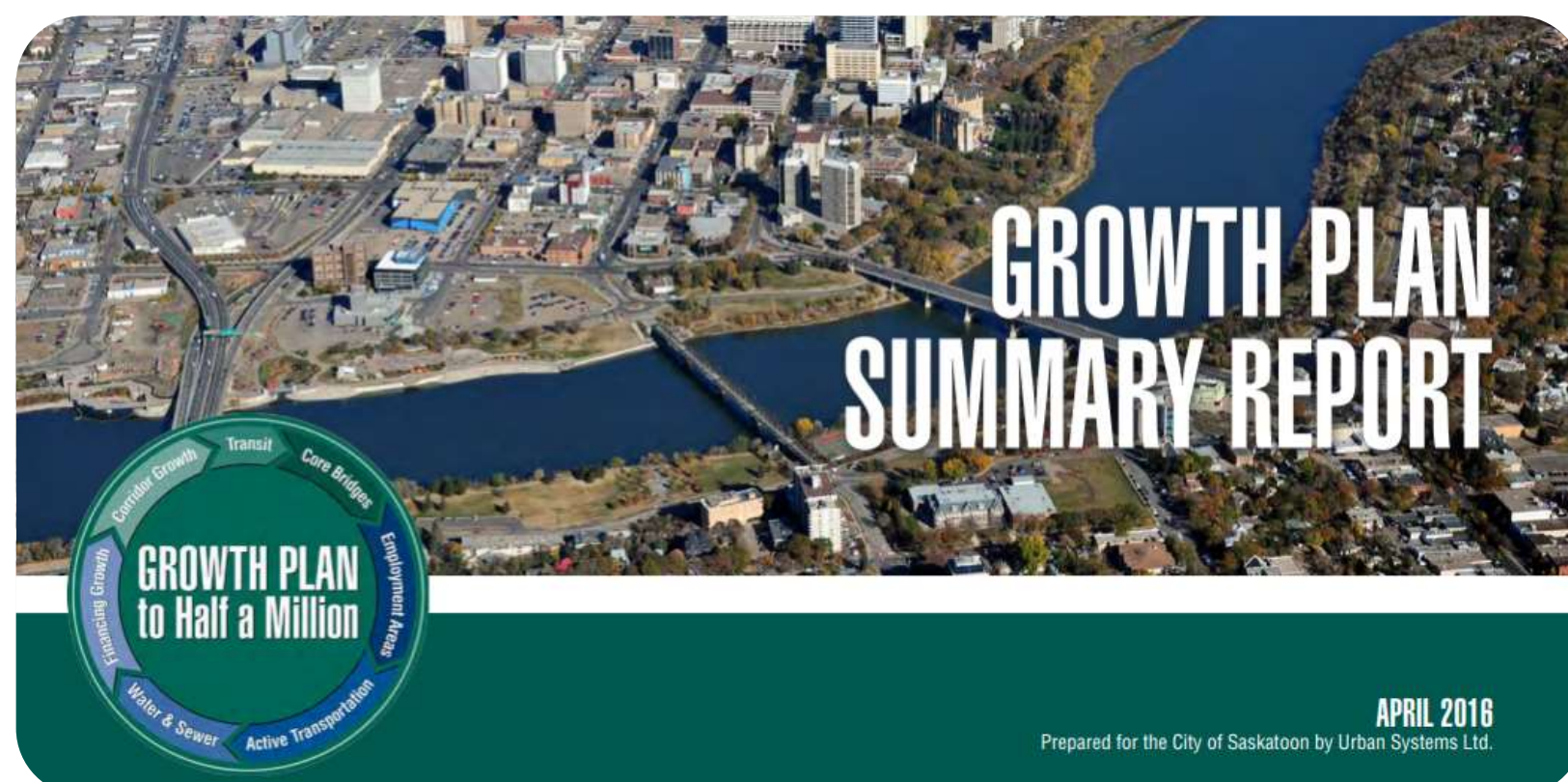


Active Transportation in Saskatoon



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.

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.

