

Connecting 2nd Avenue / 3rd Avenue:

Walking, Cycling, and Driving
Improvements



Connecting 2nd Avenue / 3rd Avenue

History

› In the 1980s, the City of Saskatoon acquired properties along the 900 block of 3rd Avenue North and a site on the corner of Duchess Street and 3rd Avenue North. The intent was to widen 3rd Avenue North. The project was postponed because of the Circle Drive South project.

› The City Park Local Area Plan (April 2010) recommended:

That the Infrastructure Services Department, Transportation Branch, in addition to the required public notice policy, present the proposed design for the 3rd Avenue road widening to the City Park Community Association and City Park Local Area Planning Committee. And, that the Community Services Department, Land Branch, meets with the City Park Local Area Planning Committee in regard to the development of this property.

› The Central Industrial Area Traffic Review (February 2022) recommended:

Location	Recommended Improvement	Justification
3rd Avenue & Duke Street	Pedestrian Activated Signal (north side)*	Improve pedestrian safety
2nd Avenue & Princess Street	Remove existing crosswalk	No longer warranted with upgrades to the adjacent crossings
2nd Avenue & King Street	Pedestrian Activated Signal (north side)*	Improve pedestrian safety

*These recommendations may require modification at the time of detailed design due to the complexity of these locations

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Project Purpose

To design 2nd Avenue / 3rd Avenue between King Street and 33rd Street to improve safety for people walking, cycling, and driving.

Scope

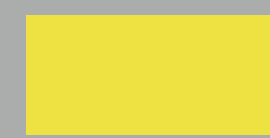
- › Gather background information
- › Conduct an engineering review of design options
- › Conduct engagement
- › Finalize design option
- › Present report to the Standing Policy Committee on Transportation (SPCT) and City Council
- › Request funding
- › Proceed with implementation

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Study Area

LEGEND

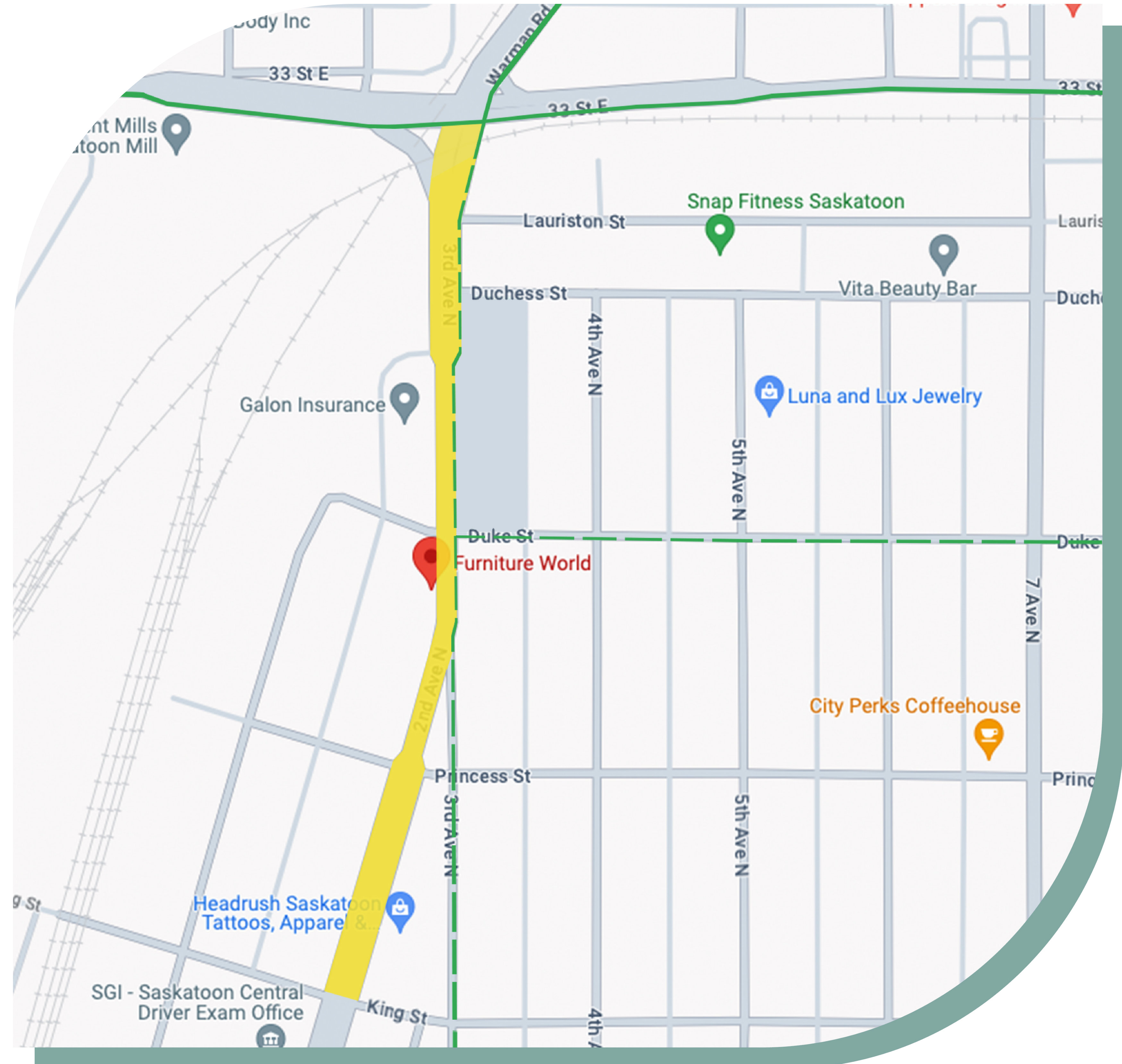
2ND AVENUE / 3RD AVENUE
STUDY LIMITS:



