes were also identified. These localized alternatives were combined to create two overall corridor alternatives, A and B.

## INITIAL CONCEPT LAYOUT

An Initial Concept Layout was prepared using the parameters established during the previous project phases to create a basic design concept for the motor vehicle lanes and sidewalks. As a general summary, the basic design features:

- Continuous lanes through the study area.
- Dedicated left turn lanes anywhere left turns remain permitted on Idylwyld
- Head to head opposing left turn lanes where applicable.
- Lanes either 3.0 m or 3.3 m in width.

A limited number of additional design features were also added to the basic design to create the initial concept alternative, including:

- Medians mid-block between left turn lanes and where otherwise required for traffic guidance.
- A southbound right turn lane at the 22nd Street intersection to handle the particularly large turning volume for that movement.
- Removing the second through lane westbound at 23rd Street, which currently ends just downstream of the intersection.

- Prohibiting northbound left turns from Idylwyld Drive to the private driveway at the 24th Street East intersection, because there was not sufficient space for a dedicated left turn lane.

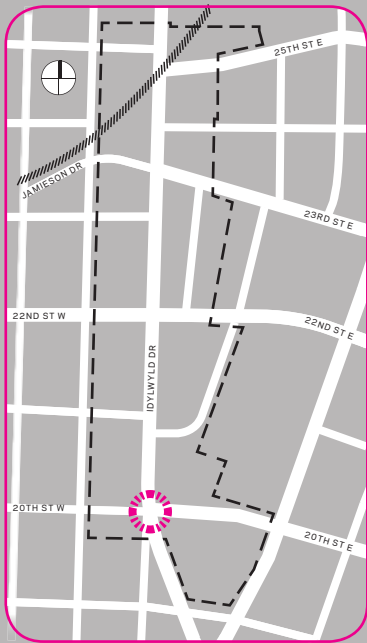
## SUMMARY

- Main driving lanes are continuous from Senator Sid Buckwold Bridge through 25th Street.
- Left turn-only lanes face each other, increasing safety, and saving space.
- Crosswalks and crossing times are shorter, improving safety and reducing wait time.
- Driving lanes are lined up through intersections, lanes don't start or end unexpectedly.
- Traffic signal timing and coordination is improved, to keep traffic flowing.
- Right turn islands are removed, these are avoided where pedestrians are common.
- Sidewalks are widened to accommodate everyone, including wheelchairs and strollers.

LEGEND

- — Study Area
- Barrier Free Road Crossing
- Public Realm: Space for sidewalks, cycleways, landscaping and streetscape improvements
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)

KEY PLAN

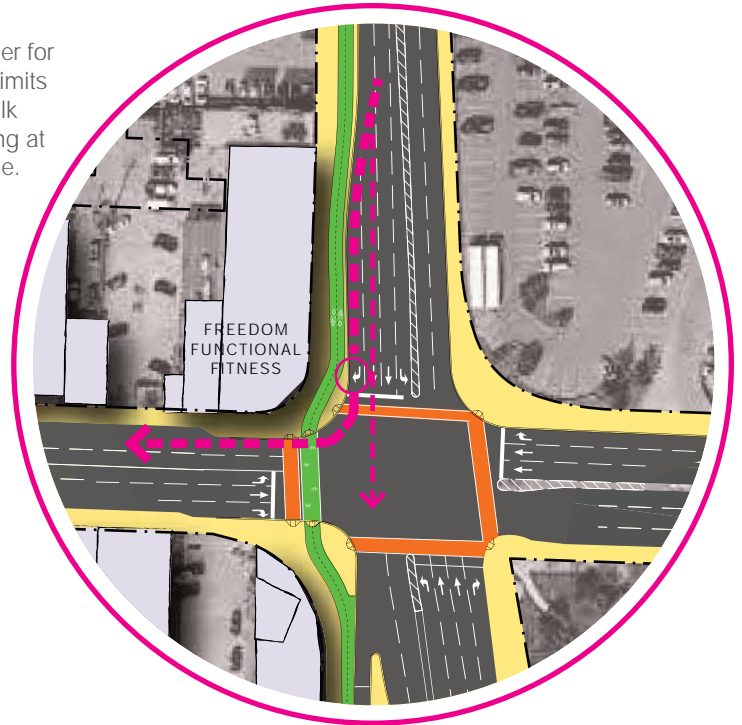


## INTERSECTION ALTERNATIVES

### IDYLWYLD DRIVE @ 20TH STREET

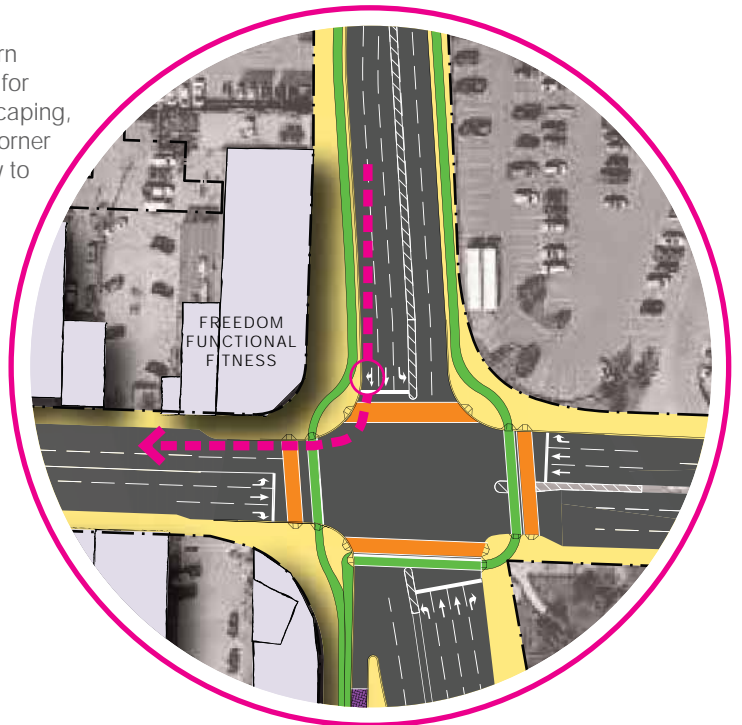
#### Option A

A turn lane makes it easier for drivers to turn right, but limits the space on the sidewalk available for streetscaping at the gateway to Riversdale.



#### Option B

Shared thru and right-turn lane allows more space for pedestrians and streetscaping, and would enable this corner to develop as a gateway to Riversdale.



AVERAGE WAIT TIME*	PEAK†		
	CURRENT	OPTION A	OPTION B
Intersection overall	40s	35s	45s
SB Right-turn	20s	15s	75s
Pedestrians+ (Max Wait)	130s	90s	90s

\* Average wait time to the nearest 5 seconds

† Peak time delay based on traffic levels for City growth to 400K

+ Pedestrian times are maximum waits (not average)

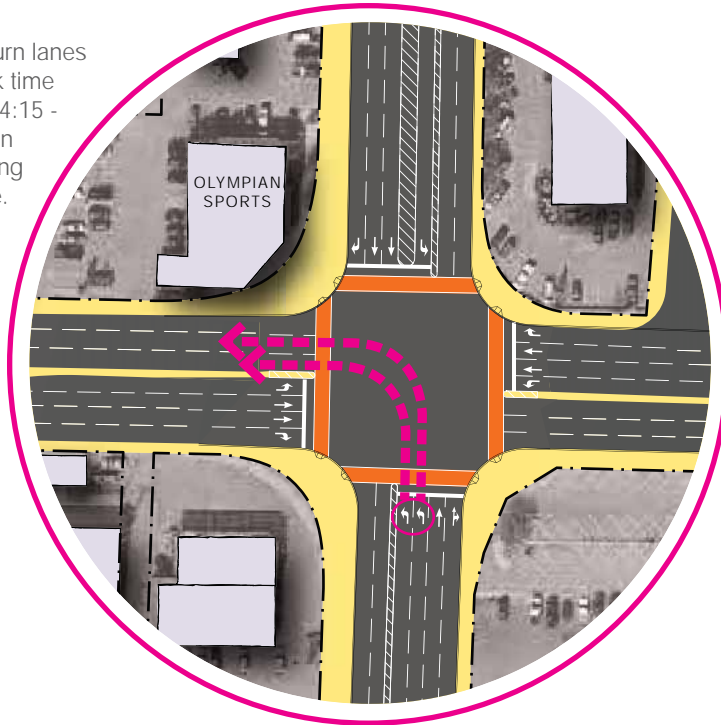
Figure 3.2: Idylwyld Drive @ 20th Street

# INTERSECTION ALTERNATIVES

## IDYLWYLD DRIVE @ 22ND STREET

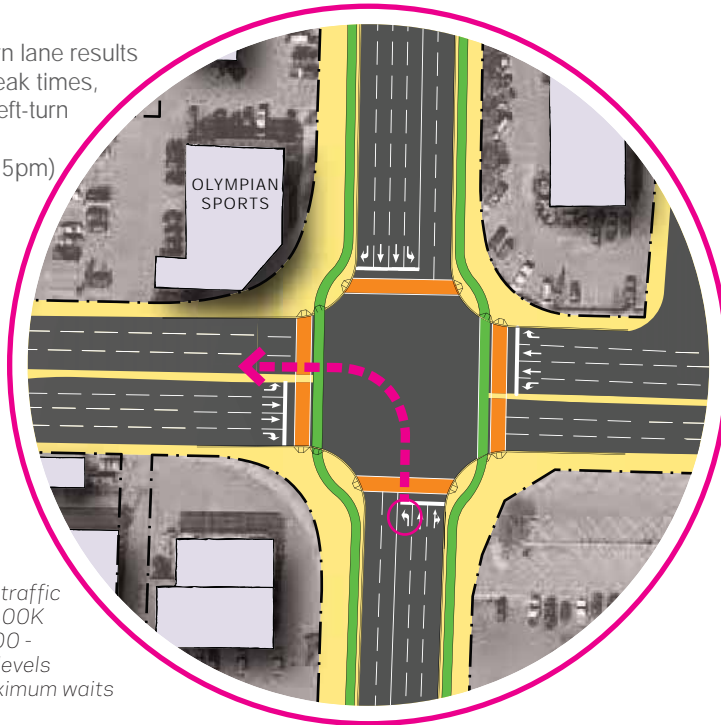
### Option A

Double northbound left-turn lanes reduce delay during peak time (between 7:30 - 8:30am, 4:15 - 5:15pm), however result in longer left-turn delay during off-peak times - see table.



### Option B

Single northbound left-turn lane results in less delay during off-peak times, however result in longer left-turn delay during peak times (7:30 - 8:30am, 4:15 - 5:15pm) - see table.



\* Average wait time to the nearest 5 seconds

† Peak time delay based on traffic levels for City growth to 400K

‡ Off-Peak volumes for 10:00 - 11:00am, current traffic levels

+ Pedestrian times are maximum waits (not average)

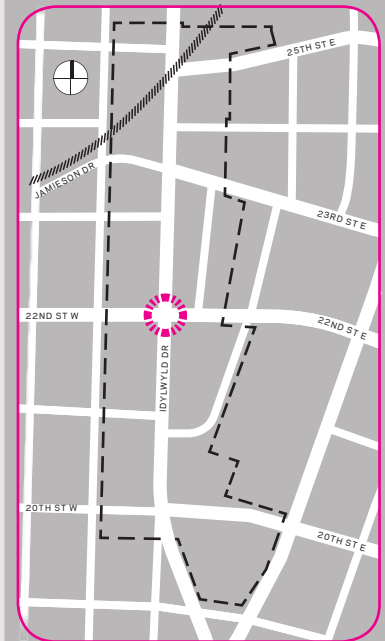
AVERAGE WAIT TIME*	PEAK†			OFF-PEAK ‡		
	CURRENT	OPTION A	OPTION B	CURRENT	OPTION A	OPTION B
Intersection overall	135s	60s	70s	60s	20s	20s
NB Left-turn	135s	85s	115s	40s	40s	10s
NB Thru	130s	35s	30s	40s	15s	15s
SB Thru	245s	95s	115s	150s	20s	15s
Pedestrians+ (Max Wait)	130s	90s	90s	110s	80s	75s

Figure 3.3: Idylwyld Drive @ 22nd Street

### LEGEND

- Study Area
- Barrier Free Road Crossing
- Public Realm: Space for sidewalks, cycleways, landscaping and streetscape improvements
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)

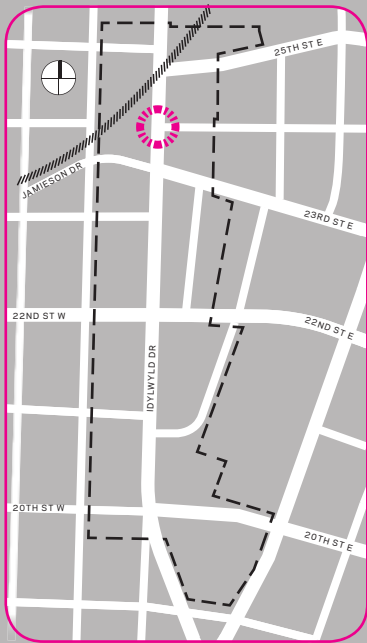
### KEY PLAN



LEGEND

- Study Area
- Barrier Free Road Crossing
- Public Realm: Space for sidewalks, cycleways, landscaping and streetscape improvements
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)

KEY PLAN



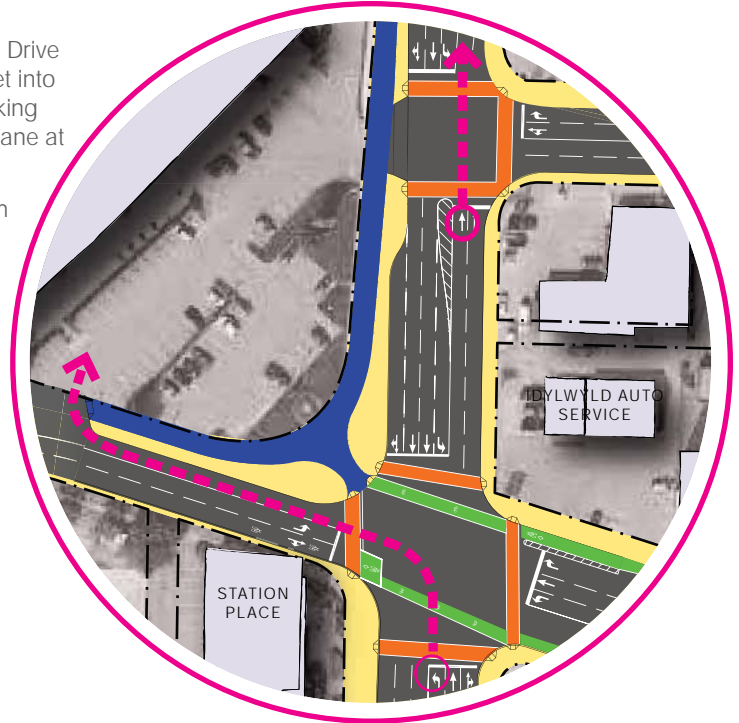
## INTERSECTION ALTERNATIVES

### IDYLWYLD DRIVE @ 24TH STREET

#### Option A

No access from Idylwyld Drive northbound at 24th Street into the Old CPR Station parking lot, access via new turn lane at Jamieson Street.

Southbound access from Idylwyld Drive provided from shared thru and right-turn lane.



#### Option B

Permit access from Idylwyld Drive northbound at 24th Street from shared thru and left-turn lane. Potential delay for northbound thru traffic.

Southbound access from Idylwyld Drive provided from shared thru and right-turn lane.

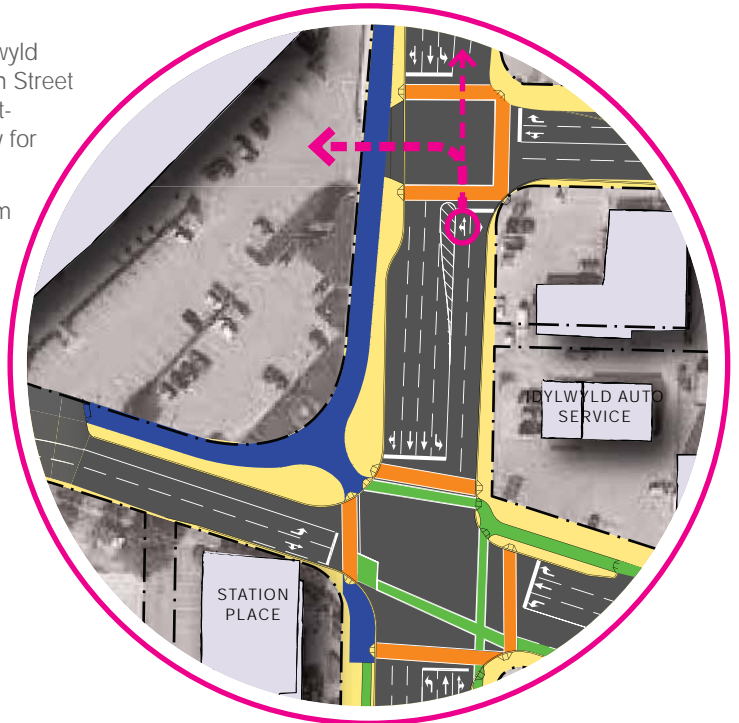
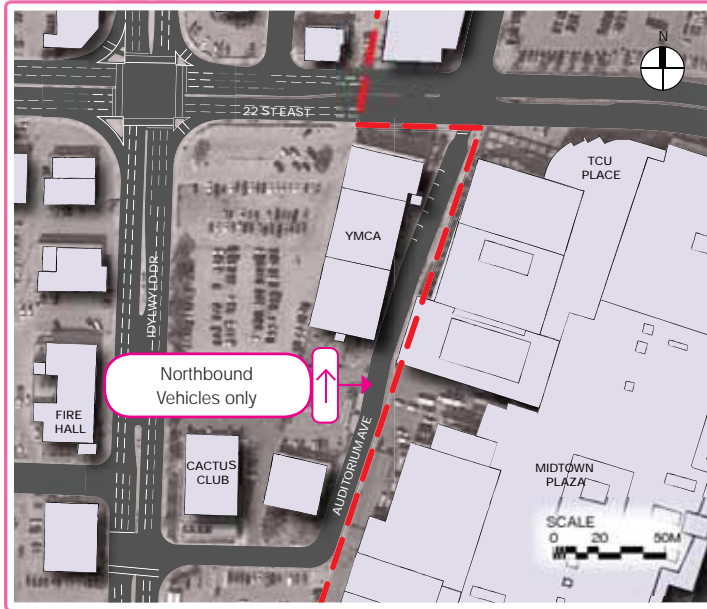


Figure 3.4: Idylwyld Drive @ 24th Street

# AUDITORIUM AVENUE

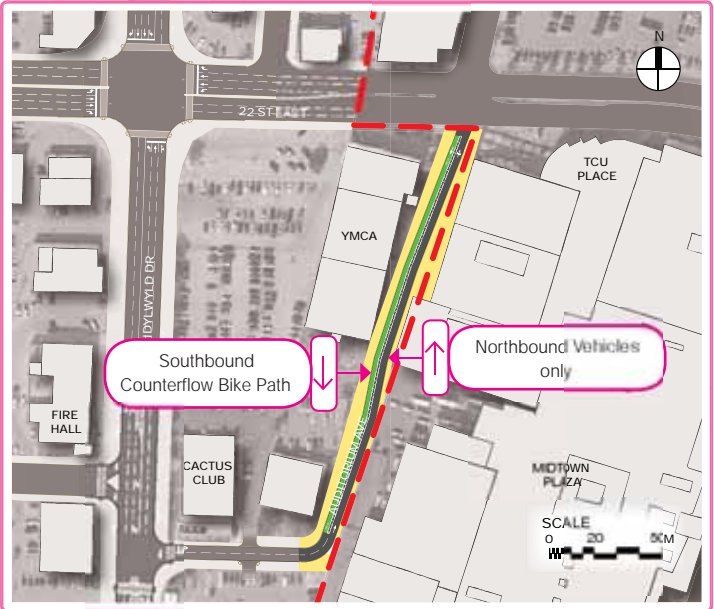
## Existing condition



One-way (north) with loading and parking on both sides, sidewalks are very narrow.



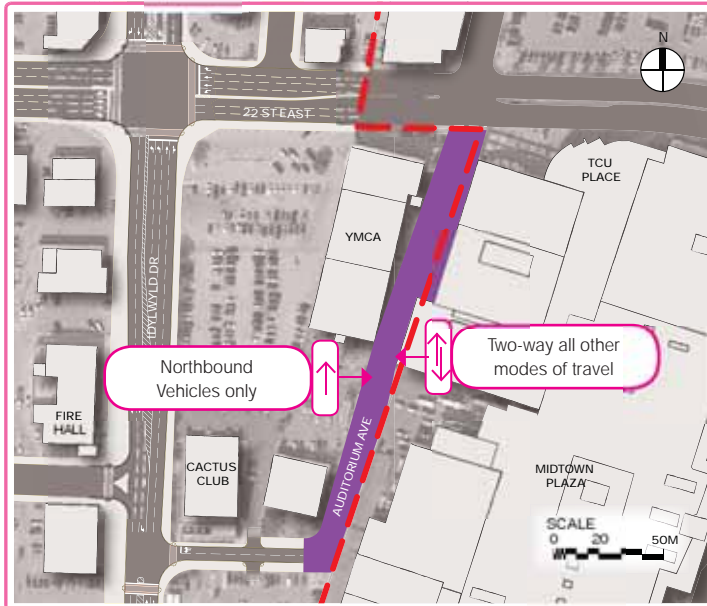
## One-way



One-way (north) with southbound counterflow bike path, footpaths widened. No parking nor loading.



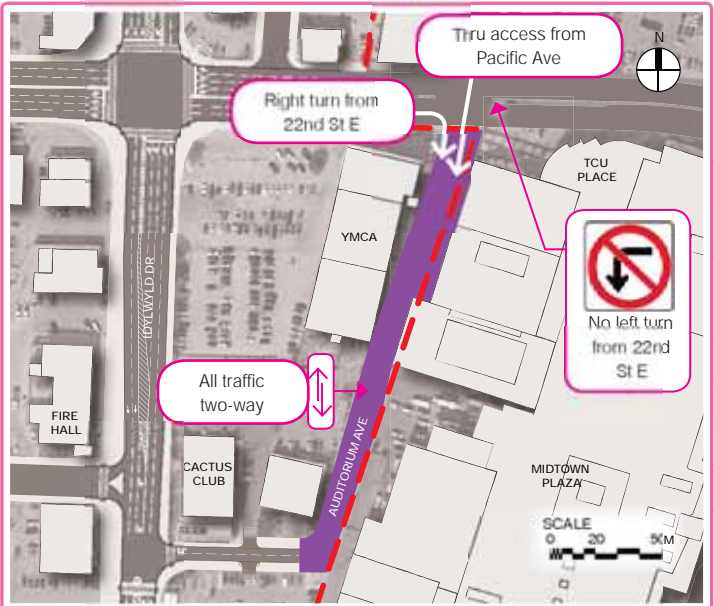
## Shared space: one way



Curb-free shared space, one-way northbound vehicle traffic with reduced vehicle speeds, pedestrian and cyclist may travel in either direction. Loading only, no parking.



## Shared space: two way



Curb-free shared space, two-way vehicle traffic with reduced vehicle speeds, pedestrian and cyclist may travel in either direction. Loading only, no parking.



Bike Path
  Streetscape (Pedestrian)
  Shared Surface (Vehicles, Pedestrian & Cyclists)

Figure 3.5: Auditorium Avenue

LEGEND

- - - Study Area
- Barrier Free Road Crossing
- Public Realm: Space for sidewalks, cycleways, landscaping and streetscape improvements
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)



Figure 3.6: Corridor Option A

## DEVELOPMENT OF ALTERNATIVES

### CORRIDOR OPTION A

Option A includes additional turning lanes and accommodates people riding bicycles differently than Option B.

At 20th Street, Option A includes a dedicated lane for southbound traffic to turn right and head west. This right turn lane would allow drivers to wait for crossing pedestrians and cyclists without impeding through traffic headed south onto the bridge. As a trade-off, however, the amount of space available on the sidewalk would decrease. The sidewalk space at the corner would still be larger than today, but there would be less opportunity for a Riversdale gateway feature at this location.

Option A accommodates cyclists travelling from Avenue A to Auditorium Avenue using a bi-directional bike path on the west side of Idylwyld for one block. This connection, when used by people riding a bike from River Landing or Riversdale to Midtown Plaza, TCU Place, or the YMCA, for example, would involve crossing 20th Street northbound against the flow of traffic. This is a common layout along suburban multi-use pathways in Saskatoon, but it is not common in the city centre. This layout reflects the observed behaviour of many cyclists today, and would formalize it to increase safety. The bi-directional bike path crossing was combined with the southbound right turn lane to allow drivers to wait for crossing cyclists without impeding through traffic, and would provide the physical infrastructure necessary to support a bicycle traffic signal if ever required in the future.

At 22nd Street, Option A includes two turn lanes for northbound traffic to turn left and head west. This lane configuration also requires changes to the traffic signals such that left turns are only permitted with arrows, known as “protected-only phasing”. Left turns on solid green would be prohibited. In peak periods, few vehicles could turn left on solid green, so this restriction is not significant and two lanes improves traffic flow compared to one lane. However, outside peak periods when there is less oncoming traffic, this

restriction would add delay for drivers. Counter-intuitively, therefore, the second lane would cause additional delay for most of the day than a single lane configuration.

In Option A, there would be no dedicated cycling infrastructure on Idylwyld Drive between Auditorium Avenue and 23rd Street East. Through cyclists would be directed to Auditorium Avenue and Pacific Avenue. Cyclists with a destination along Idylwyld Drive would share a lane with motor traffic.

### SUMMARY

- Southbound Left Turn Lane at 20th Street
- Dual Northbound Left Turn Lanes at 22nd Street with Protected-Only Phasing
- Bi-Directional Bike Path from Avenue A to Auditorium Ave
- Through bicycles directed to Auditorium Avenue and Pacific Avenue from 21st Street to 23rd Street
- Local bicycles share lane with motor vehicles
- Less opportunity to accommodate pedestrian gateways at the intersections of Idylwyld Drive @ 20th St and Idylwyld Drive @ 22nd St than Option B

LEGEND

- - - Study Area
- Barrier Free Road Crossing
- Public Realm: Space for sidewalks, cycleways, landscaping and streetscape improvements
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)

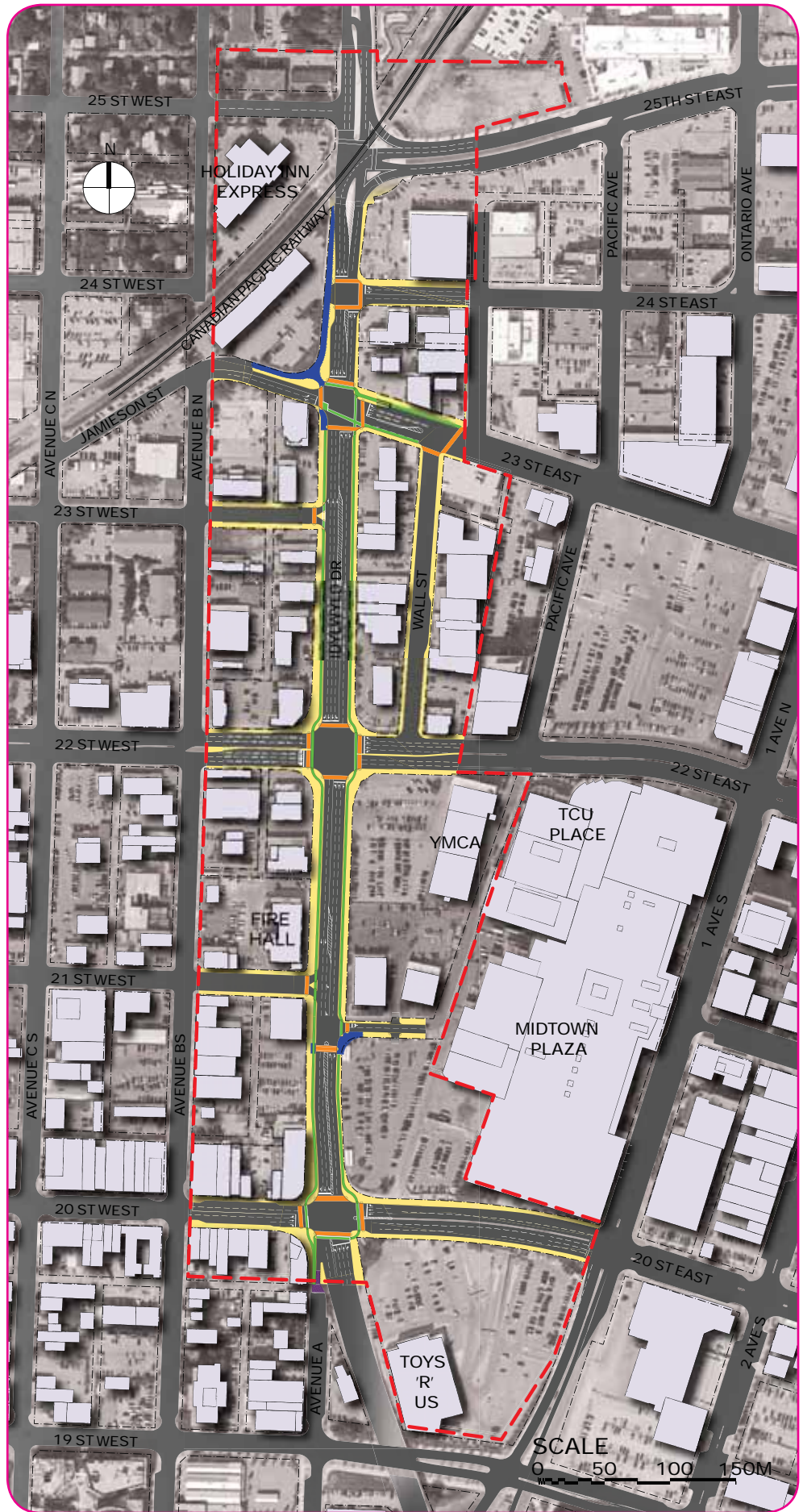


Figure 3.7: Corridor Option B



## DEVELOPMENT OF ALTERNATIVES

### CORRIDOR OPTION B

Option B includes fewer turning lanes to allow more space for pedestrians and accommodates people riding bicycles continuously along Idylwyld Drive.

At 20th Street, Option B has a shared lane for southbound drivers turning right and going straight. By not including a dedicated right turn lane, there is more opportunity for landscaping including a gateway feature for Riversdale. Pedestrians crossing Idylwyld Drive would have less distance to travel. Without a right turn lane, a bi-directional bike crossing would not function as well, so people riding a bicycle from Avenue A to Auditorium Avenue would be directed to cross Idylwyld Drive on the south side of 20th Street, and Idylwyld would have one-way cycling paths on each side. In this option, these cycling paths continue through the study corridor.

At 22nd Street, a single left turn lane in each direction allows more flexibility for timing the traffic signals. By allowing drivers to turn left on solid green as well as with an advanced arrow, known as "protected-permissive phasing". With this configuration, there is less delay for drivers most of the day, but more delay during peak times when there are fewer gaps in opposing traffic.

### SUMMARY

- Shorter crosswalk at 20th Street
- Bicycles separated from motor vehicles through study corridor
- Single Left Turn Lane at 22nd Street, with Protected-Permissive Phasing
- More opportunity to accommodate pedestrian gateways at the intersections of Idylwyld Drive @ 20th St and Idylwyld Drive @ 22nd St than Option A



04

SUMMARY OF  
ENGAGEMENT

IMAGINE  
IDYLWYLD



### IMAGINE IDYLWYLD

#### PROJECT BACKGROUND

WHAT WE HEARD...

"IDYLWYLD DRIVE IS A SIGNATURE GATEWAY INTO THE CITY CENTRE. A MODERN GRAND AVENUE CONNECTING PEOPLE AND PLACES IN AN URBAN ENVIRONMENT THAT SUPPORTS DAILY LIFE IN SASKATOON"

**PROJECT OPPORTUNITIES**

- Improve traffic flow and safety
- Improve pedestrian and cyclist safety
- Improve street lighting
- Improve street landscaping
- Improve street art

**PROJECT PRIORITIES**

- Improve traffic flow and safety
- Improve pedestrian and cyclist safety
- Improve street lighting
- Improve street landscaping
- Improve street art

**PROJECT TIMELINE**



### IMAGINE IDYLWYLD

#### OPTION A

- Traffic flow is improved by...
- Providing left-hand-turn lanes at 27th Street
- Providing a southbound right-turn lane at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street

### IMAGINE IDYLWYLD

#### OPTION B

- Traffic flow is improved by...
- Providing left-hand-turn lanes at 27th Street
- Providing a southbound right-turn lane at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street

### IMAGINE IDYLWYLD

#### OPTION A + B

- Traffic flow is improved by...
- Providing left-hand-turn lanes at 27th Street
- Providing a southbound right-turn lane at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street
- Reconfiguring the intersection at 27th Street

### IMAGINE IDYLWYLD

#### IMAGINE... TRADE OFFS

OPTION A vs B

### IMAGINE IDYLWYLD

#### IMAGINE... AUDITORIUM AVENUE

### IMAGINE IDYLWYLD

#### IMAGINE... THE STREETSCAPE

WHAT WE HEARD...

WHAT THIS COULD LOOK LIKE...

**STREETSCAPE OPPORTUNITIES**

**TYPICAL STREET CROSS SECTION**

Figure 4.1: Imagine Idylwyld Engagement Both at the Saskatoon Farmers Market, June 10<sup>th</sup> 2017  
 Imagine Idylwyld: Corridor Alternatives Report

# PUBLIC AND STAKEHOLDER ENGAGEMENT IS AN INTEGRAL COMPONENT OF *IMAGINE IDYLWYLD*; ENSURING THAT THE COMMUNITY GUIDES THE VISION FOR REDEVELOPMENT

## ENGAGEMENT

### ENGAGEMENT SUMMARY

#### Engagement Events To-Date

The following section briefly outlines the outcomes of each engagement event held to-date.

#### PHASE 01: BACKGROUND REVIEW

##### Steering Committee Meeting #1 - Sept 29, 2016

A kick-off visioning session with the Steering Committee was held to identify site issues and opportunities, a preliminary vision and draft priorities. These were to be developed and refined with input from stakeholders and the public over the subsequent engagement events.

#### PHASE 02: CORRIDOR ANALYSIS

##### Stakeholder Workshop #1 - Nov 15, 2016

This event introduced and educated stakeholders about the project, its goals and timelines, presented preliminary corridor assessment findings and a case study analysis. 52 stakeholders attended the event, offering representation from a wide-range of organizations; non-profits, community and business groups, elected officials, City institutions and departments, developers and individual land owners.

##### Interactive Online Survey #1 - Nov 15 - Dec 8, 2016

An interactive online survey was used to educate the public about the project as well as to provide the community with an opportunity to rank and comment on the priorities of the corridor and establish a desired character. This was one of the City's most successful online outreach campaigns, and helped the team gain insights from the community about day-to-day usability of the corridor and other issues. The survey saw 4,764 individual visits with 2,830 completions.

##### Steering Committee Meeting #2 - January 19, 2017

A report-back meeting with Steering Committee to present draft corridor assessment and engagement findings.

The the results of the engagement efforts to the end of Phase 02 are summarized in the comprehensive **Issues and Opportunities Report** for *Imagine Idylwyld*:

Imagine Idylwyld: Corridor Alternatives Report

#### PHASE 03: DEVELOPMENT OF ALTERNATIVES

##### Stakeholder Workshop #2 - Feb 15, 2017

A progress update session to agree the approach and project direction for the development of corridor alternatives.

##### Steering Committee Meeting #3 - May 25, 2017

A progress update session to present the draft corridor alternatives and key decision points required to enable refinement to a single preferred corridor design.

##### Imagine Idylwyld Engagement Booth - June 10, 2017

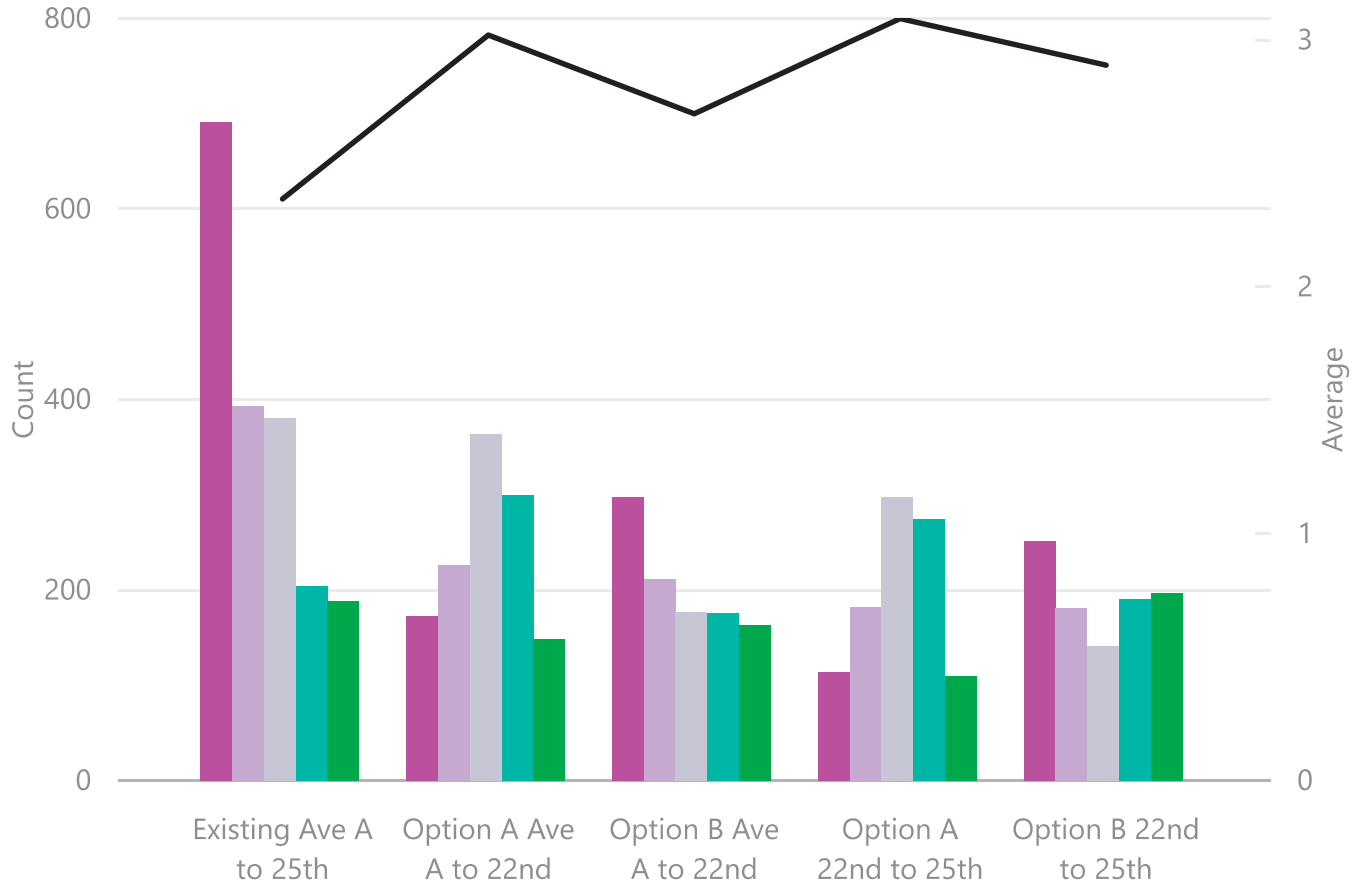
An Engagement Booth was held at the Saskatoon Farmer's Market on Saturday June 10<sup>th</sup> to present the work to date for the project, including summary of the Phase 02 outcomes, and development of the corridor alternatives. Staffed by project team members from the City, HOK and AE, over 200 individuals and groups from the public attended. The material presented focused on the roadway and corridor alternatives for a transportation and traffic flow improvements. Results from previous survey for the streetscape character, design and land use planning were presented for reference. These will be the focus of Phase 04 of the project once the preferred corridor design has been developed. Thumbnail views of the presentation boards are provided in "*Figure 4.1: Imagine Idylwyld Engagement Booth at the Saskatoon Farmers Market, June 10th 2017*" on page 24 of this report.