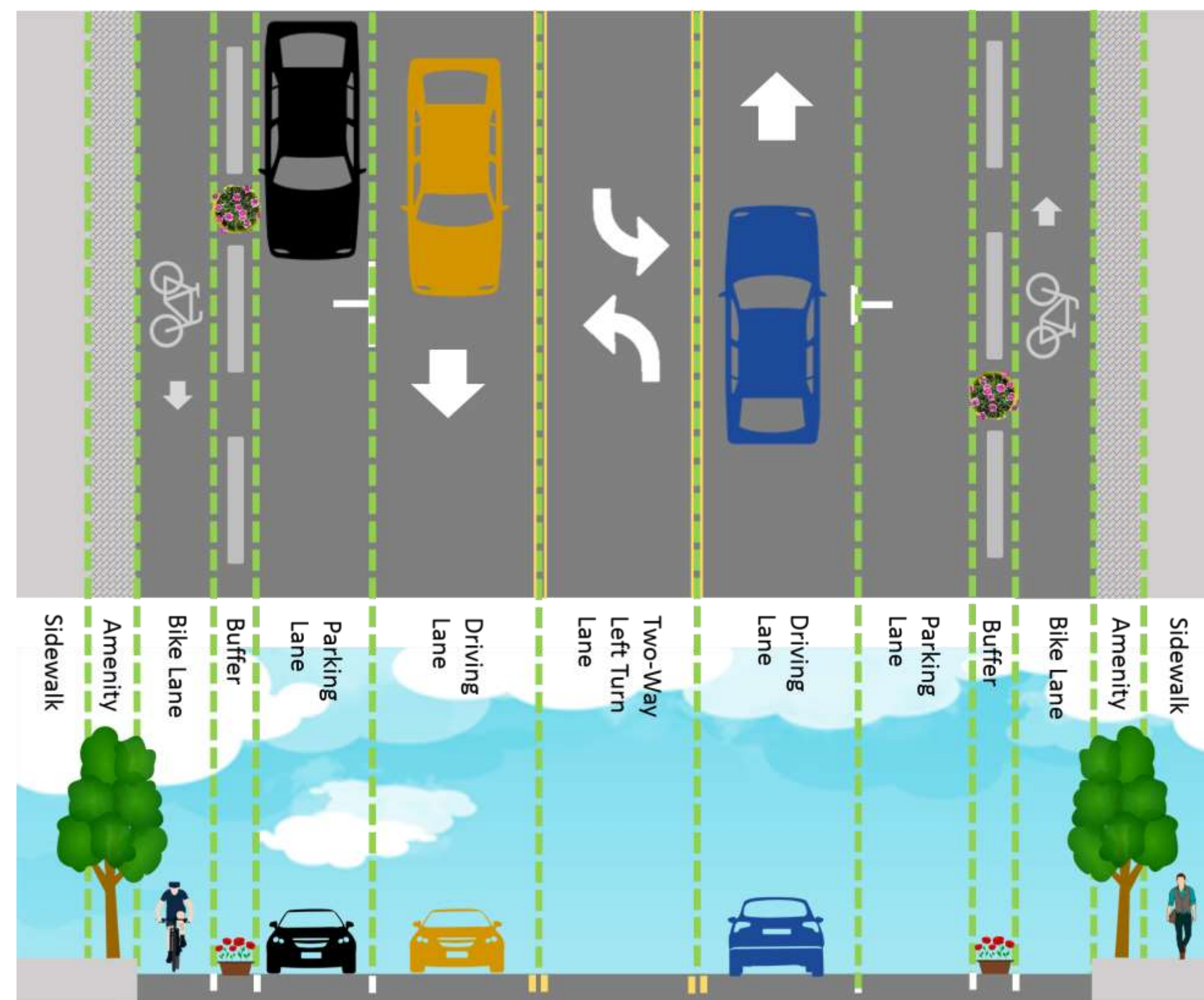
EXAMPLES OF AAA FACILITY TYPES

An all ages and abilities (AAA) facility is typically used on streets where:

- volume of vehicles is greater than 1,500 vehicles per hour, and
- operating speeds are over 30km per hour.

