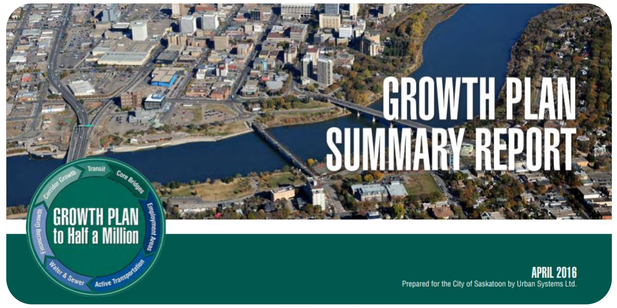
Active Transportation in Saskatoon



The **Growth Plan to Half a Million** (Growth Plan) was developed over two and a half years through a five-phase public engagement process called Growing Forward! Shaping Saskatoon.

The Growth Plan is made up of several themes that, when pieced together, form a new growth model for Saskatoon:

- **Corridor Growth** – Encouraging growth and development near our existing major corridors
- **Transit** – Making transit more attractive to more people as we grow
- **Core Area Bridges** – Making the most of our existing road infrastructure
- **Employment Areas** – Ensuring we have the right amount of employment in the right areas
- **ACTIVE TRANSPORTATION** – Providing more choices for how people move around the city
- **Financing Growth** – Planning ahead for the costs of growth

Adopted in principle by City Council on April 25, 2016, the Growth Plan is about making choices to proactively manage the changes associated with growth, creating a city that is vibrant and attractive to future generations. A vibrant Saskatoon has a diverse mix of housing, commercial, social, cultural, and recreational opportunities that are universally accessible by all modes of transportation, including walking, cycling, transit, and driving.

The purpose of **Saskatoon's Active Transportation Plan** (AT Plan) is to increase transportation choices within the city and establish a long-term vision for active transportation that complements the City of Saskatoon's existing strategic vision.

The AT Plan identified five key goals for improving walking and cycling in Saskatoon:

1. **MORE** walking and cycling
2. **SAFER** walking and cycling
3. More **PLACES** for walking and cycling
4. Build a **CULTURE** for active transportation
5. **ENCOURAGE** other forms of active transportation

Adopted in principle by City Council on June 27, 2016, the AT Plan will contribute to increased transportation options by improving the accessibility, comfort, convenience and safety of active transportation in Saskatoon, as the city grows to half a million people over the next 30 to 40 years.

The City of Saskatoon is committed to providing safe streets for users of all ages, abilities, and modes of travel. The **Complete Streets Policy and Design Guide**, was developed to help achieve that goal through a more balanced approach to street design that accommodates the safe movement of people by multiple modes and of all ages and abilities.

The principles of Complete Street design include:

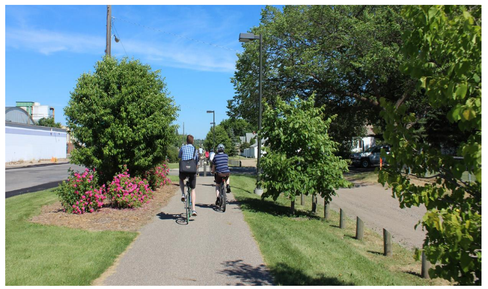
- Serve and support existing and planned land use and built form context;
- Encourage people to travel by walking, bicycling, and transit;
- Provide transportation options for people of all ages and abilities;
- Enhance the safety and security of urban streets;
- Create a network of streets that offers mobility options for all users;
- Provide opportunities for improved health and recreation to people in the community;
- Promote the economic well-being of both businesses and residents;
- Create public space within the street corridor.

Adopted in principle by City Council on October 22, 2017, the Complete Streets Policy and Design Guide will help Saskatoon to plan, design, operate and maintain existing and new streets to effectively support movement of people of all ages and levels of mobility.

Active Transportation (AT) Plan | Bicycle Network Principles

AT Plan Network Facility Types

All Ages & Abilities (AAA)



Multi-Use Pathway

Bicycle Boulevard

Protected Bicycle Lane

Raised Cycle Track

Secondary (non-AAA)

On-Street Bicycle Lane

Buffered Bicycle Lane

Shared Use Lanes (sharrows)

Local Street

City Wide Cycling Network Principles

A well-designed cycling network needs to be visible, intuitive and provide connections between destinations and neighbourhoods.

Ideally, a cycling network serves users of all ages and abilities – in other words, people from age 8 to age 80 – offering practical route options for those who are interested in cycling, but who may not be comfortable riding on busy streets with high traffic volumes and speeds.

The design and development of a long-term bicycle network for Saskatoon is based on five network planning principles:

1. Provide an interconnected system of facilities that is **COMFORTABLE** and attractive for all users.
2. Increase **COVERAGE** to ensure all residents are within 400m of a designated bicycle route. The designated route may include both AAA and non-AAA facilities.
3. Focus on high-quality **CONNECTIONS** to and from downtown with all areas of the city and create a downtown network.
4. Provide a network that provides direct **ACCESS** to major shopping centres, key employment areas, schools, and recreational areas/facilities.
5. **IMPROVE** and connect to existing cycling routes.