##### Interactive Online Survey #2 - June 9 - 23, 2017

The second interactive online survey was used to gain feedback on the corridor alternatives and input to guide the key decision points. The survey provided an overview of the project to date and presented the overall corridor options with opportunity to rate each alternatives at a whole corridor level, as well as to rank and provide comment on the trade-offs between the alternatives at an intersection by intersection scale. Input was also sought to provision of cycling, and treatment of Auditorium Avenue. The survey saw 4,742 individual visits with 2,125 completions. Thumbnail views of the online survey screens are provided in "*Appendix A: Online Survey Results*" of this report.

Rating is the number of stars given for each scenario

Ratings 1 2 3 4 5 Average



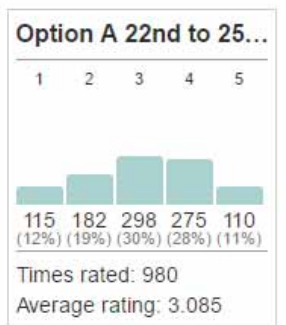
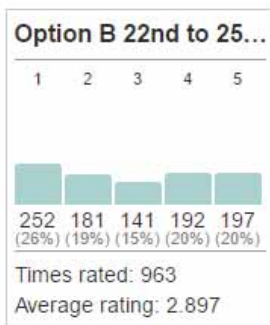
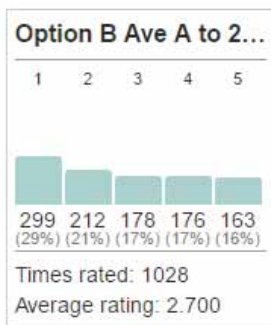
Existing Corridor  
Average Rating: 2.36

Option A (South)  
Average Rating: 3.02

Option B (South)  
Average Rating: 2.70

Option A (North)  
Average Rating: 3.09

Option B (North)  
Average Rating: 2.90



Charted results from Online Survey #2 - Results tabulated by MetroQuest

IT IS IMPORTANT TO NOTE THAT THE FINAL OPTION MAY DIFFER FROM THE OPTIONS PRESENTED IN THE SECOND ONLINE SURVEY DUE TO SAFETY ISSUES OR TECHNICAL CONSTRAINTS.

## ENGAGEMENT : ONLINE SURVEY #2

### STAKEHOLDER & COMMUNITY FEEDBACK

#### Whole Corridor Alternatives

The following overview was presented and participants were asked to rate each scenario on a five (5) star rating. It was possible for a participant to rate each scenario equally.

#### Option A

- Average traffic delay at intersections\* is less than today.
- Traffic delay is minimised by:
  - Providing two northbound left-turn lanes at 22nd Street.
  - Providing a southbound right-turn lane at 20th Street.
- Pedestrians have more space than today, but less than in Option B.
- Space required to accommodate turn lanes reduces the space for pedestrians and cyclists.
- Cyclists are diverted off of Idylwyld Drive onto Auditorium Avenue.
- Key cycling connections are improved, but does not provide a continuous connection for cyclists.

#### Option B

- Average traffic delay at intersections\* is less than today, but more than Option A<sup>1</sup>.
- A single northbound left-turn lane is provided at 22nd Street.
- A shared southbound right-turn / through lane is provided at 20th Street.
- Pedestrians have more space than today, and more than Option A.
- Reducing the number of turn lanes increases the space for pedestrians and cyclists.
- Cyclists are accommodated along the whole corridor.
- Key cycling connections are improved.

<sup>1</sup>Except at 23rd Street East where average delay increases by less than 3 seconds to accommodate new left turn arrows.

Feedback gained through the online survey and stakeholder workshop indicated a slight preference for Option A.

Existing: Avenue A to 25th Street



Option A: Avenue A to 22nd Street



Option B: Avenue A to 22nd Street



Average survey results indicate a slight preference for Option A.

Option B received a higher percentage of 5 star ratings, Option A received a higher percentage of 3 and 4 star ratings.

Option A: 22nd to 25th Street



Option B: 22nd to 25th Street



Survey results indicate a preference for Option A.

Option B received a higher percentage of 5 star ratings, Option A received a higher percentage of 3 and 4 star ratings.

Whole Corridor Alternatives, Average Rating

## ENGAGEMENT : ONLINE SURVEY #2

### Intersection Alternatives

There are a number of key differences between the alternatives, primarily affecting specific intersections along the corridor. The preferred alternative may comprise a combination of elements from Option A and Option B to achieve the optimized solution to meet the needs of the City and people who live, work, visit and travel along Idylwyld Drive.

The following overview of the trade-offs was presented and participants were asked to indicate their preference using arrow buttons.

### IDLWYLD DRIVE @20TH STREET

The options at 20th Street related to a trade-off between reducing delay during peak periods at the expense of space for pedestrians, or vice-versa.

#### Option A:

Dedicated southbound right-turn lane to reduce wait times during peak hours, limits width of sidewalk and space for pedestrians.

#### Option B

Wider sidewalks, more space for pedestrians.

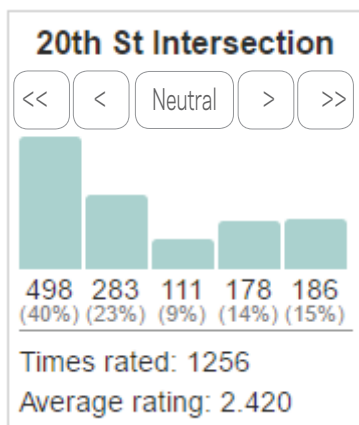
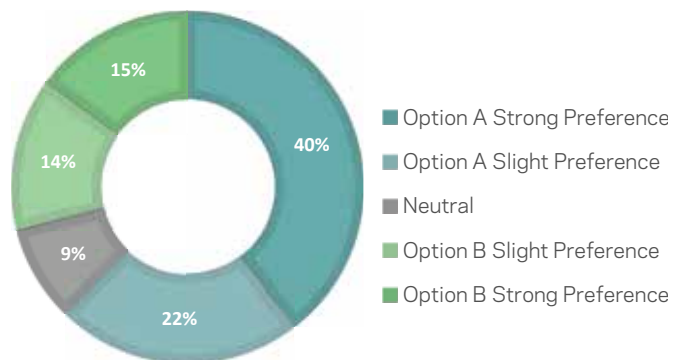
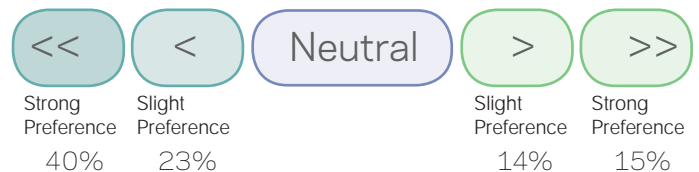
### Idylwyld Drive @ 20th Street

#### Option A

Provide improved southbound right-turn lane, less sidewalk space

#### Option B

Drivers turn right from shared thru-lane, more sidewalk space



Charted results from Online Survey #2 - Results tabulated by MetroQuest

### Results

Survey results indicate a preference for Option A.

Option A was identified as the preferred option by 63% of participants, with 40% indicating a strong preference.

Option B was identified as the preferred option by 29% of participants, with 15% indicating a strong preference.

9% of participants indicated no preference.



## ENGAGEMENT : ONLINE SURVEY #2

### IDYLWYLD DRIVE @22ND STREET

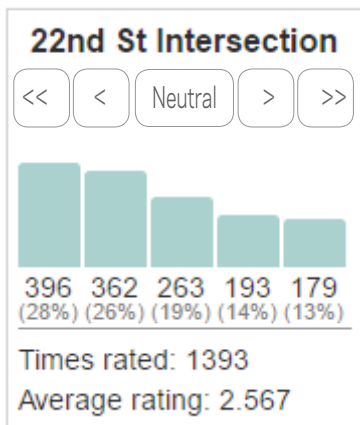
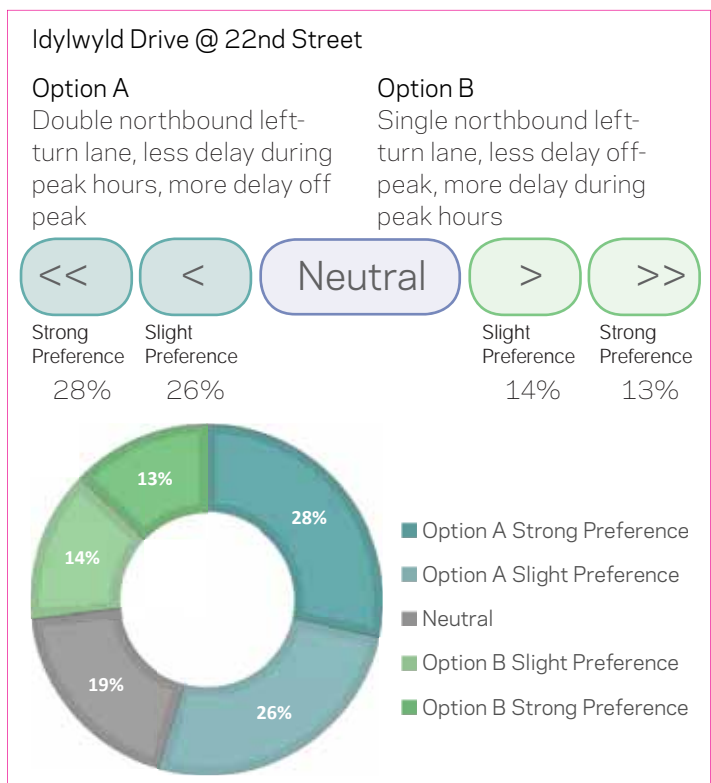
The options at 22nd Street related to a trade-off between when delay should be reduced, during peak periods at the expense of the rest of the day, or vice-versa.

#### Option A:

Dual northbound left-turn lanes to reduce wait times during peak hours (7:30 - 8:30am, 4:15 - 5:15pm), longer waits off-peak.

#### Option B:

Single northbound left-turn lane results in less delay during off-peak times, however result in longer left-turn delay during peak times.



Charted results from Online Survey #2 - Results tabulated by MetroQuest

#### Results

Survey results indicate a preference for Option A.

Option A was identified as the preferred option by 54% of participants, with 28% indicating a strong preference.

Option B was identified as the preferred option by 27% of participants, with 13% indicating a strong preference.

19% of participants indicated no preference.

## ENGAGEMENT : ONLINE SURVEY #2

### IDYLWYLD DRIVE @24TH STREET

The options at 24th Street related to a trade-off between potential delay for northbound traffic due to vehicles in thru lanes waiting to turn left into the Old CPR Station Parking lot, or routing traffic via the northbound left-turn lane at Jamieson Street.

#### Option A:

Option A: No left turn from Idylwyld Drive into the Old CPR Station parking lot, access via new turn lane at Jamieson Street.

#### Option B:

Left turn allowed from Idylwyld Drive into the Old CPR Station parking lot, potential delay for northbound thru traffic.

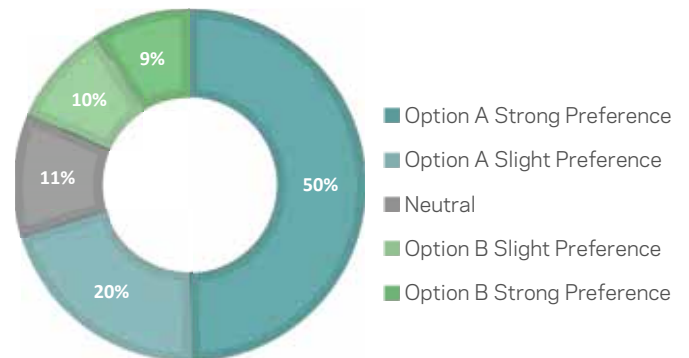
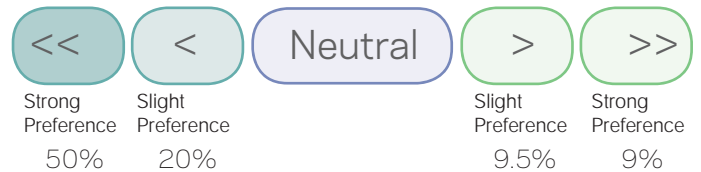
### Idylwyld Drive @ 24th Street

#### Option A

No left-turn into Old CPR Station parking lot at 24th Street.

#### Option B

Permit left-turn into Old CPR Station parking lot at 24th Street.



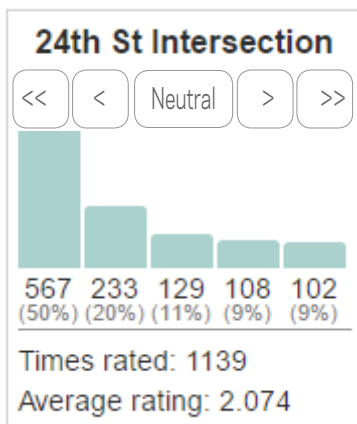
### Results

Survey results indicate a preference for Option A.

Option A was identified as the preferred option by 70% of participants, with 50% indicating a strong preference.

Option B was identified as the preferred option by 18.5% of participants, with 9% indicating a strong preference.

11% of participants indicated no preference.



Charted results from Online Survey #2 - Results tabulated by MetroQuest

## ENGAGEMENT : ONLINE SURVEY #2

### Auditorium Avenue

Opportunities are being reviewed to improve the function and quality of Auditorium Avenue for all users. The following overview was presented and participants were asked to rate each scenario on a five (5) star rating. It was possible for a participant to rate each scenario equally.

#### Existing

One-way northbound traffic is permitted for cars, trucks and cyclists. Sidewalks are narrow. Two-way access is permitted from the rear entrance of Midtown Plaza to Idylwyld Drive. Loading zones and parking are provided on both sides of the street.

#### One-Way

One-way northbound traffic, with wide sidewalks on both sides, and southbound bike path. Loading zones and parking are not provided. Two-way access remains from rear entrance of Midtown to Idylwyld Drive.

#### Shared Space: One-Way

Curb free shared space and reduced vehicle speed. Vehicles northbound only; pedestrians and cyclists may travel in either direction. Loading zones only, no parking. Two-way access remains from rear entrance of Midtown to Idylwyld Drive.

#### Shared Space: Two-Way

Shared space with two-way travel for pedestrians, cyclists, cars and trucks by removing curbs and using street design to reduce vehicle speeds. Loading zones are provided but not parking.

#### Existing: Auditorium Avenue



#### One-Way



#### Shared Space: One-Way

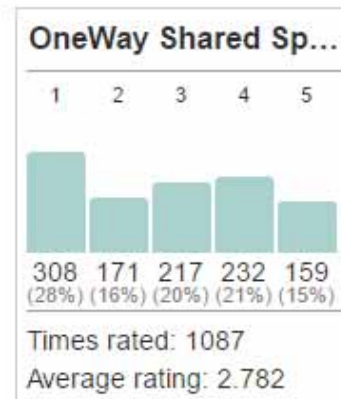
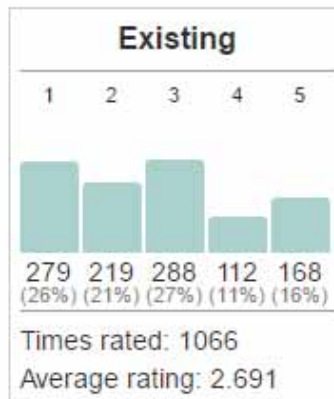
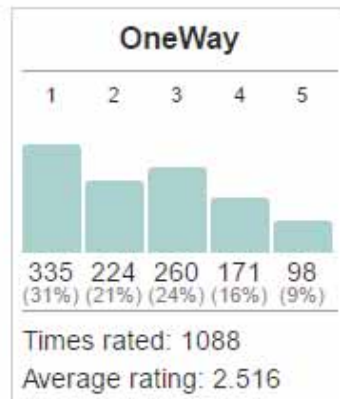
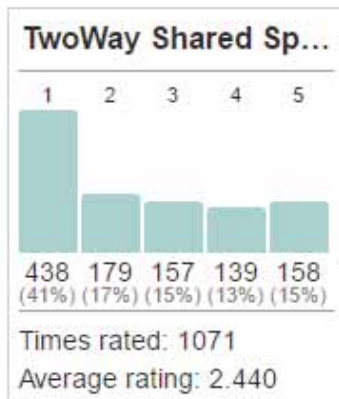


#### Shared Space: Two-Way



Survey results indicate a slight preference for Shared Space: One-Way.

One-Way and Shared Space: Two-Way were generally preferred less than the existing condition.



- LEGEND**
- Cycling Connection proposed (This Project)
  - Cycling Connection as proposed in the ATP
  - Existing Bike Boulevard
  - Existing Protected Bike Lane
  - Proposed Multi-Use Trail (Other Projects)
  - Existing Multi-Use Trail
- IMAGINE IDYLWYLD**
- Bike Path
  - Multi-Use Path (Pedestrian & Cyclists)
  - Shared Surface (Vehicles, Pedestrian & Cyclists)
  - Connection to nearby cycling connection

### Option A

### Option B

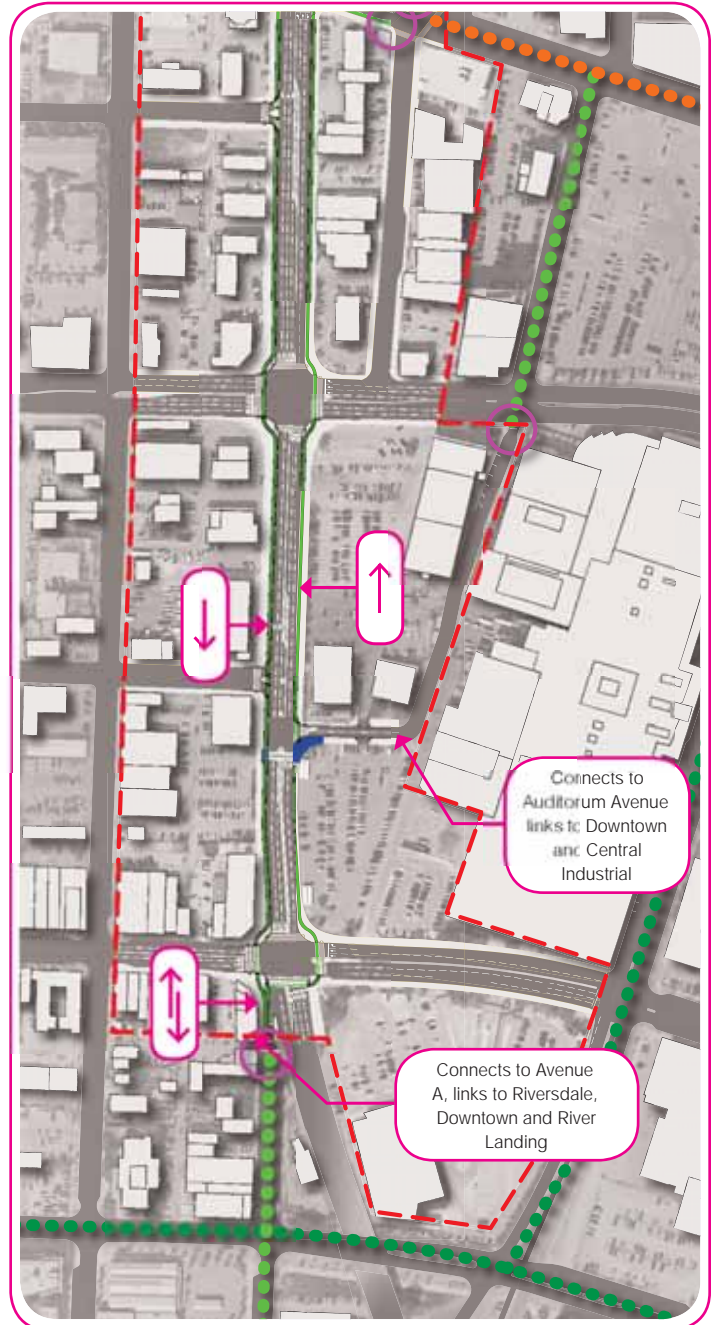


Figure 4.2: Extract from Engagement Both #1 Presentation Materials : Cycling Provision (South)

## ENGAGEMENT : ONLINE SURVEY #2

### Cycling

Provision of improved cycling facilities is a key component of the alternatives with add new safe cycling connections linking:

- Caswell Hill with Downtown
- Riversdale and River Landing with Midtown Plaza, YMCA, and TCU Place

These connections were identified as important missing links in the first Imagine Idylwyld online survey. There are however key differences relating to the level of cycling provision provided along Idylwyld Drive itself.

The following overview of the trade-offs was presented and participants were asked to indicate their preference using arrow buttons

### AVENUE A TO AUDITORIUM

The options through the south of the study area related to a trade-off between providing a bi-directional bike path on one side of Idylwyld Drive, vs splitting north and south bound bike paths to either side of Idylwyld Drive. In both options a shared crossing is provided at Auditorium Avenue. Uni-directional bike paths require an additional crossing at 20th St for northbound cyclists.

#### Option A:

Bi-directional, off-road bike path is provided on the west side, connecting from Avenue A to Auditorium Avenue. A shared crossing is provided at Auditorium Avenue.

#### Option B:

Uni-directional, off-road bike paths are provided, southbound on the west side and northbound on the east side, connecting from Avenue A to Auditorium Avenue. A shared crossing is provided at Auditorium Avenue.

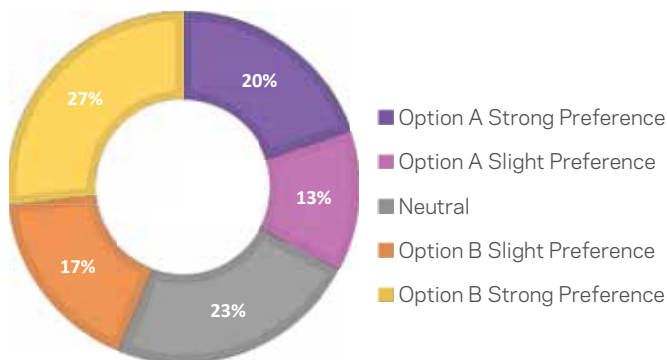
### Cycling: Avenue A to Auditorium Avenue

#### Option A

Bi-directional bike path provided on west side, crossing at Auditorium Avenue

#### Option B

Uni-directional bike paths, northbound cross Idylwyld Dr at 20th St to connect to Avenue A

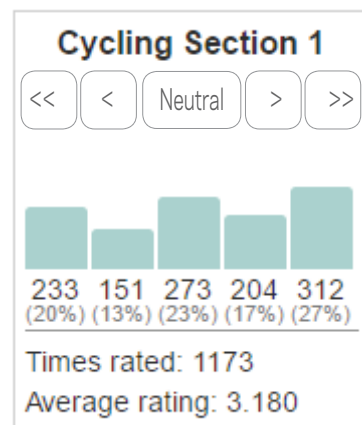


Survey results indicate a preference for Option B.

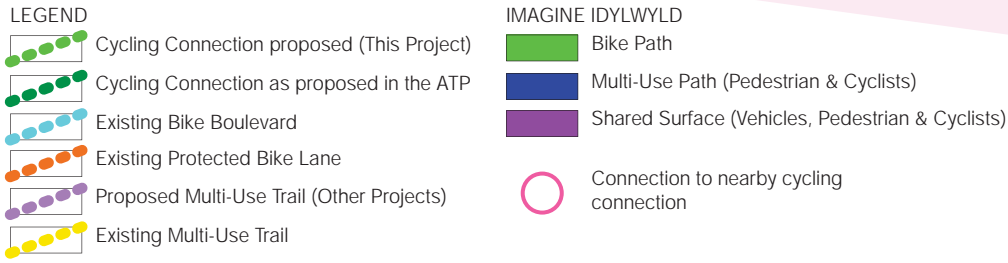
Option B was identified as the preferred option by 44% of participants, with 27% indicating a strong preference.

Option A was identified as the preferred option by 33% of participants, with 20% indicating a strong preference.

23% of participants indicated no preference.



Charted results from Online Survey #2 - Results tabulated by MetroQuest



### Option A

### Option B

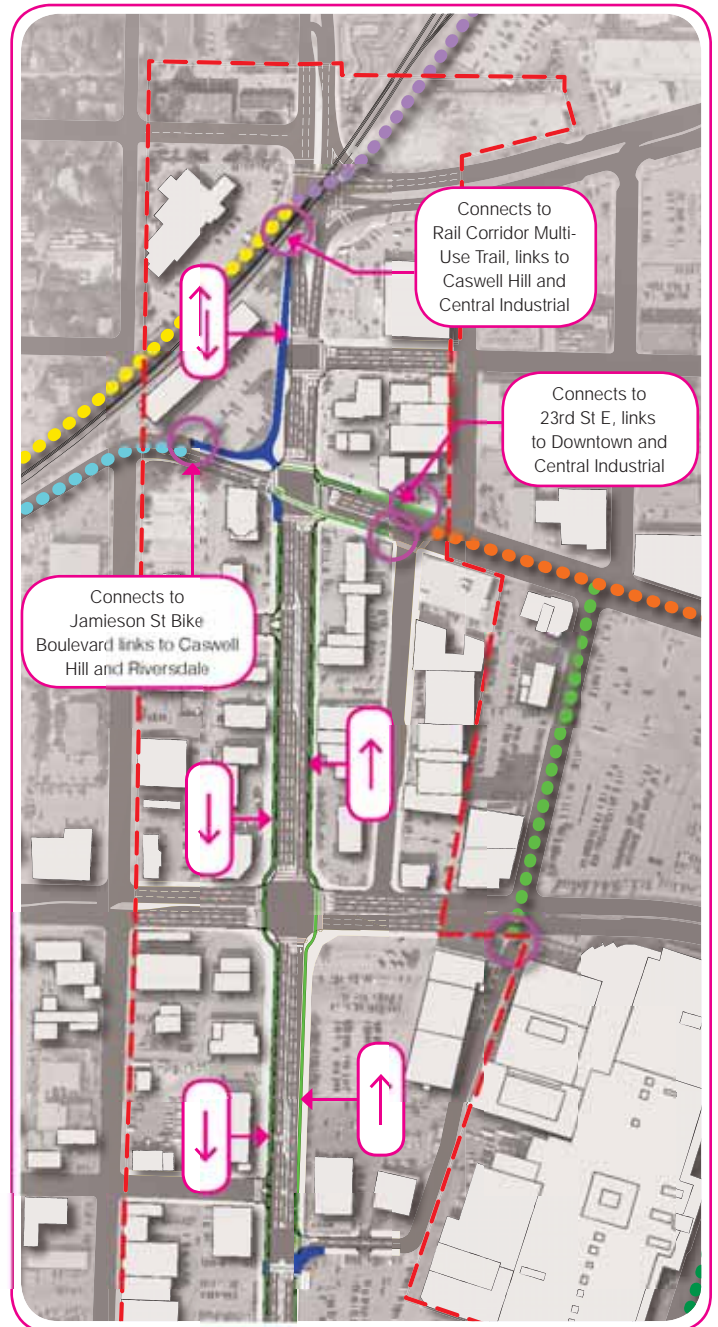
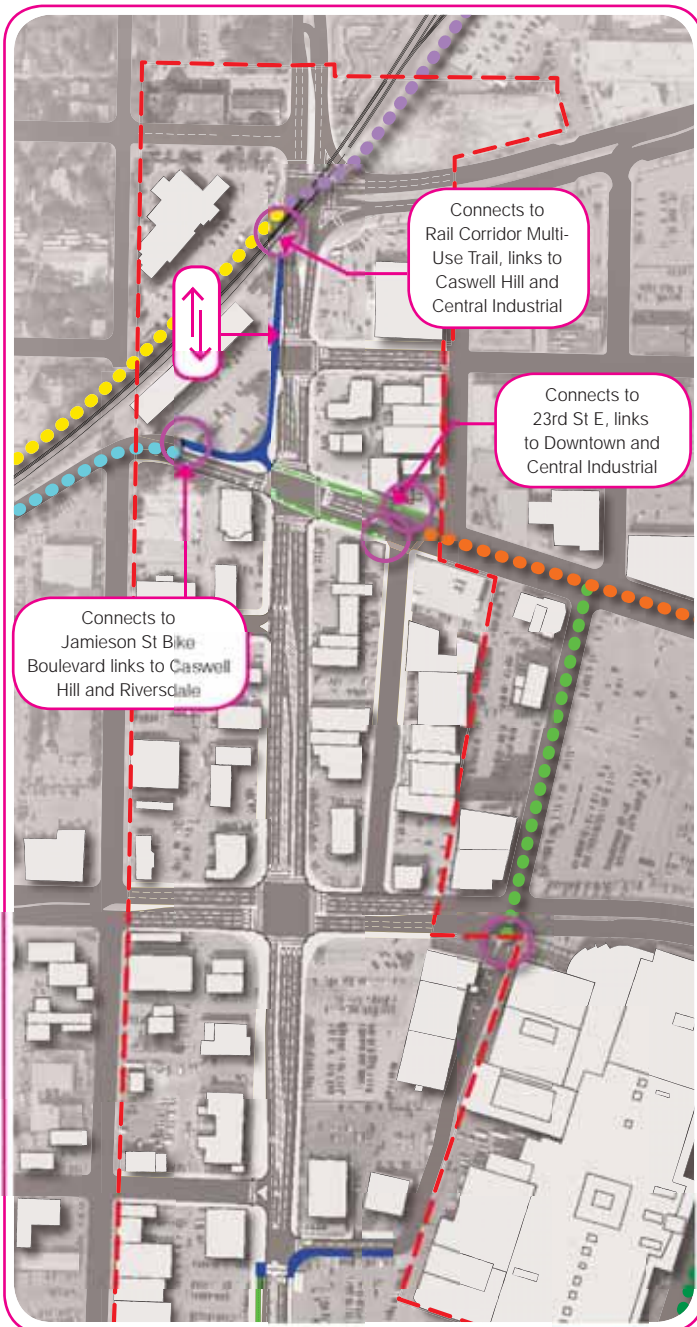


Figure 4.3: Extract from Engagement Both #1 Presentation Materials : Cycling Provision (North)

## ENGAGEMENT : ONLINE SURVEY #2

### CYCLING: AUDITORIUM TO 23RD STREET E

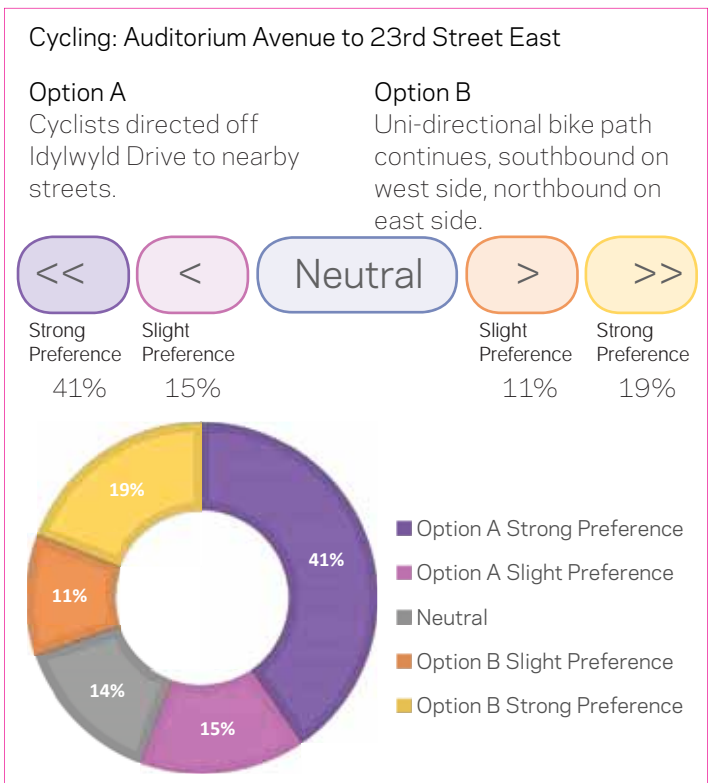
The options for cycling north of Auditorium Avenue to 23rd Street E related to directing cyclists off Idylwyld Drive via nearby streets, vs providing continuous bike paths through the central part of the study area .

#### Option A:

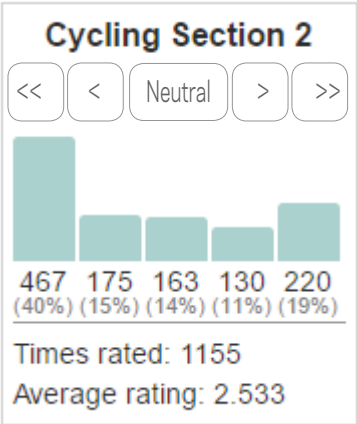
Cyclists directed off Idylwyld Drive via Auditorium Avenue to nearby streets (Wall St or Pacific Ave).

#### Option B:

Uni-directional, off-road bike path provided along the central part of Idylwyld Drive. This connection would be useful for people riding bikes to access the businesses and buildings along the Idylwyld corridor, serving today and future redevelopment.



Survey results indicate a preference for Option A. Option A was identified as the preferred option by 56% of participants, with 41% indicating a strong preference. Option B was identified as the preferred option by 30% of participants, with 19% indicating a strong preference. 15% of participants indicated no preference.



Charted results from Online Survey #2 - Results tabulated by MetroQuest

### Participants

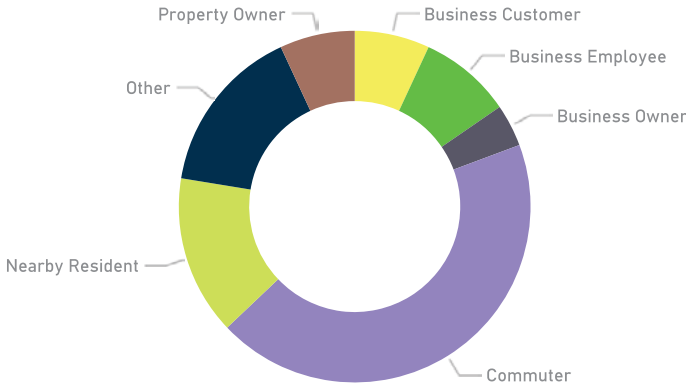
The second online interactive survey received 4,742 individual visits with 2,125 participants submitting responses to the main survey questions.

Over 1,000 participants provided further information about how they use Idylwyld Drive. The general trends identified from this data are considered representative for all participants:

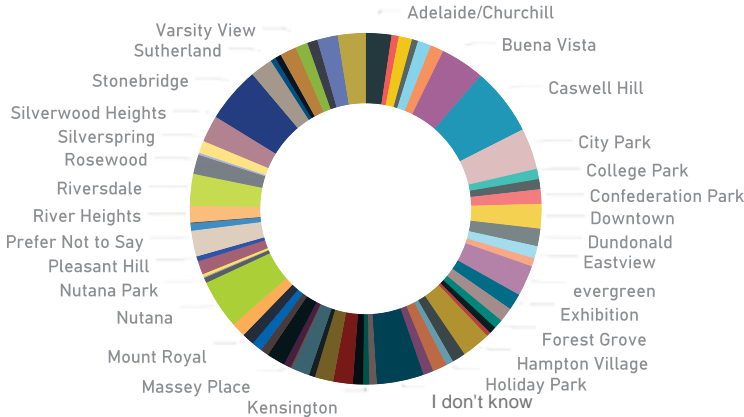
- Participants were drawn from a wide range of neighbourhoods across Saskatoon and beyond.
- Nearly half (43.7%) of all participants indicated their primary interest in the proposals for Idylwyld Drive was as a commuter.
- The majority (86%) of participants currently primarily travel on Idylwyld Drive by private vehicle. Less than 1% (0.4%) of participants primarily travel by carpool, and less than 3% (2.7%) are primarily commercial vehicle users.
- A small minorities of participants currently primarily walk (6%) or cycle (less than 3%) along Idylwyld Drive.
- A third (33%) of participants use and/or visit Idylwyld Drive on a daily basis, over half (59%) use and/or visit Idylwyld Drive either daily or multiple times a week.

As with all outreach tools, limitations in the survey results must be acknowledged. All reasonable efforts were made by the City to reach the widest audience and provide convenient and comfortable means to provide input to the Imagine Idylwyld initiative.