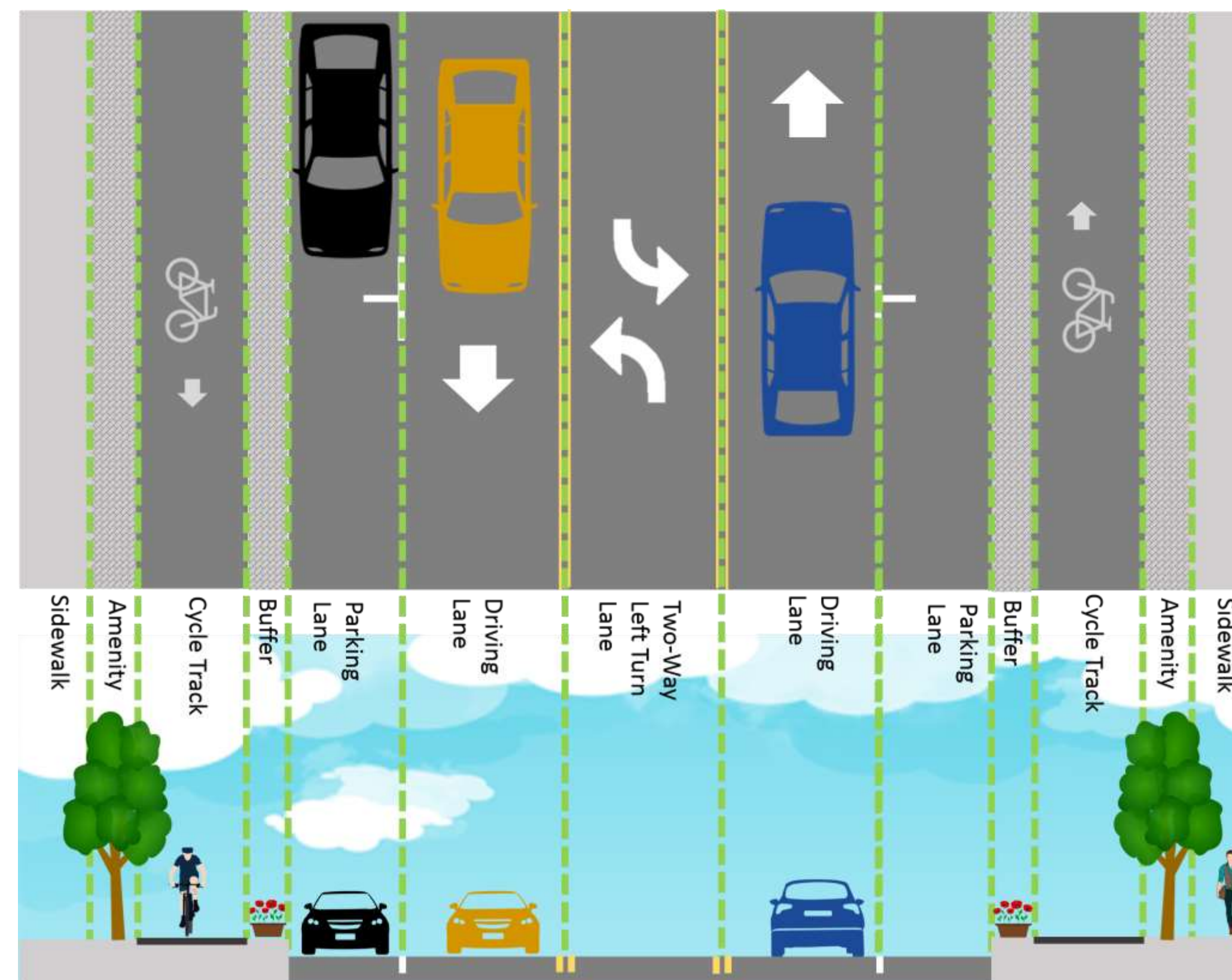
The following are three types of AAA facilities that are typically used in urban settings, such as downtown Saskatoon.