EXISTING ALL AGES
AND ABILITIES FACILITY:



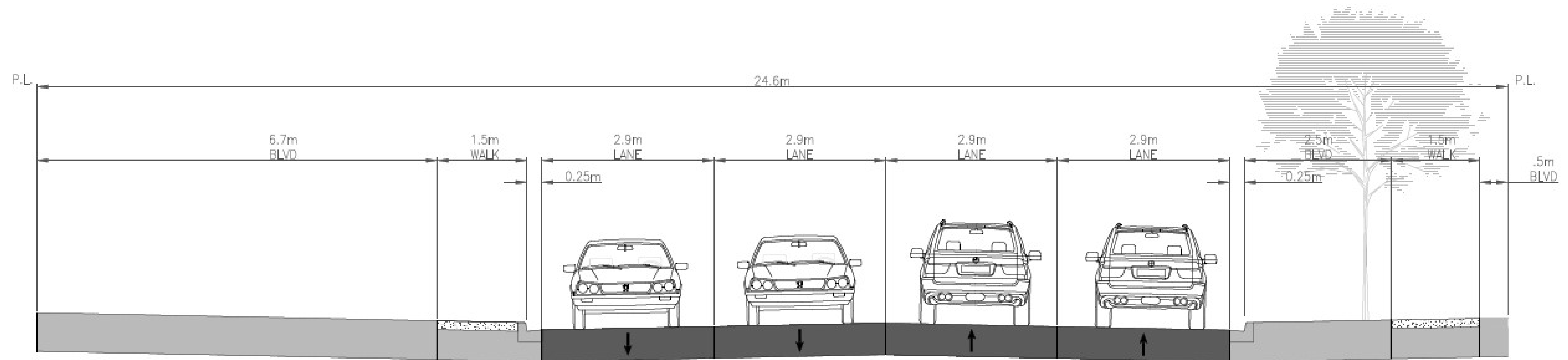
FUTURE ALL AGES
AND ABILITIES FACILITY:



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Road Characteristics

- Major arterial, uncontrolled access
- 4 travel lanes
- 50 km/h posted speed limit
- Sidewalks on both sides (asphalt overlay)
- Zebra pedestrian crosswalks at King Street, Princess Street, and Duke Street



Existing Section between Duchess Street
and Duke Street (Facing North)

