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”

- IMAGINE IDYLWYLD VISION STATEMENT

PROJECT PRIORITIES

1. Efficient + Predictable
   Most efficient and predictable means of travel for all users.
   - Improve traffic flow, lane alignment + continuity
   - Reduce number of lanes
   - More space for pedestrians and active transportation
   - Signage + Wayfinding
   - 'Gateways' @ 20th, 22nd, 25th

2. Safe + Accessible
   Safe and comfortable for users of all abilities 24 hours a day, 365 days a year.
   - Improve barrier free access
   - Improve road crossings, reduce wait times
   - Physical separation between pedestrians and vehicles
   - Improve footpath condition + cycleways
   - Crime Prevention through Environmental Design (CPTED) measures

3. Walkable + Human Scale
   Comfortable to walk along and across in an engaging urban environment.
   - Attractive, active streetscape frontages
   - Provide community anchors
   - New open space
   - Compact urban form
   - Mixed use development

4. Connected + Cultural
   Celebrate our community, culture and showcase our civic pride.
   - Transit-supportive design
   - Connection to River Landing, Riversdale and Midtown Plaza / TCU Place / YMCA, Warehouse District, Caswell Hill and Downtown
   - Integrates public art
   - New technologies to provide informed and efficient mobility

5. Livable + Sustainable
   Showcase the City’s leadership in sustainable development with places to live, learn, work and play.
   - Design for seasonal conditions, provide shelter / protection from snow, sun, wind, rain, etc
   - ‘Green’ street character
   - Protect built heritage
   - Engage with indigenous community

HAVE YOUR SAY:
We are running the second online survey for Imagine Idylwyld from June 9th - 23rd
Visit our website to access the survey, for project information and to sign up for e-updates: saskatoon.ca/imagineidylwyld

PROJECT TIMELINE

PHASE 01 BACKGROUND REVIEW
Steering Committee 1
OCT 2017

PHASE 02 CORRIDOR ASSESSMENT
Stakeholder Workshop 2
Online Survey 1
JAN 2018

PHASE 03 DEVELOPMENT OF CORRIDOR ALTERNATIVES
Stakeholder Workshop 1
Steering Committee 2
FEB 2018

PHASE 04 CONCEPT STREETSCAPE DESIGN
Public Open House 1
Stakeholder Workshop 3
APR 2018

PHASE 03 REVIEW
Steering Committee 3
MAY 2018

PHASE 04 CONCEPT STREETSCAPE DESIGN
Public Open House 2
JUL 2018

City Council Committee of Council
2018
**IMAGINE IDYLWYLD**

**OPTION A**

- Traffic delay in peak times is less than today.
- Traffic delay is minimized 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.

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**LEGEND**

- Streetscape (Pedestrian)
- Road Crossing
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)

**25TH STREET @ IDYLWYLD**

No changes proposed

**22ND STREET @ IDYLWYLD**

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.

**20TH STREET @ IDYLWYLD**

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.

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**AVERAGE WAIT TIME**

<table>
<thead>
<tr>
<th></th>
<th>Plan</th>
<th>Off Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>NB Left-turn</td>
<td>135s</td>
<td>85s 40s 40s</td>
</tr>
<tr>
<td>NB Thru</td>
<td>130s</td>
<td>35s 40s 15s</td>
</tr>
<tr>
<td>SB Thru</td>
<td>245s</td>
<td>95s 150s 20s</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>130s</td>
<td>90s 110s 80s</td>
</tr>
</tbody>
</table>

**LEGEND**

- Streetscape (Pedestrian)
- Road Crossing
- Bike Path
- Multi-Use Path (Pedestrian & Cyclists)
**OPTION B**

- Traffic delay in peak times is less than today, but more than Option A.
- 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.
**Imagining Idylwyld**

**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/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.
Main driving lanes are continuous from Senator Sid Buckwold Bridge (aka Idylwyld Bridge) through 25th Street.

Left turn-only lanes face each other, increasing safety, and saving space.

Crosswalks and crossing times are shorter, increasing safety and reducing red light 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.

Let us know what you think via our online survey, open for comments June 9th - 23rd

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saskatoon.ca/imagineidylwyld
**Imagine...**

**Trade Offs**

**Option A vs. B**

**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.

**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:** Better for off-peak traffic flow.

**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.

**Average Wait Time**

<table>
<thead>
<tr>
<th>Lane Type</th>
<th>Peak</th>
<th>Off-Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dual</td>
<td>135s</td>
<td>85s</td>
</tr>
<tr>
<td>Single</td>
<td>115s</td>
<td>40s</td>
</tr>
</tbody>
</table>

*Average wait times to the nearest 5 seconds.

**Traffic delay in peak times is minimized through dedicated turn lanes. Though improved from today, this limits room for Pedestrians and a continuous connection for cyclists is not provided.**

**Option B**

Pedestrians space is maximized and a continuous cycle connection is provided along Idylwyld. Shared thru/turn lanes increase delay during peak-times, though improve off-peak traffic flow.

**Have your say:**

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**IMAGINE IDYLWYLD**

**STREETSCAPE CHARACTER**

- Barrier free access along and across Idylwyld Drive
- User comfort and safety, 24/7, 365 days a year
- Wayfinding and gateways
- Public Art
- Landscape as protection from:
  - Traffic noise + spray
  - Wind, sun, rain and snow
- Healthy + resilient urban ecology - streetscape as infrastructure:
  - Low Impact Development (LID): Bioswales for stormwater management
  - Living systems (bioswales) mimic natural systems: green corridors of prairie grass - linking from River to Prairie
  - Tree planting in groups to create communities for healthier, more resilient urban tree cover
  - Interpretive material to celebrate people and place - natural and built + cultural heritage

**WHAT WE HEARD...**

**WHAT THIS COULD LOOK LIKE...**

**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, participates in ‘Parking 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 microorganisms, food and sustainable energy production
- With redevelopment over time reduce the number of driveways, encouraging rear parking and service access

**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

**EXISTING CONDITION**

**OPTION A**

**OPTION B**

Idylwyld Drive between 20th Street and Auditorium Avenue