**I am interested because I am a:**



**I live in:**



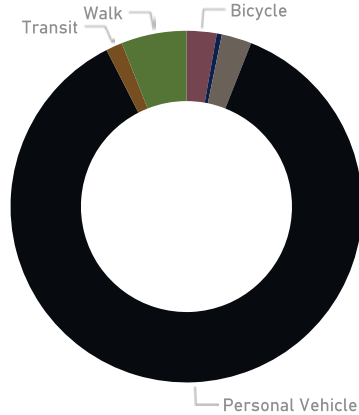
Charted results from Online Survey #2 - Results tabulated by MetroQuest

### SUMMARY RESULTS

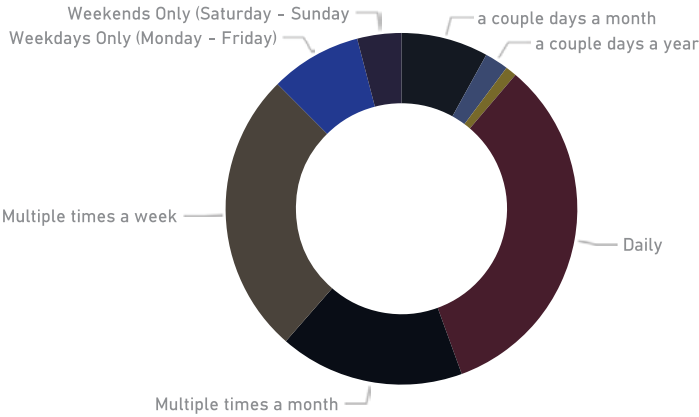
OPTIONS	EXISTING / NEUTRAL	ALTERNATIVE 1	ALTERNATIVE 2
Whole Corridor Scenario *	2.36	3.05	2.80
Idylwyld Drive @ 20th St **	9%	62%	29%
Idylwyld Drive @ 22nd St **	19%	54%	27%
Idylwyld Drive @ 24th St **	11%	70%	19%
Cycling - Ave A to Auditorium Ave	23%	33%	44%
Cycling - Auditorium Ave to 23rd St	14%	56%	30%
Auditorium Avenue *	2.7	2.5	2.8
<b>PUBLIC PREFERENCE RANKING</b>	<b>3</b>	<b>1</b>	<b>2</b>

\* Rating based on number of number of stars out of 5  
 \*\* Percentage based on participant preference  
 Auditorium Ave: Alt. 1 represents the One-Way Solution, Alt.2 represents the One-Way Shared Space Solution.

**I travel on Idylwyld Drive by:**



**I typically use/visit Idylwyld Drive:**





### INTERPRETATION AND ANALYSIS

#### What We Heard

The following outlines the trends identified in the analysis of the survey responses and comments provided. In addition to the ratings submitted by participants, approximately 750 comments were received, nearly 585 of which directly address the options. Approximately 95 comments submitted address areas outside of the Imagine Idylwyld study area, or proposed alternative solutions outside the scope of this initiative. The following analysis reviews trends within the comments relating to the options only. All comments are included in full in "APPENDIX A: ONLINE SURVEY RESULTS".

#### WHOLE CORRIDOR ALTERNATIVES

Option A received a higher rating overall on aggregate, although Option B received a greater number of 5 star ratings. A small percentage of respondents indicated that they felt Idylwyld Drive functions acceptably as it is today, or that the proposed interventions would have no notable improvement.

The survey results indicated that improving traffic flow was the highest priority for a majority of participants. This is in line with participation statistics, with the vast majority of users identifying as primarily private vehicle users, and nearly half commuters. A notable proportion of comments expressly stated that traffic flow should be the main consideration, (approx. 60 comments). A number of comments expressed the opinion that additional turn lanes are most advantageous for traffic flow at all times, and therefore the survey results may not reflect an awareness that multiple turn lanes are associated with longer delays during off-peak times.

Of those who stated a preference to prioritize traffic flow, many cited regional dependency on private vehicles and the existing condition of Idylwyld Drive as a deterrent to other modes of travel. The trend in these comments indicated that the proposals were typically being viewed in the context of Idylwyld Drive, both the public and private realms, as it is today. In the analysis this must be balanced by a view to the vision for *Imagine Idylwyld* and both immediate improvements and longer term redevelopment goals to improve the corridor for all modes of travel.

Another common theme within the comments is the need to improve signal timing and lane markings. This is a fundamental aspects of all proposed alternatives.

Over a third of the comments on the options (approx. 210 comments) addressed a desire to see improvements for pedestrians and cyclists, This greatly exceeds the combined less than 9% of users who identified as primarily pedestrian and bikes users of Idylwyld Drive today. Accordingly, it may be interpreted that there is a considerable proportion of drivers who also support multi-modal improvements.

Approximately 33 comments on the proposals expressed streetscape beautification to be a priority.

#### INTERSECTIONS

Similarly to the whole corridor alternatives, Option A generally received a higher rating for each intersection alternative. More comments were received in favour of providing as many turning lanes as possible, often citing perceived low levels of pedestrian and cycling traffic along the corridor as it is today.

##### Idylwyld Drive @ 20th Street

The majority of participants indicated a preference for inclusion of the southbound right-turn lane. Comments received generally followed the survey trends with a split between those prioritizing traffic flow vs. foot-traffic. It was also noted that this intersection is considered to serve drivers visiting downtown Saskatoon as well as thru traffic. Comments in favour of more sidewalk space generally focused on pedestrian safety, including concerns with the road crossings as well as need to slow traffic entering 20th Street.

##### Idylwyld Drive @ 22nd Street

Just over half of participants indicated a preference for inclusion of dual northbound left-turn lanes. Comments received generally represented three opinions, those who felt that double lanes improve traffic flow (approx. 40%), those who felt that a single lane is sufficient and improved safety for all modes of travel (approx. 30%) citing concern both for pedestrians, cyclists as well as perceived poor driver behaviour and lane changes associated with double turn lanes, and those who felt that an alternative solution such as a revisable lane or shared second northbound / thru lane should be considered. The trends in the comments reflect the large minority, nearly 20%, of participants who expressed no preference to the number of turn lanes provided.

##### Idylwyld Drive @ 24th Street

A clear majority of participants indicated a preference for no left turn from northbound Idylwyld Drive into the Old CPR Station parking lot. All of the comments received on this intersection supported removal of this turn option.

#### CYCLING

Option A which proposes to redirect cyclists off Idylwyld Drive at Auditorium Avenue received a higher rating overall on aggregate, however Option B was preferred by more participants in terms of the type of provision between Avenue A and Auditorium Avenue.

Over half (approx. 340) of comments on the options addressed cycling, with 42% generally in favour and 58% generally opposed to cycling provision on Idylwyld Drive. Of those opposed, the most commonly cited concern was loss of driving lanes and delays to vehicles.

## ENGAGEMENT : ONLINE SURVEY #2

Secondary concerns included cost efficiency of cycling infrastructure considering current use levels and seasonal constraints, as well as proximity to more appropriate alternatives (side streets), as well as environmental conditions and health and safety impacts on cyclists using an arterial road corridor. A number of respondents identified themselves as cyclists within the city, however felt that there were preferable alternative routes elsewhere.

The majority of those opposed expressed a desire to see cycling removed from Idylwyld Drive in entirety. Furthermore, 17.5% of those opposed to cycling expressed disfavour to cycling generally and felt that cycling facilities should not be provided in the downtown, or in some cases, that it should not be accommodated in Saskatoon at all.

Those in favour of cycling provision frequently cited long term aspirations for a bike-able / multi-modal city, as well as a desire to see the City planning for the future and consideration to emerging technologies, including self-driving vehicles, etc. There was furthermore a recognition that improved cycling, walking and transit provision could help ease current traffic congestion by reducing the number of users in private vehicles.

A key trend in the comments by those in favour of cycling on Idylwyld Drive was the need for improved continuity of bike paths as provided in Option B, as well as the need for cyclists to be protected and/or separated from vehicle traffic, in particular in arterial road conditions.

### AUDITORIUM AVENUE

The overall preference was for the shared space, one-way solution. Notably, the one-way with counter-flow cycle route was rated lower overall than a do nothing approach to maintain Auditorium Avenue in its current condition.

Of those in favour of the shared-space solution, comments included appreciation for the opportunities for streetscape enhancement this solution provided, and noted experience of successful similar schemes in other Canadian cities.

Those who preferred alternative solutions tended to cite driver behaviour and lack of confidence in drivers using an unfamiliar road system, as well as safety concerns relating to mixed traffic, including potential pedestrian-cyclist conflicts.

Those in favour of maintaining the existing condition of Auditorium Avenue generally cited their primary priority as the retention of existing parking levels along Auditorium Avenue (and in the downtown area generally). Provision of some form of parking and/or loading in the final design was a priority for approximately a quarter of those commenting on the alternatives for Auditorium Avenue.

Similarly to the comments relating to Idylwyld Drive, cycling provision on Auditorium was a frequent focus in the comments, with a similar split between those preferring omission of cycling in entirety from the study corridor and those preferring continuity of cycling throughout.

### Interpretation of the Results

A general preference for Option A at the whole corridor scale, as well as per individual intersection, aligns with the participation statistics, with commuters being the largest participant group and private vehicle users being the primary mode of travel for users today. For the purpose of this analysis this user split is taken to be representational of users of Idylwyld Drive today. It is beyond the scope of this analysis to undertake traffic studies to confirm actual traffic counts for different modes of travel, as well as to track factors which may influence future traffic trends and driver behaviours beyond the scope of this project (i.e. impacts from the proposed BRT routes).

At the intersection level it was clear that minimizing delay to motorists was the highest priority for the public in strongly supporting Option A for Idylwyld Drive at 20th Street (southbound right turn lane), and for 24th Street (no northbound left turn).

Public support was more evenly spread for the options at 22nd Street which addressed a trade-off between when delay should be reduced; during peak periods at the expense of the rest of the day, or the other way round. A small majority indicated that reducing delay during peak periods was the highest priority, however as at current traffic volumes over three quarters trips are made outside of peak hours, the option that minimises travel time for the most drivers would be the single left-turn lane option. A significant proportion (nearly 20%) of participants expressed no preference to the provision of either a double or single left-turn lane.

The public has provided a clear direction that Idylwyld Drive should be designed to flow as smoothly as possible for the most number of drivers. This goal is achievable at the same time as achieving the desire to support all modes of travel and enable redevelopment opportunities. The results of the survey support the development of a hybrid preferred alternative, including: a southbound right turn lane at 20th Street, a single turn lane at 22nd Street, no left turns at 24th Street, and continuous bicycle paths separate from vehicles.

# 05

## EVALUATION OF ALTERNATIVES

IMAGINE  
IDYLWYLD



## EVALUATION OF ALTERNATIVES

### EVALUATION OF ALTERNATIVES

#### AVENUE A TO AUDITORIUM AVENUE

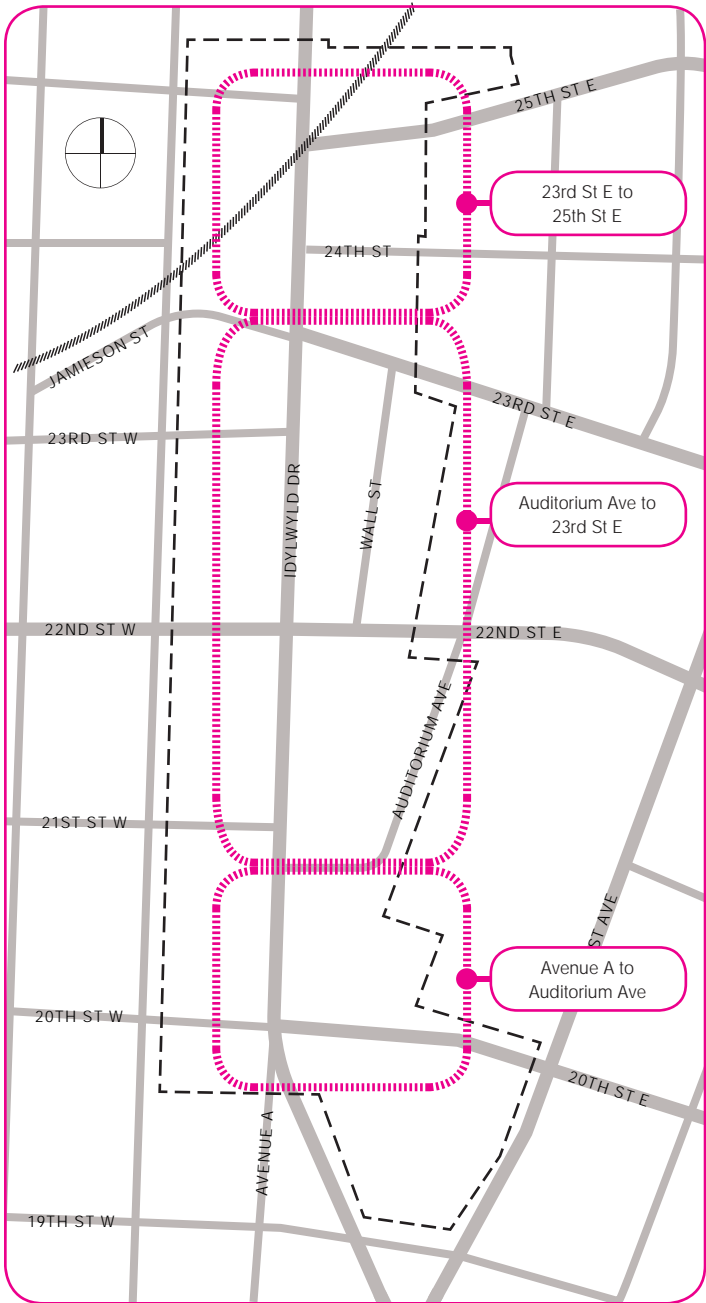
For the segment from Avenue A to Auditorium Avenue, both options offer significant improvements for all users as compared to the existing condition. For many measures, the two options score equally for this segment. The options were ranked equally for their congruity with public and stakeholder input: the public was supportive of the southbound right turn lane found in Option A, but also of the unidirectional bicycle paths found in Option B. It is possible to combine these two features to produce a hybrid option.

#### AUDITORIUM AVENUE TO 23RD STREET EAST

For the segment from Auditorium Avenue to 23rd Street East, there are two key trade-offs between the options. Both options score equally for intersection delay for drivers, but they achieve the score differently: Option A is better for drivers driving during the busiest times of day, but Option B is better the rest of the time and would benefit more drivers overall. Option B scores higher for compliance with the engineering standard of care and compatibility with other plans because it provides a way for people riding bicycles to access the redevelopment areas along this segment of Idylwyld Drive and the proposed Bus Rapid Transit station at 22nd Street without riding in mixed traffic. Option B ranks highest overall.

#### 23RD STREET EAST TO 25TH STREET EAST

Option A and Option B are generally the same for the segment from 23rd Street East to 25th Street East. The proposed layout offers significant improvements for all users. The public voiced strong support for restricting left turns from the driving lane at 24th Street; prohibiting left turns would be better for traffic flow and safer for pedestrians and cyclists. Option A ranks highest overall.



MULTI-MODAL MEASURES OF EFFECTIVENESS WERE ESTABLISHED IN PHASE 2 TO SERVE AS EVALUATION CRITERIA. THE MEASURES OF EFFECTIVENESS ARE BASED ON THE MULTI-MODAL EVALUATION FRAMEWORK ESTABLISHED BY THE HIGHWAY CAPACITY MANUAL, ADAPTED FOR THE CONTEXT OF THIS PROJECT. EACH SCENARIO IS ASSIGNED A SCORE FROM ZERO TO THREE BASED ON ITS STRENGTH RELATIVE TO THE OTHER SCENARIOS, GUIDED BY THE DIRECTION SET OUT THROUGH THE PROJECT VISION, STANDARDS OF CARE, CORRIDOR PRIORITIES, AND ISSUES AND OPPORTUNITIES IDENTIFIED IN PHASE 2 OF THIS PROJECT.

## EVALUATION OF ALTERNATIVES

RATING	EXPLANATION
★★★	<b>EXCELLENT</b> - Aligns with the project direction and superior to 'Good'
★★	<b>GOOD</b> - Aligns with the project direction
★	<b>MARGINAL</b> - Somewhat aligns with the project direction / Inferior to Good
-	<b>UNACCEPTABLE</b> - Does not align with the project direction

## MULTI-MODAL EVALUATION MATRIX

### IDYLWYLD DRIVE AVENUE A TO AUDITORIUM AVENUE

USER TYPE	CRITERIA	EXISTING	OPTION A	OPTION B
All	Compliance with Engineering Standards of Care	★	★★★	★★★
	Congruity with public and stakeholder input	-	★★★	★★
	Compatibility with other plans	-	★★★	★★★
Drivers - private and commercial vehicles	Lane continuity	-	★★★	★★★
	Intersection delay	★	★★★	★★
	Queue length	★	★★	★★
	Accessibility for freight trucks	★★	★★	★★
Pedestrians, including people using wheelchairs	Sidewalk space	★	★★	★★★
	Lateral separation from motor vehicle traffic	-	★★	★★★
	Crosswalk length	★	★★	★★★
	Maximum wait time at intersections	-	★★	★★
	Curb radius (proxy for conflicting traffic speed)	★	★★	★★
	Directness of connections between destinations including transit stops	★★	★★★	★★★
Cyclists	Facility type	-	★★★	★★★
	Lateral separation from motor vehicle traffic	-	★★★	★★★
	Intersection accommodation type	-	★★★	★★★
	Maximum wait time at intersections	★	★★	★★
	Directness of connections between destinations	-	★★★	★★★
<b>EVALUATION</b> (Ranking based on strength relative to the other scenarios)		<b>3</b>	<b>2</b>	<b>1</b>

### Compatibility with other plans

- The City of Saskatoon Active Transportation (AT) Plan, 2016 identifies the corridor from 22nd St to the north as a multimodal corridor, where all modes are accommodated either on the street or on an adjacent street.
- The City of Saskatoon Growth Plan, 2016 contains the following two Corridor Growth objectives which are not met by Option A:
  - Mobility options
  - Connectivity along neighbourhoods' edges
- The City Centre Plan, 2013 calls for pedestrian improvements along and across Idylwyld Drive, specifically identifying the 22nd Street intersection; the extra lane for a dual left would conflict with this objective.

## EVALUATION OF ALTERNATIVES

### MULTI-MODAL EVALUATION MATRIX

#### IDYLWYLD DRIVE: AUDITORIUM AVENUE TO 23RD ST EAST

RATING	EXPLANATION
★★★	<b>EXCELLENT</b> - Aligns with the project direction and superior to 'Good'
★★	<b>GOOD</b> - Aligns with the project direction
★	<b>MARGINAL</b> - Somewhat aligns with the project direction / Inferior to Good
-	<b>UNACCEPTABLE</b> - Does not align with the project direction

USER TYPE	CRITERIA	EXISTING	OPTION A	OPTION B
All	Compliance with Engineering Standards of Care	★	★★	★★★
	Congruity with public and stakeholder input	-	★★	★★
	Compatibility with other plans	-	★	★★★
Drivers - private and commercial vehicles	Lane continuity	-	★★★	★★★
	Intersection delay	★	★★	★★
	Queue length	★	★★	★★
	Accessibility for freight trucks	★★	★★	★★
Pedestrians, including people using wheelchairs	Sidewalk space	★	★★	★★
	Lateral separation from motor vehicle traffic	-	★★	★★★
	Crosswalk length	★	★★	★★★
	Maximum wait time at intersections	-	★★	★★
	Curb radius (proxy for conflicting traffic speed)	★	★★	★★
	Directness of connections between destinations including transit stops	★	★★★	★★★
Cyclists	Facility type	-	-	★★★
	Lateral separation from motor vehicle traffic	-	-	★★★
	Intersection accommodation type	-	-	★★★
	Maximum wait time at intersections	★	★★	★★
	Directness of connections between destinations	-	★	★★★
<b>EVALUATION</b> (Ranking based on strength relative to the other scenarios)		<b>3</b>	<b>2</b>	<b>1</b>

## EVALUATION OF ALTERNATIVES

### MULTI-MODAL EVALUATION MATRIX

#### IDLWYLD DRIVE: 23RD ST EAST TO 25TH ST EAST

RATING	EXPLANATION
★★★	<b>EXCELLENT</b> - Aligns with the project direction and superior to 'Good'
★★	<b>GOOD</b> - Aligns with the project direction
★	<b>MARGINAL</b> - Somewhat aligns with the project direction / Inferior to Good
-	<b>UNACCEPTABLE</b> - Does not align with the project direction

USER TYPE	CRITERIA	EXISTING	OPTION A	OPTION B
All	Compliance with Engineering Standards of Care	★	★★★	★★
	Congruity with public and stakeholder input	★	★★★	★★
	Compatibility with other plans	★	★★★	★★★
Drivers - private and commercial vehicles	Lane continuity	-	★★★	★★★
	Intersection delay	-	★★	★
	Queue length	★	★★	★★
	Accessibility for freight trucks	★★	★★	★★
Pedestrians, including people using wheelchairs	Sidewalk space	★	★★★	★★★
	Lateral separation from motor vehicle traffic	★	★★★	★★★
	Crosswalk length	★	★★★	★★★
	Maximum wait time at intersections	★	★★	★★
	Curb radius (proxy for conflicting traffic speed)	★	★★	★★
	Directness of connections between destinations including transit stops	★★★	★★★	★★★
Cyclists	Facility type	-	★★★	★★★
	Lateral separation from motor vehicle traffic	-	★★★	★★★
	Intersection accommodation type	-	★★★	★★★
	Maximum wait time at intersections	★	★★★	★★★
	Directness of connections between destinations	-	★★★	★★★
<b>EVALUATION</b> (Ranking based on strength relative to the other scenarios)		<b>3</b>	<b>1</b>	<b>2</b>

LEGEND

- Study Area
- Barrier Free Road Crossing
- Public Realm: Space for sidewalks, cycleways, landscaping and streetscape improvements
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)
- Shared Space (Vehicles, Pedestrians & Cyclists)



Figure 5.1: Recommendation for Preferred Alternative



# THE RECOMMENDED LAYOUT FOR IDYLWYLD DRIVE IS DESIGNED TO FLOW AS SMOOTHLY AS POSSIBLE FOR THE MOST NUMBER OF DRIVERS, AT THE SAME TIME AS ACHIEVING THE DESIRE TO SUPPORT ALL MODES OF TRAVEL.

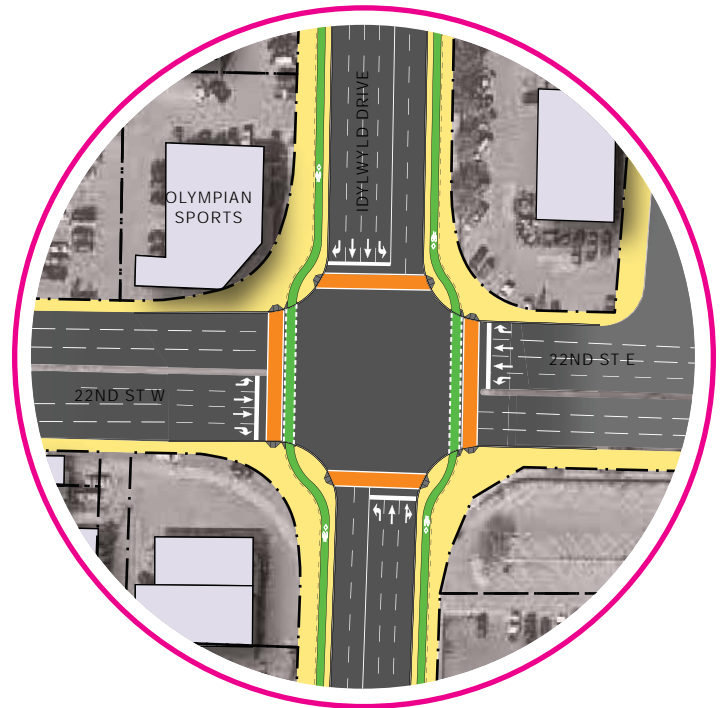
## EVALUATION OF ALTERNATIVES

### RECOMMENDATIONS FOR PREFERRED ALTERNATIVE

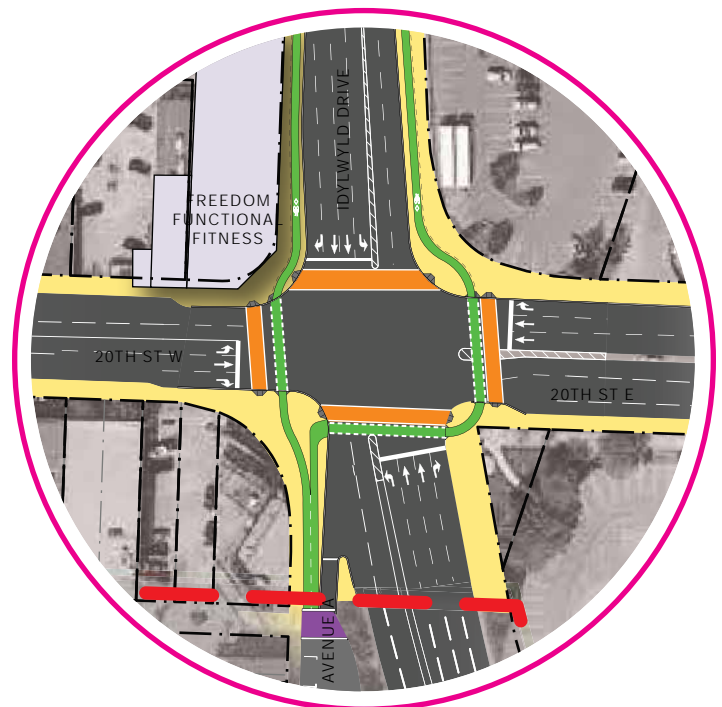
The recommended layout is a hybrid of Option A and Option B. The recommended alternative combines features from Option A including the southbound right turn lane at 20th Street and prohibition of left turns from the northbound through lane at 24th Street, with features from Option B including a single northbound left turn lane at 22nd Street and uni-directional bike paths through the study area.

Inclusion of a single northbound left turn lane at 22nd Street minimises travel time for the most drivers. This results in less delay during non-peak hours, accounting for more than three quarters of driver movements, as left turns on solid green would not be allowed with a dual left-turn solution. Providing a single turn lane, rather than two, is recommended on this basis.

In addition to the benefits to most drivers, a single turn lane is more 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 BRT station at 22nd Street.



Idylwyld Drive @ 22nd Street



Idylwyld Drive @ 20th Street

LEGEND

- Study Area
- Barrier Free Road Crossing
- Public Realm: Space for sidewalks, cycleways, landscaping and streetscape improvements
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)
- Shared Space (Vehicles, Pedestrians & Cyclists)

KEY PLAN

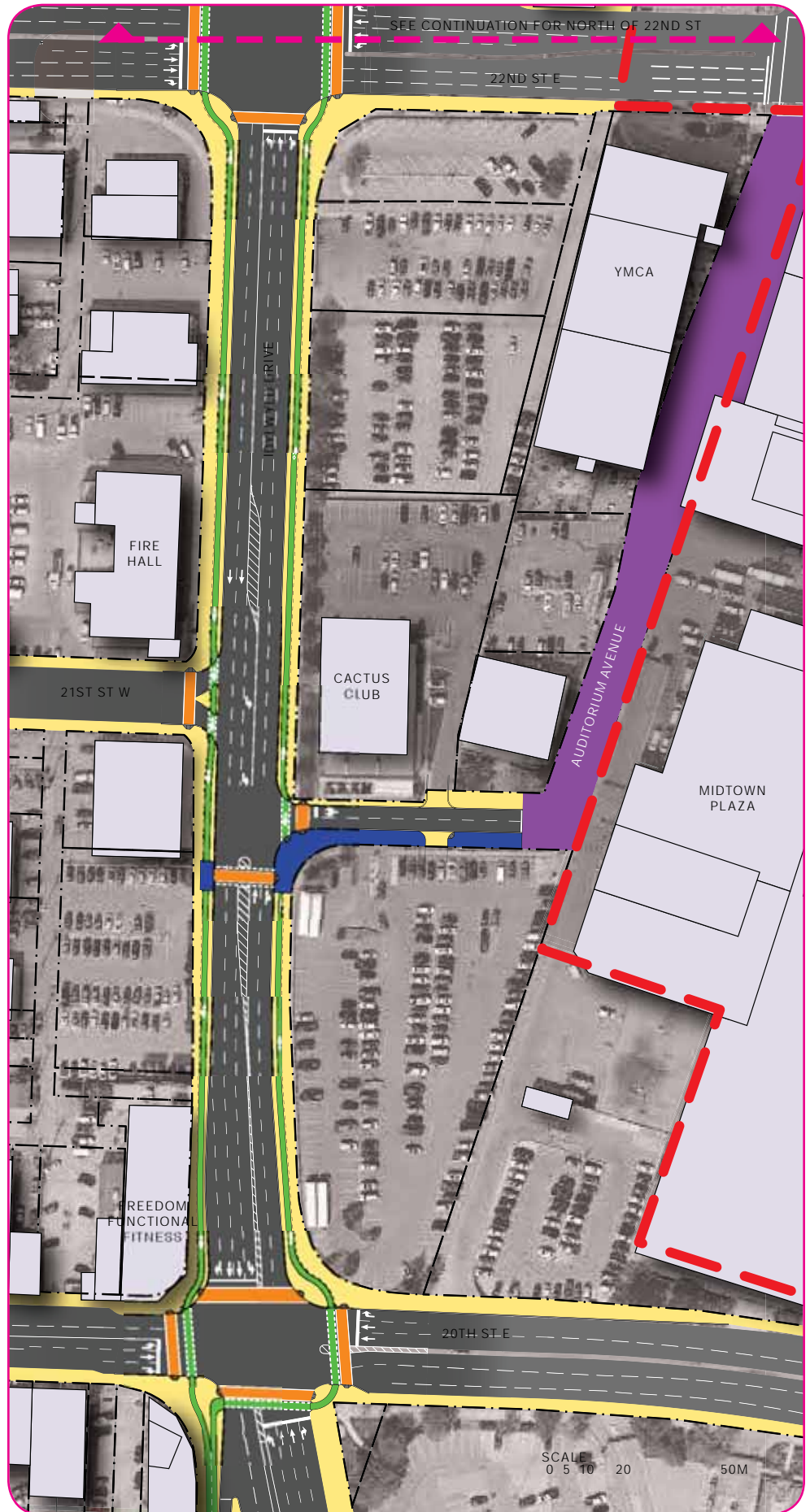
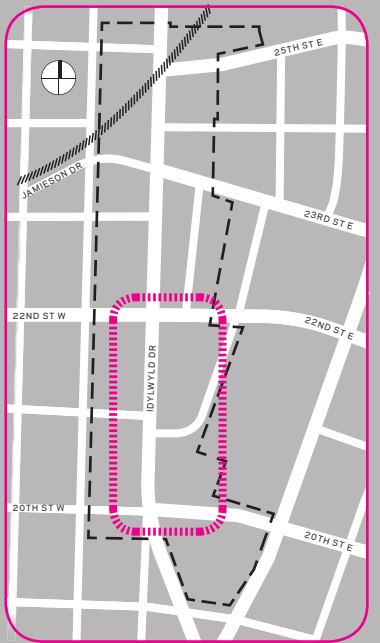


Figure 5.2: Recommendation for Preferred Alternative - South of 22nd Street



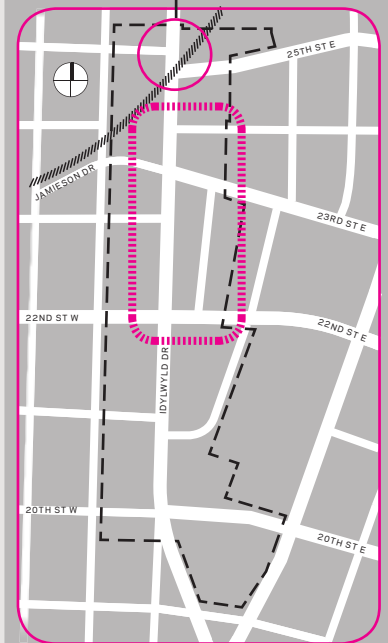
Figure 5.3: Recommendation for Preferred Alternative - North of 22nd Street

LEGEND

- - - Study Area
- Barrier Free Road Crossing
- Public Realm: Space for sidewalks, cycleways, landscaping and streetscape improvements
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)
- Shared Space (Vehicles, Pedestrians & Cyclists)

No Changes proposed to intersection of Idylwyld Drive and 25th St

KEY PLAN





# 06

## STREETSCAPE DESIGN

IMAGINE  
IDYLWYLD





Main Street Character



Modern-Natural Landscape



Celebration



Winter City



Biodiverse



Mixed Use Development



Mid-Rise

Figure 6.1: Streetscape Character

# THE DESIGN VISION FOR THE PUBLIC REALM INTERTWINES THREE CORE PRINCIPLES OF IDYLWYLD AS A '**LIVING**' BIODIVERSE CORRIDOR, A '**CELEBRATION**' OF PEOPLE AND PLACE AND AS '**CONNECTION**' BETWEEN ASPECTS OF SASKATOON LIFE.

## STREETSCAPE DESIGN

### STREETSCAPE CHARACTER

The streetscape for *Imagine Idylwyld* will contribute to making Idylwyld Drive an attractive, thriving gateway into the City. Our first online survey (November 2016) corroborated a clear and unified vision for the character and use of the corridor:

- **Main Street Condition** 80% of respondents wished to see a Main Street with wide, spacious sidewalks.
- **Modern-Natural Streetscape Design** 75% preferred a modern streetscape design. Of that 75%, 64% wanted a naturalized modern character with dense tree plantings and vegetation.
- **Mixed Use Development** 79% of respondents envision Idylwyld Drive as a mixed use corridor. Suitable uses were identified as retail, commercial office, hospitality and some residential.
- **Mid-Rise Urban Built Form** 53% of respondents envisioned a mid-rise urban condition with buildings between 6-8 storeys. 40% of respondents preferred a low-rise urban condition of 3-4 storeys.

These overarching characteristics are supported by three core principles which will define the unique identity for Idylwyld Drive:

#### A Biodiverse Modern Streetscape

Streetscape character will be reflective of the prairie landscape with connection to the South Saskatchewan River. The public realm contributes to a healthy urban ecology through living blue-green infrastructure that mimics natural systems to respond to urban and climatic challenges, such as stormwater management. These natural systems modify and improve the comfort level within the streetscape, while reducing environmental impacts of urban development.

The long term goal is to achieve clean water and healthy soils, climate adaptation, less heat stress, better air quality and more biodiversity as well as anthropocentric functions such as increased quality of life through connection to nature,

space for social interaction, and providing shade and shelter for the comfort of users all year round.

#### Celebration of People & Place; Natural & Built Heritage, Art and Culture; Past, Present and Future

Celebration of the story of Saskatoon through multi-media storytelling, using the built environment, landscape and art installations to create a processional gateway into the heart of Saskatoon. Though each 'moment' may be unique, combined they will tell a story and may be woven together to celebrate the culture of the City and region.

The long term goal is to create a unique, dynamic and vibrant identity for Idylwyld, acting as the 'missing link' between the City Centre and surrounding neighbourhoods. Installations may include land form (land art), planting and environmental art, written storytelling, sculptural art installations, murals, graffiti walls and post-boards, lighting, digital media and interactive features, as well as experiential environments that are changed by wind, the seasons, day and night, etc. as well as flexible multi-use space.


#### Connection between People & Place, Neighbourhood & City

Responding to the success of urban regeneration areas within Saskatoon's City Centre, this model establishes a framework which creates a series of 'hot spots' or 'gateways' – places for social interaction, each with a unique identity relating to the surrounding land uses/neighbourhoods. These would be sited at key nodes where existing and future communities interface and at key connection points. This encourages urban regeneration and (re)imagining of Saskatoon as a diverse, interconnected series of neighbourhoods, each with a unique offering and draw for local and wider communities to explore. Idylwyld forms the structuring point that acts to connect the neighbourhoods and define the people as a City.




The main components of this approach include a series of 'rooms' or clusters along improved multi-modal corridors, space for recreation and social interaction, wayfinding and highlighting local attractions/destinations.

**LEGEND**

**PROPOSED PLOT SIZES**

- - - Study Area
-  Existing Buildings not proposed for redevelopment

**PROPOSED LONG TERM INFILL AND/ OR REDEVELOPMENT**

-  Storefronts typically 10m wide to a maximum of 15m wide.
-  Storefronts typically 5m wide to a maximum of 10m wide.
-  Potential for larger infill development, with building entrances onto Idylwyld Drive. Building entrances / storefronts should be spaced at 5m apart to a maximum of 10m apart to reflect the development in Zone B

Indicative Laneway - service / parking access



Indicative Alleyway - non-vehicular access only

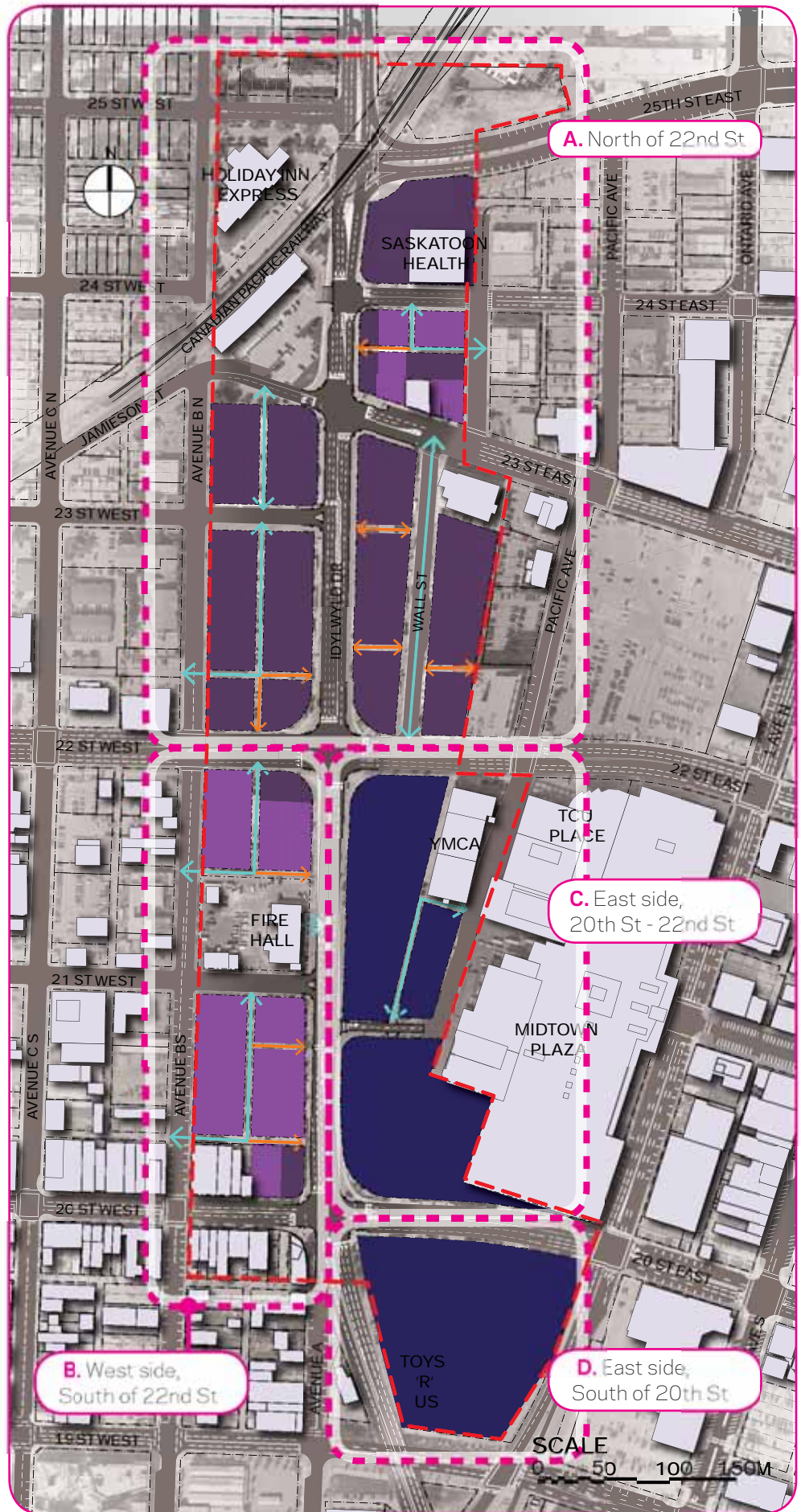


Figure 6.2: Proposed Plot Sizes





## STREETSCAPE DESIGN

### DESIGN FRAMEWORK

The following outlines the design framework which will guide the concept streetscape design, including gateway treatments and conceptual landscaped 'rooms' to be developed during Phase 04: Concept Streetscape Design.