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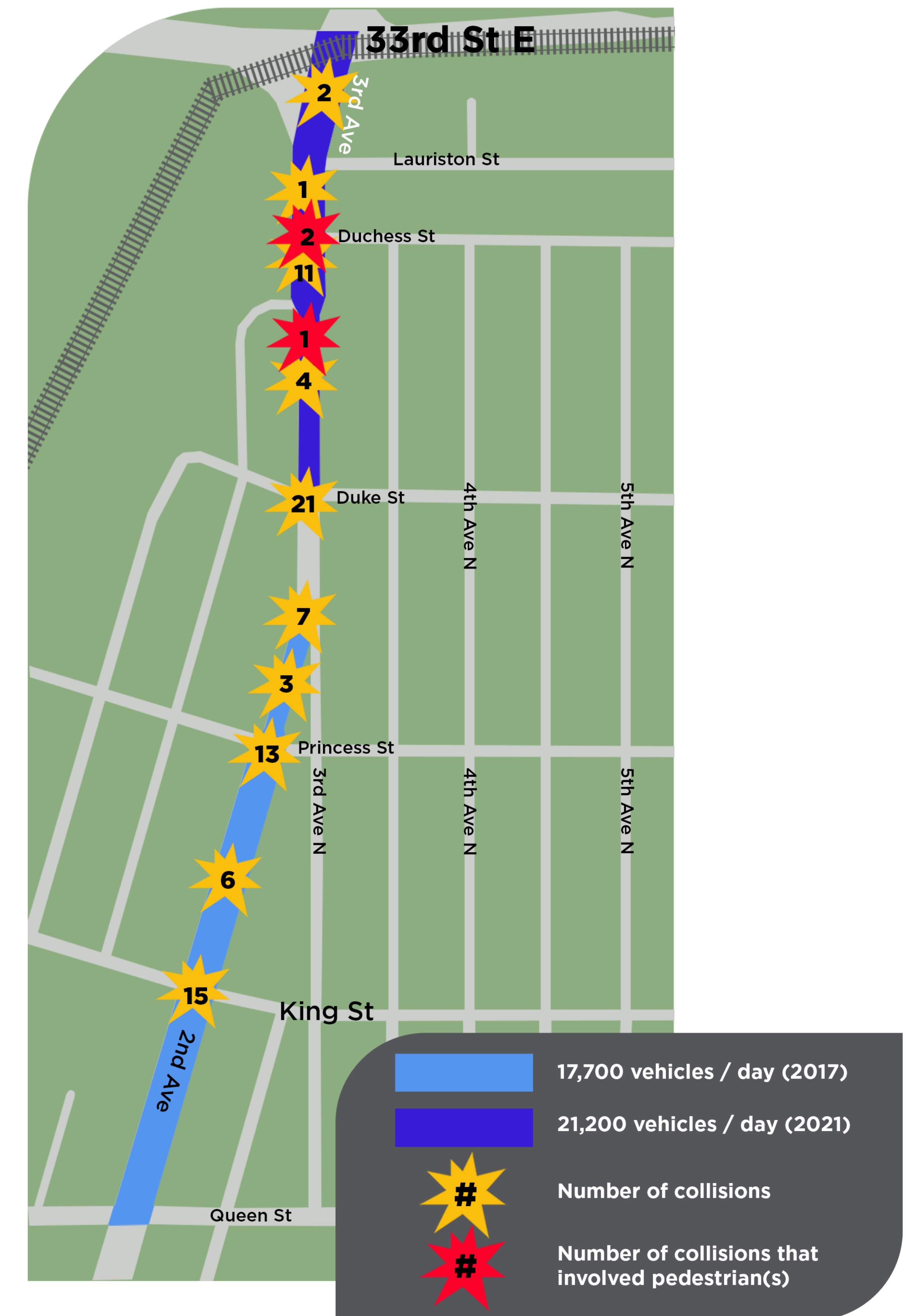
Traffic Data

- 17,700 vehicles/day between Queen Street and 3rd Avenue East (2017)
- 21,200 vehicles/day between Duke Street and 33rd Street (2021)

Collision Data (2018 - 2022)

83 total collisions:

- 67 collisions at intersections
- 16 collisions along road segments
- 18 injury collisions (2 pedestrians with minor injuries)
- 2 collisions at Duchess Street involved a pedestrian
- 1 collision between Duke Street and Duchess Street involved a pedestrian