ONE-WAY PROTECTED BIKE LANE



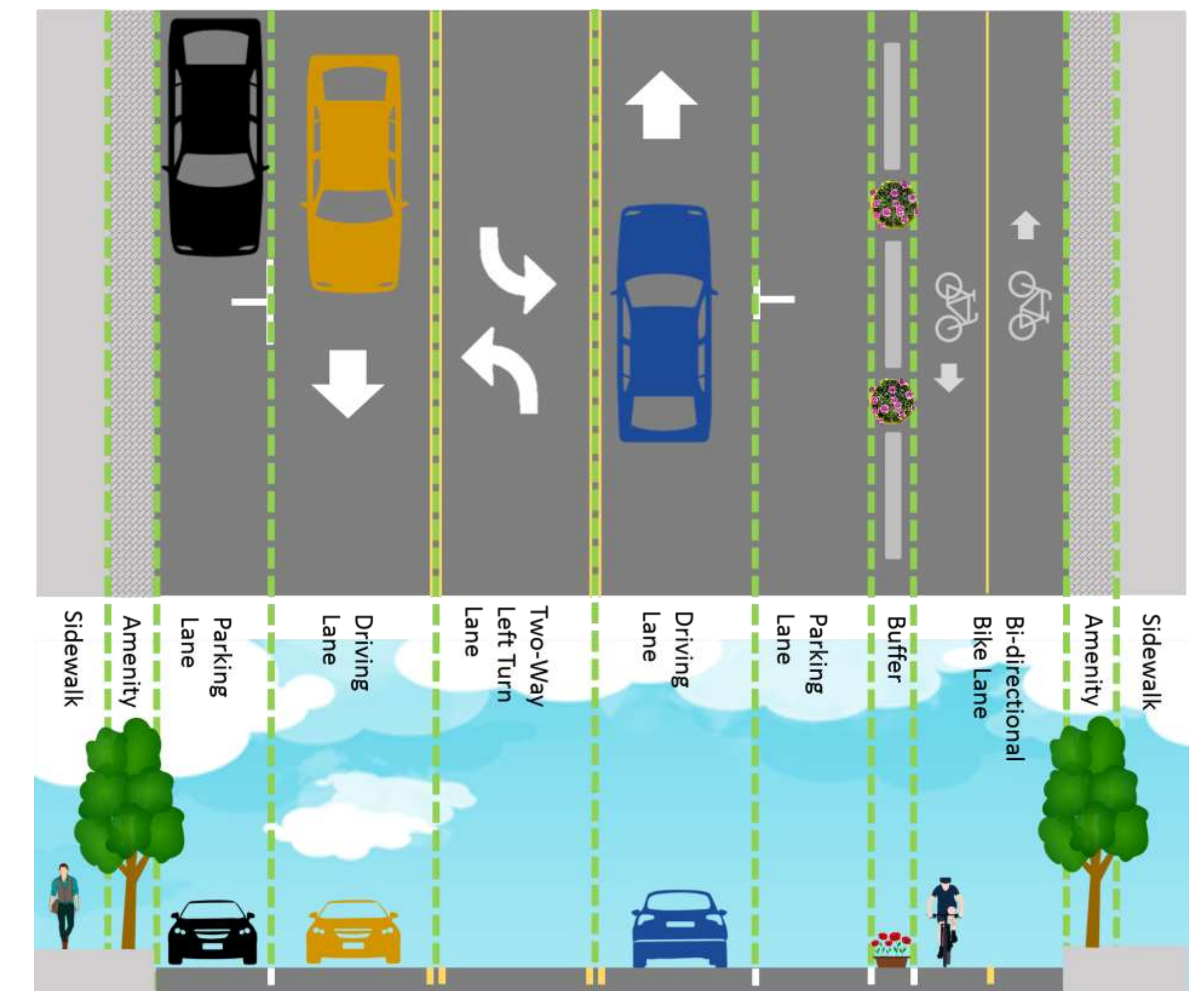
Source: NACTO, nacto.org

ONE-WAY RAISED CYCLE TRACK



Source: NACTO, nacto.org