#### Urban Morphology

*Imagine Idylwyld* will seek to regularize block geometry for improved development efficiency, connectivity and cohesiveness of character between the east and west sides. Consistency in building heights, setback, orientation and coverage will ensure a cohesive overall character with a well defined street wall and urban edge. The urban structure is defined in four primary zones, A. North of 22nd St, B. West Side, south of 22nd St, and C. East Side, 20th St to 22nd St, and D. East Side, south of 20th St - see "*Figure 6.2: Proposed Plot Sizes*" on page 52.

- **Zone A** is envisioned as a transitional zone into the urban environment of Idylwyld Drive and the Downtown. While compact and walkable, development should be in keeping with the scale and rhythm of the neighbouring built form. Typical storefronts should be between 10 - 15 m wide.
- **Zone B** is envisioned as a downtown street, with a compact, human scale urban structure. Comprising a mix of uses with street access to draw higher levels of footfall along Idylwyld Drive, this zone should comprise more compact footprints with storefronts of 5 - 10 m wide.
- **Zone C** is envisioned as an extension of the Midtown Plaza shopping centre and TCU Place and may accommodate larger building footprints. All development should have street front building entrances, including those properties/shops contained within a larger complex, to maintain the rhythm and character of Zone B.
- **Zone D** potential site for future redevelopment.

#### Building Frontage & Orientation

Primary frontage should occupy 75% or more of the primary street frontage with a preference for continuous blocks to provide a strong street wall, with alleyways at approximately 75 m (50-100 m) to allow access to rear laneways. New development should be designed to face the street with the primary access (main entrance) onto Idylwyld Drive (or adjacent street as appropriate). Design controls should be developed to ensure cohesiveness in terms of architectural style, including fenestration, materials and signage, with glazed ground floors to activate the street, while allowing for individuality, particularly for gateway developments.

#### Set-Backs

To achieve the vibrant, main street character for the corridor the primary frontage onto Idylwyld Drive is proposed at a minimum of one metre from the front property line. To provide 'break out' areas in the form of semi-public open spaces along the corridor, redevelopment may comprise localized setbacks at five metres or less from the front property line. See "*Figure 6.3: Proposed Set Backs - Typical Sections*" on page 54.

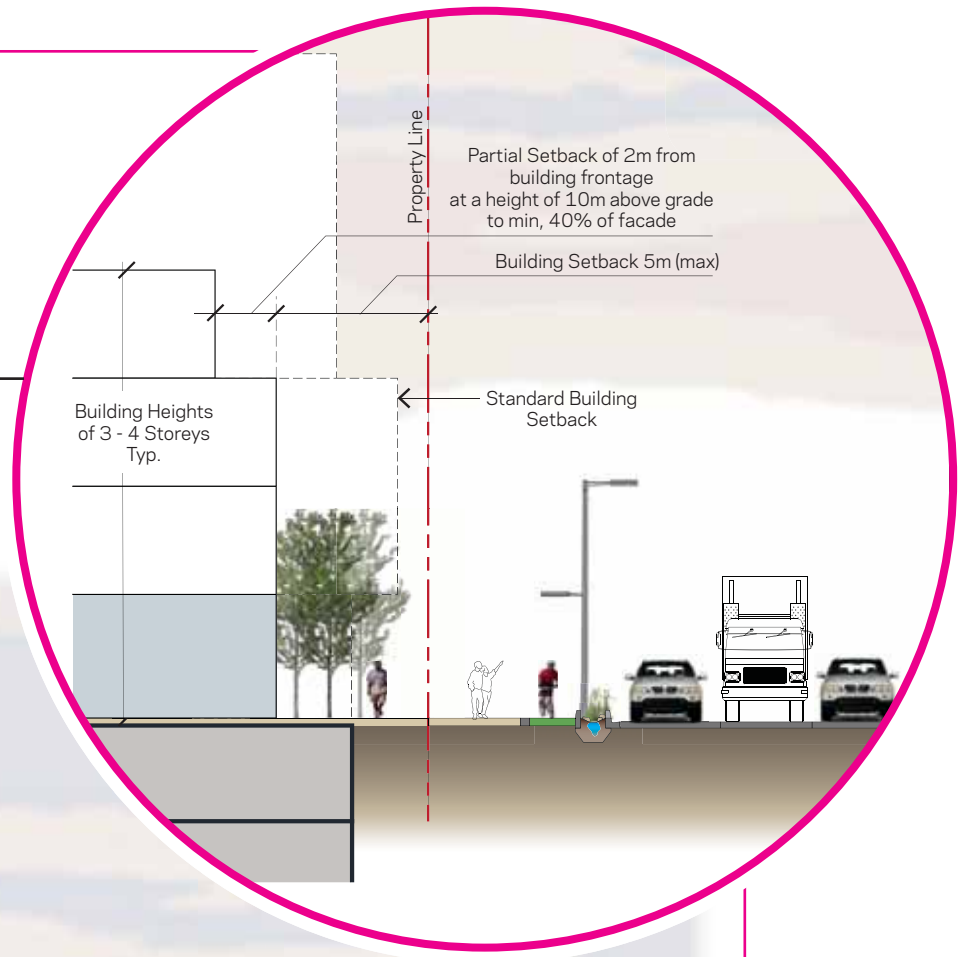
#### Building Heights

The built form will be used to frame the corridor, impart a sense of entering an urban area, and ensure a cohesive street identity. All buildings are proposed as mid-rise, comprising a mix of primarily 3-4 storey infill development, increasing to 6-8 storeys at key nodes. Building heights are to tie in with surrounding neighbourhoods. "*Figure 6.4: Proposed Building Heights*" on page 55.

#### Laneways & Alleyways

As redevelopment occurs vehicular access, servicing and parking will be planned via rear laneways to reduce the driveways and other vehicular access points onto Idylwyld Drive. Removal of such disruptions allows for a more walkable streetscape environment that buffers pedestrians from vehicular traffic. These laneways and alleyways should be designed to allow multi-modal movement to improve east-west permeability and connection between Idylwyld Drive and the surrounding neighbourhoods.

**TYPICAL BUILDING SETBACK**  
**SEMI-PUBLIC 'BREAK-OUT' SPACE**  
 SEE "FIGURE 6.8: PRELIMINARY  
 STREETSCAPE STRATEGY" ON  
 PAGE 64



**Typical building setback for infill and redevelopment parcels**

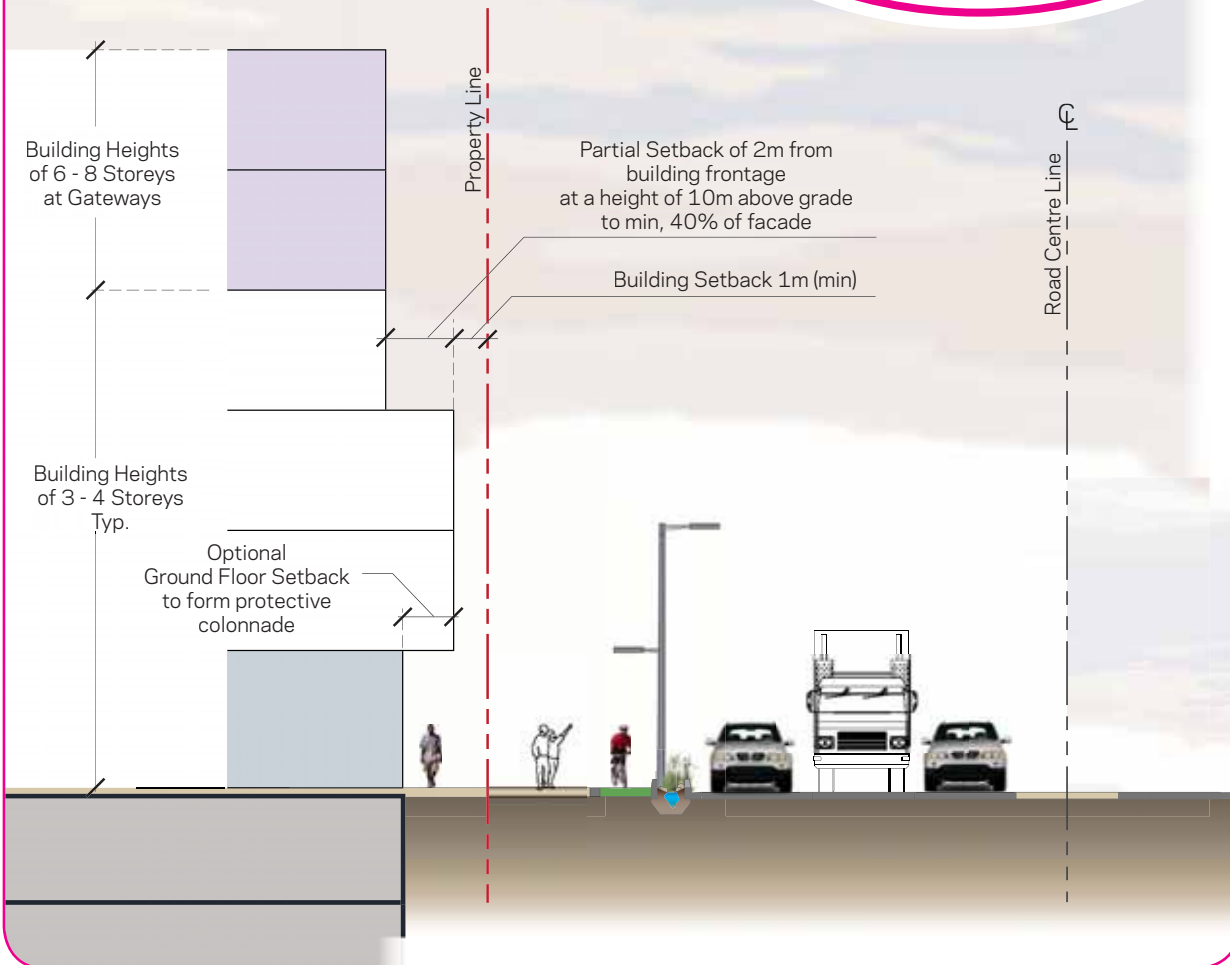
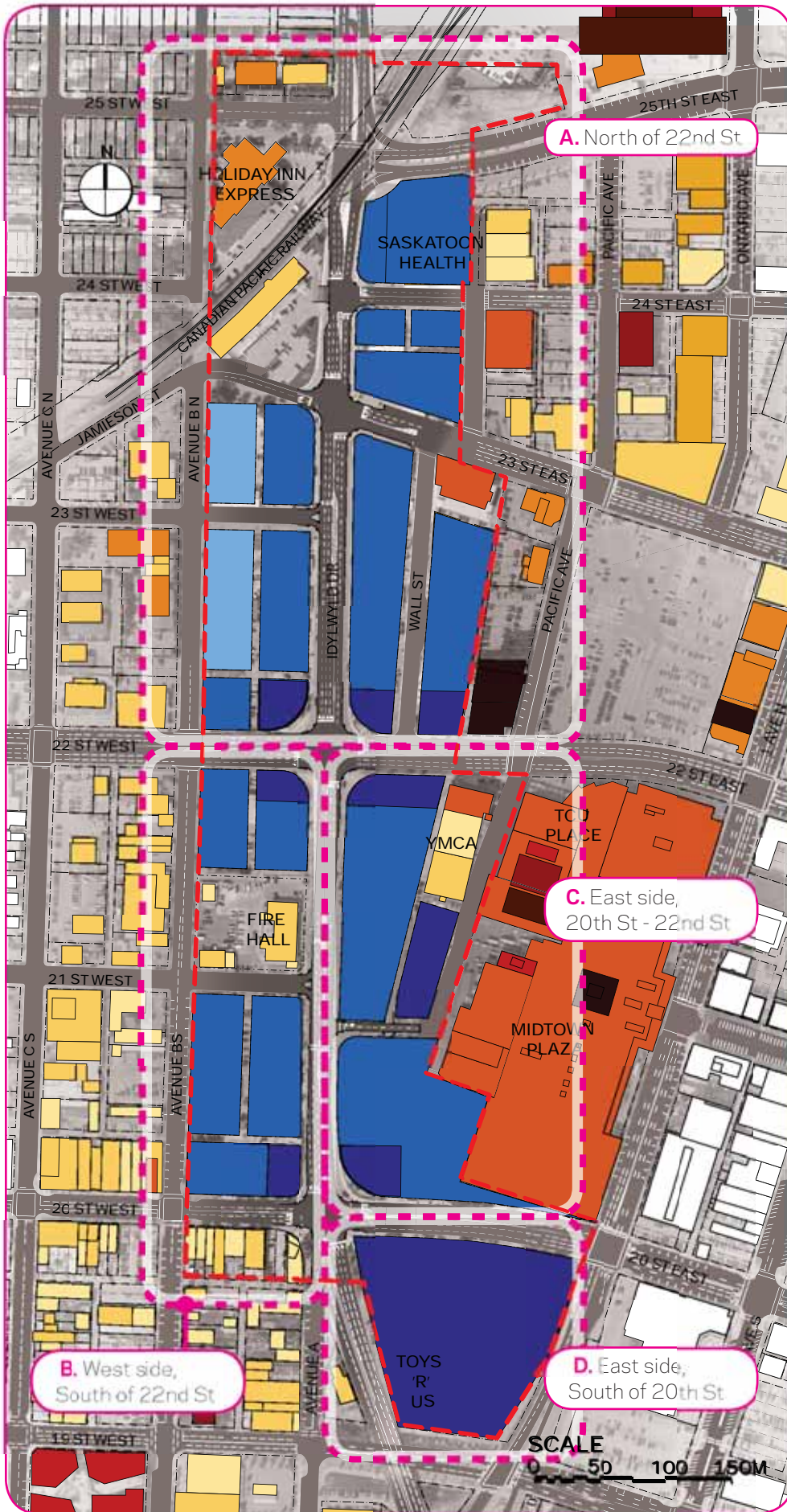


Figure 6.3: Proposed Set Backs - Typical Sections



**LEGEND**

**PROPOSED BUILDING HEIGHTS**

- Study Area
- 2 - 3 Storey (6 - 10m)
- 3 - 4 Storey (9 - 15m)
- 6 - 8 Storey (18 - 24m)

**EXISTING BUILDING HEIGHTS**

- 3-4m
- 5-6m
- 7m
- 9m
- 12m
- 15m
- 18m
- 21m
- 48m

Figure 6.4: Proposed Building Heights  
Imagine Idylwyld: Corridor Alternatives Report

**LEGEND**

**PROPOSED LAND USES**

- - - Study Area
- Existing Buildings not proposed for redevelopment

**PROPOSED LONG TERM INFILL AND/ OR REDEVELOPMENT**

All developments are proposed as mixed use, including residential development. All development should be urban in character with active frontages at grade.

Where parking is required, structured parking should be incorporated into redevelopment.

The below suggested land uses are indicative of the types of businesses, services, etc which alongside residential, are complementary to the long term Imagine Idylwyld Vision and surrounding neighbourhoods:

- Retail, Cafés, Offices, Showrooms & Workshops, District Health Services
- Retail, Restaurants, Cafés, Bars, Galleries, Sports & Fitness, Libraries, Neighbourhood Health Services, Veterinary
- Retail / Shopping Centres, Offices, Restaurants, Hotels, Conference and Convention Centres
- Potential site for future redevelopment
- Fire Hall - Out of the scope of *Image Idylwyld*

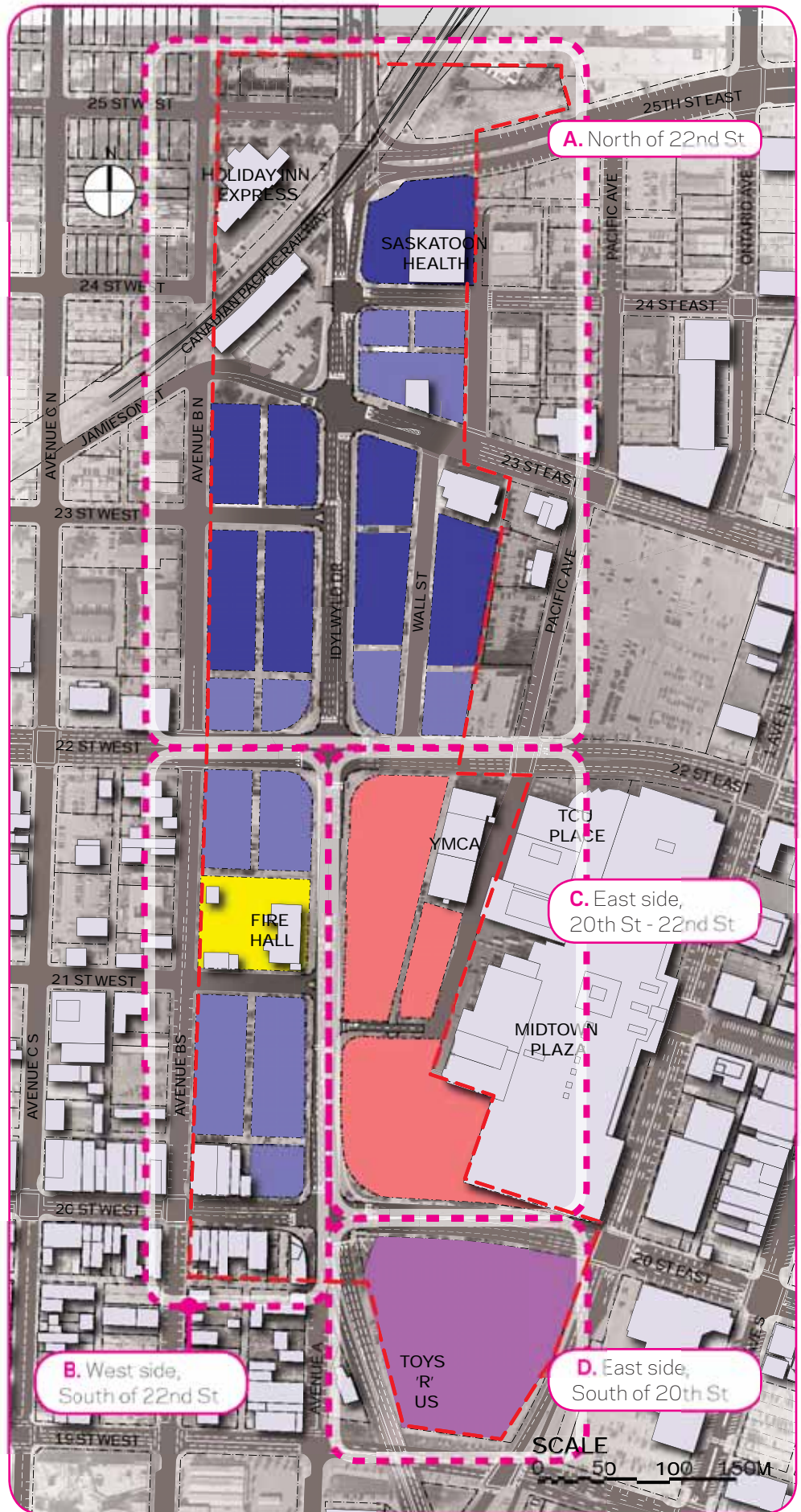


Figure 6.5: Proposed Land Use Planning



**Land Use Planning**

The *Imagine Idylwyld* study area is predominantly commercial in use and character. Existing land use policies in The City of Saskatoon Official Community Plan (OCP) reinforce the perception of Idylwyld Drive as a dividing line between east and west; with a clear distinction between uses on either side. Land use recommendations from Local Area Plans for surrounding neighbourhoods and districts are naturally inwardly-focused, and have resulted in some fragmentation of land uses and character along this corridor.

Two successful land use areas may provide an example for *Imagine Idylwyld* to build upon. Although small and isolated, the mixed use block along Avenue A is a vibrant urban environment. The City's recent implementation of Direct Control Districts provides an example of how to bridge across Idylwyld Drive with a more contiguous land use strategy.

The proposed land use strategy for *Imagine Idylwyld* seeks to:

- Ensures a consistent **mixed-use, mid-rise, main street character** and identity for the corridor
- Create higher levels of density and activity at nodes and gateways
- Offer more housing options, including affordable housing, to encourage neighbourhood diversity
- Create an interesting and walkable pedestrian environment with active uses at grade
- Establish a sense of place and identity through diversity in new built form and architecture and distinct and coordinated streetscape improvements
- Transition land uses north to south between commercial and residential uses in Riversdale, Caswell Hill, Downtown and Central Industrial
- Complementary land uses unite east and west sides of Idylwyld Drive
- Integrate with City efforts to update the OCP to address the inconsistent land use policy area north of 25th Street East

**Land Use Zones:**

While all development opportunities for the *Imagine Idylwyld* Drive are envisioned as mixed-use, with active ground floors, sub-zoning the study area enables grouping similar uses.. By doing so, individual businesses benefit from clustering effects as a go-to destination for their type of service or goods.

- **Zone A** is envisioned as vibrant mixed use community with a range of retail and complementary uses that showcase local people and skills. Such businesses may include clothing designers, jewelry makers and artisan skilled trades offering bespoke products or services, (i.e. furniture workshops, artists studios) as well cafés, etc. These uses may require a larger building footprint and have a greater reliance on vehicular access for service and delivery. This area may accommodate garages and domestic repairs.
- **Zone B** is envisioned as a shopping and entertainment destination to draw higher levels of footfall along Idylwyld Drive, connecting the Downtown Commercial District with the Riversdale Commercial District, and should comprise a mix of complementary uses. A focus on local goods and/or independently owned shops, boutiques, galleries and restaurants, etc will augment the franchise outlets located in Midtown Plaza. Eating and entertainment venues will extend the liveliness of the area through the evening hours.
- **Zone C** is envisioned as mixed-use commercial and business land use. Suitable uses include expansion of the Midtown shopping centre and TCU facilities, entertainment and eating venues, and including uses which extend the active period, such as night life venues such as bars, and event venues. All development should have street front building entrances, including those properties/shops contained within a larger complex.
- **Zone D** potential site for future redevelopment.

## STREETSCAPE DESIGN

Siting of the gateway/landmark features will be key focus of the next phase of *Imagine Idylwyld*.

This will consider how the streetscape and landscape treatment at each point will contribute to the overall experience and establishment of the unique character.

### GATEWAY OPPORTUNITIES : LANDMARKS & PUBLIC ART

Underlying all aspects of the streetscape design is the goal to achieve places that are safe, comfortable and attractive for all users through all seasons, day into night. The intersections at 20th, 22nd and 24th feature distinct gateway conditions that engage users and enliven the spaces while celebrating the life and culture of Saskatoon.



20TH ST WEST GATEWAY



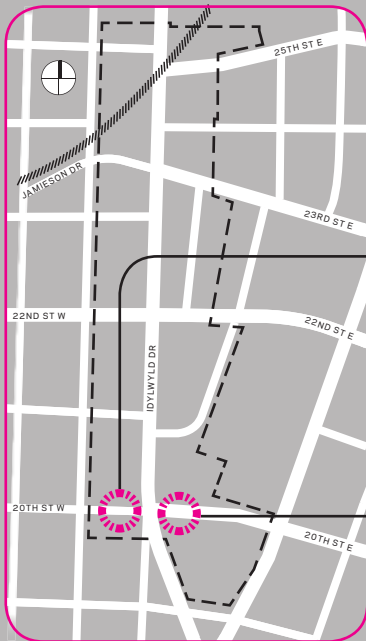
### IDYLWYLD DRIVE @ 20TH STREET

The intersection of Idylwyld Drive and 20th street is a key gateway opportunity, both for the *Imagine Idylwyld* study area as well as Saskatoon's Downtown and Riverside Neighbourhoods. Redevelopment on the adjacent lots offers opportunity to create iconic architectural statements, to be complemented by standalone gateway features in the public realm.

To the north-west corner, which is the focal point of drivers existing Senator Sid Buckwold Bridge, it is proposed to create a vertical landmark feature, one that is visible from Downtown along 20th Street E. Use of light will be key to make this a prominent landmark day and night, as if a beacon welcoming all to the City.

Kitty-corner to the south-east, the potential for large scale redevelopment offers the opportunity for a large, interactive public artwork as the centre of a new public open space.

### KEY PLAN



20TH ST EAST GATEWAY



## IDLWLWYLD DRIVE @ 24TH STREET

Tying into the successful artwork and landscaping at the intersection of Idylwyld and 25th, there is opportunity to both continue the celebration of Saskatoon's built and natural heritage through public art that functions as part of the streetscape in fun and innovative ways, as well as mark the northern gateway of *Imagine Idylwyld*.

This may take the form of art as street furniture or interactive play equipment suitable for users of all ages, art as landform integrating landscape elements characteristic of the surrounding prairies with modern materials and technologies to celebrate the future and growth of the city.

## IDLWLWYLD DRIVE @ 22ND STREET

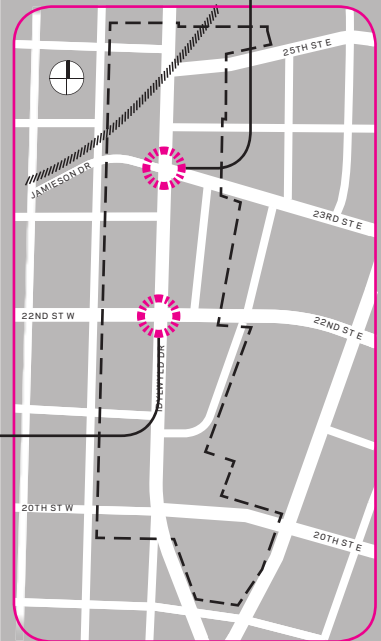
At the centre of the study area is highly urban intersection of Idylwyld Drive and 22nd. As a meeting and connecting point between Saskatoon's Downtown, Riversdale and Caswell Hills neighbourhoods, this location offers a fantastic location to celebrate the culture and daily life of Saskatoon.

Responding to the ever changing nature of daily life, as seasons change, as the City grows, as the role of Idylwyld Drive evolves over time, this is an opportunity for temporary artworks.

Such installations can bring a dynamic, vibrant quality to the streetscape, and an ongoing draw for both new and repeat visitors to experience new installations.



KEY PLAN



# STREETSCAPE DESIGN

## CONCEPTUAL STREETSCAPE CROSS SECTIONS

Underlying all aspects of the streetscape design is the goal to achieve places that are safe, comfortable and attractive for all modes of active transit through all seasons, day into night.

The main street character responds to the urban environment as a downtown street and gateway to the city with an enhanced eco-boulevard condition. As a multi-modal corridor, Idylwyld Drive is designed for effective use by community and commuters, with the streetscape providing premium levels of pedestrian service and cycling infrastructure to encourage the ongoing urbanization of the corridor.

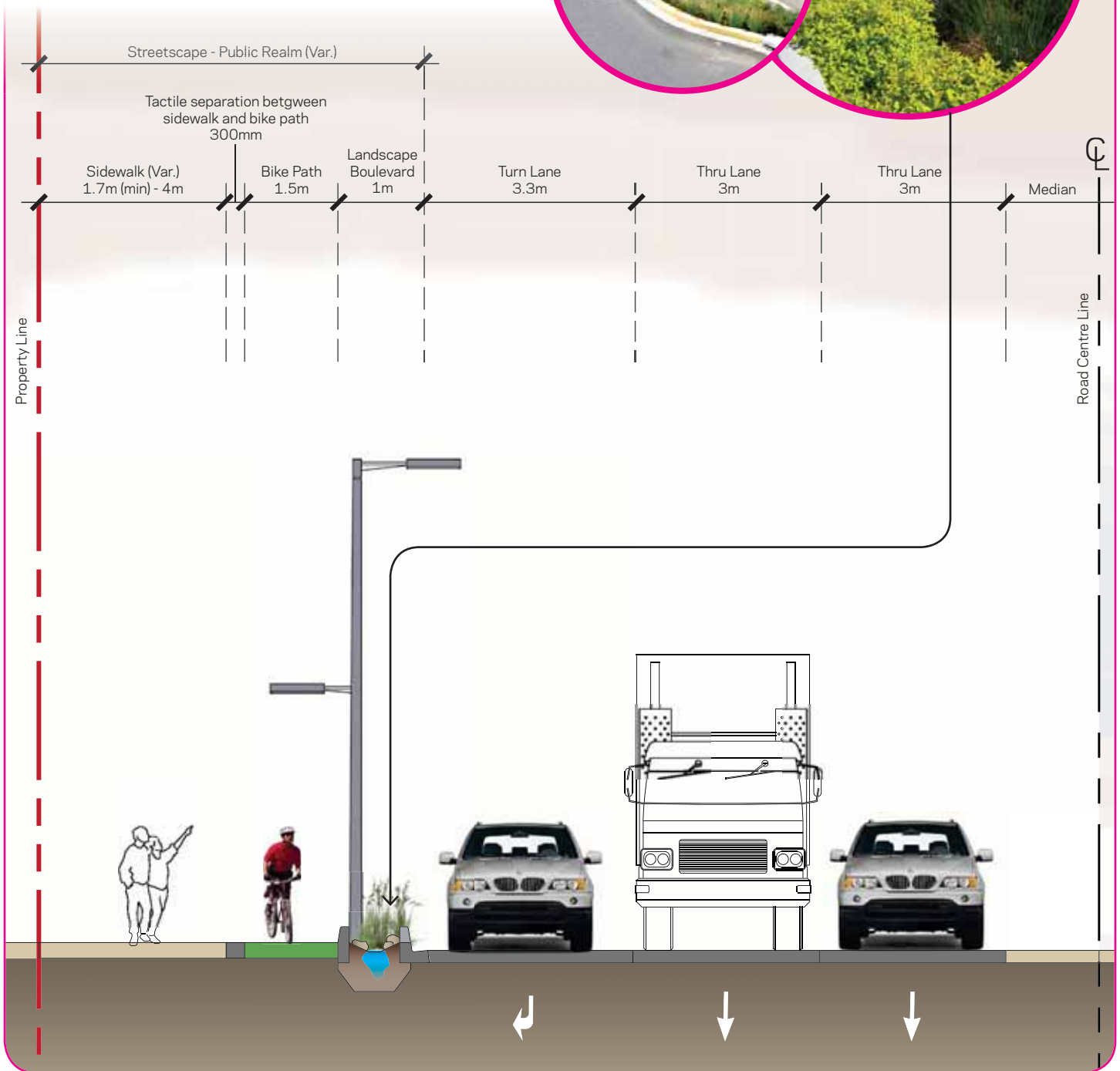
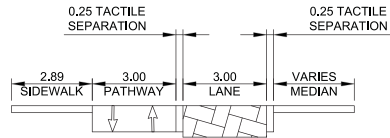
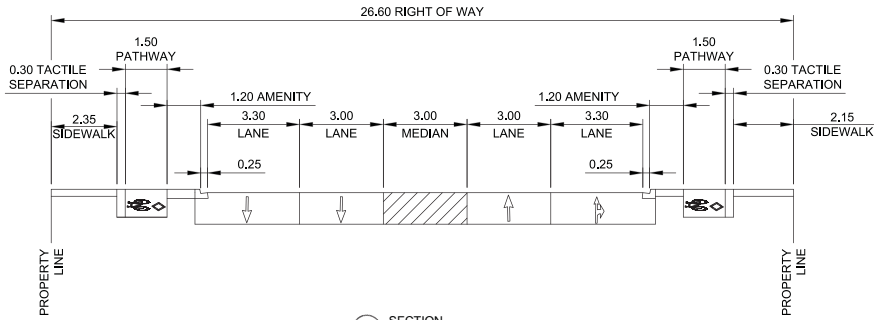


Figure 6.6: Typical Streetscape Cross Section  
Imagine Idylwyld: Corridor Alternatives Report

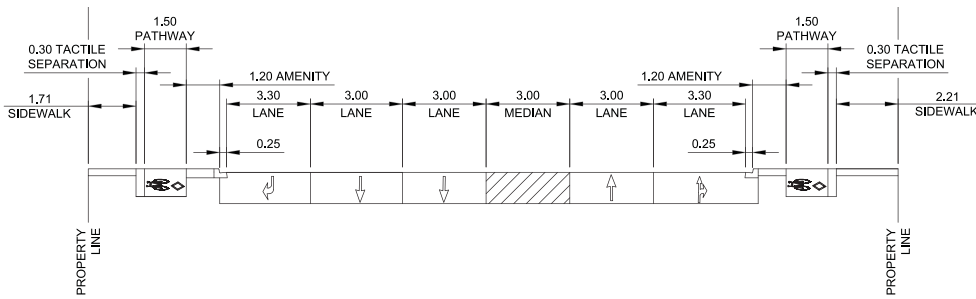




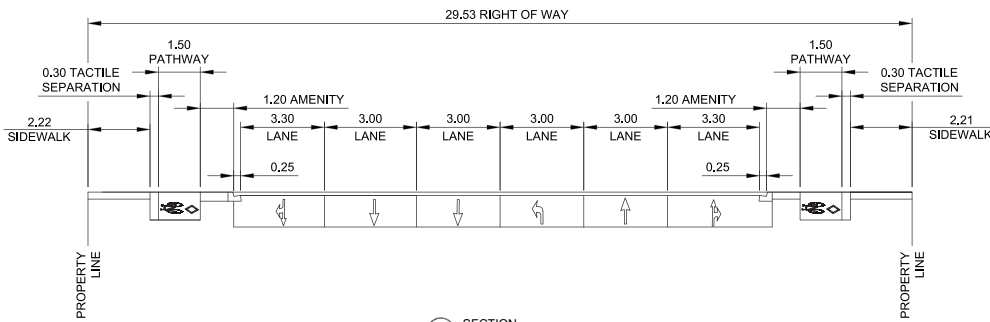
SECTION 1  
1:500  
AVENUE A SOUTH -  
SOUTH OF 20TH STREET WEST



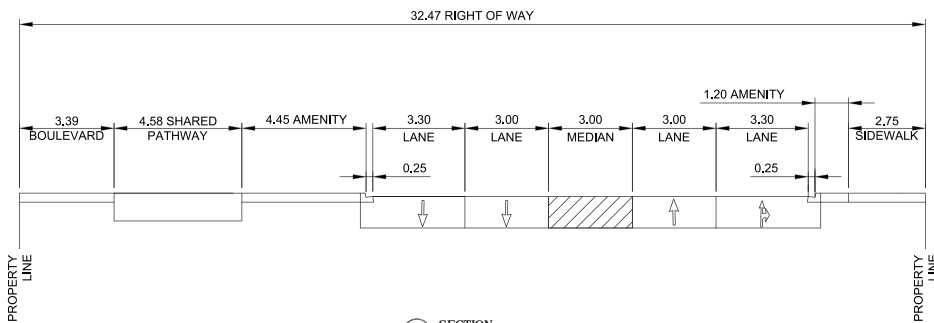
SECTION 2  
1:500  
30 m SOUTH OF AUDITORIUM AVE



SECTION 3  
1:500  
BETWEEN 22ND AND 23RD ST W -  
NARROWEST POINT



SECTION 4  
1:500  
BETWEEN 23RD ST E AND 23RD ST W



SECTION 5  
1:500  
BETWEEN 23RD ST E AND 24TH ST E

### KEY PLAN

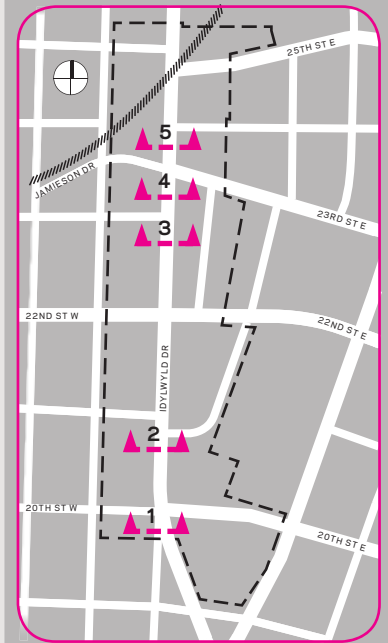


Figure 6.7: Right of Way (ROW) Cross Sections  
Imagine Idylwyld: Corridor Alternatives Report

TYPICAL STREETSCAPE ELEMENTS (EXISTING)



**STREETSCAPE DESIGN**

**DESIGN COMPONENTS**

**Streetscape Objectives**

- Attractive, safe streets for pedestrians + cyclists
- Permeable, connected street system
- Built forms to address the street
- Achieve Precinct Identity and Character
- Wherever possible, sustainable materials and practices, such as porous materials, should be a leading factor in selecting product lines.
- Low Maintenance Planting regimes
- Pocket Habitat + Ecosystem
- Community Engagement + Investment
- Strategic Clustering of Street Amenities
- Flexibility for growth and social future uses

**Streetscape Materials**

**STREET FURNITURE & FURNISHINGS**

Furnishings include a wide range of exterior features from seating and pole fixtures to bollards and litter bins. These should be custom designed and built for the site. The design aesthetic should be of a contemporary nature that may include interpretations of local prairie culture.

Furnishings may be made of:

- Natural Stone
- Stainless Steel
- Regular Steel / Milled Aluminum
- Thermally Treated timber
- Approved Synthetic Material

Metal (treatments of surfaces and type of material should respond to the climatic demands for resistance).