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Issues/Challenges

- › There were 16 collisions on road segments along the corridor. There were five sideswipe collisions and one head-on collision. Head-on collisions have a higher risk of resulting in an injury / fatal collision.
 - 2 sideswipe collisions between Duke Street and Duchess Street
 - 1 sideswipe collision at Duke Street
 - 1 head-on collision at Duke Street
 - 1 sideswipe collision at 2nd Avenue and 3rd Avenue
 - 1 sideswipe collision at King Street
- › Collisions that involve vulnerable road users (pedestrians and cyclists) have a high risk of severe consequences.
- › There is a 85% likelihood of pedestrian/cyclist death at a 50km/h collision speed.
- › Due to the amount of traffic and the four traffic lanes, it may be difficult for pedestrians to find gaps in traffic to cross.
- › The skewed intersection geometry at the intersection of 2nd Avenue and 3rd Avenue creates sightline issues. Skewed intersections may increase crossing distances and speed of turning vehicles.



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Pedestrian Crossings

› Pedestrian crossings are reviewed according to the guidance provided by the Transportation Association of Canada's Pedestrian Crossing Control Guide which includes a decision matrix for locating pedestrian devices based on:

- Traffic signal warrants,
- Pedestrian and traffic volumes,
- Distance to the nearest traffic control device,
- Pedestrian desire line, and
- Network connectivity.

› There are three possible treatment system categories:

Passive Crossing Treatment Systems



Standard Crosswalk



Zebra Crosswalk

Active Crossing Treatment System



Rectangular Rapid Flashing Beacon (RRFB)



Active Pedestrian Corridor (APC)

Traffic Signal Systems



Pedestrian Actuated Signal (PAS)



