

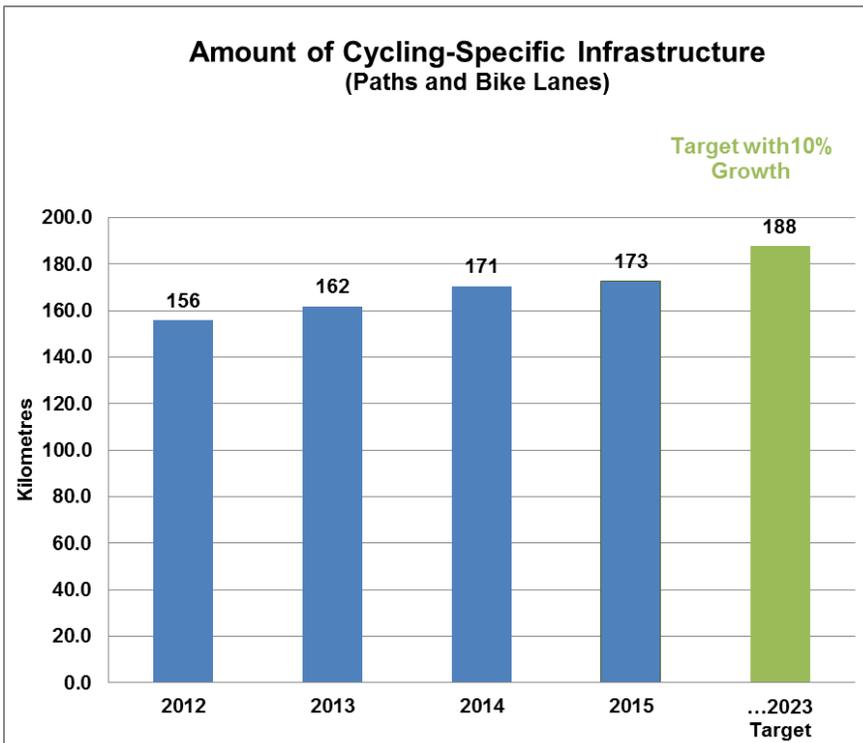
## Kilometres of Cycling-Specific Infrastructure

**10-Year Target:** Increase the amount of cycling-specific infrastructure by 10%

**Description:** The target measures the City's success in making it easier for cyclists to move around. Cycling-specific infrastructure includes the following:

- Cycle track: A raised cycle track that is the same level as the adjacent sidewalk
- Bike boulevard: A street that gives priority to cyclists (Example: 23<sup>rd</sup> Street from Idylwyld Drive to Vancouver Avenue)
- Paved off-road multi-use trail: Multi-user or shared pathway (Example: Meewasin Valley Authority Trail or 33<sup>rd</sup> Street Multi-Use Pathway)
- Walkway or park path: Paths in parks
- Gravel or crushed dust off-road multi-use trail: (Example: Gravel trail connecting Glenwood Avenue to Cardinal Place near Airport Business Area)
- On-road bike lane: An exclusive bike lane for cyclists only (Example: 4<sup>th</sup> Avenue)