**HARDSCAPE**

The hardscape paving selection is to consist of a relatively uniform high quality mix of materials of varying sizes. The surface should be smooth but slip

**Streetscape Character**

- Barrier free access along and across Idylwyld Drive
- User comfort and safety, 24/7, 365 days a year
- Wayfinding and gateways integrating public art
- Landscape as protection from traffic noise + spray
- Microclimate design to protect from wind, sun, rain and snow
- Healthy + resilient urban ecology - streetscape as infrastructure:
- Low Impact Development (LID): Bioswales for stormwater management which mimic natural systems
- Tree planting in groups to create communities for healthier, more resilient urban tree cover
- Interpretive material to celebrate people and place
- Seamlessly Integrate with neighbouring communities to create an interconnected public realm.

resistant and featured textured banding at key crossings or decision making points. Gateways and key gathering areas will have feature paving treatment and pattern to create a unique sense of place and arrival.

Paving may be comprised of:

- Dimensioned stone pavers
- Granite and non-flaking stone
- Clay pavers

**WAYFINDING AND SIGNAGE**

Developed in conjunction with the public realm, circulation strategy and land use distribution, the Wayfinding strategy develops a logical system of both information and visual typologies that identify how people relate to the site and find their destinations. All wayfinding elements should be placed for maximum effect and efficiency. Also, both wayfinding and signage should be interactive and effectively provide the most suitable technology and information sources.

# STREETSCAPE OPPORTUNITIES

## SHORT TERM (0 - 5 YEARS)

- Improve the functional aspects of the corridor and improved user comfort:
- Generous sidewalks, cycle lanes and space for vulnerable users: pushchairs, scooters, etc
- Streetscape furnishings specific to intended users
- Low Impact Design (LID) stormwater management - bioswales with plantings of native prairie grasses
- Public artwork and creation of 'gateways' at 20th, 22nd and 25th Streets
- Wayfinding and Interpretive material to celebrate place, people, local stories and events
- Temporary installations, transform unoccupied lots into pop-up parks, participate in 'Park(ing) Day', etc

## MEDIUM TERM (5 - 15 YEARS)

- Facilities to support and increase daily use of Idylwyld Corridor:
- Tree cover at strategic nodes for comfortable social environments that showcase local biome/ microbiomes, food and sustainable energy production
- With redevelopment over time reduce the number of driveways, encouraging rear parking and service access
- Land uses which complement surrounding neighbourhoods
- Redevelopment bylaws relating to set backs to increase publicly accessible open space
- SMART City innovations for transportation and sharing information on to events throughout the city

## LONG TERM (15 - 30+ YEARS)

- Re-imagine Idylwyld as both a desirable address, as well as connective corridor that encourages enjoyment of the wider City
- Urban redevelopment to comprise:
  - A consistent urban character and identity for new buildings along the corridor
  - Transit-supportive community with compact, walkable urban blocks
  - Animate the street with higher footfall along Idylwyld Drive through active ground floor uses
  - Mixed-use, mid-rise buildings framing public open spaces to extended the active hours of the street throughout the day and evening
  - Create a comfortable, human-scale environment

*Reducing Impervious Areas and Runoff*

## STREETSCAPE PALLET



*Modern-Natural Character*



*Winter Landscape*



*Streets for healing and restoration*



*Low Maintenance*




*Street Amenity Clustering*







LEGEND

STREETSCAPE STRATEGY

- - - Study Area
-  Existing Buildings not proposed for redevelopment

STREETSCAPE DESIGN COMPONENTS

-  Gateway Opportunity
-  Potential public / semi-public 'breakout' space: plaza or parkette
- To include:
  - Sheltered seating
  - Cycling Parking
  - Tree groupings
  - Soft landscaping
  - Interpretive materials
-  Key Wayfinding (Pedestrian & Cyclists) To incorporate signage for locations throughout the City
-  Potential Landscape Boulevards / Bioswales

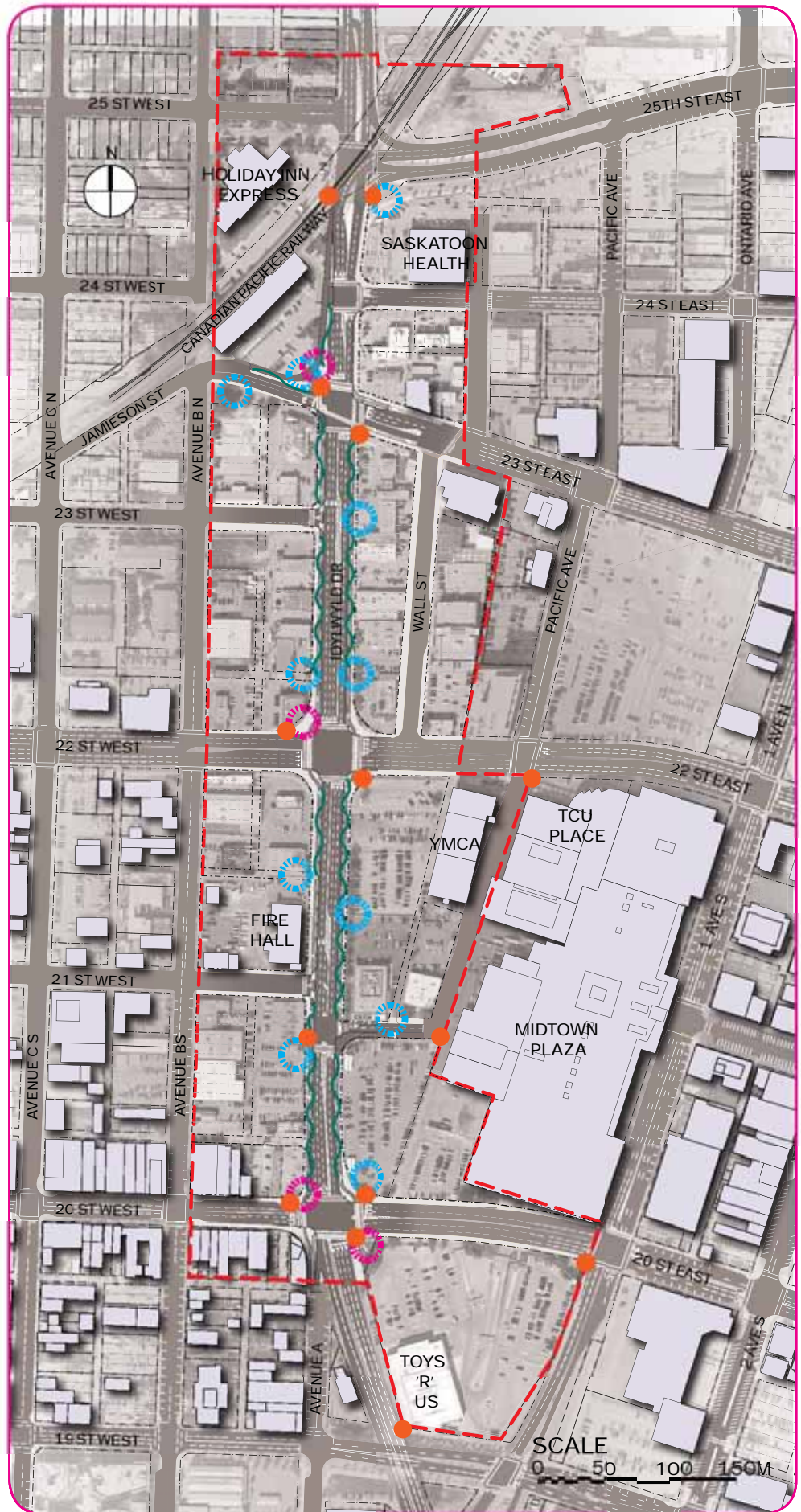


Figure 6.8: Preliminary Streetscape Strategy



**STREETSCAPE DESIGN**

**EXEMPLAR STREETSCAPE STRATEGY**

The following projects provide example of how the Imagine Idylwyld streetscape objectives might be achieved:

**BOSTON COMPLETE STREETS GUIDELINES BOSTON, USA**

This initiative aimed to improve the quality of life in Boston by creating streets that are great public spaces. It embraces innovation to address climate change and promote healthy living. The objective is to ensure Boston's streets are:

**Multi-modal**

Incorporates pedestrians, people with disabilities, bicyclists, transit users, motor vehicle drivers.

**Green**

Incorporates street trees, rain gardens, bioswales, paving materials and permeable surfaces, with plants and soils collecting rain water to reduce flooding and pollution.

**Smart**

Incorporate intelligent signals, smart meters, electric vehicle sharing, car and bicycle-sharing, way-finding and social networks for greater system efficiencies and user convenience.

**Intersection Design Principles**

**Reclaiming Space at Intersections**



# 06

## NEXT STEPS

IMAGINE  
IDYLWYLD







## NEXT STEPS

### MICROSIMULATION

Microsimulation will produce a visualization of traffic flowing through the corridor.

### CONCEPT DESIGN

The final streetscape plan and recommendations will embody the Streetscape Strategy and Design Guidelines with fully detailed public realm typologies, considered in terms of best practice standards as well as specific design solutions for key areas along the corridor. The plan will comprehensively outline street improvements, strategic interventions and future development opportunities. The final Concept Design package will contain both technical documents, as well as a rendered illustrative package, including perspective views to provide clarity of intent.

### ACCESS STRATEGY AND PLAN

A strategic access strategy shall be developed to inform the implementation strategy and guide future programming, operations and infrastructure improvements. A key aspect of this is driveway access planning, including identifying if any driveways must be closed to allow the project to be implemented. If so, these will be flagged for specific attention with stakeholders. A typical conceptual layout will be developed for the driveways that remain.

As required, aspects which will require further study beyond the scope of this project will be identified, such as development of detailed plans for driveway crossings, including phasing plans for closing driveways as land use evolves.

### PHASED IMPLEMENTATION PLAN

A clear strategy for implementation and construction of the infrastructure and streetscape improvements will be set out with identification of potential near term 'quick wins' to build project support, as well as medium to long term projects that require time to go through the necessary planning processes and put in place the necessary funding.

### COST ESTIMATE

High level cost estimates based on order of magnitude for the final concept. The cost estimate will include for property costs, as well as utility relocations and out of study area infrastructure.

### STAKEHOLDER WORKSHOP #3

The third Stakeholder Workshop will be held to gain consensus on the final design with representation from a wide-range of organizations; non-profits, community and business groups, elected officials, City institutions and departments, developers and individual land owners.

### PUBLIC OPEN HOUSE

A public engagement event will be held to present the final design, communicate the evaluation process, and demonstrate how public input influenced the process culminating in the preferred corridor alternative.

### DESIGN DEVELOPMENT REPORT

Incorporating feedback from the final engagement sessions, the Design Development Report will be submitted as the conclusion of the stage.

As required, aspects which will require further study beyond the scope of this project will be identified, such as development of detailed design plans including vertical elements, drainage, pavement structure and material selection..

### COMMITTEE OF COUNCIL & CITY COUNCIL: PRESENTATIONS

The final design and report will be presented to the Committee of Council and City Council.





# IMAGINE IDYLWYLD



# APPENDIX A: ONLINE SURVEY RESULTS

IMAGINE  
IDYLWYLD

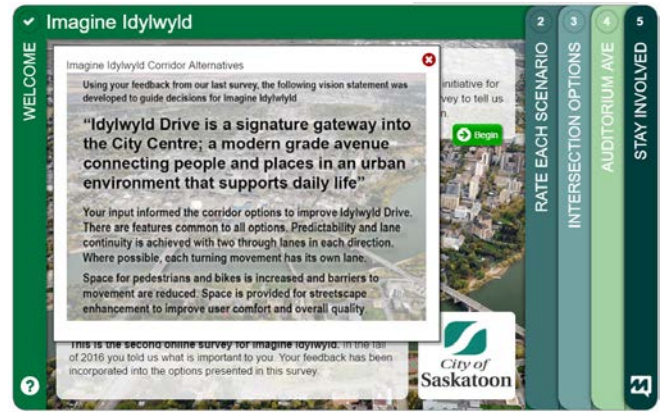
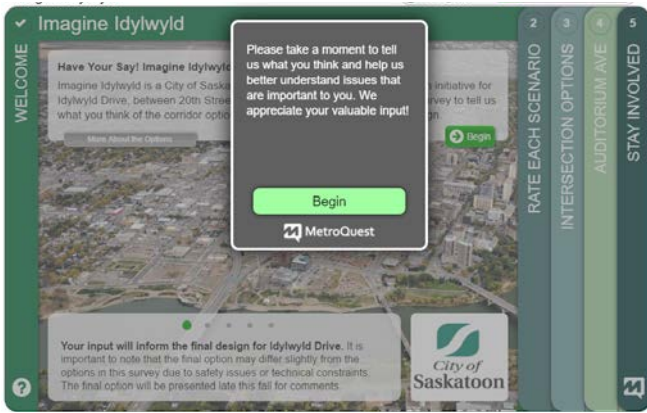


## APPENDIX A.1

IMAGINE IDYLWYLD ONLINE SURVEY #2  
JUNE 9<sup>TH</sup> - 23<sup>RD</sup>, 2017

SURVEY HOSTED USING METROQUEST  
[www.saskatoon.ca/Imagine-Idylwyld](http://www.saskatoon.ca/Imagine-Idylwyld)

**CATEGORIZED COMMENTS:  
METROQUEST SURVEY SCREENS**



This is the second online survey for Imagine Idylwyld. In the fall of 2016 you told us what is important to you. Your feedback has been incorporated into the options presented in this survey.

**What We Heard Last Fall**  
 Idylwyld Drive must be **efficient** and **predictable** for all modes of travel; **safe, barrier free** and **comfortable** 24/7, 365 days a year; be **walkable, livable** and showcase **sustainable development**.

**Corridor Design Options**  
 Using community input, a few corridor options have been developed to improve Idylwyld Drive. We would like your feedback on which of these options best meets your needs.

**Want to know more?**  
 Visit our website [saskatoon.ca/imagineidylwyld](http://saskatoon.ca/imagineidylwyld) for project information and to sign up for e-updates.

Figure A.1: Screen 1 - Imagine Idylwyld Online Survey #2, June 9<sup>th</sup> - 23<sup>rd</sup> 2017

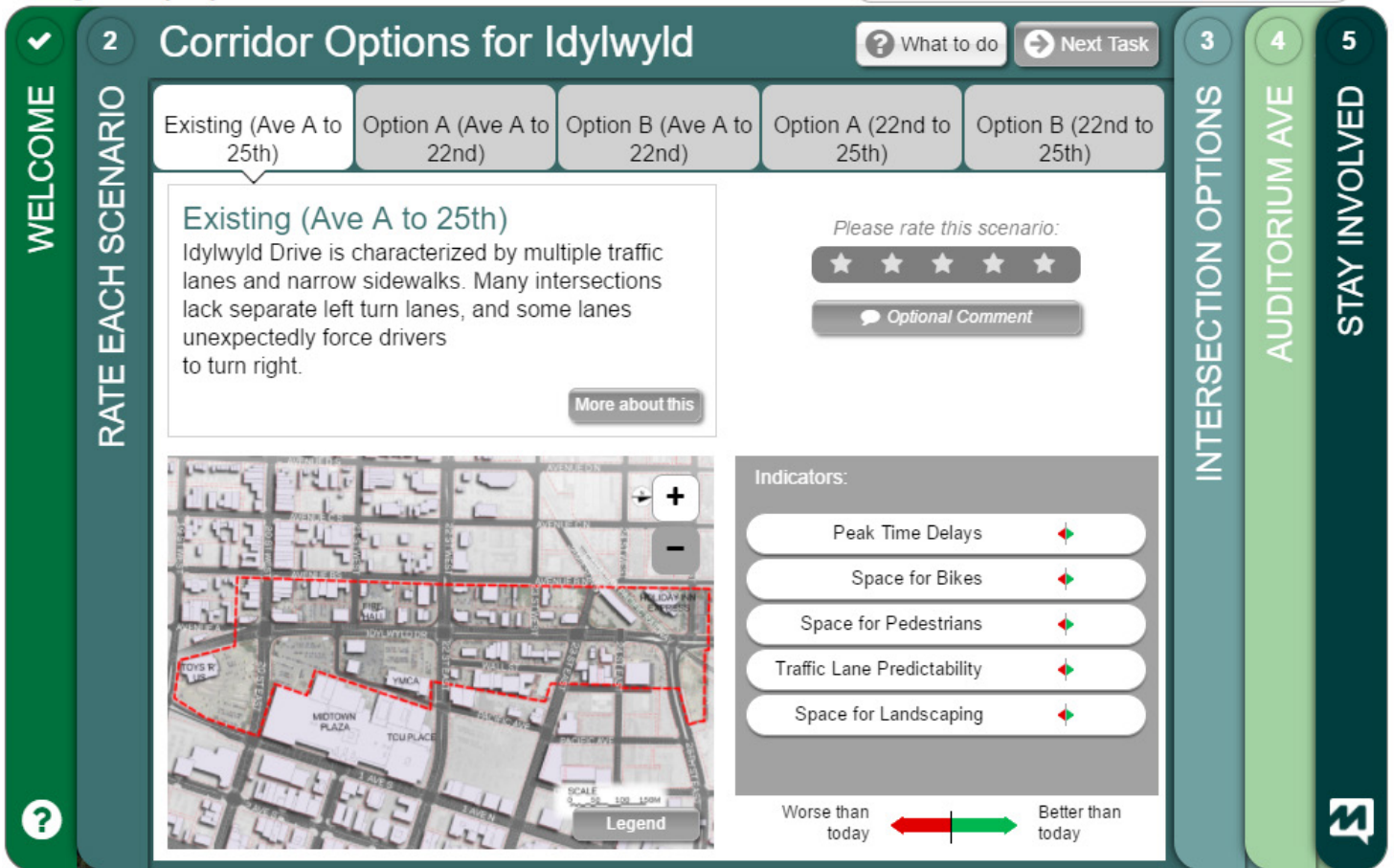
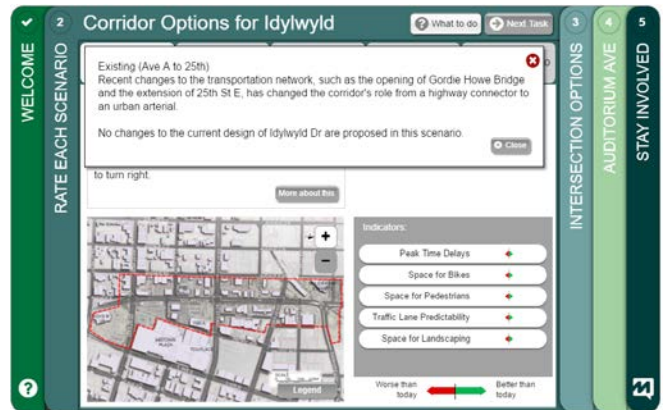
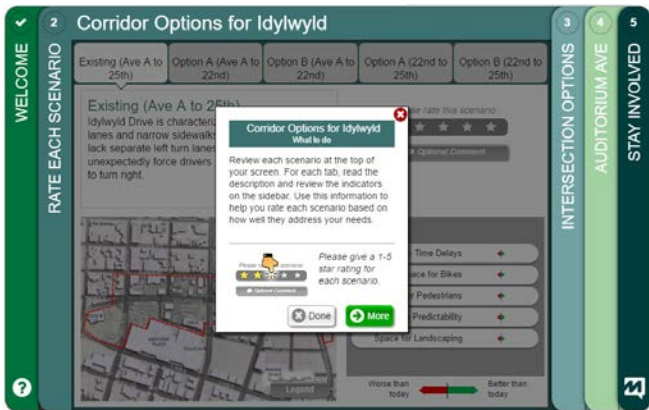


Figure A.2: Screen 2, Tab 1 - Imagine Idylwyld Online Survey #2, June 9<sup>th</sup> - 23<sup>rd</sup> 2017




## Corridor Options for Idylwyld

Existing (Ave A to 25th)
Option A (Ave A to 22nd)
Option B (Ave A to 22nd)

### Option A (Ave A to 22nd)

Traffic delay in peak times is less than today. Pedestrians have more space than today, but less than in Option B. Key cycling connections are improved, but a continuous connection for cyclists is not provided along Idylwyld Drive.

[More about this](#)



SCALE 0 20 50 100M

Legend

#### Indicators:

- Peak Time Delays
- Space for Bikes
- Space for Pedestrians
- Traffic Lane Predictability
- Space for Landscaping

← Worse than today      → Better than today


## Corridor Options for Idylwyld

Existing (Ave A to 25th)
Option A (Ave A to 22nd)
Option B (Ave A to 22nd)

### Option B (Ave A to 22nd)

Traffic delay for the entire corridor in peak times is less than today, but higher than Option A. Option B provides pedestrians more space than in Option A or today. Cyclists are accommodated along the whole corridor.

[More about this](#)



SCALE 0 20 50 100M

Legend

#### Indicators:

- Peak Time Delays
- Space for Bikes
- Space for Pedestrians
- Traffic Lane Predictability
- Space for Landscaping

← Worse than today      → Better than today

Figure A.3: Screen 2, Tab 2 & 3 - Imagine Idylwyld Online Survey #2, June 9<sup>th</sup> - 23<sup>rd</sup> 2017

## Corridor Options for Idylwyld

Existing (Ave A to 25th) | Option A (Ave A to 22nd) | Option B (Ave A to 22nd)

### Option A (22nd to 25th)

Traffic delay in peak times is less than today. Pedestrians have more space than today, but less than in Option B. Key cycling connections are improved, but a continuous connection for cyclists is not provided along Idylwyld Drive.

[More about this](#)

Indicators:

- Peak Time Delays: ➔
- Space for Bikes: ➔
- Space for Pedestrians: ➔
- Traffic Lane Predictability: ➔
- Space for Landscaping: ➔

Worse than today ← ➔ Better than today

## Corridor Options for Idylwyld

Option A (22nd to 25th)

Two northbound left-turn lanes are provided from Idylwyld Drive onto 22nd St. Two left-turn lanes decreases delay at peak times by allowing more cars to turn left at the same time. The space required to accommodate two left-turn lanes reduces the space for pedestrians and cyclists. Cyclists are diverted off of Idylwyld Drive onto Auditorium Ave (See the 'Auditorium Ave' screen for more information).

is not provided along Idylwyld Drive.

[More about this](#)

Indicators:

- Peak Time Delays: ➔
- Space for Bikes: ➔
- Space for Pedestrians: ➔
- Traffic Lane Predictability: ➔
- Space for Landscaping: ➔

Worse than today ← ➔ Better than today

## Corridor Options for Idylwyld

Existing (Ave A to 25th) | Option A (Ave A to 22nd) | Option B (Ave A to 22nd)

### Option B (22nd to 25th)

Traffic delay for the entire corridor in peak times is less than today, but higher than Option A. Option B provides pedestrians more space than in Option A or today. Cyclists are accommodated along the whole corridor.

[More about this](#)

Indicators:

- Peak Time Delays: ➔
- Space for Bikes: ➔
- Space for Pedestrians: ➔
- Traffic Lane Predictability: ➔
- Space for Landscaping: ➔

Worse than today ← ➔ Better than today

## Corridor Options for Idylwyld

Option B (22nd to 25th)

A single left-turn lane is provided at 22nd St to accommodate northbound left-turns from Idylwyld Dr. onto 22nd St. Having a single left-turn lane increases delay at peak times, but the overall corridor delay would be less than today. Having one left-turn lane allows for more space for pedestrians than in Option A, and allows for cyclists to be accommodated along Idylwyld Drive.

whole corridor

[More about this](#)

Indicators:

- Peak Time Delays: ➔
- Space for Bikes: ➔
- Space for Pedestrians: ➔
- Traffic Lane Predictability: ➔
- Space for Landscaping: ➔

Worse than today ← ➔ Better than today

Figure A.4: Screen 2, Tab 4 & 5 - Imagine Idylwyld Online Survey #2, June 9<sup>th</sup> - 23<sup>rd</sup> 2017

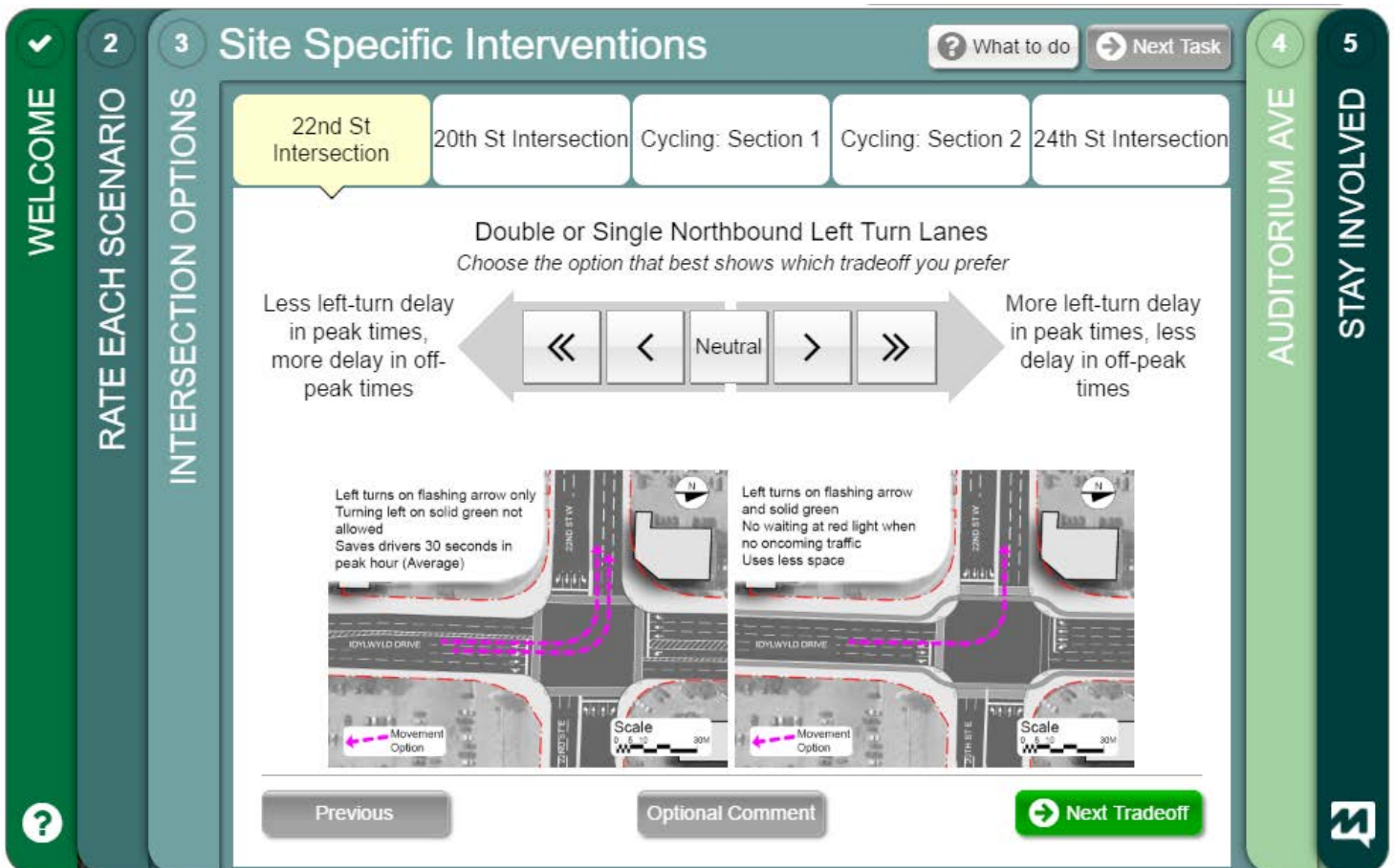
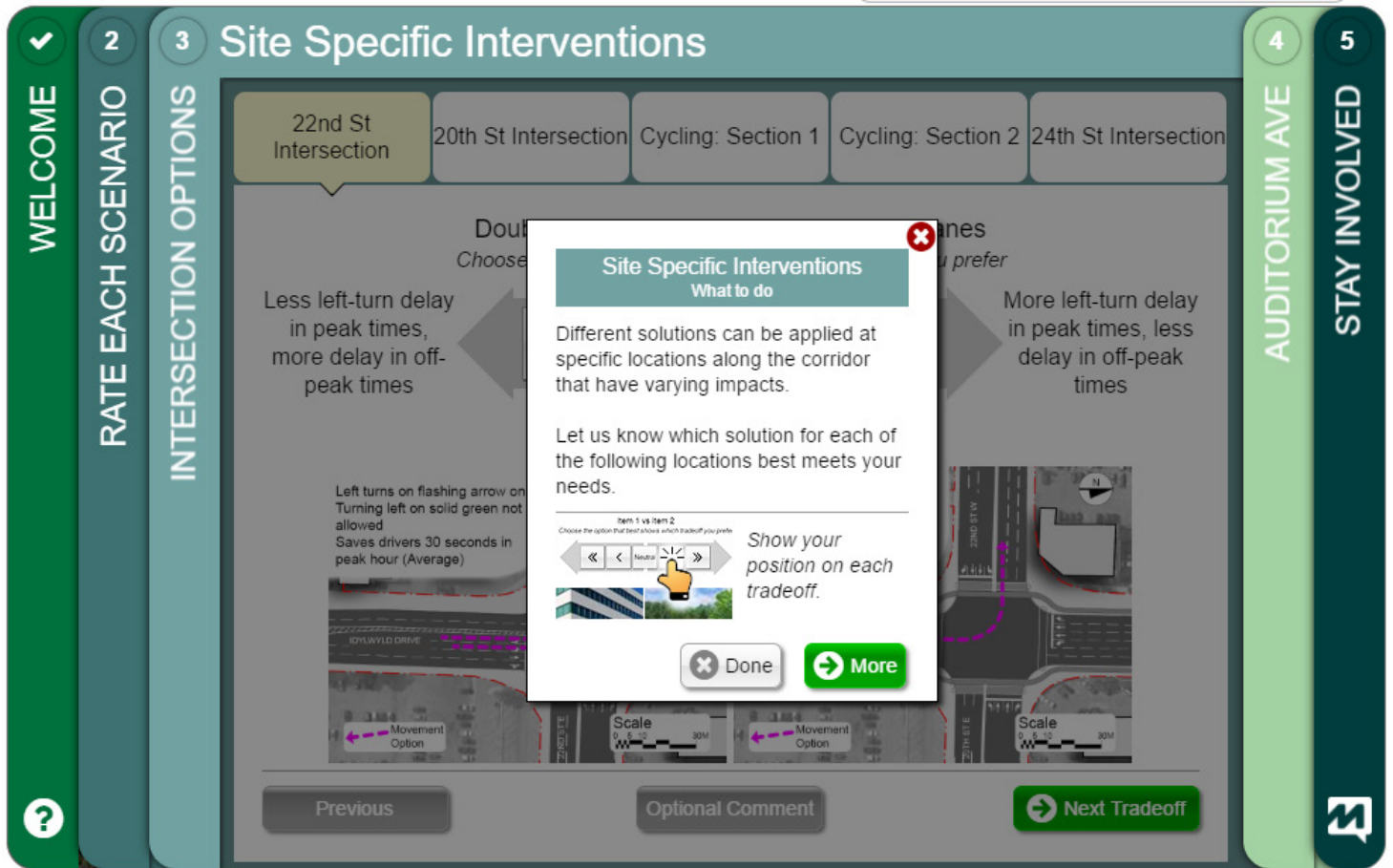


Figure A.5: Screen 3, Tab 1 - Imagine Idylwyld Online Survey #2, June 9<sup>th</sup> - 23<sup>rd</sup> 2017

WELCOME

2 RATE EACH SCENARIO

3 Site Specific Interventions

What to do Next Task

4 AUDITORIUM AVE

5 STAY INVOLVED

22nd St Intersection 20th St Intersection Cycling: Section 1 Cycling: Section 2 24th St Intersection

Right Turn Lane or Wider Sidewalk  
Choose the option that best shows which tradeoff you prefer

Provide an improved southbound right-turn lane, less sidewalk space

Drivers turn right from the thru lane, more sidewalk space

Previous Optional Comment Next Tradeoff

WELCOME

2 RATE EACH SCENARIO

3 Site Specific Interventions

What to do Next Task

4 AUDITORIUM AVE

5 STAY INVOLVED

22nd St Intersection 20th St Intersection Cycling: Section 1 Cycling: Section 2 24th St Intersection

Cycling from Avenue A to Auditorium Ave  
Choose the option that best shows which tradeoff you prefer

Bike path for both directions on west side, crossing at Auditorium Ave

Northbound bikes cross Idylwyld Dr at 20th St to path on east side

Previous Optional Comment Next Tradeoff

Figure A.6: Screen 3, Tab 2 & 3 - Imagine Idylwyld Online Survey #2, June 9<sup>th</sup> - 23<sup>rd</sup> 2017

WELCOME 2 RATE EACH SCENARIO 3 Site Specific Interventions What to do Next Task 4 AUDITORIUM AVE 5 STAY INVOLVED

22nd St Intersection 20th St Intersection Cycling: Section 1 **Cycling: Section 2** 24th St Intersection

**Cycling from Auditorium Ave to 23rd St E**  
Choose the option that best shows which tradeoff you prefer

Cyclists directed off Idylwyld Drive to nearby streets (ex: Wall St or Pacific Ave) Bike path on both sides of Idylwyld Drive

Previous Optional Comment **Next Tradeoff**

WELCOME 2 RATE EACH SCENARIO 3 Site Specific Interventions What to do Next Task 4 AUDITORIUM AVE 5 STAY INVOLVED

22nd St Intersection 20th St Intersection Cycling: Section 1 Cycling: Section 2 **24th St Intersection**

**Northbound Left Turn at 24th St**  
Choose the option that best shows which tradeoff you prefer

No left-turn at 24th St. Left-turn provided from new turn lane at Jamieson St. Permit left-turns at 24th increasing delay for northbound thru movement

Previous Optional Comment **Next Task**

Figure A.7: Screen 3, Tab 4 & 5 - Imagine Idylwyld Online Survey #2, June 9<sup>th</sup> - 23<sup>rd</sup> 2017

WELCOME 2 RATE EACH SCENARIO 3 INTERSECTION OPTIONS 4 Auditorium Avenue 5 STAY INVOLVED

What to do Next Task

Existing One-Way One-Way Shared Space Two-Way Shared Space

**Existing**

One-way northbound traffic is permitted for cars, trucks and cyclists. Sidewalks are narrow. Two-way access is permitted from the rear entrance of Midtown Plaza to Idylwyld Drive. Loading zones and parking are provided on both sides of the street.

Scale 0 5 10 50M

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

Previous Optional Comment Next

WELCOME 2 RATE EACH SCENARIO 3 INTERSECTION OPTIONS 4 Auditorium Avenue 5 STAY INVOLVED

What to do Next Task

Existing One-Way One-Way Shared Space Two-Way Shared Space

**One-Way**

One-way northbound traffic, with wide sidewalks on both sides, and southbound bike path. Loading zones and parking are not provided. Two-way access remains from rear entrance of Midtown to Idylwyld Drive.