Traffic Signal

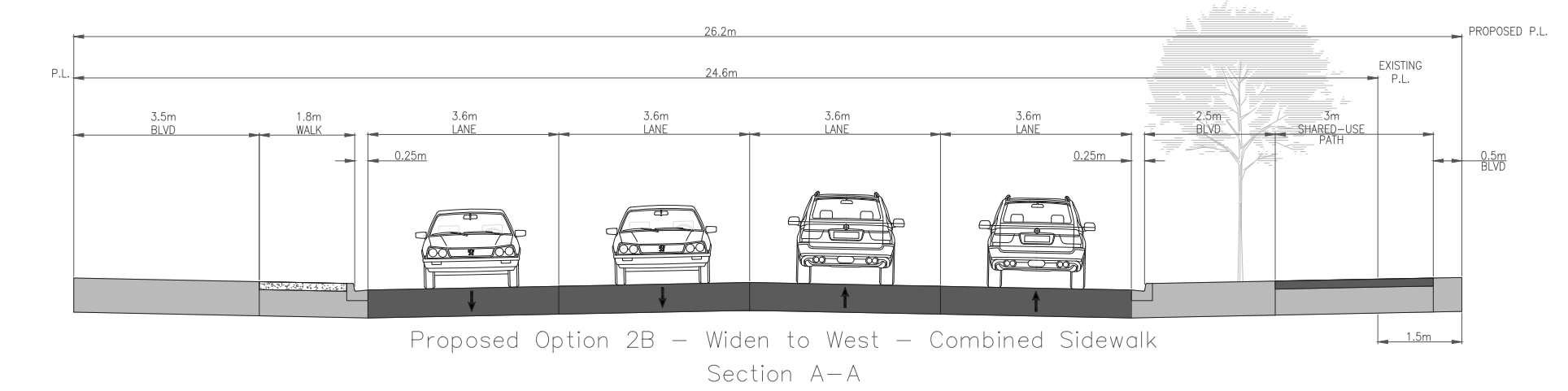
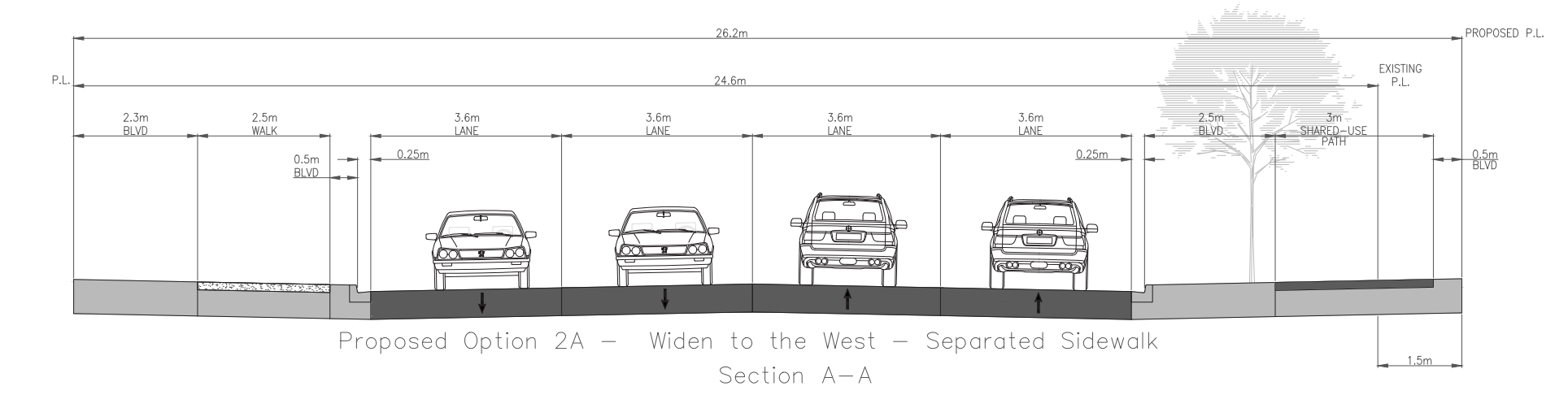
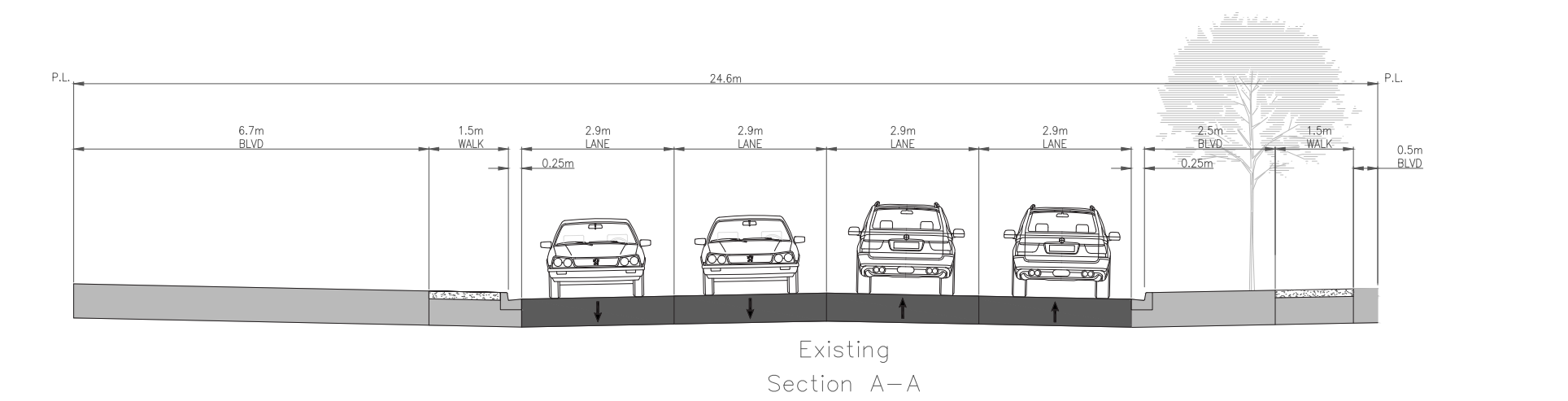