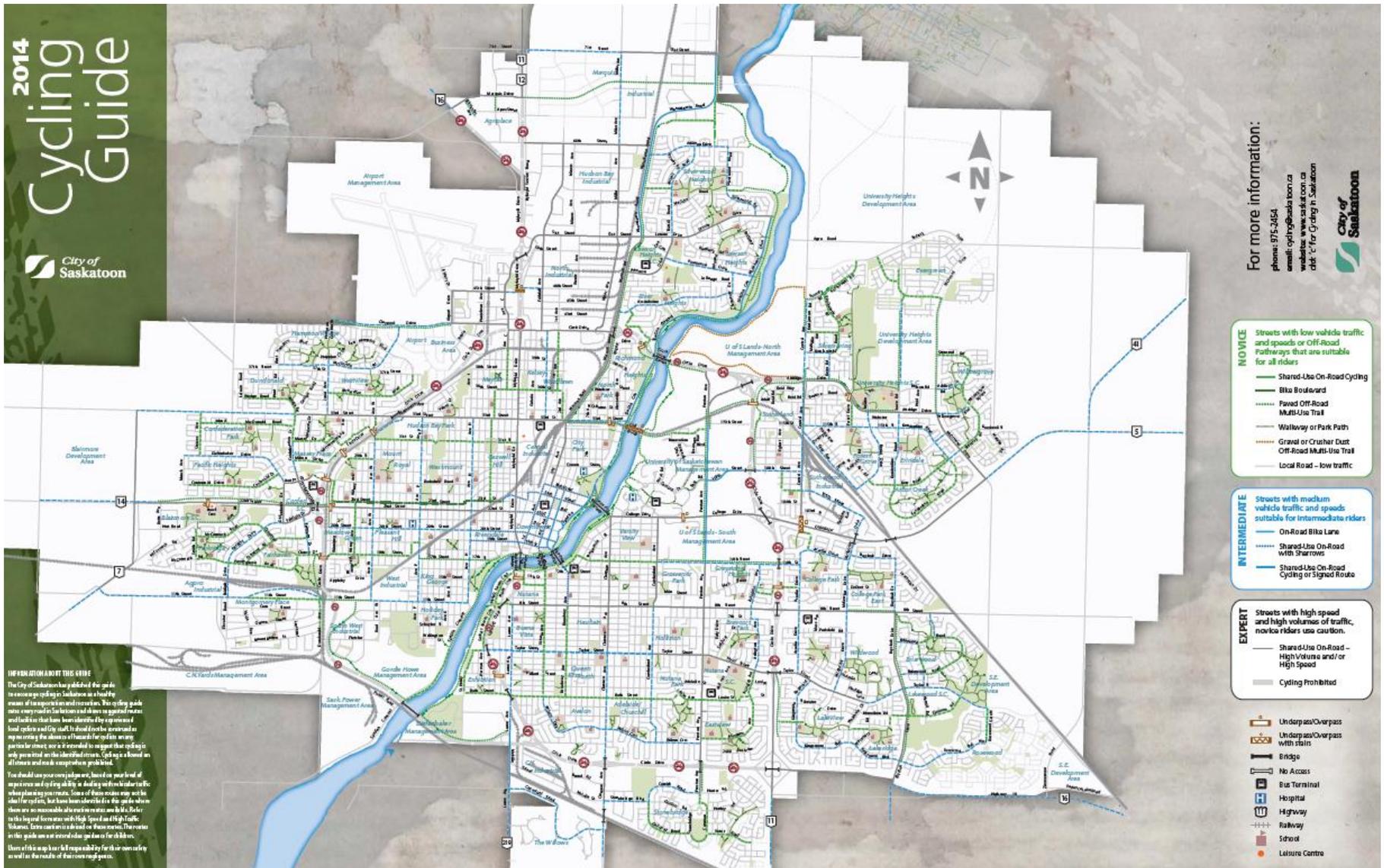
In 2014, cycling infrastructure in Saskatoon was inventoried and classified (see map on next page). Saskatoon has a total of 1,194 km of cycling facilities of which 80% are suitable for novice cyclists, 12% for intermediate cycling skills, and the remaining 8% are suitable only for expert cyclists (high volume roads). A 10% increase is approximately 1.7 km of additional cycling infrastructure annually using the new 2014 inventory as the baseline.



### How are we doing?

In 2015, Saskatoon added 2 km of new cycle track and designated more sidewalks and pathways as multi-use pathways for a total of 173 km of cycling-specific infrastructure. Some cycling infrastructure was also upgraded in 2015.

Source: City of Saskatoon



The Cycle Track and multi-use pathways that were constructed or designated in late 2014 are not shown on the map.

### **What do we need to do to achieve this target?**

- A new growth plan is needed to prioritize cycling infrastructure projects and programs to make cycling a more accessible transportation option for more people.
- Costs for new cycling-friendly paths range from \$500K per km in unconstrained locations to \$3M per km in fully developed urban locations.

### **What are the benefits of achieving the target?**

- Many residents use their bicycle for their daily transportation needs. Cycling initiatives are intended to increase the ability of Saskatoonian's to use their bicycles as an alternative to automobiles.
- Increasing accessible cycling infrastructure will provide more opportunities for people to use their bicycles for recreation purposes.
- Cycling has a positive impact on reducing energy consumption and greenhouse gas production.

### **What are the risks?**

- The historical level of investment for cycling infrastructure will not be sufficient to meet these targets. If a funding plan is not approved, the target will not be met.
- Efforts to create more cycling infrastructure through converting parking stalls or driving lanes to cycling lanes may be opposed by other road users.