Existing Bicycle Network

NOVICE

Streets with low vehicle traffic and speeds or Off-Road Pathways that are suitable for all riders

- Protected Bike Lanes
- Shared-Use On-Road Cycling Lane
- Cycle Track
- Bike Boulevard
- Multi-Use Trails or Pathways
- Walkways or Parks
- Gravel or Crusher Dust Multi-Use Trails
- Local Roads

INTERMEDIATE

Streets with medium vehicle traffic and speeds suitable for intermediate riders

- Exclusive Bike Lanes
- Sharrows Wide Lane and Narrow Lanes
- On Road, Sharing the Road or Bike Route

EXPERT

Streets with high speed and high volumes of traffic, novice riders use caution.

- Shared-Use On-Road – High Volume and / or High Speed

RESTRICTED

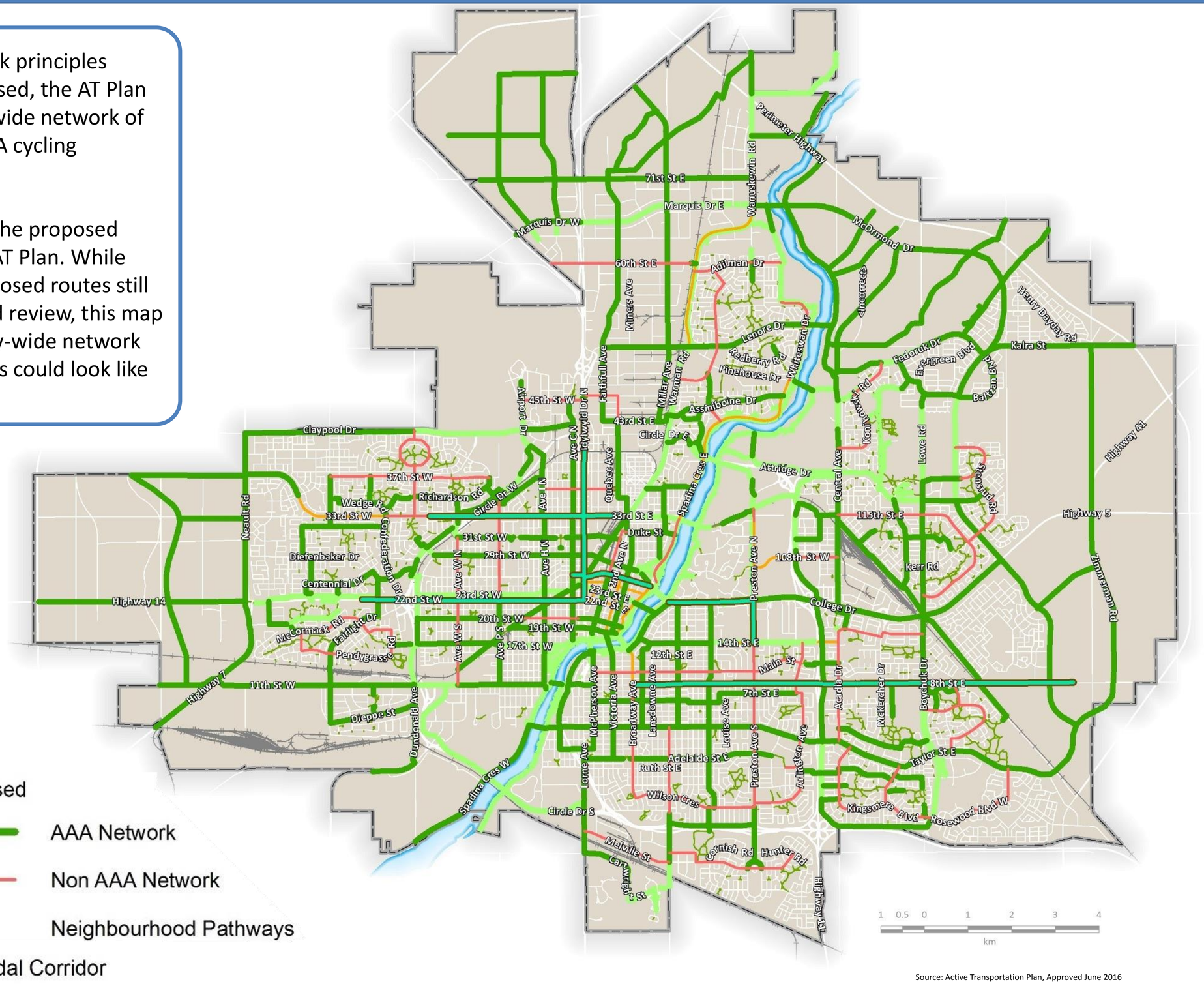
- Restricted Cycling
- Restricted Cycling

- Underpass/Overpass
- Underpass/Overpass with stairs
- Bridge
- No Access
- Bus Terminal
- Hospital
- Highway
- Railway
- Schools
- Leisure Centre

Active Transportation Plan | Proposed Bicycle Network

Using the network principles previously discussed, the AT Plan identified a city-wide network of AAA and non-AAA cycling facilities.