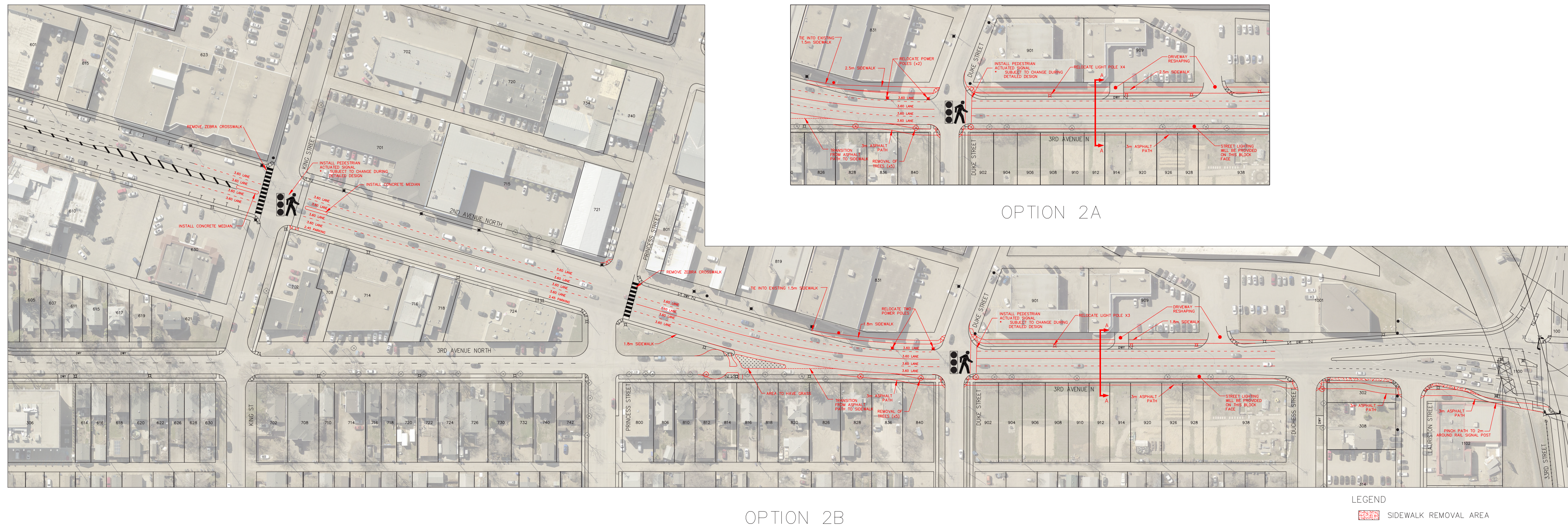
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Design Standards