Scale 0 5 10 50M

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

Previous Optional Comment Next

Figure A.8: Screen 3, Tab 1 & 2 - Imagine Idylwyld Online Survey #2, June 9<sup>th</sup> - 23<sup>rd</sup> 2017

WELCOME 2 RATE EACH SCENARIO 3 INTERSECTION OPTIONS 4 Auditorium Avenue 5 STAY INVOLVED

What to do Next Task

Existing One-Way One-Way Shared Space Two-Way Shared Space

### One-Way Shared Space

Curb free shared space and reduced vehicle speed. Vehicles northbound only; pedestrians and cyclists may travel in either direction. Loading zones only, no parking. Two-way access remains from rear entrance of Midtown to Idylwyld Drive.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★★★★★

Previous Optional Comment Next

WELCOME 2 RATE EACH SCENARIO 3 INTERSECTION OPTIONS 4 Auditorium Avenue 5 STAY INVOLVED

What to do Next Task

Existing One-Way One-Way Shared Space Two-Way Shared Space

### Two-Way Shared Space

Shared space with two-way travel for pedestrians, cyclists, cars and trucks by removing curbs and using street design to reduce vehicle speeds. Loading zones are provided but not parking.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★★★★★

Previous Optional Comment Next

Figure A.9: Screen 4, Tab 3 & 4 - Imagine Idylwyld Online Survey #2, June 9<sup>th</sup> - 23<sup>rd</sup> 2017

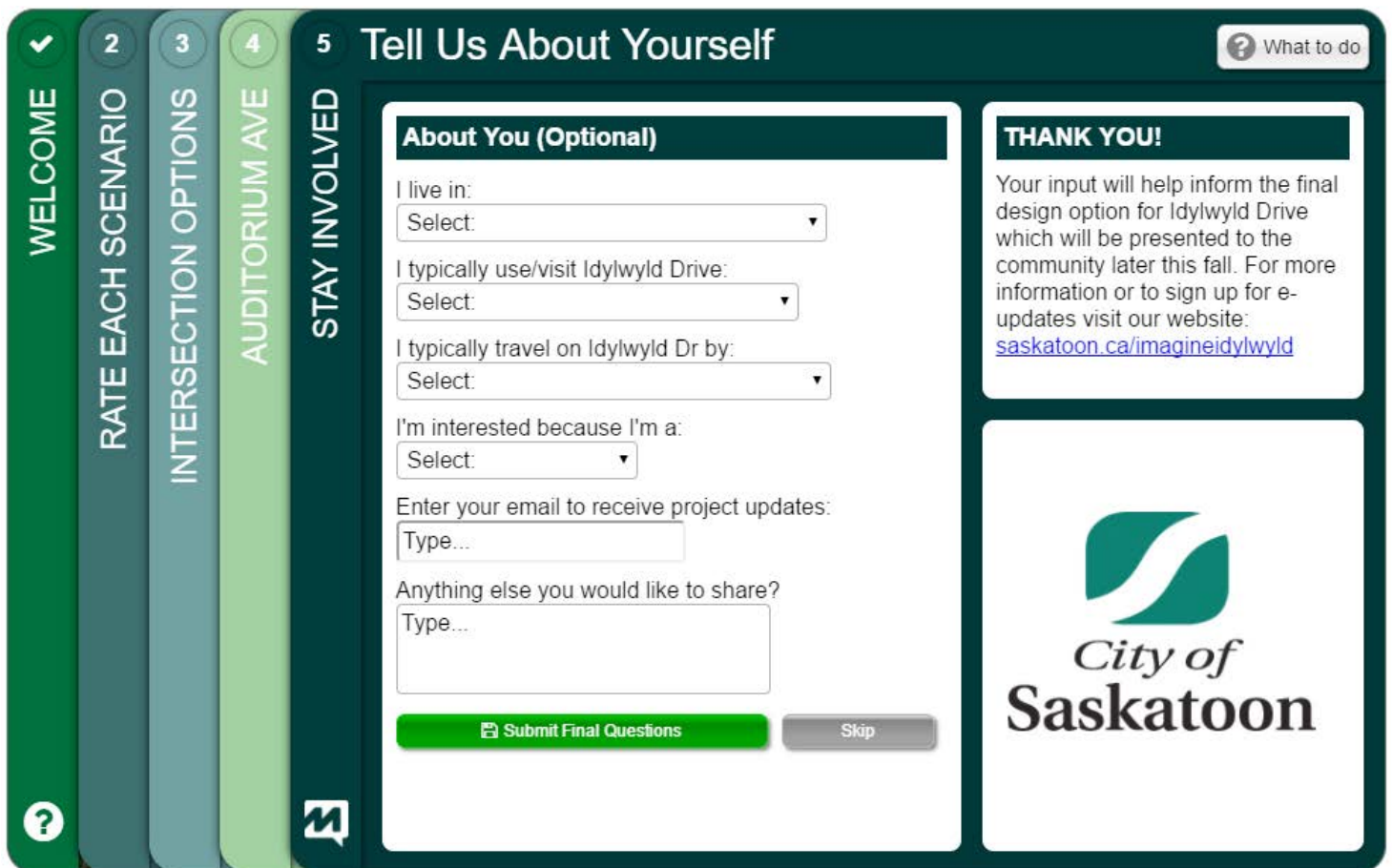
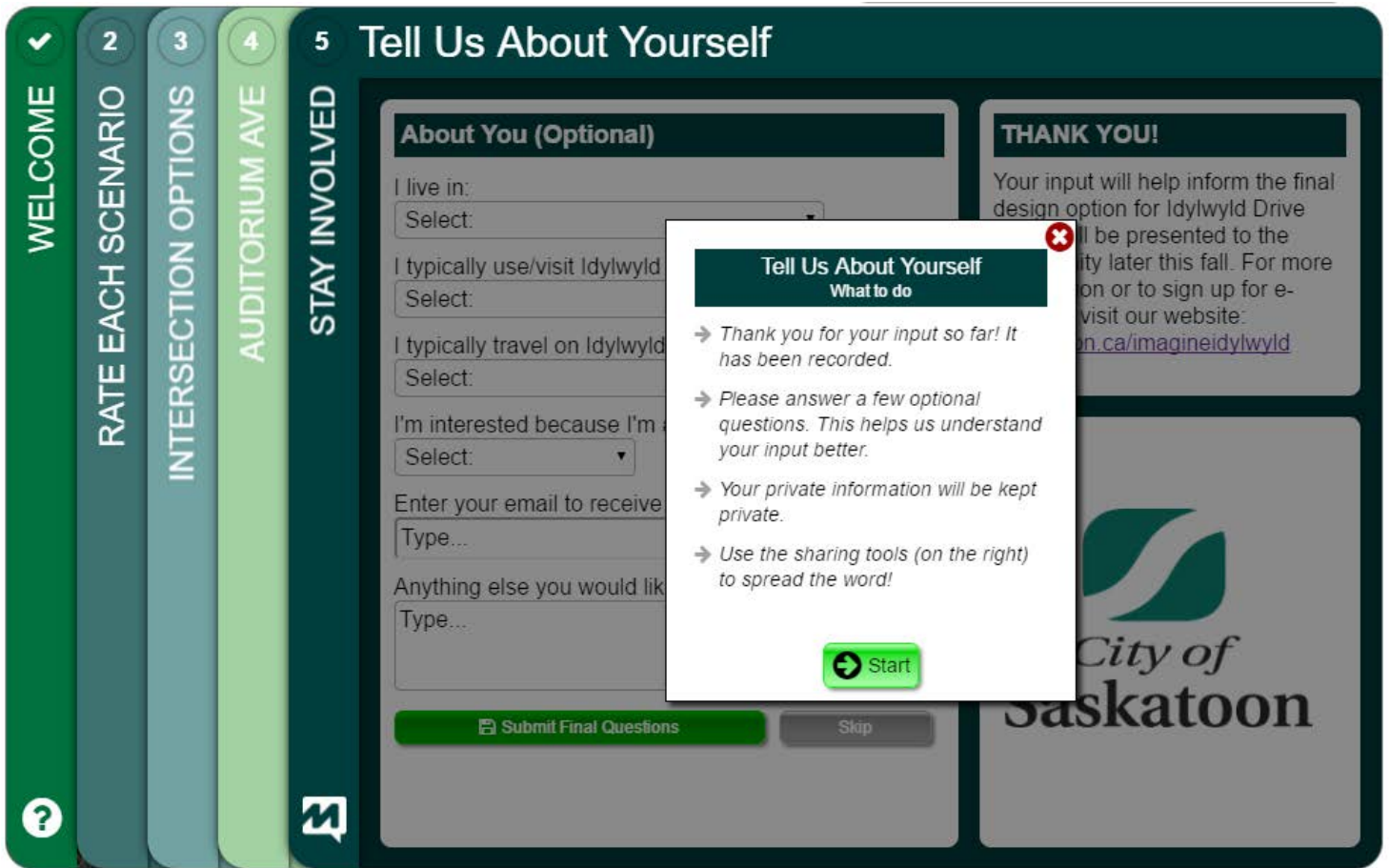


Figure A.10: Screen 5 - Imagine Idylwyld Online Survey #2, June 9<sup>th</sup> - 23<sup>rd</sup> 2017



## APPENDIX A.2

IMAGINE IDYLWYLD ONLINE SURVEY #2  
JUNE 9<sup>TH</sup> - 23<sup>RD</sup>, 2017

SURVEY HOSTED USING METROQUEST  
[www.saskatoon.ca/Imagine-Idylwyld](http://www.saskatoon.ca/Imagine-Idylwyld)

**CATEGORIZED COMMENTS:  
WHOLE CORRIDOR SCENARIOS**

## EXISTING AVENUE A TO 25TH STREET

### Citizen Advisory Panel Comments

- Potentially very dangerous for both pedestrians & vehicles.
- I find the left hand turn lane onto Auditorium Drive to be the most frustrating for late afternoon traffic. Due to the median the left hand turning lane is too narrow which results in vehicle congestion because there is not enough room to get by the left hand turning vehicles.
- This scenario is confusing as to what you want to know. Not quite understanding what I am rating
- Idylwyld is currently dangerous and uncomfortable along this stretch for walking and biking. I also find it congested and unclear for driving and going into and out of side streets and lots in this area. Not working for any group.
- It's a major Highway and should be treated as such.
- Opening up 25th St right through was a great step in the right direction for traffic flow in downtown
- I sometimes have to walk on the sidewalk in this area and it is frightening to have some of the larger vehicles drive past me. It almost feels like I am going to get knocked over by something.

### Public Participant Comments

- nothing is needed until major development occurs, don't waste the money
- this is not a good or viable option, as doing nothing will decrease the desire for people to come to this area and explore it on foot or bicycle and traffic delays in vehicles are not resolved at all
- Wouldn't it help to place the markings for what is currently there? This map would say no room exists for pedestrians
- At Idylwyld and Auditorium Avenue, the left turn lane is not wide enough as it feels as if the lane beside has no room to proceed by. Time and time again, it is common to get the horn from other drivers to move over when there is no room to move left.
- The left turn lane is a must for the mall entrance.
- "This is a major corridor onto a freeway. It is absurd to direct bikes here. Further our city is winter for months of the year when no bikers arise. Do not put the needs of the few over the needs of many."
- Current scenario is confusing and ugly - not a good welcome to the city.
- Maintenance of the existing corridor is ill-advised from both a safety and an aesthetic perspective. The existing design is not safe for cyclists, pedestrians and sends a message to those who choose to drive through Saskatoon and to tourists that Saskatoon is an ugly city.
- Close intersection at 24th, it is no longer required.
- very important to encourage walkability and bikeability!!!! Connect 20th to 25th as place people want to be
- "you have put together a survey that is difficult to understand and therefore to have us provide good recommendations. This goes for all the options. The cities overall traffic plan is messed up and will be difficult to improve!"
- Option A (Ave A to 22nd) and Option A (22nd to 25th) are the same....so if I understand this correctly, you have 2 options....with or without bike lanes.
- Going south and the left turning lane to turn at cactus club always stops traffic in the left lane. Very dangerous. Also going south people in far right lane always cutting people off in center

lane to take bridge.

- The train lines are my number one concern on this road.
- what i dont get, is how can the peak time for delays improve when adding both bike lanes and more sidewalk space? if reducing the road space can reduce delays why arent we doing that solution right now?
- Keep bike lanes to side streets
- "it would be nice to have ""bus bays"" ....which means a city bus would not interfere with traffic flow while stopped to pick up passengers...the bus would stop in a small ""bay"" rather than on the street and load or have passengers disembark this would assist in traffic flow and safety for bus passengers"
- This scenario does not address my needs at all.
- This is not a major issue, there is enough lanes that you can usually change lanes to get around while people turning left wait for a break in traffic. Plus if you read over head signs and signs placed on right shoulder you will be well aware that the you must turn right before you get to these specific places .
- "this email is from John Moffatt, Riversdale resident ....I have driven up Idylwyld for the last 27 years to teach school in Martensville  
It would be great to see the lights on Idylwyld coordinated so that cars are not left sitting in the intersection at 25th  
Also it would be great to see FIRE HALL modify its "
- Frustrating for people trying to turn left on the southbound inside lanes as the turn arrows are rarely on.
- Never been an issue.
- The existing scenario is bleak. It needs to be more welcoming. There should be more flower pots on Idylwyld, more trees and potential for greenery.
- This is an overall comment. I don't care what rationale was used to decide that this map should not have North at the top. It should be. Idylwyld is a north-south corridor and having the map turned adds to difficulty in understanding what is happening.
- "Why not just paint some lines on the street so people have a clue where to go?  
There are a serious lack of lane markings in this city and Idylwyld is the worst!  
I guess you used all the paint on the monstrosity that is 4th Ave?"
- We don't need more bike space!!! We can't ride bicycles half the year, adding bike lanes only caters to a small portion of people that actually like biking and not the majority of people. It's too cold here to waste space for bikes. Saskatchewan isn't California.
- Yeah those two forced right turns still get me often - and I've lived here most of my life
- Not a great space for non-car users
- Saskatoon is seriously lacking merging/exit/turning lanes. We have the space, all future projects should have an extra lane to avoid what plagues circle drive
- "Need traffic improvement ASAP.  
1. Some left or right turn lane need to be re-mark because the width is unreasonable.  
2. Maybe good idea to restrict some left turn in certain interactions to have a better traffic flow."
- Please fix potholes at intersections
- We don't need to make more room on the road for bikes. Make the

## EXISTING AVENUE A TO 25TH STREET (CONT.)

sidewalks wider and repaved the road. Take out the light at 24th and make that lane go to 25th.

- Route bike traffic around this area. It is too congested for bicycles. Route bikes on avenue B
- how the hell does this survey work? I read the intro guidelines and still can't get it to respond. I give you a 1/10 for this 'public input'
- If drivers are paying attention, a forced right turn should not be considered unexpected. Perhaps it's worth a discussion with SGI about who they hand out licences to.

## OPTION A: AVENUE A TO 22ND STREET

### Stakeholder Comments

- "Idylwyld needs more landscaping to make it beautiful as the main thoroughfare in from the airport to downtown Saskatoon. This street is far too busy for bike lanes. That will be dangerous and cause delays. The street is already overloaded and you cannot impede already busy traffic for bike lanes on this type of street.

None of the options address concern to just beautify the street. Way too much emphasis on bike lanes."

- "Idylwyld needs streetscaping to beautify the main thoroughfare in from the airport to downtown Saskatoon. It is a very busy street even now and there is no room for bike lanes on this street. That will be dangerous and further impede already busy traffic.

All of the options you present are very geared to enabling bike lanes to a greater or lesser degree and some people do not agree with having bike lanes on this street at all, and only want to see the street beautified."

- Lipstick on a pig. Will not help transform corridor from current vehicle-centric nature. I walk this area every day and it is terrible. This option will not change much.

### Citizen Advisory Panel Comments

- please don't make a stop here. traffic goes through here smoothly now. But putting an extra long signal for pedestrian would add more delays to traffic.
- In general I prefer any scheme that favours active transportation, which includes transit, over private motor vehicles. Having said that, I dislike walking and cycling (on separated cycle track, of course) in close proximity to busy streets, such as Idylwyld. Also, separated cycle tracks do not mix well with transit stops. Moreover, the cycle tracks must lead somewhere, such as Idylwyld Bridge, and must connect seamlessly to the rest of the cycle network, which does not seem to be the case from the proposed use of the Auditorium lane. There is also a back lane on the west side of Idylwyld that might be suitable as a bi-directional cycle track.
- Looks highly disjointed for active transportation
- As a pedestrian who cycles, I am not sure having this corridor opened up for more foot traffic is really something I would use. I don't enjoy walking on major arteries as the pollution levels are higher than side streets.
- We need to focus on the reality that traffic demand is vehicle in this province and that bike and foot traffic on this main artery is minimal and should be discouraged.
- Cyclists do not drive our economy, Vehicles and Transport do, Cyclists tie up the road which slows traffic and hurts business.

Cyclists should be on side private streets. idylwyld needs to be expanded to keep busses off private residential streets for a main route as the private roads take damage especially in the winter from big transports on side roads.

- This survey is confusing and needs to be redesigned. What is meant by 'less than today'. What day? Since this format seems to be applicable to other options, I am frustrated and will not complete the survey.
- No room for cyclists in this area dismount and navigate through crosswalks.
- As much as I dislike bike lanes I dislike having cyclists in car lanes even more as they really slow down traffic. So a proper bike lane is essential
- Reducing the traffic delay is good. It's hard for me to judge the pedestrian space without actually seeing it. However, it would be better if Sask Poly students and others could safely ride their bikes around here and I'm not sure that is achieved with this plan.
- Sending bikes down Auditorium avenue seems like a poor idea. It's basically an alleyway full of delivery trucks.
- Do we not already have 2 left turning lanes onto 22nd for northbound traffic?

### Public Participant Comments

- Do not put Bike lanes in the Heavy traffic areas. Its not healthy.
- Bikes aren't going to use this if there are eight traffic lights they have to contend with
- Bikes aren't going to use this if there are eight traffic lights they have to contend with. Light timing must be optimized between 20th and 21st for cycles.
- Having cyclists cross across the path of vehicles on Avenue A to get onto the cycle path when cars bomb it off of Idylwyld onto Avenue A (myself included) is asking for a lawsuit."
- slightly beneficial but this road really needs to increase the safety and comfort for pedestrians and cyclists, especially pedestrians
- The cycling connections are already disjointed enough. Any new planning should always be connecting existing lanes to existing lanes.
- Close intersection at 24th, it is no longer required.
- I really think there needs to be a bike path down the entire idylwyld!!! People not only need to get around comfortably in the small area of Ave A to 22nd, but need to feel comfortable biking all the way from where they may live. You need long bike paths on major roads to get people commuting on bike. OR make smaller side streets bike priority. I currently work in Berlin and some quieter side streets are made bike priority. You have hundreds of people biking together to and from work on these streets. Winters are not as harsh as Saskatoon, but they are cold here and windy and people use these streets year round. Also all or most major streets have comfortable bike lanes here. I know it will take time, but I believe setting up major roads like Idylwyld, College Dr, 8th Str, 22nd etc with safe comfortable bike lanes will get people moving on bikes.. lets make it the best bikeable city in Canada!!!! It is bike friendly like Berlin as there are not too many hills.
- Why is there an ability to turn right onto 20th when there is another entirely ramp for it. Couldn't you force idylwyld straight through and create a bike lane. Then the ramp can access 20th and around and it could still both turn left perfectly fine with 2 lanes and the bike lane. Taking traffic off the freeway that is heading westbound.

## OPTION A: AVENUE A TO 22ND STREET (CONT.)

- Get rid of accommodating cyclists on this road entirely
- There are more traffic delays. We don't need cycling lanes on a busy thoroughway - there are plenty of side streets for bikes and pedestrians
- There's already enough room for pedestrians and the bike lanes in the city are taking up the lanes for vehicles downtown
- Does not address issues when driving southbound.
- I don't not support cyclists on this road as it is too busy with large vehicles moving through the city.
- Keep cyclists off of Idylwyld COMPLETELY. Downtown core has extreme traffic congestion problems so major thoroughfares should be kept for vehicles ONLY. Cyclists slow down traffic and cause more problems than solve. Keep them to the slower moving streets such as 23rd 21st, 4th ave 1st Ave. Keep them AWAY from Idylwyld!!
- some streets are simply not cut out to accommodate bicycles. I feel as if Idylwyld is one of them.
- I don't the the City should invest money into adding expensive bike lanes along Idylwyld. However perhaps a bike trail along on of the avenues would be more suitable. Something similar to the Blairmore bike trail.
- Why not have dual SB LT for Idylwld SB to 22nd EB anyway since space permits
- Rather than clogging one of the few major roads through the city, with added pedestrian and bicycle space and access, move those to less traveled roads where they will not be an impediment and streamline Idylwld for Traffic so they dont break on and try to take shortcuts through side streets.
- This scenario is hardly different from what is already existing. There is already two lane options that turn left onto 22nd.
- Keep bike lanes off idylwyld dr.
- "At what point did Cyclists become the focal point of this re imagining of Idylwyld.  
  
I am a big proponent of cycling, but until this point, I did not realize that cycling was such a large part of this exercise.  
  
Nor do I understand what the colored lines represent on this map that is turned 90 degrees from what it should be."
- "At what point did Cyclists become the focal point of this re imagining of Idylwyld.  
  
I am a big proponent of cycling, but until this point, I did not realize that cycling was such a large part of this exercise.  
  
Nor is it clear that the legend describes what the colored lines represent on this map that is turned 90 degrees from what it should be.  
  
I am educated and understand what legends are, but not having this very clear at the beginning will cause confusion."
- The largest improvement needed is proper lane markings. This scenario is not different from the present situation.
- It's already a busy street we don't need a cyclist lane. The city can improve with some one way lane traffic lanes.
- Do not promote cycling on Idylwld! As stupid as promoting bike lanes on airport runways
- double turn may help, however take in account the second left turn lane you want to put in, the cars usually go straight through the light as the right lane has to let yield cars at 22nd/Idywywyld turning south onto Idywywyld. There is a lane that ends in front of the fire station that has to let cars into the next flowing lane. The whole traffic flow will have to change. 2 left turns may help, but may conflict the through lanes. Same comment applies, - two left turns may help congestion but interrupt the traffic flow straight. The damn street needed to be 3 lanes on both sides to begin with.
- double turn may help, however take in account the second left turn lane you want to put in, the cars usually go straight through the light as the right lane has to let yield cars at 22nd/Idywywyld turning south onto Idywywyld. There is a lane that ends in front of the fire station that has to let cars into the next flowing lane. The whole traffic flow will have to change. 2 left turns may help, but may conflict the through lanes. Same comment applies, - two left turns may help congestion but interrupt the traffic flow straight. The damn street needed to be 3 lanes on both sides to begin with. Start with the timing the lights better, to start 25, 23, 22.
- I would never want to bike in Idylwyld with all of the traffic that uses it
- Idylwyld is a Main street. Cars are the majority of transportation and need to be accomodated. Bikes DO NOT cause backups during rush hours, So why would we try and accomodate them when they can use sidestreets that arent priority roads??
- no continuous road for cyclists??? What about your Active Transportation Plan? If it is to be classified as a residential street than it should accommodate bikes. Cars can turn right AND bikes can go straight. This happens all around the world and on other streets in Saskatoon. If there are bike lanes cars will keep an eye open for bikes. YOU aren't adding parking to idylwyld so how about you take out one lane of traffic and give is to two bike lanes (on either side of the road.)?
- A hybrid between A & B allowing bike movement on one side of Idylwyld for continuity would be better. Otherwise, not sure that bikes need to or should be on a major arterial. If they must, then separate lanes (opt B) may be better.
- A hybrid between A & B allowing bike movement on one side of Idylwyld for continuity would be better. Otherwise, not sure that bikes need to or should be on a major arterial. If they must, then separate lanes (opt B) may be better. Also not sure pedestrians want to walk along parking lots.
- While it offers greater peak time delay reductions it forces cyclists to utilise the roadway in a number of areas which motorists are generally poor at sharing with slow moving traffic likely resulting in greater risk for all involved.
- While it is appreciated that there will be considerable improvements to traffic flow in this option, speaking as a home owner in Riversdale who regularly navigates this route in a car, on foot and via bicycle, it feels like this option sacrifices a vision for the area's future development to the path dependency of its current use for little more than a traffic route. This would be a great disservice to the potential of the area and looks as though it would do little to improve connectivity between the west and east sides of Idylwyld as two halves of the same downtown community.

## OPTION B: AVENUE A TO 22ND STREET

### Stakeholder Comments

- having all these bike lanes on Idyllwild is a terrible idea. It's dangerous and there are already too many traffic delays and bike lanes will cause further delays. The emphasis should be on making the street beautiful as the main thoroughfare into the downtown core from the airport. Traffic should move evenly and quickly with no impeding by bike lanes
- These improvements will augment future improvements to public transit.
- These improvements will augment future improvements to public transit, and allow for more character to be built into corridor.

### Citizen Advisory Panel Comments

- I think this option comes closest to creating a corridor that can be comfortably used by everyone. Making this stretch human-friendly is the key to connecting the Riversdale area with the downtown and Broadway areas. I don't think the connection is possible without this step.
- In general I prefer any scheme that favours active transportation, which includes transit, over private motor vehicles. Having said that, I dislike walking and cycling (on separated cycle track, of course) in close proximity to busy streets, such as Idylwyld. Also, separated cycle tracks do not mix well with transit stops. Moreover, the cycle tracks must lead somewhere, such as Idylwyld Bridge, and must connect seamlessly to the rest of the cycle network, which does not seem to be the case from the proposed use of the Auditorium lane. There is also a back lane on the west side of Idylwyld that might be suitable as a bi-directional cycle track.
- Same comment as option A. I like more predictable flow in a vehicle, but I stay away from high traffic corridors when walking.
- More people are walking and cycling - give them room to do it safely
- I particularly like the bike and pedestrian improvements. However, I am concerned that improving traffic delay isn't maximized. I am particularly concerned about the areas where I often see emergency vehicles.
- Cyclists appear to be given far too much priority.

### Public Participant Comments

- combo right turn and thru lane to idylwyld south @ 20th is a bad idea, three directions of travel in the one lane. (ave A, 20thW and idylwyld s)
- All main streets should be like this, not just this one.
- best option, although I am not in favour of a protected bike lane, prefer un-protected bike lanes since the protected ones take up so much space
- Why not have multi-use path for pedestrians and cyclists (perhaps pedestrians on one side and cyclists on the other). To keep infrastructure minimal and suitable for all seasons.
- "Why do we need to focus on pedestrians walking along Idylwyld this is not a comment route and little reason to go this way. Traffic flow is most important here. "
- Even though Ave B is out of scope, would it make more sense to put the bike lanes along Ave B in the future? The growth plan recommends not trying to use one corridor for everything and Ave B may be a good alternate corridor for bikes
- Even though Ave B is out of scope, would it make more sense to put the bike lanes along Ave B in the future? The growth plan recommends not trying to use one corridor for everything and

Ave B may be a good alternate corridor for bikes.

- I never thought of it until now, so a bit late, but a lane on the street could be dedicated to cyclists between specific dates in Spring until Autumn, and then removed from cyclists and dedicated to automobiles in winter. Probably already considered, but just a thought to add.
- Close intersection at 24th, it is no longer required.
- This option is better. You need bike paths in long stretches. I live in Berlin which is a huge city land wise. I do not need a car. It is amazing how much ground you can cover on a bike in a short time. Bikes here obey lights etc like a car and you can almost get around as quick or quicker than the cars in the city. Long bike paths are ideal for people to get efficiently around on bikes. Long bike lanes down the entire Idylwyld, 8th str, college Dr, 22nd, etc will get people moving around from their homes to the city centre where people will want to be. It is also a lot easier to park bikes than cars in the city centre... Lets make Saskatoon Canada's best bike city!!!! Please
- definitely a huge fan of the bike lane on Idylwyld.
- No single left. Divert the traffic at the free way. Right now it is faster to go straight through and turn right on 22nd. Divert that downtown except mall parking
- No single left. Keep 2 adjust sidewalk. Divert the traffic at the free way. Right now it is faster to go straight through and turn right on 22nd. Divert that downtown except mall parking
- We need to stop giving so much to cyclists. Education on how to ride is more important.
- you should do a study about the amount of bike traffic that is along Idylwyld, as well as people's opinions of biking along Idylwyld. Most people wouldn't be comfortable biking along this street due to the amount of traffic, adding bike lanes won't fix this problem and only increase the traffic
- Keep bike lanes to side streets
- NO bike lanes between TCU and YMCA. Parking is already a problem there. No reason to have a bike lane there.
- Terrible idea keep cyclists away from Idylwyld
- Way too much money and effort is being expended on bike lanes etc. You are just appeasing the vocal minority again and again. Bikes on Idylwyld are suicidal under any circumstances.
- I don't believe that there is a need for bike lanes on Idylwyld. This road is busy/stressful enough, without having to worry about cyclists safety. Also most cyclists like to go through the core downtown because it's a slower pace.
- Adding any bike lane to Idylwyld drive will not help traffic flow at all. This is a terrible idea and should be scrapped immediately. Removing existing vehicular lanes will only lead to massive congestion and driver frustration, possibly resulting in road rage incidents.
- Faster is better
- This option is better than Option A however, why not keep the 2 left turn lanes as it currently is?
- Living on Idylwyld and travelling to work along it everyday, it's not well suited for cyclists or pedestrians. As a cyclist it feels dangerous, and drivers are going so fast that I often get splashed when walking if it is slushy or wet because there is not enough walking space.

## OPTION B: AVENUE A TO 22ND STREET (CONT.)

- Bicycle lanes not as necessary as they are closer to 25 if coming from northern Idylwyld
- Pedestrians need to feel safe walking along Idylwyld. Wider sidewalks and more lighting would be a good idea.
- Why do the bike lanes need to be on either side of the road for both of these? They both need to cross to the west side of the street to get to Avenue A... or is that north. Tough to tell with the map turned 90 degrees.
- Keep cyclists off of Ave A. There is no need for them on Ave A
- Why do you need to bike down Idylwyld? Take avenue B or 1st street.
- Why are bikes and pedestrians even being considered? This is a major thoroughfare to move vehicles as quickly as possible through the area. That should be the major consideration.
- Better option, not a lot of traffic currently so probably the best scenario for the summer months
- There no space on Idylwyld as it is, by providing more bike space, it takes away from the main road. Also I live on 29 & AVE B. Many cyclists go down Avenue B, as it is less intimidating for a biker on a busy road. cyclist seem to avoid high traffic areas for safety unless necessary to cross. I see bikers use Caswell streets heading downtown all the time. PLEASE DO NOT PUT BIKE LANES or a CONGESTION ROAD ALREADY. We get alot the traffic coming in from Martensville, etc all heading downtown. Something to think about. Idylwyld needs to be 3 lanes on each side for the future.
- Bikes do not belong on streets designed to take traffic out of town. We need to get cars OUT and IN not bikes. Bikes already have a great selection of less busy side roads
- While it does not provide optimal reduction in peak time delays it does separate all forms of traffic and should have a positive impact on traffic safety.
- Bicycle lanes not as necessary as they are closer to 25 if coming from northern Idylwyld
- Pedestrians need to feel safe walking along Idylwyld. Wider sidewalks and more lighting would be a good idea.
- Why do the bike lanes need to be on either side of the road for both of these? They both need to cross to the west side of the street to get to Avenue A... or is that north. Tough to tell with the map turned 90 degrees.
- Keep cyclists off of Ave A. There is no need for them on Ave A
- Why do you need to bike down Idylwyld? Take avenue B or 1st street.
- Why are bikes and pedestrians even being considered? This is a major thoroughfare to move vehicles as quickly as possible through the area. That should be the major consideration.
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side for the future.

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- While it does not provide optimal reduction in peak time delays it does separate all forms of traffic and should have a positive impact on traffic safety.

## OPTION A: 22ND STREET TO 25TH STREET

### Stakeholder Comments

- Extension of comment of Option A from Ave A to 22nd.

### Citizen Advisory Panel Comments

- Why can't pedestrians and cyclists share the sidewalk in this city? Traffic in areas such as Idylwyld is very high and this approach works in many cities especially outside of Canada without any major problems. Rather than offer chopped bike lanes here and there, could the city look into long-term solutions and how to best encourage more people to walk and ride their bikes and make this safe and accessible downtown and in other areas?
- from 22 to 25, traffic is very slow. and there are delays. we suggest to build a under pass for 22nd so that traffic crosses idylwyld easily
- By the way, I see nothing about Transit anywhere in this survey, which is the most crucial aspect of the project as it is the crossing point of the Blue and Red lines. Now that the STC Bus Terminal will be closed, it is imperative that a new, city-controlled terminal for long-distance buses be located in very close proximity to the intersection of the Blue and Red BRT-lines and any associated Downtown Transit Terminal. Finally, I see no suggestions for how to handle a bi-level railway crossing at 25th Street, which is absolutely crucial for Transit.
- If I were riding bike, I would probably take Avenue C all the way and forget of even using Idylwyld. As for walking as I live in Buena Vista, I wouldn't bother walking farther than the downtown area.
- Accommodating cyclists in this area will get them killed. Worry about improving traffic flow
- When you turn towards 22nd St from 25th people have 2 lanes they choose from which causes confusion - this will not improve that situation
- Your whole premise appears far too predicated on cyclists as a priority....this is very wrong. Cyclist travel should be lined about two feet on the curb side of the sidewalk....a much safer and efficient travel/transportation strategy than what is currently being 'hoisted' upon the electorate

### Public Participant Comments

- pedestrian space on the east side of idylwyld is almost not added to at all!
- slightly beneficial but this road really needs to increase the safety and comfort for pedestrians and cyclists, especially pedestrians
- Close intersection at 24th, it is no longer required.
- you need a continuous connection for cyclists and pedestrians

## OPTION A: 22ND STREET TO 25TH STREET (CONT.)

- Bring in scramble corners
- Keep cyclists off of Idylwyld COMPLETELY. Downtown core has extreme traffic congestion problems so major throughfares should be kept for vehicles ONLY. Cyclists slow down traffic and cause more problems than solve. Keep them to the slower moving streets such as 23rd 21st, 4th ave 1st Ave. Keep them AWAY from Idylwyld!!
- Why not have dual SB LT for Idylwld SB to 22nd EB anyway since space permits
- faster is better. Cheaper is better
- It is great that 25th is open to Idylwyld but the the corner of 25th and Idylwyld is busy. The lighted sculpture in front of the Holiday Inn can create confusion in the evening hours.
- "If you're going to have shared space, are you going to teach cyclists how to behave properly around pedestrians and vehicles? The laws governing cycling are not well defined in this city and it is a major problem and a huge safety issue.

Everyday I see a cyclist putting the lives of others in danger. It is a free for all with no enforced rules and guidelines.

Please paint some lanes down Idylwyld, and please only one set, not two or more conflicting sets as in other areas of the city."

- Lack of a continuous cycle path negates the value of having cycling infrastructure in the first place.
- If you want this neighbourhood to develop consistently, both business and residentially, it needs the ability to be accessed by pedestrians and bikes. The more traffic, the less human friendly. If you're trying to create another 8th Street business hub, this will greatly deteriorate the humanity of an already compromised area.
- double turn may help, however take in account the second left turn lane you want to put in, the cars usually go straight through the light as the right lane has to let yield cars at 22nd/Idywywyld turning south onto Idwywyld. There is a lane that ends in front of the fire station that has to let cars into the next flowing lane. The whole traffic flow will have to change. 2 left turns may help, but may conflict the through lanes.
- No double turn needed here. The flow is fine and drive it everyday. What is the problem here is the traffic lights are not timed with lights at 23rd. They conflict each other, so the traffic flow is not right. There are three sets of light from 23rd, 25, and 22nd, that need better timing to help congestion. I am tired getting caught on the rail track crossing the first light because the light timing is off. Seriously the influx is coming from the many coming in from subania martensville,
- No double turn needed at 25th. The flow is fine and I drive it everyday. What is the problem here is the traffic lights at 25th are not timed correctly with lights at 23rd. They conflict each other, so the traffic flow is not right. There are three sets of light from 23rd, 25, and 22nd, that need better timing to help congestion. I am tired getting caught on the rail track crossing the first light 23rd because the light timing is off. Seriously the influx is coming from the many coming in from subania Martensville, etc., Plan for another back road going from the back of Martensville to Saskatoon for the future.

- Once again bikes do not cause traffic jams so they do not belong on the one road designed to take vehicles to and from the city. Drive in calgary and edmonton and you dont see their priority roads having bike lanes
- Based on the city's decision to create a segregated bike lane along 23rd, it should be seen as a priority to ensure that the lane does not remain an example of stranded infrastructure by failing to ensure its connectivity with other routes. Sacrificing the potential for a continuous connection for cyclists in favour of a second turning lane would be disappointing move that presumes this route should continue to prioritize motor vehicles over all else. This would be a disservice to the neighbourhood's potential. The downtown stretch of Idylwyld in many ways provides a first impression for tourists and visitors who may only infrequently come to Saskatoon. Should they be confronted with an image of Saskatoon emblematic of urban decay for another 40 years? While there will be many opposed to the city 'moving their cheese' by balancing motor vehicle traffic against other forms of transportation, it will ultimately take some vision for the city to move itself into the 21st century.

## OPTION B: 22ND STREET TO 25TH STREET

### Stakeholder Comments

- And extension of comment from Option B of Ave A to 22.

### Citizen Advisory Panel Comments

- I think the city is too focused on Cyclists. we have 6months of winter and even in the nicer months I seldom see many if and cyclists using the bike lanes. I still see numerous cyclist riding on the sidewalks even when they are riding beside a bike lane.
- I don't see the point in going through upgrades without thinking forward to a full accommodation of all forms of transportation.
- Clumsy cycle track from Auditorium to Idylwyld. Wall Street might be better, although a dead end situation is again encountered at its north end.
- will this connect to existing cycling network?
- no pedestrian crossing on the north side of 22nd?
- Keep the cyclists safe
- I believe the cost for bike traffic is to great in all the options. Bikes are no cost efficient. When special facilities are needed. Cyclists must demonstrate that they will obey traffic laws then maybe consideration can be given to further expanding the infrastructure that is needed. There is no revenue from bikes.
- Again the needs of cyclists appear as a priority....very wrong priority.

### Public Participant Comments

- Putting cyclists in a key corridor and pedestrians together is asking for disaster. Add space on 23rd.
- best option, although I am not in favour of a protected bike lane, prefer un-protected bike lanes since the protected ones take up so much space
- We shouldn't accommodate to cyclists and pedestrians until there are more utilizing the streets. There's barely any space for drivers as is

## OPTION B: AVENUE A TO 22ND STREET (CONT.)

- Perhaps it will be addressed later, but I am concerned about the visual appearance. Landscaping appears to be getting a lower priority, but at the same time it appears that it is not going to be neglected. I think what is being said is there is not as much space as is required to meet all hopes, so less space is available for landscaping. I would urge that whatever limited form landscaping take, that it somehow compensate for the lack of space. For example, remove existing street lighting (and use it elsewhere - no waste) and replace it with distinctive and appealing street lights. Use art, sculpture and historical plaques wherever possible, as well as continue and increase the amount of potted plants in summer. This corridor must not be skimmed upon...we want to make it so that those passing through will want to either stay or come back. Visual appeal is very important and can be well done even if space is limited.
- Close intersection at 24th, it is no longer required.
- better!! you need to accommodate cyclists along the whole corridor. With bikes you need some long paths to make it efficient for biking. Bikes can cover a lot of ground, but not if paths are always being interrupted?
- again huge fan of the bike lane on idylwyld starting after the tracks. I would say between 25th and 23rd is the most dangerous spot on that stretch for bikers. Also like the blue pathway on the merge lane with the driving lane turning right at the lights
- none of these are good options. you should look into installing bike lanes or paths that are not connected along major intersections. This will improve both the car traffic flow and keep biker safety at maximum.
- Keep bike lanes to side streets
- No bike paths
- Keep cyclists off of Idylwyld COMPLETELY. Downtown core has extreme traffic congestion problems so major throughfares should be kept for vehicles ONLY. Cyclists slow down traffic and cause more problems than solve. Keep them to the slower moving streets such as 23rd 21st, 4th ave 1st Ave. Keep them AWAY from Idylwyld!!
- If traffic delays are less in each of these scenarios, why no improve the space for pedestrians and bikes as well as for vehicles?
- Living on Idylwyld and travelling to work along it everyday, it's not well suited for cyclists or pedestrians. As a Cyclist it feels dangerous, and drivers are going so fast that I often get splashed when walking if it is slushy or wet because there is not enough walking space.
- Accommodating cyclist will make it safer for everyone.
- This looks terrible. Why narrow the street even more to make room for a handful of cyclists, when traffic is already congested? 4th avenue is already a nightmare, right turns on to it are nearly impossible, vehicles have to zig zag to get through what should be a through corridor. It's a mess, and the signage is not adequate. The bike lanes are not maintained and underused, please don't ruin Idylwyld as well.
- "It would be better to have a totally separated bike lane on Pacific than on Idylwyld. This is because of the noise, the mud splashing, airborne fine mud spray, dust, grit and most of all the health hazard of car exhaust. A recent UK study shows that taking a side street can cut your exposure to air pollution by half. <https://www.theguardian.com/environment/2017/jun/14/side-street-routes-avoid-city-pollution-cut-exposure-by-half>  
Air pollution is a silent killer: according to the WHO and other groups, car exhaust kills more people than car crashes do. Electric cars will not totally solve this problem because much of the particulate matter comes from non-combustion sources such as tirewear, roadwear, brakes and 'resuspension' <https://www.treehugger.com/cars/do-electric-cars-generate-much-particulate-pollution-gas-and-diesel-powered-cars.html>  
In addition to Pacific, I would love to see separated bike lanes on 2nd Ave downtown. This is because of all the small businesses there. Studies show that businesses benefit from separated bike lanes because cyclists spend more on average than motorists do - It's simply easier to stop and spend money when parking is no issue. Heavy car & truck traffic is simply incompatible with attractive liveable streets."
- Cyclist should NOT be allowed on the road at all on this street. It is a major street for automobiles and the occasional pedestrian. Keep the automobile traffic moving easily.
- This option may provide primary traffic study to see if allowing the timing of lights to adjust the traffic during peak times.
- I strongly endorse option B for both intersection areas. Right now the city is developing in two silos, stranded on each side of an ugly, wide and dangerous stretch of traffic. If the downtown core is to reach its full potential, which will ultimately reflect the character and image of the city as a whole, priority should be placed on uniting and integrating the two sides of Idylwyld through cycling, pedestrian and motor vehicle infrastructure alike. It took the Traffic Bridge to bring Nutana and the downtown together into one city. Uniting Riversdale and the downtown remains unfinished business that should not be circumvented by NIMBY-like path dependencies.