This map shows the proposed routes from the AT Plan. While many of the proposed routes still require a detailed review, this map shows what a city-wide network of cycling facilities could look like for Saskatoon.



Existing Proposed

AAA Network

Non AAA Network

Neighbourhood Pathways

Multi-Modal Corridor

Source: Active Transportation Plan, Approved June 2016

All Ages and Abilities (AAA) Bicycle Network Principles

SAFETY

People riding bicycles are vulnerable road users because they have less protection and travel more slowly than motor vehicles.

An All Ages and Abilities Network should:

- ✓ Minimize and consolidate conflict points between modes (for example, at intersections or driveway crossings).
- ✓ Reduce speed and enhance visibility at intersections and conflict points.
- ✓ Provide each mode with a clearly defined space for travel.
- ✓ Provide consistent treatments to promote predictable behavior for all users.
- ✓ Ensure facilities are easy to maintain to facilitate safe cycling conditions.

COMFORT

Attention to user comfort is an important part of attracting more people to bicycling as a mode of travel.

An All Ages and Abilities Network should:

- ✓ Separate bicycles from motor vehicles when speeds are over 30 km/hr and traffic volumes exceed 1,500 vehicles per hour.
- ✓ Ensure the amount of delay for people riding bikes is reasonable and balanced with other users.
- ✓ Minimize encounters between people riding bikes and those driving vehicles.
- ✓ Accommodate side by side cycling and passing movements, where feasible.
- ✓ Provide smooth vertical transitions and pavement surfaces free from obstructions.

CONNECTIVITY

People who ride bicycles need a network of continuous low-stress routes that provide connections to local and city-wide destinations.

An All Ages and Abilities Network should:

- ✓ Provide direct and convenient connections that minimize detours.
- ✓ Connect to local and city-wide destinations.
- ✓ Integrate into the larger multimodal transportation network.
- ✓ Provide seamless transitions between different types of cycling facilities (for example: from a raised cycle track to a multi-use pathway).
- ✓ Ensure key destinations and regional routes are interconnected with the bicycle network.

Downtown All Ages and Abilities (AAA) Bicycle Network

Using the AAA Network Principles as a pre-screening tool, a few Downtown streets have been excluded from detailed consideration. This board identifies the eliminated streets and reason why.

What do you think?

Do you agree with these initial exclusions from the network?

Write your thoughts on a sticky note and place it in the corresponding box.

Street	Reason for Exclusion	Merits Consideration?
5th Avenue, between 22nd Street and 25th Street	• does not connect well to the south end of the study area • highly residential in nature • low number of city-wide destinations	
6th Avenue, Between 24th Street and 25th Street	• only extends for one block within the study area	
21st Street E	• low connectivity on east and west ends as it terminates at 1st Avenue and Spadina Crescent	
Ontario Avenue, Wall Street, Pacific Avenue	• streets do not connect well to the north and south ends of study area • potential in the future to serve as a secondary cycling connection to provide local access	

Evaluation Criteria

When assessing the appropriate streets for a AAA cycling facility, it is important to consider the impacts to all users in the Downtown. To assess these impacts, 12 criteria are being considered.

What do you think?

Tell us which of the 12 are most important to you by placing a dot in the corresponding box.

You may put as many dot votes on each item as you think important.

Are there any criteria missing? Write down your suggested criteria on a sticky note!

Bicycle Network

Linkages to surrounding areas Corridors providing better linkages across major barriers such as busy streets and river crossings should be preferred.	
Linkages with other bicycle facilities Corridors that offer a strong potential for interconnection with existing and planned City bicycle facilities and interconnections should be preferred.	
Current and potential bicycle traffic Corridors in which a large number of existing and potential bicycle trips originate and terminate should be preferred.	

Cyclist Safety

Merit of segregation Corridors with higher overall traffic volumes, higher truck traffic volumes, higher traffic speeds, and which have a higher potential for illegal stopping should be strongly preferred. Separation on such corridors will provide the greatest benefit to cyclists.	
Conflict with vehicles Corridors with fewer number of turning movements at intersections, driveways, and lanes should be preferred.	

People Driving

Automobile travel time Corridors with the least impact on automobile travel time should be preferred.	

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Transit

Transit stop conflicts Corridors with fewer bus stops and lower frequency of bus service should be preferred as there will be fewer conflicts between cyclists and passengers entering or exiting buses.	
Transit operations Corridors with the least impact on transit travel time should be preferred.	

People Walking

Pedestrian improvements Corridors that have potential to improve the pedestrian safety should be preferred. For example, pedestrian separation from vehicles/bicycles or changes to crossing distances at intersections.	
Accaccessibility Corridors in which implementation of the bicycle facility will have lowest relative impact on users with mobility needs should be preferred.	

Business

Parking Corridors in which implementation of the bicycle facility will have the lowest relative impact on the total parking supply should be preferred.	
Street environment Implementation of the bicycle facility will provide sidewalks with additional buffering from automobiles and improve the pedestrian environment, with likely benefits for street-level commerce. Corridors with a significant amount of street-level commerce should therefore be preferred.	