Option	Traffic Lanes			Active Transportation Facilities		
	Lane Width	Design Criteria	Meets Design Criteria?	Width	Design Criteria	Meets Design Criteria?
#1 Do Nothing	2.9m	3.6m	No	1.5m	2.5m sidewalk for arterial streets	No
#2A Widen to the West - Separated Sidewalk	3.6m		Yes	2.5m sidewalk on West side and 3m shared-use pathway on East side	3m shared-use pathway	Yes, for the portion of the street where there is new curb. Tying into existing sidewalk for the remainder.
#2B Widen to the West - Combined Sidewalk	3.6m		Yes	1.8m sidewalk on West side and 3m shared-use pathway on East side		No
#3 Widen to the East	3.6m		Yes	1.5m sidewalk on West side and 3m shared-use pathway on East side		No

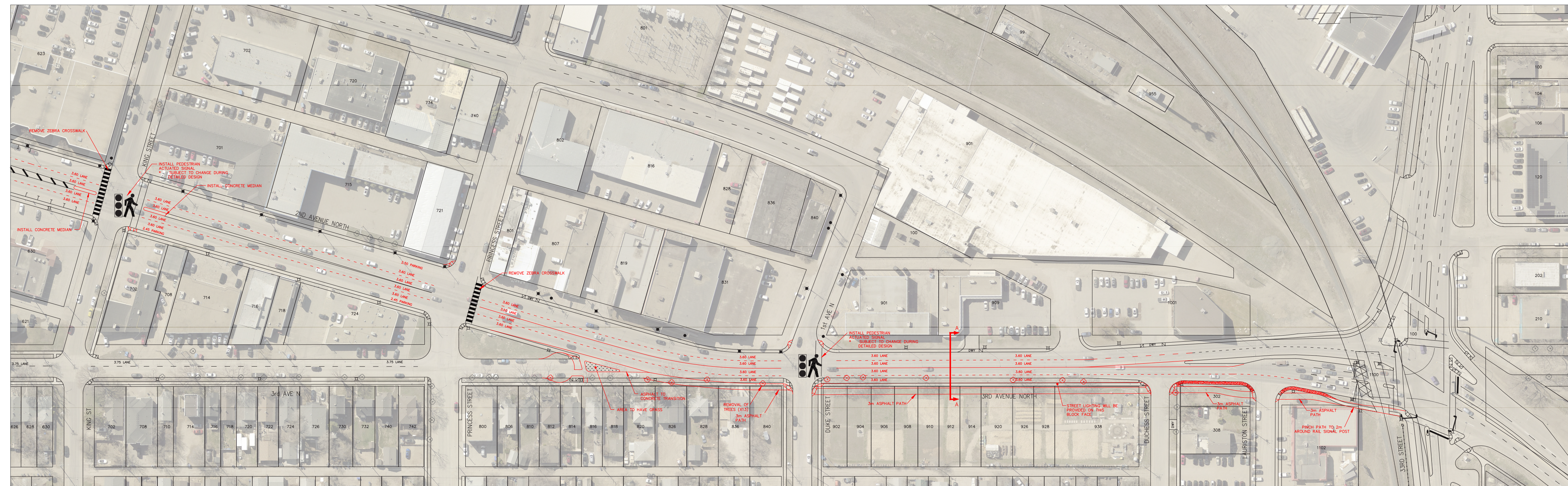
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Roll Plan: Widen to the West



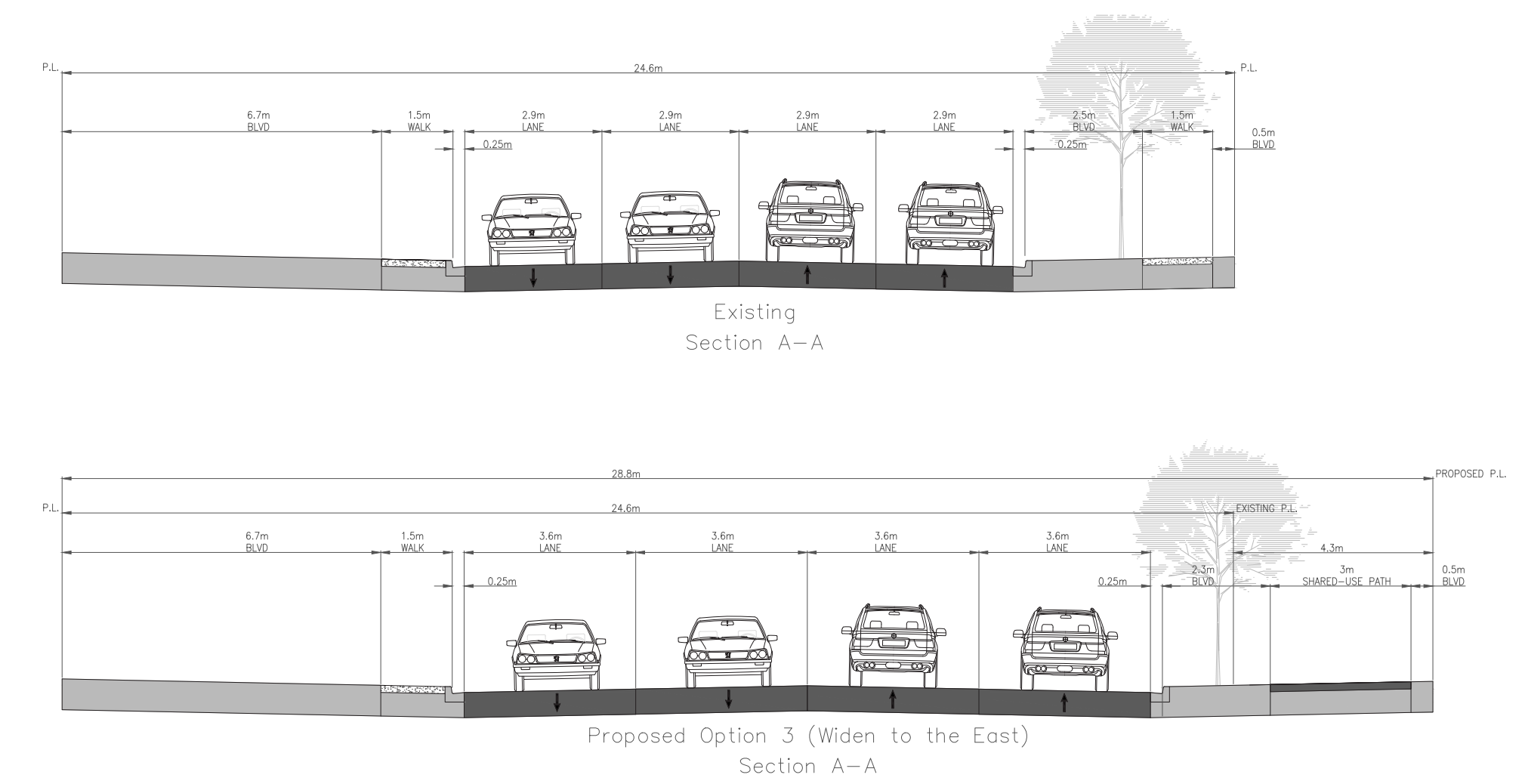
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Roll Plan: Widen to the East