## APPENDIX A.3

IMAGINE IDYLWYLD ONLINE SURVEY #2  
JUNE 9<sup>TH</sup> - 23<sup>RD</sup>, 2017

SURVEY HOSTED USING METROQUEST  
[www.saskatoon.ca/Imagine-ldylwyld](http://www.saskatoon.ca/Imagine-ldylwyld)

### **CATEGORIZED COMMENTS: INTERSECTION ALTERNATIVES**

## IDYLWYLD DRIVE @ 20TH STREET - SOUTHBOUND RIGHT TURN LANE

### Stakeholder Comments

- this is a very heavy traffic Street and you need to do everything you can to move the traffic more quickly and more efficiently. Widening a sidewalk should never take precedence over moving the traffic on a busy street like this.
- As long as crossing from sidewalk to island (through the right-turn lane) is safe and the placement of the crossing provides good sight lines for motorists to see pedestrians crossing when they are going to be looking left to see oncoming traffic (that will be motorists main concern)
- This will make Farmer's Market days a bit more crazy, but it is more important to make this area better for them to walk and cycle once they get here. Current intersection is a huge wedge between downtown and 20th street area.
- 20th St is a high density, walkable pedestrian corridor. Traffic should not be encouraged to funnel quickly onto it.

### Citizen Advisory Panel Comments

- this is already a tight corner
- It's not clear if you mean 'less sidewalk space than what is currently provided' or 'less sidewalk space than what would optimally be provided under the proposed redesign strategy'
- It's not clear if you mean 'less sidewalk space than what is currently provided' or 'less sidewalk space than what would optimally be provided under the proposed redesign strategy'. I am assuming the latter in my response.
- "It's not clear if you mean 'less sidewalk space than what is currently provided' or 'less sidewalk space than what would optimally be provided under the proposed redesign strategy'. I am assuming the latter in my response.

Here I opted to provide more space for traffic (than in the previous response) because sources of traffic along this route could ostensibly be downtown-based as opposed to simply through-traffic. We don't want to punish people for spending time downtown (in my view), we only want to detract them from using downtown as a thoroughfare. "

- Again confusing and conflicting. I'm choosing wider sidewalk here.
- Foot traffic is minimal at best so focus on traffic needs
- Can't mark arrows...pictures covering it!! I choose less sidewalk space.

### Public Participant Comments

- leave it the same
- There should be a balance for both Sidewalk and Right lanes.
- this would really help traffic flow
- more sidewalk space is a necessity, however it should include grassy or treed boulevards so pedestrians don't need to walk right beside a noisy, busy, and dirty (splashes, dust, gravel, etc) road
- So long as pedestrians are protected; if there was ample warning that there is high pedestrian traffic at this right turn. How wide does a sidewalk need to be? I think people don't walk down the sidewalks so much because they aren't visually appealing and the businesses aren't suited for window shopping.
- Right lane is important since traffic gets congested for those coming from 25th.
- Right Turn Lane

- The current sidewalk is quite large on the corner of 20th street and could likely accommodate a right turning lane without negatively impacting pedestrians
- Peak time this would help traffic flow. This area of city is not a high pedestrian area where you see a lot of people. I take it at least 4-6 time a day.
- i see a lot of talk about sidewalk space on this survey. Ive been down idywyld a lot and sidewalk space has never been a problem. have you done any survey to even see if more sidewalk space is a benefit? as of now i cant imagine what benefit more sidewalk space would provide
- "Seriously what's up with these options? how do I relate information with ^^^ arrows ?

Leave this intersection alone. It works fine. Plus t would mean wider bridge or a merge, which NObody seems to figure out. This would cause more traffic delays"

- Sidewalk space should be prioritized as we transition to self-driving vehicles over the coming decade.
- See previous comments about the map. Makes this a much harder exercise with the map turned
- Added right turn lane
- Pedestrians don't need that much space, not a whole lot of business in that area anyway.
- I don't know if I chose the right one, but I drive this everyday, and another lane would be amazing.
- Prefer more pedestrian space, plus the tighter turn angle would force cars to slow down to make the turn (and thus be more likely to see pedestrians).
- Please! More turning lanes!
- Turn lane
- Provide an advanced left hand turn off of 20th eastbound onto Idylwyld northbound! This should be option number 1
- More road same sidewalk so bikes can be on side walk for a direct path

## IDYLWYLD DRIVE @ 22ND STREET - NORTHBOUND LEFT-TURN LANE(S)

### Stakeholder Comments

- We need 2 left turn lanes even in today's traffic.
- Reduce need for second lane and build in better cycling and pedestrian space.

### Citizen Advisory Panel Comments

- People never pay attention to this and double land left any time they want
- I would like to see traffic discouraged along this route since its primary source would be Circle Drive. There are already 22nd street exits along that freeway that motorists can use instead.
- "This is the absolute worst questionnaire, not user friendly at all! Extremely frustrating! Kinda sums up Saskatoon!"
- The mechanism of feedback (arrows) is confusing to me. I am trying to show support for this one.
- As I mentioned before, I am more concerned about active

## IDYLWYLD DRIVE @ 22ND STREET - NORTHBOUND LEFT-TURN LANE(S) (CONT.)

transportation and transit than private motor vehicles. Design priority must be on the former so that the east and west sides of the city are seamlessly, conveniently and safely connected at this old dividing line. That is the essence of a 'city boulevard'.

- Whichever is safer for cyclists/pedestrians?
- Can we use dynamic signs that can change lane status in busy traffic. The sign could show turning only, or through only depending on time of day.
- Traffic volume should determine the need not a survey.
- engineers manipulate the lights to frustrate drivers to find other routes. this survey should indicate possible time for light rotation not less or more
- This is difficult to assess. Solution could be based on how large a turn line develops in peak times. If turn line exceeds available length (e.g. - backs up to previous intersection), then more turn capacity is required.
- I don't quite understand how the two northbound lanes will meet up in the next two intersections. Maybe it's two lanes all the way up to 33rd? With left turn lanes?
- Maybe using an peak hours light that switches lane use from single turning to the existing 1.5 turning lane situation to help ease congestion.
- Have a double turning lane. But have two lanes going straight and a right hand turning lane. If you're going to redo it plan for the future so we don't have to rip it out in 10 years like we seem to do with every other project

### Public Participant Comments

- Need the 2 left lanes."
- Of course when I am driving here in peak times, I like less delay. However, I am a cyclist and this trumps my concern for motorists delays. We are much too dependent upon the automobile. In my vision, the cyclist gets priority, hence only 1 lane for left turn.
- It is safer for pedestrians to have intersections with 4 separate traffic flows, no risk of left turns hitting people.
- Double left turn lanes are super dangerous, drivers always changing lanes mid turn
- Double left turn lanes are very important for the northward traffic flow to 22nd street, a major thoroughfare to the west side of the city.
- For the way it is right now double lanes would improve situation IMHO, if there is change to bus and nodes hard to say the future, but right now, I would like two lane turning.
- With circle south bridge built there is not a need for more turning lanes turning on 22 when going north. If going this route the lane would have to be long enough not to block traffic when people are turning.
- "when sitting at the lights on 25th ...with the intention to go south on Idylwyld...it would be great to have the lights on 24th and 22nd TIMED properly so that a car when entering the intersection suddenly does not have anywhere to go and has to sit on the train tracks since the lights ahead are RED and all the traffic is backed up"
- I like the second picture, not sure if I'm doing it correct
- The double left turn lanes here are very useful.
- "(these comment boxes do not allow enough room for a comment) The Fire Hall should have its large trucks return to the hall down

Ave B and enter the Firehall Garage from Ave B...that way they will not be interrupting traffic on Idylwyld when they set all the lights for a few blocks to a "Red Setting" and then back into the garage...this change would increase the constant flow of traffic"

- Having a controlled left turn is important as this is a large intersection and pedestrian traffic does not always follow the traffic signals. No left on solid green will improve pedestrian safety. [what are the statistics on pedestrian/bike/auto collisions in this intersection?]
- Having a controlled left turn is important as this is a large intersection with high pedestrian (and bike ) traffic. No left on solid green will improve pedestrian safety. [what are the statistics on pedestrian/bike/auto collisions in this intersection?]
- This is impossible to use on mobile...up down for which one what??
- Is there not a way to have the lights coordinated to have the double turning lane as it is now? I dont see a need for 2 dedicated turning lanes. The option to go straight or turn left in the center lane seems to work.
- If the addition of double left turn lanes takes away sidewalk space, and possible bike corridor space this is a major downfall. We need to play the city towards multiple modes of transportation not just vehicles. As well the sidewalk space will help with accommodating bus stations.
- I prefer double northbound left turn lanes.
- Your wording sucks. DO NOT add another turning lane, when your lights aren't timed, as they are now. It causes back ups.
- Single left lanes -the up and down arrows are confusingly
- Absolutely put two turning lanes, it will reduce traffic line ups
- Unsure on how to vote for what on this one, but we need 2 dedicated left turn lanes at this location, and 2 dedicated through lanes (one being right turn, or a possible exit lane for right turn). If we have 1 dedicated left turn lane, it will only back the traffic up towards 20th st and even farther south on the bridge depending on flow amounts.
- Turn the map.
- if there is no oncoming traffic then it should be treated as a normal intersection and turning should be allowed.
- The buttons are confusing. The single lane would work here
- No left turn on a green light only delays travel
- Separate turn signals provides greater safety for pedestrian - in contrast, crossing 20th Street at Idylwyld always feels dangerous, as drivers may accelerate to clear 3 lanes of oncoming traffic and fail to notice pedestrians crossing.
- Make one lane optional LH Turn or straight through.
- This question is extremely confusing and could have been done better. I am choosing neutral because the way to actually answer what I want is unclear.
- We need quicker flow of traffic in peak times to keep traffic from backing up
- If the intersection is clear, or it's late in the evening, don't need an arrow to say it's ok to proceed.
- No left turn on solid green is an absurd notion. Drivers should be able to assess whether or not it is safe to proceed while the light is solid green.

## IDYLWYLD DRIVE @ 24TH STREET - LEFT-TURN INTO OLD CPR STATION PARKING LOT

### Stakeholder Comments

- There is not 24th street. That is a turn into a private parking lot for CP station. The only traffic that should turn left there are customers of that private property. It is not a city street. If it is turn in CP station or turn onto Jamieson street then it has to be a turn onto Jamieson street as for the general public to turn into the CP station parking lot that are not there as clients is trespassing.
- "There is no 24th Street left turn from Idylwyld North. Turning left into private property would route all public traffic through CP station.  
I walk this every day during rush hour and rarely see left turns. I don't think this will have huge impact.
- Why would you suggest people using private property to turn left? Seems like you haven't driven this part of the city, but you are planning on how everybody should use it.

### Citizen Advisory Panel Comments

- No left turn at either, neither is a thru street, should be at 22nd and then after tracks
- I thought that Jameson will be required for the east-west cycle trunk through the Downtown?
- A dedicated left turn to a business without the volume should be moved.
- Access to the Thomas Cook restaurant is not the only need. Station place, and west bound are also important.
- No left turn at 24th

### Public Participant Comments

- Keeping traffic moving avoids downtown frustration which may bring more people back to the area. Similar to the now one lane streets because of under utilized bike lanes keeps suburbanites from coming downtown.
- don't spend the money
- The question is, what kind of protection will there be for cyclists trying to use 23rd street? Option 1 may cause huge problems that way, but otherwise is preferential.
- Why give vehicles two options to turn into a hotel parking lot? With technology these days you can know your route well in advance to turn at 23rd st.
- No left turns here it is not needed
- "No left turns here it is not needed

More traffic needs to flow for those turning left off 25th they need to turn into a green light at 24th that let's them get to 22nd so it does not back up."

- remove the traffic lights at 24th and make it a right in right out only intersection. Intersection no longer required now that the 25th street extension is complete. Traffic can use 23rd street and 25th street to access Idylwyld
- I've always thought this was the worst turn ever. Maybe it would be okay if it there was a sign for no left turns between peak hours but then you'd have to enforce it and all that. i dunno
- Really how much harder are these educated people going to make it to get into caswell area?
- Left turns without dedicated lanes can be a great cause in delays. Consolidating those turning onto Jamieson and those who would otherwise be turning at 24th St would help prevent delays because of the dedicated left turn lane.

- turning left across oncoming traffic into a parking lot is dumb. turning left onto a road is wiser.
- Too many turning lanes is what faults traffic flow. Look at big big cities and why they use a one way street flow, this works well and keeps flow.
- option A already exists currently, unless you mean a leftturn only lane at Jamieson? (the option doesnt 100% imply this though so it is confusing). Option A exists currently today, but yet people still choose to turn left at the option B spot, it is much more convenient. Whether they turn left at one street or the other they will still delay traffic as they turn left.
- that left turn lane is not long enough, it will just back up the lane behind it as soon as a couple of cars are waiting in the turn lane
- Finally this is such a great idea. I have been suggesting this for years
- "Picture one. STOP allowing those left turns off idywyld, it stops the whole lane - and there's only two available lanes at most of those intersections..

Wanna speed up traffic ? TIME THE LIGHTS PROPERLY it's a friggen JOKE...

Also move the damn train tracks.. or don't allow them to go thru the city at 5pm !!!!!!! "

- Or no left turns off either
- No left turn
- Increased car traffic on Jamieson conflicts with the bikelane/ boulevard on 23rd.
- We must do everything we can to keep traffic moving on idywyld drive, it is horrible, too many lights
- Cutting off arteries out of Idylwyld seems like a bad idea, if people complain about no left hand turn lanes, then they should be in the middle lane.
- unable to access arrow options

## CYCLING: AVENUE A TO AUDITORIUM AVENUE

### Stakeholder Comments

- DO NOT PUT BIKE LANES ON IDYLWYLD DR
- Bike lane along west side of Idylwyld is good if sidewalk is wide, but this option seems to ignore the need for cyclists going east/west crossing at 20th St and Idylwyld, which is absolutely necessary.
- Way too busy a street for any bike lanes.
- The beauty of Munich, Strassburg, etc is that their bike paths are continuous. Forcing cyclists to meander will not make people want to switch.

### Citizen Advisory Panel Comments

- don't add anything to Auditorium Avenue, already a problem when there is an event/conference at TCU
- I am in favor of cycling infrastructure that creates a more seamless experience for cyclists (i.e., follows a familiar logic and is not direction or route-dependent) while also providing predictability for motorists
- No bike paths on Idylwyld at all!!!!
- Please refer to my comment in the previous section

## CYCLING: AVENUE A TO AUDITORIUM AVENUE

- "The way this survey is put together is visually confusing. I'm not sure what I'm ""voting"" on and on which side. Top option left hand side? Down? Up? What??"

I've done a lot of internet surveys and I've never been so confused by the layout of this one. I don't even want to answer because I have no idea what I'm giving my opinion on.

This is for the mobile survey. It probably (hopefully!) looks different on the desktop."

- As I mentioned before, I have serious concerns with using the short stump of Auditorium Ave for bikes, but I also have concerns with cycle tracks along Idylwyld.
- Having multi direction bike path is unsafe for cyclists. Goes against all proper habits.
- Why not keep bike path at current major intersections together with foot traffic?
- In this diagram the bike path just appears to stop at the fire hall. Saskatoon has far too many bike paths that just stop and leave you in the middle of traffic.
- Bike paths need to be paid for by bike users.
- "Bike paths need to be paid for by bike users. no bike paths should be an option."
- Bikes don't need to be in a high traffic area such as this
- No bike paths
- Choose top picture
- if I were cycling here, I would avoid this entire area, use quieter residential streets
- bike path should be moved to 19 th St. replace one sidewalk for dedicated bikes and leve one for pedestrians. safest movement of bikes from east to west in this corridor
- Far too much consideration being given to the comfort of cyclists
- I do not bike in this area so cannot provide an educated comment

### Public Participant Comments

- We don't need bike lanes especially here !
- Remove left turn access from Auditorium ave onto Idylwyld. This would prevent traffic backing up at Auditorium ave.
- Hard for me to decide when I am not familiar with biking in this area of the city. It seems that a connection from the west side of idylwyld to the river would be more used along 20 street rather than aud. ave. Where are the existing bike lanes and paths outside of the study area to connect to??
- There should not be bike lanes on Idylwyld.
- Though I am a strong advocate for bike lanes, I don't believe that Idylwyld is the best place for them at the moment. The traffic is too fast and plentiful to make for a comfortable bike ride. Side streets that accommodate bikes would be my preference.
- I would rather see increased pedestrian access and safety rather than cyclists. There has to be more people walking than cycling.
- Bikes shouldn't even be considered in this we only have eight solid months of biking weather where a driving Community most of the year
- "No bike path on Idylwyld "
- Cyclists definitely slow traffic down. Idylwyld is busy a lot of the

time. Divert to other less busy streets

- Bikes crossing on 19th is easier.
- Longer Bike Paths are way more efficient. you can not continually have interrupted bike lanes. Need to develop some flow!!!
- no cycling on Idylwyld - move to Avenue B
- Too much concern about bikes. The actual numbers of bikes on the road are far less than the specialty groups would have you believe. Better to fully route bikes away from Idylwyld.
- Keep bikes off idylwyld
- I shop at Eastern Market a lot, so only bicycling on east side of Idylwyld, makes it very very hard to get to Eastern Market.
- if they arent protected bike lanes, whether its installed on one side or both, no one will ever use it. as i mentioned previously, theres much too high traffic for people feel safe biking beside traffic on the street (take a look at preston ave (between 14th and preston crossing) there exists bike lanes on either side of the road but yet people much prefer to bike along the walking path on the southbound side. it all comes down to how safe the biker feels.
- Bike paths are useless and a waste of money I don't think I've seen anyone use them.
- Put in a crossing, but put bike lane on side street
- Picture 1. Not that anyone uses the new bike paths anyways and they have caused more problems for vehicles, less parking....
- Keep cyclists off of Idylwyld COMPLETELY. Downtown core has extreme traffic congestion problems so major throughfares should be kept for vehicles ONLY. Cyclists slow down traffic and cause more problems than solve. Keep them to the slower moving streets such as 23rd 21st, 4th ave 1st Ave. Keep them AWAY from Idylwyld!!
- "Keep bikes off of Idylwyld!!"
- The less bike lanes the better
- How about funnel bikes to roads where there is less traffic congestion, safer for cyclists better for traffic.
- People won't use only the bike path to bike on, they'll use whatever sidewalk they can. And if there's no sidewalk they'll just bike into traffic!
- Why have any emphasis on cyclists at this location. Avenue B, C or 1st ave are way better options. Such a seasonal suggestion. Why not introduce cross country ski trails downtown. Its silly when all these other options exist.
- First photo.
- Bike lanes isolated from traffic and sidewalk would be preferable.
- "the blue path being called ""multiuse"" path implies heavily it would be used for walkers and bicycles...i have no problem with that except bicycle riders should be required to walk the bicycles across the roadway. and this bylaw should be strictly enforced.....bicycles are wheeled vehicles and therefore should fall under the traffic laws for the safety of pedestrians.....when my children first got bicycles they were taught if they needed to cross a roadway they must get off the bicycle and they instantly trun into something called a pedestrian and therefore have the right of way at most suburban corners. "
- I don't care about bike lanes
- Cyclist shouldn't be on Idylwyld Dr - too busy and would slow

## CYCLING: AVENUE A TO AUDITORIUM AVENUE (CONT.)

traffic. AND they don't stay on the paths anyways

- The more separated bike lanes we have, the better. Children and adults deserve to feel safe and unhurried getting around by bike. Riding a bike should be a comfortable and leisurely experience, not a race to try to placate the car behind.
- The best option would be no bike space in a province you can't use them over half the year, but we seem to act like we are in California here. If bike lanes are added make sure bikes don't have the right of way instead of cars turning right or left. Pedestrians are slow and easier to identify when turning on an intersection. Bikes travel too fast and collisions will happen if they have right of way. A car will get damage, a cyclist will die if a car doesn't see him. Edmonton introduced them and there are multiple vehicle vs bike collisions because of them having right of way. Make them stop and then cross.
- Get rid of all bike paths, they use other streets anyways, ie 3rd instead of 4th where they are there for them, they are a waste of space
- Prefer a continuous bike path along Idylwyld for connectivity and simplicity reasons.
- Keep bikes off of the main roads at all times. I bike all the time and it just isn't safe to have bikes sharing the very roads like these.
- Bike lanes do not belong in downtown. Many areas of town do and will benefit from them the downtown core is not one of them.
- Bikes as transportation are used heavily by marginalized populations with lower socioeconomic statuses. Giving these people access to bike lanes allows them to participate in the privilege of regulated transportation systems. Denying this, however, allows those who have the privilege of a vehicle the benefit of getting home 5 minutes sooner.
- Idylwyld should NOT have bike lanes. Bikes are only used during a few months of the year, giving dedicated lanes increases traffic congestion leading to more idling vehicles for a longer period of time.
- Cyclists will complain about not having a bike path but won't use the paths provided so you can't win.
- Get rid of the bike lanes.
- Adding bike paths to Idylwyld will only back up traffic more. Let them cross to a less busy street for everyone's safety
- Do NOT expect cyclists to do a detour over a block if they want to go north on Idylwyld! This is unrealistic and NOT in keeping with your Active Transportation plan. Give us lanes on both sides of Idylwyld! Or, make the sidewalks wider, paint a line down the middle and let us ride on those- transform the sidewalks into multi-use pathways which are good for pedestrians AND cyclists.
- The method to select from the two options is confusing... I'm not sure how to rate this
- No bike lanes. They are seldom used and this is a main thoroughfare.
- unable to access arrow options
- the way to vote is confusing for average person
- Median or curb protected bike lanes will be a necessity in either option
- My hesitation with this...Cyclists ignore direction. They will be going both directions on both sides of the street.

## CYCLING: AUDITORIUM AVENUE TO 23RD STREET

### Stakeholder Comments

- DO NOT PUT BIKE LANES ON IDYLLWYLD OR 22ND STREET !!!
- Way to busy a street for bike lanes
- you cannot use the private parking lot at CP station as a city street for the general public to turn on. The only people who should be using at the turn there are people who are customers of that private property
- Same as previous comment. Don't apologize for wanting to create space for cyclists.

### Citizen Advisory Panel Comments

- Bike traffic should be on side streets off ALL major streets to avoid traffic and bike collisions
- Keep cyclists off busy arteries and on to side streets. Safer.
- My choice is dependent on the assumption that this will be a safe environment for cyclists, i.e., a route that cyclists actually want to use. I don't think Auditorium Ave is a good option because of the lack of visibility for both cyclists and motorists, and because of the limits it places on cyclists' route-making.
- No bikepaths on Idylwyld at all!!!
- I'm voting for the option with bike paths. I would prefer they not be on Idylwyld and on a lower traffic street instead. But the option appears to be no bike lanes anywhere and cyclists have to go to another street without proper bike lanes -or- bike lanes on Idylwyld
- Are these bike lanes protected by physical barriers? If not, will people use them? Traffic is very heavy and e.g. families with children may be hesitant to use bike lanes if they aren't properly separated from traffic lanes.
- No!
- The 'complete street' concept does not mean that the sidewalk, cycle track, transit lane and vehicle lane must be located side-by-side along the same street. These completely separate modes, each with its own unique requirements, can be drawn along quite different physical routes, which is not being explored adequately in any of these schemes.
- Prefer less vehicle dense roads to cycle on.
- Too much focus on bike paths that rarely are used. Make traffic issues for the 98% other traffic
- Okay, so if I am cycling on Idylwyld I am going to/from Sask Poly either downtown to shop or to cross the Idylwyld bridge. Wall St is great, but where does the whole path go for North - South travel?
- This is a survey that mainly addresses biking and should be labeled as such. This is not a general traffic survey. I am removing myself from further surveys and will be talking about this with my Councillor
- No bike paths
- Bikes off Idylwyld
- I am very much opposed to the needs of cyclists being viewed as more important to that of motorists. Make the cyclist pathways on sidewalks...curbside lined as currently on paved streets
- I am ALL for less driving and more biking/walking generally but Saskatoon is a winter city and bike lanes simply aren't the answer. More bikes in that area is dangerous.

## CYCLING: AUDITORIUM AVENUE TO 23RD STREET (CONT.)

### Public Participant Comments

- Cycling on Idylwyld would be so unpleasant, I would likely never do it even if there were bike lanes. I find it interesting though, that in this tradeoff, there is no suggestion that the other streets will be designated bike paths and I wonder why that is. From a public eye it makes it look like cyclists are being neglected or excluded from the plan. (that said though, Wall St connects to nowhere so a N-S lane on 1st or 2nd avenue is ideal)
  - Keep bikes off Idylwyld
  - I would prefer cyclists directed to nearby streets, but Wall St and Pacific Ave are short with dead ends, so I do not see much value in them.
  - In order for Idylwyld to become something other than a traffic thruway it needs to have foot and cycle traffic.
  - Please put bike lanes all down idylwyld!!! As far as possible. We need to get bikes moving with traffic on all of our major roads!!! 8th, college, 22nd etc for long stretches. Otherwise you can not make it anywhere efficiently on bikes if you are continually being directed off main roads!!!!!!!
  - Cyclists should not be aloud on Idylwyld during peak time
  - I don't feel safe bicycling on Wall Street. Pacific is marginally better, but there is a whole lot of parked cars coming out into traffic from Midtown parking and from street who sometimes don't watch for bicycles. Idylwyld has no on street parking, and no line ups from parkades, so it feels safer for bicycles, though no bike lane
  - I don't feel safe bicycling on Wall Street. Pacific is marginally better, but there is a whole lot of parked cars coming out into traffic from Midtown parking and from street who sometimes don't watch for bicycles. Idylwyld has no on street parking, and no line ups from parkades, so it feels safer for bicycles, though no bike lane. So this decision depends on further changes made to Idylwyld as well. But right now I would rather bicycle north south on Idylwyld or go all the way to the bike lane north south down town, or stay on Avenue B or Avenue C.
  - Bike paths are a waste of money since they're hardly used, stop pandering to the few people who complain and listen to the vast majority.
  - Keep bike lanes to side streets
  - Cyclists not on main roads
  - Keep cyclists off of Idylwyld COMPLETELY. Downtown core has extreme traffic congestion problems so major throughfares should be kept for vehicles ONLY. Cyclists slow down traffic and cause more problems than solve. Keep them to the slower moving streets such as 23rd 21st, 4th ave 1st Ave. Keep them AWAY from Idylwyld!!
  - keep bikes off of high traffic street!!
  - Again the less bike lanes the better.
  - Bike paths on both sides of Idylwyld Drive
  - Once again avenue B or C are great cycling options. Why introduce cycles to busy streets like this.
  - Bikers shouldn't be on idylwyld for any amount of time. Block or two max to get onto side streets. Dangerous and causes delays
  - Get cyclists off idylwyld
  - Bike lanes should be removed altogether.
  - Neither of these scenarios connects Auditorium St to the 23rd
- St separated bike lanes, so I'm not comfortable voting either way. We really need a separated bike lane along Pacific connecting to Auditorium, Midtown Mall and ultimately to 20th St, Riversdale, the Meewasin Trail and beyond.
- You can't use bikes for over half the year. What is it with bike lanes in this city. How about you fix pot holes? Fix sidewalks? Fix the horrible asphalt all over the city?
  - I have never used nor ever will bike on idylwyld. There are more pleasant routes to take that are less busy
  - This city will face a harsh developmental future for the downtown core if you do not give cyclists mobility to participate within it. Forcing people to use vehicles for safe and fluid transportation will put considerable barriers on social development, but give benefit to travellers who do not reside in the area.
  - Bike lanes are a waste of money
  - This depends entirely on the type of bike path the city installs. If they are concrete barricades, then bike paths on both sides of Idylwyld makes the most sense because it is the most direct route. However, if they are painted "sharrows" or a painted bike path, having them in Idylwyld will not be safe
  - Get rid of the bike lanes
  - Let's bikes go on less busy roads, they stay safer and traffic flows faster with less pedestrian and bike crossing
  - Cyclists are entitled to the use of main thoroughfares. Directing them to other areas may not prevent all cyclists from using Idylwyld and for that reason could fail to improve traffic safety.
  - unable to access arrow options
  - better descriptions are needed for this
  - I support improving bike lanes in the city, but Idylwyld is basically a partial accelerator and even with proposed changes is too dangerous to suggest as a major bike route.
  - Median or curb protected bike lanes will be a necessity in either option
  - While I like the idea of bike paths on both sides of the street - to coincide with vehicle direction, most cyclists ignore this and bike either direction on any side of the street.

## APPENDIX A.4

IMAGINE IDYLWYLD ONLINE SURVEY #2  
JUNE 9<sup>TH</sup> - 23<sup>RD</sup>, 2017

SURVEY HOSTED USING METROQUEST  
[www.saskatoon.ca/Imagine-ldylwyld](http://www.saskatoon.ca/Imagine-ldylwyld)

**CATEGORIZED COMMENTS:  
AUDITORIUM AVENUE ALTERNATIVES**



## AUDITORIUM AVENUE: EXISTING CONDITION

### Stakeholder Comments

- REMOVE LEFT TURN LANE FROM 22ND STREET ONTO AUDITORIUM
- Ugly space to walk through, and occasionally trucks or semis blocking lane for through-traffic.

### Citizen Advisory Panel Comments

- This arrangement is functional for the most part. It's not the safest for pedestrians who intend to traverse the entire strip (say, from the surface parking lot across from the auditorium, all the way to the food court doors at Midtown) but I'm not convinced that there are glaring problems here that are worth the resources it would take to solve them. In general, I am more concerned with the urban quality along the Idylwyld corridor proper.
- This is impossible to figure out! Simplify questionnaire!
- This whole area is hard to navigate currently. I avoid it.
- we cannot afford to lose any parking downtown
- The current situation is a disaster.
- I think it is pre-mature to be planning for Auditorium Avenue while the possible SaskTel Centre relocation discussion is ongoing.
- This is good management the way it is and allows for better tourism and access to our main facilities and malls it gives people space to gather which we want around these facilities as they generate lots of revenue for our city and attract travelers who will spend money here.

### Public Participant Comments

- Just leave it alone. there is nothing wrong with the way it is.
- PARKING IS VERY IMPORTANT TO KEEP/IMPROVE
- The real issue is still the large trucks for stock to the mall and for performances at the auditorium. Removing all parking and allowing two way might be better.
- remove the left hand turn from idylwyld onto auditorium. People can drive across the street. Create a better corridor for the left turn, straight or right turn from auditorium onto 22nd (no-one follows the overhead signs, because the sidewalk makes narrow lanes)
- Out of all the options given I like the existing one the best. You can also reduce speeds too if you wish. There is no reason that I would so desire or choose to walk nor bicycle here unless parking on Avenue B- where there is good lengthy parking for reasonable rates, and walking in to the Midtown Plaza. I would not choose to bicycle or walk here to access TCU place from 21st Street
- Should only be one way. Cars get congested in there a lot.
- just make the sidewalks level
- people like to use Aud Ave for short time parking...and its a nice route for dropping off people who are using the auditorium
- Fine how it is, all other options seem worse and do not provide parking. There are a couple handicap parking spaces that wouldnt exist anymore
- just leave it alone, it works now, I don't see how any benefit can be gained from trying to draw more traffic into that street when people are trying to drop of someone for an event
- Change to all 1- way traffic
- Cars should not be parking on this little street unless unloading, or picking up someone who is less mobile

- Auditorium Ave should be maintained basically as-is. It was not designed, nor should it be re-designed to be a key corridor for pedestrians, vehicles or cyclists. Its primary function of being a service lane, as well as the benefit of short-term parking, drop off and pickup access, should be maintained.
- this little map makes it hard to follow this idea. In fact you need a radical plain language re-write of this entire survey! Consider the grade level, remove engineering jargon, don't expect people to study HOW to fill in a survey, it is your job, which you are being paid for!, to get public input. I'm afraid I'd give you a failing grade on this survey.
- Walking here feels sketchy - behind buildings and limited visibility
- All other options completely eliminate parking. If bike lanes are added along both sides of Idylwyld then changes to Auditorium Ave are less critical. Alternate options that should be considered are removing the sidewalk from all or most of the west side of the street and widening the east (or vice versa) and if two-way traffic is desirable, consider removing parking on the west side as well. Though I don't see any real benefit to adding two-way traffic.

## AUDITORIUM AVENUE: ONE-WAY

### Stakeholder Comments

- there is barely room for two-way traffic here and this Street should not even be considered for a bike lane.
- -put parking back in
- Less ability to give the area more character.
- This whole street is a waste of time and money. IT should be 1 way from Idylwyld to 22nd St.

### Citizen Advisory Panel Comments

- A counterflow cycle path is a terrible idea. There needs to be consistency across the city for how traffic moves and behaves - this is true for multiple reasons, but in the case of cyclists, there is the additional reason that sharing the road with motorists poses a risk for cyclists and a worry for motorists. One of the reasons motorists complain about cyclists is because they're afraid of killing someone. If you make cyclists' behaviour and movement patterns inconsistent, you trigger this fear (in a very real way). You also increase the real risk of harm to cyclists.
- Totally forbid private motor vehicles on Auditorium Avenue, while taxis and Access Transit are allowed. As I mentioned before, not the best place for cyclists. Excellent place for goods deliveries to Midtown and adjacent buildings plus pedestrians. Sidewalks could be optional with low speed limit, thus shared space or so-called 'woonerf'.
- Totally forbid private motor vehicles on Auditorium Avenue, while taxis and Access Transit are allowed. As I mentioned before, not the best place for cyclists. Excellent path for goods deliveries to Midtown and other adjacent buildings plus pedestrians. Sidewalks could be optional with low speed limit, thus shared space or so-called 'woonerf'.
- Totally forbid private motor vehicles on Auditorium Avenue, while taxis and Access Transit are allowed. As I mentioned before, not the best place for cyclists. Excellent path for goods deliveries to Midtown and other adjacent buildings plus wide sidewalks for pedestrians.
- DO NOT GET RID OF PARKING!!!!
- avoid one way bike paths, it should accommodate both south and

## AUDITORIUM AVENUE: ONE-WAY (CONT.)

northbound bike paths.

- Parking / loading is already difficult in this area. Please do not remove it entirely.
- A counter flow cyclepath seems dangerous with Saskatoon drivers.
- Why would you not entertain to have this one way only. No access from Midtown to Idylwyld Drive, period
- "No bikes."
- Can the road be a multi-use path instead of a designated bike lane?

### Public Participant Comments

- Remove left turn capability from Auditorium ave on to Idylwyld. Keep it right turn only on Idylwyld.
- I'm sure everyone is congratulating themselves for putting in a bike path, only to have it end at 23rd. Un-gap the map.
- "Who are all these bikers we think we are trying to cater to. This is not Denmark. Plus when we do build bike lanes they don't even use them."
- get bikes and people moving both ways here!!! needs to be walkable and biteable so close to mall...get foot traffic going here...maybe even some area for people to hangout
- No more bike paths
- Having no loading zones for this area is stupid, we don't want a dead down town, the outlets drawing people down town need their deliveries. It is a really ugly area for walking or bicycling in until one gets between the YMCA and Midtown. If the changes for bicycles and pedestrians are made on Idylwyld, why do bikes and people also need access in both areas?
- this is weird, what benefit do we get for a one way South bound bike path? where do the northbound bikes go?
- Need to ensure that cyclists and pedestrians are not darting out into traffic, however getting rid of parking and loading zones would make it much easier to see cyclists and pedestrians.
- Street parking in that area is valuable!
- Get rid of bike path, use a multi use path
- "Make it two-way"
- Loading zones and parking spaces are vital
- I like the idea of a bike lane but this one way street for just ONE BLOCK may negatively impact people's ability to access downtown and the mall.

## AUDITORIUM AVENUE: ONE-WAY

### Stakeholder Comments

- this is a bad idea and way too confusing. There is no room for traffic and bikes on this street. It is a narrow street
- Can create a nice space (ie cobblestone walking/driving street).
- Why does every street need to have a bike lane?! Huge waste of tax dollars for the 3.8% of the population that rides bikes.

### Citizen Advisory Panel Comments

- I don't know about this. I mean, how much can you trust people to solve problems on the fly when conflicting uses arise? This is not

an area of traffic flow; people are parallel parking (and trying to parallel park on the 'wrong side'), coming in and out of driveways, and making unexpected stops to pick someone up at the mall or the auditorium. I don't think those are great conditions for shared space. I think this area needs a clear hierarchy of use, separate spaces (although cyclists and pedestrians can maybe share), and clear rules of use.

- No parking? I don't know. These spots are valuable for their proximity, and proximity matters to some people. I don't understand why this corridor is such a prominent part of this survey. It's a glorified alley and a pretty ugly one at that. Unless you're going to make it pretty and enjoyable as well as functional, I don't think we should spend any resources on it at all.
- Multi-use paths in this busy Downtown spot are an absolute no-no.
- Multi-use paths in the busy Downtown are an absolute no-no. The sidewalks my previous option could be eliminated if space is tight for goods trucks along Auditorium. With a low speed limit, the entire street surface could be shared as a so-called 'woonerf'.
- DO NOT GET RID OF PARKING!
- Parking access is greatly preferred, Loading zones are the bare minimum for this area

### Public Participant Comments

- I think a sidewalk for pedestrians is important.
- a brutal space, needs some art, colour, light.
- whichever option is chosen, if this area will have increased pedestrian and cycling traffic it needs a major upgrade of lighting and needs to make people feel safe. Currently it feels like a dark and sketchy area to be in especially after dark
- This design looks cluttered
- Regina has this model by Victoria park downtown. It works quite well!
- yes!!!! get everyone moving together!!!! especially bikes and walking in both directions!! ;)
- I do not support cyclists sharing space with pedestrians. This leaves pedestrians vulnerable to injuries from careless cyclists
- Shared surface between pedestrians, cyclists & vehicles is a huge error - accident waiting to happen
- One way vehicle traffic, no parking/loading, and a SEPARATE multi use path on one side is better than all the options listed. Anything where bikes and vehicles share space in the downtown core is dangerous.
- Sometimes that parking on this street between the YMCA and the TCU place is sweet and really really helpful. This answer depends on what choices are determined for Idylwyld. If I can walk/bicycle safer on Idylwyld, why would I also need a duplicate bicycle/pedestrian walkway here? This area with parking and loading zones - well there is really no bicycle or pedestrian "Destination" no park - no main entranceway. This road is made for vehicle traffic, it makes no sense to try to divert bicycles and pedestrians here, I feel safer on Idylwyld, even in the squishy conditions which exist today. I would much rather avoid this road. If I have to bicycle/walk north south I would carry myself over to 1, 2 3 or 4 avenue, or if I want to bicycle safer, I go to Avenue B
- this is horrible, dont get bikes to be biking into traffic
- Can the two-way access be one-way as well? That would help.