OPTION 3

LEGEND
SIDEWALK REMOVAL AREA



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Alternatives

Option	Improves Pedestrian Safety	Improves Cyclist Safety	Improves Traffic Safety	Impact on Utilities	Environmental Impacts	Property Acquisition	Parking Impacts	Estimated Cost	Summary
#1 Do Nothing	No	No	No	None	None	None	None	\$0	Not recommended - does not meet project purpose
#2A Widen to the West - Separated Sidewalk	Yes - 2.5m sidewalk separated from traffic lane with a 0.5m boulevard, shared-use pathway on East side, 2 pedestrian devices, and 10 pedestrian curb ramps	Yes - provides pathway connection to shared-use pathway on 33rd Street and on Warman Road, North of 33rd Street	Yes - Lane widths meet design standards for arterial street classification and match existing lane widths to the North and South of study area Cul-de-sac eliminates skewed intersection	4 light poles and 2 distribution poles impacted Additional lighting to be provided on East side between Duke Street and Duchess Street	5 boulevard trees removed. There may be opportunities for future plantings	None	6 parking spaces removed along East side of 3rd Ave North 1 parking space created along cul-de-sac	\$1.06 million	Not recommended - larger impact on utilities
#2B Widen to the West - Combined Sidewalk	Yes - 1.8m sidewalk with no separation from traffic lane, shared-use pathway on East side, 2 pedestrian devices, and 10 pedestrian curb ramps	Yes - provides pathway connection to shared-use pathway on 33rd Street and on Warman Road, North of 33rd Street	Yes - Lane widths meet design standards for arterial street classification and match existing lane widths to the North and South of study area Cul-de-sac eliminates skewed intersection	3 light poles and 2 distribution poles impacted Additional lighting to be provided on East side between Duke Street and Duchess Street	5 boulevard trees removed There may be opportunities for future plantings	None	6 parking spaces removed along East side of 3rd Ave North 1 parking space created along cul-de-sac	\$1.03 million	Recommended - less environmental impacts, no additional property acquisition required, while still meeting most of the project goals
#3 Widen to the East	Yes - Shared-use pathway, 2 pedestrian devices, and 10 pedestrian curb ramps proposed	Yes - provides pathway connection to shared-use pathway on 33rd Street and on Warman Road, North of 33rd Street	Yes - Lane widths meet design standards for arterial street classification and match existing lane widths to the North and South of study area Cul-de-sac eliminates skewed intersection	No utility posts impacted Additional lighting to be provided on East side between Duke Street and Duchess Street	13 boulevard trees removed There may be opportunities for future plantings	Yes - property acquisition required for two lots	6 parking spaces removed along East side of 3rd Ave North 1 parking space created along cul-de-sac	\$950,000	Not recommended - more environmental impacts, and property acquisition required

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Schedule



Have your say

Comments and questions can be provided by phone, email, or mail using the contact information below

Phone: 306-975-2476

Email: ntr@saskatoon.ca

Address: City of Saskatoon

Attn: Transportation & Construction - Connecting 2nd Avenue / 3rd Avenue

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