## AUDITORIUM AVENUE: ONE-WAY (CONT.)

- Consider reducing parking along the side of TCU Place only to widen passage but retain parking on the entire street adjacent to YMCA. We need to retain parking in downtown core
- Seems tough to decide who can go where when in a car or on a bike. A bit too chaotic.
- The best option is to ban motor vehicles altogether from Auditorium, except essential deliveries and perhaps parking. We need a fully separated bike lane along Auditorium that connects to the North-South corridor, be that along Idylwyld or whatever. Motor vehicles driving and idling beside the YMCA playground where the children have no choice but to breathe car exhaust, is totally inappropriate. That playground is so depressing. No child should have to breathe that. We refused to send ours there when we had that option.
- bikes should be limited to one way traffic as well.
- shared space with cars will not work here, someone will get ran over, as ppl already know its a thru road.
- I do not support removing the parking completely from Auditorium Ave. There is already a lack of short-term metered parking near TCU Place.
- there are WAY too many options for this question. I'm not familiar where the rear access for the mall is. The map is too small. What do you want us to decide on here?? If it is to close a road to traffic and have it just for pedestrians and cyclists that would be fabulous and could increase trade to the mall/downtown. This works in many other cities in North America
- The real issue is still the large trucks for stock to the mall and for performances at the auditorium. Removing all parking and allowing two way might be better.
- remove the left hand turn from idylwyld onto auditorium. People can drive across the street. Create a better corridor for the left turn, straight or right turn from auditorium onto 22nd (no-one follows the overhead signs, because the sidewalk makes narrow lanes)
- Out of all the options given I like the existing one the best. You can also reduce speeds too if you wish. There is no reason that I would so desire or choose to walk nor bicycle here unless parking on Avenue B- where there is good lengthy parking for reasonable rates, and walking in to the Midtown Plaza. I would not choose to bicycle or walk here to access TCU place from 21st Street
- Should only be one way. Cars get congested in there a lot.
- just make the sidewalks level
- people like to use Aud Ave for short time parking....and its a nice route for dropping off people who are using the auditorium
- Fine how it is, all other options seem worse and do not provide parking. There are a couple handicap parking spaces that wouldnt exist anymore
- just leave it alone, it works now, I don't see how any benefit can be gained from trying to draw more traffic into that street when people are trying to drop of someone for an event
- Change to all 1- way traffic
- Cars should not be parking on this little street unless unloading, or picking up someone who is less mobile

## AUDITORIUM AVENUE: TWO-WAY

### Stakeholder Comments

- REMOVE LEFT TURN LANE FROM 22ND STREET ONTO AUDITORIUM
- Ugly space to walk through, and occasionally trucks or semis blocking lane for through-traffic.

### Citizen Advisory Panel Comments

- This arrangement is functional for the most part. It's not the safest for pedestrians who intend to traverse the entire strip (say, from the surface parking lot across from the auditorium, all the way to the food court doors at Midtown) but I'm not convinced that there are glaring problems here that are worth the resources it would take to solve them. In general, I am more concerned with the urban quality along the Idylwyld corridor proper.
- This is impossible to figure out! Simplify questionnaire!
- This whole area is hard to navigate currently. I avoid it.
- we cannot afford to lose any parking downtown
- The current situation is a disaster.
- I think it is pre-mature to be planning for Auditorium Avenue while the possible SaskTel Centre relocation discussion is ongoing.
- This is good management the way it is and allows for better tourism and access to our main facilities and malls it gives people space to gather which we want around these facilities as they generate lots of revenue for our city and attract travelers who will spend money here.

### Public Participant Comments

- Just leave it alone. there is nothing wrong with the way it is.
- PARKING IS VERY IMPORTANT TO KEEP/IMPROVE

## APPENDIX A.5

IMAGINE IDYLWYLD ONLINE SURVEY #2  
JUNE 9<sup>TH</sup> - 23<sup>RD</sup>, 2017

SURVEY HOSTED USING METROQUEST  
[www.saskatoon.ca/Imagine-Idylwyld](http://www.saskatoon.ca/Imagine-Idylwyld)

**CATEGORIZED COMMENTS:  
ANYTHING ELSE TO SHARE**

## ANYTHING ELSE YOU WOULD LIKE TO SHARE?

### Stakeholder Comments

- I typically cycle, so avoid Idylwyld as much as possible.
- Idylwyld traffic affects the entire access to west-side business operations. In addition to flow-through traffic, strong consideration should be given to how traffic flows away from Idylwyld as well, especially in Riversdale area.
- I'm a business owner and resident of Riversdale. I use Idylwyld almost daily for driving, walking and weekly cycling.
- This is still a vehicle centric area of our city. I travel the area in my car and on my bike. Very few other bikes in the area. Pedestrians are basically East West oriented.
- I found the format of this survey to be a bit confusing when it came to the options and choices for answering.
- Preference would be given to drawing more traffic to Wall Street area to show that we are here and easily accessible.
- the emphasis for this Imagine project should be beautifying Idylwyld. I see very little plans for that. The city seems to continually overlook the fact that Idylwyld Drive is the main thoroughfare from the airport to downtown Saskatoon. It creates the first impressions of our city. We need to make it look beautiful but we also need the traffic to flow quickly and is much as I also enjoy my bike, this is no place to have people biking
- Bicycles should not have priority over vehicles.
- I live at The Banks and have my business at Wallstreet Common. I walk this corridor and/or Avenue B each way twice daily. My preference is currently Avenue B as Idylwyld is ugly, loud and dangerous. But crossing Avenue B at 22nd is also dangerous. Would like a better solution.
- Anything to humanize the corridor a little more goes a long way. What about transit planning?
- Not impressed with your survey
- green space is needed.....encourage curb side planting and gardens
- Please don't impede vehicular traffic any more than you already have. 4th Ave is a complete disaster with these bike lanes. Most people I talk to don't venture downtown because of them. I have to because of my job, but if I didn't have to come downtown I wouldn't. Mainly due to the traffic issues caused by your poor planning and lack of experience driving for your daily commute.

### Citizen Advisory Panel Comments

- This is already a congested area, I am not a fan of bike lanes being added on major streets, but would rather see them on 24th/23rd with side street access to Spadina, or major ways to get onto bridges etc.
  - You someone out to quarry the pedestrians and bike riders on Idylwyld. Studies in Edmonton have shown that computer questionnaires you're very different results from the people who actually used the street
  - Found the survey somewhat confusing, but pleased our City is asking for input!
  - I'm disappointed that this survey left out questions of urban quality and land use. I was expecting more of a focus on that.
  - It figures, this part is clear as a bell! Way to go!
  - The bike lanes on 4th Avenue are crazy and a waste of space. Should be on third or Spadina
  - I do not drive. These scenarios are too complicated to rate on this
- online survey. My main interest is that the area is easily accessed by bus, foot and bike. Make sure every street has a sidewalk.
  - Turning right onto Idylwyld Dr South bound from 22nd street w is scary as people squeeze by and even drive on the sidewalk by the hot tub store. Afraid of getting rear ended or road rage for not moving up
  - Too much focus on Bike lanes the really are not well used!
  - Thank you for accepting input. I'm starting to rebuild trust that our current council will use the input.
  - I tried to do this survey. As I read information, the stupid pages jumped to the next one everytime. You call this a survey? It appears you were more interested in having a fancy program than have a properly done survey. I have no time for stupidity. Do a questionnaire like everybody else.
  - I feel honored that you provided me with the opportunity to take part in developing my city. I am living here for a long time. Idylwyld drive needs a go through drive. And should be super fast. A overhead bridge of steel for pedestrians is also suggested. See its feasibility
  - Anything we can do to improve road safety for cyclists and to improve bus service will help alleviate the traffic issues we are facing.
  - Bike lanes will seriously complicate Idylwyld Drive and should not be considered.
  - Please lose the bike lanes. Downtown Saskatoon is too narrow.
  - The worst case is coming down Idylwyld and traffic is backed up at Auditorium road and then at 22nd. 20th should have two turn lanes.
  - This is a great idea to get the public's input! Much appreciated.
  - I am a frequent user of the auditorium and anything that makes access easier
  - Above all, stop worrying about the motorists and instead keep in mind a pleasant, safe and emotionally satisfying urban environment for residents and visitors alike, with special attention placed on children and the elderly as pedestrians, transit users and users of other active transportation modes. Finally, don't forget the supply of goods to the businesses.
  - Get rid of the bloody train tracks!!!!
  - survey does not work on mobile
  - Luckily I don't need to use Idylwyld as much now that Circle drive is complete. The road is not as well maintained as the freeway so I prefer not to risk my vehicle by driving on bad roads.
  - I think this portion of the city is way overdue for updating and making the area more attractive
  - One lane turning from Idylwyld onto 22 would be a serious mistake. Traffic congestion would be terrible.
  - I couldn't see the stars on the survey.
  - as a mother and working woman, I use this route on weekends, weekday after school, and occasionally during the weekday (peek times) for appointments
  - I want to see enhanced transportation for cyclist but it must be safe as traffic speed is a factor for safety with bikes
  - I used to be a major construction worker and have economic degrees. I worked for intel and microsoft and know about networking people. Now I am District I.T. for all 47 +6 upcoming

## ANYTHING ELSE YOU WOULD LIKE TO SHARE (CONT.)?

Catholic schools and know a lot about transportation and business in this city and how to move the people that impact our economy here. (the ones that matter) Please consider my input into your projects as I see the big picture and the future of our city.

- I both bus (twice daily M-F) and drive along Idylwyld regularly
- Idylwyld needs to have 3 lanes north bound all the way to 25th street, do not shut that lane down at 24th street wasting the new access to 25th street bridge.
- I travel by car daily on Idylwyld in winter. Intermittent use by bike in summer.
- Thank you for considering bicycling & pedestrians in your traffic flow projects.
- this survey is too complicated
- "there are enough quieter streets that lead to and from downtown that cyclists can use and be safer while keeping traffic flow running smoother on idylwyld drive"
- there were no options for landscaping and personally I feel idylwyld could use an uplift in trees
- The new 25th St intersection is badly designed for any one living in Caswell Hill trying to go east or to access 25th St from downtown.
- Why are you considering bike lanes on busy arteries?
- I'm a bike commuter but I avoid Idylwyld in it's current configuration.
- I would like to see better traffic light timing at 24th st when turning left (south) on to Idylwyld from 25th st. Currently traffic backs up while waiting for the light at 24th st to turn green. If the light at 24th turned green sooner, there would be a better flow for the vehicles and they wouldn't get backed up at the 25th st intersection. Thank you
- "Any possible widening of Idylwyld would be an asset as well as trees/decorative light posts or other beautifying techniques. Rerouting semi trucks would be awesome too."
- Auditorium Avenue should be one way only. For all scenarios.
- I found the options confusing at times, perhaps due to the small computer screen, but it was hard to envision all the scenarios.
- Thx 4 the survey with well thought out options!
- This survey was very difficult to navigate.
- barriers on idylwyld near intersections need to be removed. winter snow removal and car placement in dedicated turning lanes will be improved. idylwyld and ave A south should be closed to traffic.
- Please note my comments regarding cyclists and the apparent priority being given to this mode of transportation on the streets. I firmly believe that use of sidewalks close to the curb would be a much more efficient and safe mode of travel for cyclists and motor travel efficiency and safety
- Ideally bike lanes would be partitioned from motor vehicle traffic by more than just a painted line. A separating curb would be ideal and prevent cars on this high traffic street from endangering cyclists by driving in the bike lanes.
- Not a big fan of bicycles travelling on Idylwyld, lots of traffic and semi's etc. affects vision. Street is narrow to add bike lanes. I would like the bikes to cross over on the side streets to head east or west.

- In cities where there is a great bus system like Vancouver or great train/LRT like Calgary or Toronto, reducing downtown traffic is laudable. Saskatoon has neither so consideration of personal vehicles are a necessary evil. Simply adding biking lanes is expensive and will create 10x the problems than it hopes to solve. Many do have to walk in that area but not so many that we need expanded sidewalks.
- I don't like the current bike lanes down 4th ave. roads should be shared, road users must be better educated and roads must be better policed.
- Consider pedestrian and cyclist overpasses to reduce wait times for crossing Idylwyld at 20th, 22nd & 24th or 25th.
- NO bicycle lanes in winter. No bicycle lanes at all on Main arteries i.e. Second Ave
- "I mostly use Idylwyld to access 20 St., and Harry Bailey Pool and other places north of 25 St. by car. Any plans to upgrade Idylwyld north of 25 St.?"

### Public Participant Comments

- need more variety of trees in our city that are not planted in concrete coffin boxes. Can't be scared to plant elms and Manitoba maples.
- Additional option, no right turn from Idylwyld Dr onto 20th St. Vehicles use Ave A. Also, wider cross walks would be nice.
- I would use Idylwyld more if the traffic flow was better. I also pick up and drop of a teen at the YMCA so this portion of the issue needs resolution as it is difficult to pick up you child following lessons.
- Cyclist are not using the designated bike paths and is it worth congesting vehicular traffic for the bike friending image? I feel we need to make it as less frustrating as possible for residents to visit the downtown area in their CARS!
- Traffic flow needs to be improved because there are already very few ways to get from the downtown core out to a freeway.
- I bicycle downtown as well but generally avoid Idylwyld Drive as I find it not safe to cycle on that road.
- This project is a waste of money and needs to be stopped immediately.
- eliminate the left turn into Auditorium Ave, or adjust the lane widths to permit cars to pass to the right of the left turn lane in winter.
- Look at installing U-turn lanes (possibly after 25th) on Idylwyld and encouraging vehicles to turn right on and off of Idylwyld. Then, remove left turn access from 23rd and 24th to make traffic flow better.
- Extending the 3 lanes of traffic is the best solution to rush hour traffic
- Thank you for working to improve this area. It's exciting for a pedestrian commuter and resident of the area!
- Idylwyld is a major traffic route. Any work done on this area needs to focus on vehicle traffic. Bicycles can use other routes.
- I don't see anything about tackling the "wall" that Idylwyld creates. I think a pedestrian/ cyclist bridge that links 20th street to auditorium ave would be amazing for creating a connection between the two spaces. Especially if it was built like a bridge park
- traffic circle at 22nd street and idylwyld

## ANYTHING ELSE YOU WOULD LIKE TO SHARE (CONT.)?

- Move the stop line on the north side of the tracks. North of 25th st
- I'm most interested in improving traffic flow along Idylwyld. It's my daily commute. Although I like to bike recreationally, I don't typically bike along Idylwyld.
- Changes to the area of Idylwyld and 24th have already had a negative impact on the people who work in that area (ie in the IC building), with reduced access and difficult egress. It is to be hoped that the proposed changes will not cause further problems.
- Please...for the love of all that is holy...keep bikes off major streets! I am on 4th Ave every day and the bike lanes are not properly used by bikers. I can't imagine the horror of encountering bike lanes on 20th or 22nd or Idylwyld. We do not have a cycling friendly climate (both weather and attitudes) and other huge cities (New York) have no bike lanes
- The commercial zone on the east side of Idylwyld north of 25th and south of 29th are a blight on the city and a hotbed for crime. Please think about how to redevelop these areas, it feels unsafe to walk to work past the Northwoods every day.
- Glad to see that we are starting to address some of the active transport issues in the city. Four seasons makes commuting difficult and road maintenance troublesome.
- Move the train, make the green lights longer. No left turns on 23rd st heading west.
- "We have enough bike lanes. Stop wasting tax dollars on these issues."
- I know you just did a bunch of renovations on the corner of 22nd and Diefenbaker drive. There is a huge problem when you were coming from the west on 22nd St. and you turn south onto Diefenbaker. Everybody is entering the shoulder and driving up the shoulder so they can make the right-hand turn onto Diefenbaker. The turning lane there needs to be extended from the existing two or three car links from the light, as I said people are starting to drive up that shoulder from almost at the lights at Betts Avenue. Something needs to be done.
- Would like to see more definitions toward the disabled in these ideas
- Allow for two left turning lanes onto 24th. One left only, the right lane left or right turning. This street gets clogged from 1st to Idylwyld during commuter times.
- I am looking at these options and have a feeling they are too short-sighted and don't address the frustration points of the users of the downtown core.
- This city needs improved public transit not bike paths. It's winter more than half the year.
- I am a car commuter and a cyclist.
- The left turning lane to get onto auditorium road is too narrow and vehicles block the lane next to them.
- Please bring scramble corners back..
- Get rid of the "no right turn at red lights" please. It wastes time and benefits no one
- I don't support accommodating cyclists on such a busy thoroughfare.
- Preference should be placed on ONE wider multi-use trail, instead of 2 small sidewalks, and two small cycle lanes. We don't have the pedestrian nor cyclist volumes to create concerns with this approach. A single 3-4.0 m multi-use trail along these corridors should be a preferred alternative; It minimizes the various conflict points by having one common, predictable location for active transportation users, it decreases conflict points when compared to 2 bike lanes, and 2 sidewalks, and it creates a sense of safety by having multiple users in one area, instead of being alone and afraid other vehicles might now see you, or your vulnerable. When get hundreds of cyclists using these paths in the peak hour, and conflicts start to happen, then we should look at converting a lane or should or portion of it to another one.
- I love these surveys and that the people are being asked for input to come up with the best solution. Saskatoon needs to become more bike friendly to promote a better lifestyle and have less cars on the roads that aren't necessary.
- Move the fire hall. The area is too congested for good access for emergencies
- The biggest problem with Idylwyld is at 33rd street most of the day. The part south of 24th only gets busy during the rush hours. The lights at 22nd slightly need to adjust both for traffic north bound but 22nd street East bound and give them more light time when needed
- Tired of cyclists being given preferential treatment when sidewalks and pedestrians are being ignored
- Better timing of lights from 25th to 22nd, it's infuriating driving a half block to stop and being in the intersection due to no fault of your own
- idylwyld is a busy corridor, I cannot comprehend why we as a city are trying to jam bikes and peds so close to dangerous stinking traffic. I've cycled in cities for 10 years, you stay off of the interstate. Take nearby parallel routes that have little to no traffic. Eliminate the bike lanes!
- Avenue C from 33rd to River Landing should be a cycling through-fare and promoted pedestrian space. It gets residential, non vehicle traffic movement off Idylwyld and then people can cross downtown at any Street.
- I work out of Idylwyld center
- Please keep obstructions off the sidewalks as much as possible. No fancy streetscaping that will get messy for most of the year. Reduce the number of driveways entering and exiting the busy road. No left turns to the old rail station. Provide for sweeping of the sidewalk after winter.
- Separate bike paths from roadways wherever possible. It just isn't safe to be a cyclist anywhere near downtown.
- Something with the railcrossing, idylwyld n 25th, mayhaps no trained drink rush hours
- Reduce Transit. Nobody uses it.
- Please include more bike lanes to make the roads safer for cyclists.
- Discourage cyclist traffic on Idylwyld by creating better spaces for cyclists on adjacent roads like B, C, Wall or Pacific Avenues. Idylwyld needs to keep cars and public transit MOVING.
- While I would love to see Saskatoon more accessible by bike, I'm not sure if idylwyld is the appropriate spot to take away roadway space due to the existing traffic congestion. My answers reflect that, supporting bike Lanes on secondary streets. Idylwld doesn't need much more other than better pavement, lighting, and less drab grey concrete..trees and planters would go a long way.

## ANYTHING ELSE YOU WOULD LIKE TO SHARE (CONT.)?

- Why are you making getting into caswell a joke first 25 st then Ave d by barns now one way and now no left at Jameson and to boot I gotta pay a permit to park in front of my house on 25 st where is the educated people running this gong show around caswell area?
- Idylwyld is an incredible eyesore. It is dirty, noisy, and devoid of trees, plants, and artwork. Walking along it, which I often find myself doing, is a huge pain. Cycling on it is incredibly dangerous. If we want to encourage the citizens of Saskatoon to switch to alternative forms of transportation, improvements such as bike lanes and cleaner and more attractive sidewalks are essential.
- The aesthetic of the area has a huge impact on how it will be used. It will be important to ensure that the newly created sidewalks/paths/cycling routes are done in a way such that it feels less like a concrete jungle and more like the river valley city within which we actually live.
- I feel like the choices given are misleading in some ways. You somehow present that putting more sidewalk in at idylwyld will improve traffic? before making and decisions about bike lanes, seriously do a study, I personally would not feel comfortable biking it and am sure many would agree
- I would NOT widen sidewalks on Idylwyld because there's not much north south ped traffic. There's more east west.
- I am mostly interested in giving my input since I see changes being made in Saskatoon and I don't like many of them thus I have decided to try and keep up with what is happening and give my input so that I can at least try to see changes made that I feel are better for our city.
- The far East lane of Idylwyld between 24th and 25th should have that small parcel of land expropriated. This would allow commuters to travel north freely in the right lane from 20th thru 25th and not bottleneck at 24th. This would allow commuters easy access to turn East off Idylwyld at 25th.
- Idylwyld usually clogs at 33rd ....and traffic is pretty heavy from 20th to 33rd in the morning during the rush hour to get to work. I would like to see the Firestation use Ave B ...they could design an entry access into their facility from Ave B so that their LARGE trucks would not have to stop all traffic and back up into their parking garage...rather than that they could drive around to Ave B and drive straight in...this would assist in traffic flow because when they back into their garage they set of RED LIGHTS from 20th to 22nd Street s and all traffic is halted.
- Bike lanes dont belong on a busy street such as idylwyld. It would be a disaster.
- Please stop spending money to make bike lanes that I never see anyone on, thus creating chaos downtown and less parking as people do not know how to manoeuvre with these new lanes and they are very confusing, also make driving more difficult etc. More designated turn lanes would help down town and more parking instead of less. If we had more angle parking instead of parallel it would create more parking spaces
- Great initiative.
- Keep cyclists off of Idylwyld COMPLETELY. Downtown core has extreme traffic congestion problems so major throughfares should be kept for vehicles ONLY. Cyclists slow down traffic and cause more problems than solve. Keep them to the slower moving streets such as 23rd 21st, 4th ave 1st Ave. Keep them AWAY from Idylwyld!!
- Do not remove driving lanes to put in bike lanes. Biggest mistake about the bike lines by City Hall etc. is that we have now lost driving lanes & parking has become a nightmare. I support the bike riders however, the ratio of vehicle drivers to bike riders is not balanced enough that people now have to drive with one less lane and risk their vehicles being damaged as they are now parked so far closer to the middle of the (ONLY) driving lane for traffic near city hall
- No Bike Lanes as the road is already Congested for vehicles.
- I feel that idylwyld should get more attention at being paved the turn lanes takes for ever to turn left on to 25th street and so on rash hour traffic down there makes my times for delivery tank whatever you guys do I know it will be the right decision
- Make north point up in future illustrations.
- I drive to work downtown 6 days/week - bike lanes on 24th are not utilized yet space is taken and out-of town (as well as local drivers are confused). I see a few bikes however they are on the sidewalks - not in the bike lanes!
- I personally would like to see this city improving the experience for bikes and pedestrians overall. There is enough (often unnecessary) infrastructure tailored to vehicles (the \*new\* Victoria Bridge a complete waste of \$\$\$).
- I am a cyclist as well and work in the north end, with no good bike passages to get to the airport. I prefer to be off main roads, and where it's safer but have had to ride on major roads with large fast moving traffic to get to work. For that reason I can no longer ride.
- Please always use maps with the north UP! The representation in this survey is quite confusing. Thanks.
- As a rule at peak times the traffic is worse
- More bike lanes
- If you'd like to choke off more vehicle traffic by making more bike lanes, be my guest. It is necessary for me to use a personal vehicle as my mode of transportation. I can't switch to a bike, or a bus, or a cab. So if you don't want me downtown, I won't go. Bye Felicia.
- It's important to design the city for livability 24/7 not just for a few hours each day. That's what makes a city great. No high traffic flow street will inspire someone.
- This doesn't seem necessary at all, hardly anyone bikes in those areas, stick to side streets
- I'm so glad you're looking into this! Idylwyld is such an eyesore and a pain to drive through even though it can be faster than Circle Dr or others for me.
- This survey has been confusing and I don't know if I fully understood the diagrams and questions. This stretch on Idylwyld from my perspective as a pedestrian and cyclist is frightening and unsafe. The sidewalks are inadequate. Cycling on the roadway is not an option. I walk or bike downtown often with my child .
- The intersection at 25th & Idylwyld is very dangerous for pedestrians walking across 25th Street and across Idylwyld Drive to the residential area. Most employees park in the residential area around the Holiday Inn Express so walk across those intersections twice daily. Cars do not watch the walk light when turning left and cross very quickly when there is a break in traffic. Pedestrians walking across need to be very aware.
- I both live and work in the area and my desire is to see more pedestrian friendly & accessible crossings. The walk along Idylwyld is quite bleak being able to see some form of vegetation to break this up I believe is necessary.



## ANYTHING ELSE YOU WOULD LIKE TO SHARE (CONT.)?

- 25 Street to 29 Street on Idylwyld is the area of most concern for me as a pedestrian cyclist - it feels unsafe at times, and there are no alternatives. Other parts of the city I would walk on a less busy side street, but there are no good options that do not result in large detours.
- Even though I cycle, I would prefer better thru traffic options for when I'm driving. Cycling is fine and needs no improvement.
- This survey is NOT easy to understand!!! Additionally, some questions don't give you the option to rate 1 star or say NO. So really, we have no choice.
- I love this incinative and I hope to see some good come out of this project. Idylwyld is a major divide of our city and it has improved with just the South Circle Bridge, but we can do better. It would be great to connect Riversdale and Caswell Hill/Mayfair to the downtown community.
- Peak times suck also the train crossing should not be used during peak times
- This application was quite difficult to navigate and understand. I wasn't clear whether the tradeoff feedback I was giving was correct to what I wanted. As well the drawings were hard to follow to figure out where exactly they were.
- Include more green space to make it more visually appealing and attractive to visitors.
- Lets keep Cyclists off busy roads and on side streets for their own safety and to minimize traffic problems. Traffic is not an issue in saskatoon with Circle south and will be less of a problem when the two new bridges open next year. Cycle paths cost a fortune to plow in the winter and just are not used. We have wonderful cycle paths all along the river that provide great access to all of downtown as well as side streets that are perfect for cyclists. Calgary has moved back to having cyclists on Sidewalks. Check it out. Seems to work great.
- "We Need to make planning for a train track overpass at 25th street an immediate priority. Having the tracks limit commuter mobility at peak times is reflective of small town thinking, not progressive planning. With addition to this, our emergency services rely on the ability to move north and southbound without the unexpected delay of a slow moving train. Watching a stationary police car or fire truck attempting to respond to a situation and seeing the frustration on the faces of the responders is enough to warrant a full inquiry as to how to rectify this previous lack of planning. If our current mayor is going to succeed at promoting downtown expansion, he needs to figure out how to better move traffic. No more bike lanes!"
- The transition to self-driving vehicles over the next decade is inevitable according to all experts. We should keep this in mind when designing public space.
- Thank you for the short survey there was no repetitive questions keep up the great work!
- I've taken this survey on my mobile phone and it's been really difficult to envision the different scenarios. Part of the reason for that is that I don't travel in these areas often enough to be familiar with the challenges. I would need a focus group discussion with drivers, cyclists, pedestrians, delivery driver, & business owners in order to provide a thoughtful preference.
- Keep vehicles flowing....do not add a bunch of bike lanes for the 10 people that will use it in a day
- This survey could have used some cross sections to illustrate

what you are proposing. The average person will have a difficult time navigating these drawings and what the tradeoffs mean at the street-level, experientially.

- We need to create more store front along arterial streets to promote pedestrian traffic. We need to create more pedestrian friendly streets so these storefronts are can gain more traffic. 8th street is a bad example of how to develop a city. Completely pedestrian unfriendly. Unsafe. Dont make the same mistake with Idylwyld. It promotes an unhealthy lifestyle of car first mentality. Broadway and 20th/Riversdale are good examples of what gives a city heart and sense of community. Please in the future stay away from making more parking lots and less sidewalks. And please provide more amenities to these walkable neighbourhoods. More libraries, recreation community centres. Grocery stores. Thank you
- "I am quite disappointed about this project if this survey is indicative of the extent of the process.

I am a proponent of lessening our reliance on the car to get us around town and how a diverse system of getting around helps.

However, this survey seemed to focus on cycling. Nothing about HOV lanes, the type of zoning, the other factors that make up Idylld.

My second point of contention is more about the technical side of this survey.

I said it often in my comments that the turning of the map by 90 degrees was not a good idea.

It goes a bit deeper to me and makes me feel like the consultants don't understand the line the Idylwyld is for Saskatoon. It is a north south artery that we all know as a north east artery. Why change it.

When the map and the cycling factors are put together, I feel the response will be biased towards cyclists as they have the most to gain in this.

It is an example of out of town consultants not really understanding the significance of this roadway.

I do understand there are local groups involved, but they are not the prime or making the final decision."

- i drove a shuttle for a dealership here in saskatoon for years, and found the street traffic to be chaotic in most downtown places. part of the problem is there is no policing for cyclists who are very aggressive. i have witnessed several nasty situations and i would like to see a dedicated set of traffic cops to police only the downtown area to deal with the people who just do not comply. if this option was to be brought to fruition i believe it would bring a calmer mind set to the drivers of Saskatoon, " the city i love".
- Don't put cyclists lanes on Idylwyld
- Bikes shouldnt be on Idylwyld. Adjacent streets should have bike lanes and more pedestrian space. Idylwyld should be a main traffic corridor capable of moving commuters with as few stops and as many lanes as possible to avoid traffic congestion. Bikes should be encouraged to use Ave B (or maybe Ave C) and 1st Ave and stay off of Idylwyld.
- "Idylwyld is a major barrier to the movement of my family and friends who bike and walk. We would love to have the lights change more quickly so we can cross with less of a wait inside

## ANYTHING ELSE YOU WOULD LIKE TO SHARE (CONT.)?

- the noise and air pollution envelope of Idylwyld. While it would be a good thing to tame this beast, I cannot picture it ever being an attractive or healthy avenue to stroll along, unless there is a massive reduction in motorvehicle traffic. We often go out of our way to cross under Idylwyld at 19th or the Meewasin. Better connections there would be very helpful, especially 19th. I avoid Idylwyld as much as possible due to safety and health concerns, so question 2 is difficult to answer. Thanks so much for listening to all our concerns!!"
- I don't understand the whole bicycle lanes, if we could use them all year round sure! Great! But we cannot... In the winter we already lose space to packed snow and snow pushed to the sides. Adding them will only reduce traffic space and increase vehicle vs pedestrian collisions. Cyclists already ride on sidewalks and that won't change so why waste money with infrastructure we can't use over half the year? Repave roads and sidewalks that look like trash.
  - I use a bicycle and personal vehicle almost everyday and really do value being able to bike on idylwyld but I also recognize that it is not the safest road to bike along - and I am not sure bike lanes would "fix" that. People do not use bike lanes correctly in the city
  - The shared public space on Auditorium Drive seems innovative but I could see it being dangerous or chaotic with bikes, pedestrians, and vehicles. Saskatoon motorists are not the best at reducing their speed.
  - Idylwyld all in all isn't too bad for traffic delay for me. It's just not pretty to look at, and since it's a main rout through the city it would be nice if it made a better impression.
  - Great job on the survey. Only suggestion is making it more user friendly.
  - Please do not add bike lanes on idywyld. Direct them to other streets. Also, parking downtown is already sparse. Taking away any parking would be irresponsible of city council.
  - I'm indifferent to the proposals for Auditorium Ave because I think its layout dependd on everything else.
  - Please ensure a left turn signal installed northbound at Jamieson Street. That is a daily struggle with someone stuck trying to turn left and cars lined up back to 22nd.
  - Not sure why 20th isn't the main bicycle corridor? Why auditorium ave?
  - "I currently only use Idylwyld by car because it is not comfortable for walking or biking. With better design, I may use it much more as a cyclist and pedestrian.  
I go through that area on my way to work, shopping, to do business and attend events at TCU."
  - For the modes of travel and why I'm interested, I would have chosen multiple for both (Walk, Cycle, Personal Vehicle for the first, Commuter, Business Owner, Business Customer for the second).
  - i think this city is too concerned with cyclist traffic. move the walking and cyclist traffic away from major thoroughfares and let traffic flow
  - Please ensure that lanes are clearly marked using appropriate road paint that will last longer than one season
  - In case you missed my comments, DO NOT allow ANY bike lanes on 22nd, 20th or Idylwyld at all.
  - The city council is being ridiculous. I work out of a vehicle in the downtown area. The existing cycle paths are almost never used.
- Why do we need to make more cycling options at the cost of everyone else. I'm tiring of mayor Clarks agenda being pushed for a vocal minority.
- Do not expand bike lanes. Currently they are under utilized and over priced.
  - None
  - Idylwyld is a MAJOR ARTERIAL ROAD. Quit treating it like a pedestrian and cyclist area. It should be built and meant for vehicular traffic first and foremost.
  - I'm thrilled to hear that plans are starting to redesign Idylwyld!
  - Did not understand survey at all. Perhaps videos or town halls provide better representation of proposed traffic solutions.
  - street shpuld be make like big cities that its 8 lines or more with traffits light control peak times that it give more lines to move when peak time reach the dirrectionn
  - Bike lanes on streets is awful. Those lanes should go and never replaced
  - Please consider future traffic flow from Martensville, towns surrounding etc. All these commuters use Idywywld twice a day. These commuters need to be re-routed or have a secondary option of coming into Saskatoon through another back road especially from Martensville. City of Saskatoon campaigns for carpooling would do great for environment and traffic flow. Find an incentive for commuters to carpool.
  - this survey was not great. Not easy to navigate and you only give slim options....hardly community involvement.
  - Sometimes the maps were hard to understand - some had North up, some didn't. Can you add a compass?
  - No
  - "Ideally we need a through street from north idylwyld all the way south with little to no street signs. Move traffic through the city and prevent all of the bottle necks"
  - Great way of doing research
  - Awesome job, thanks for making an improvement and including the ublic in the "focus group/survey" and ignore all negative comments
  - Like many other city projects, I doubt this survey will be used to move forward with the needs of the city rather than the planner's ego.
  - I'm really happy that the City is looking into redesigning Idylwyld!
  - As one of the main downtown connectors, I hope that Idylwyld can become a more efficient street to connect people from north to south using a multitude of transportation types.
  - "It would make commuting easier and less stressful if idylwyld had a better traffic flow. I believe adding cyclists will only slow traffic down.  
It would be great if there were more arrows at the lights to give everyone a better opportunity to turn.  
More parking downtown would be awesome!"
  - I agree bikes need to be accomodated but they do not belong on the main road heading in and out of the city. They can achieve the same thing just as fast going down the less busy side streets. Bikes DONT cause conjestion, cars do... thats what the focus should be on.

## ANYTHING ELSE YOU WOULD LIKE TO SHARE (CONT.)?

- I feel as though the street could use vast improvements, especially getting rid of surprise right turn lanes. It causes confusion, and dangerous/erratic driving (people panic when they don't desire to turn right and are going 60km/h)
- Make note of everyone's great comments on the Facebook post. They have some better ideas
- Bikes are nice. No one is ever on them. This city is coated in snow for months.
- I believe all options are an improvement to the status quo - especially proper( and hopefully controlled) left turn lanes
- The city should try asking the citizens what ideas they have for a better flowing idylwyld instead of having us choose between horrible options
- this survey sucks. Too complex and in desperate need of plain language. I don't think it's an effective public input tool.
- As a young urban planning student, I am really excited to see that progress is being made to make our city, especially the area surrounding Idylwyld, better. I cannot stress the importance of creating urban areas that are both accessible, efficient, and beautiful, so I hope Idylwyld is given its due diligence and made just that.
- survey very difficult to read. Put more effort into the visual maps next time. worst intersection is the south bound turn into cactus club restaurant. Widen the turn lane, so people behind don't have to veer to right to miss left turning vehicles
- "I'm happy to see that the city isn't planning to have many bikes on this road fruition what i could tell. I'm an avid cyclist and regularly bike from Stonebridge to Downtown using the roads (and bike lanes when available). I personally hate getting involved with traffic when cars and trucks are going much faster than i am. Keeping the majority of bikes of this road is in the best interest for everyone's safety."
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- "Idylwyld redevelopment needs top implementation priority The current Idylwyld Drive is extremely dysfunctional for cyclists, pedestrian & vehicular traffic."
- I like the survey but I found the size of the maps really small and I could not enlarge them other than enlarging the entire page. An option to enlarge the map (not just zoom in) for a look would have been perfect. Otherwise great survey and great survey method. Thank you for asking
- This survey was confusing. And cyclist do not need to be on Idylwyld. It's dangerous to put them there.
- thank you for giving me the opportunity to voice my options.
- Get the bike lanes off 4th Ave. Spadina is a better place. Hardly anyone uses them and the police bikes never use them.
- Moving Fire Station #1 is not a very practical option. There are few favorable relocate sites due to the fact that fire station locations are based on response times, their distance from each other and operating / turning fire apparatus.
- I avoid Idylwyld drive at almost all costs because of the current design. A better showing design which reduces traffic time would allow for more convenient travel and reduce the downtown traffic flow by redirecting drivers back to the new, more efficient Idylwyld drive.
- Something needs to be done about left turns off Idylwyld onto Jamieson. Either re-worked like the option suggests, or not allowing people to turn left onto Jamieson at all. Just causes a massive headache.
- I am also a regular cyclist through the area
- I dislike the bike lanes downtown
- Do not like the bike lanes
- The left turn lane on 21st is too narrow. I like no left turn where there is no left turn lane. Forget about bikes. People are too old to use them and or have to much equipment to cart around.
- I was unable to access some of the survey options so would just like to say that pedestrian/cyclist safety needs to be paramount in any design decisions - especially at Idylwyld intersections.
- Anything that makes cycling more feasible without restricting traffic too much is always a pro in my books.
- this whole input collecting is very confusing isnt broken down for average person and more/Better decriptions are needed this works for some people who know about city planning but not average resident
- Travel on Idylwyld by both car and bike, all days of week. Interested as commuter, business owner, and nearby resident.
- I avoid Idylwyld as much as I can in its current form. It's a very unfriendly place for pedestrians and cyclists. Just crossing it on foot is scary given the number of traffic lanes.
- I like to cycle too. But don't do it and park my bike anywhere because bike security is not available. Consider this. Also as I commented, many (sadly most that I see) ignore the rules of the road. I was taught that rules of the road apply to cyclists. I'm all for better cycling facility (within reason) but only if cyclists are required to cycle on the correct side of the road, obey traffic signals and signs, speed, cycling on the road not the sidewalks etc. How can the city ensure that cyclist behaviour is safe for everyone (pedestrians and vehicles as well as other cyclists)?
- Thank you for allowing citizens to have the opportunity to provide feedback.