BI-DIRECTIONAL PROTECTED BIKE LANE

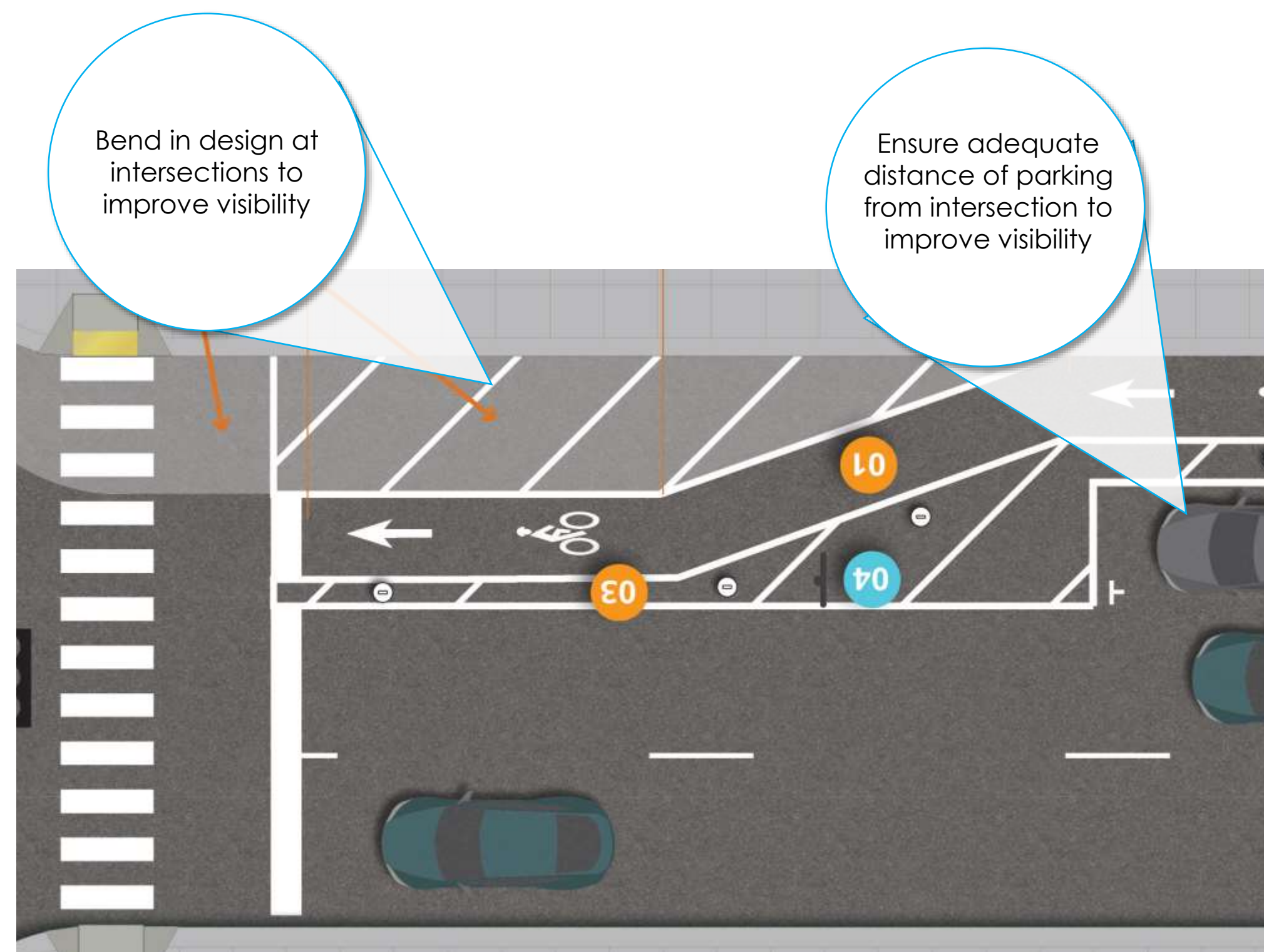


Source: NACTO, nacto.org

EXAMPLES OF DESIGN CONSIDERATIONS

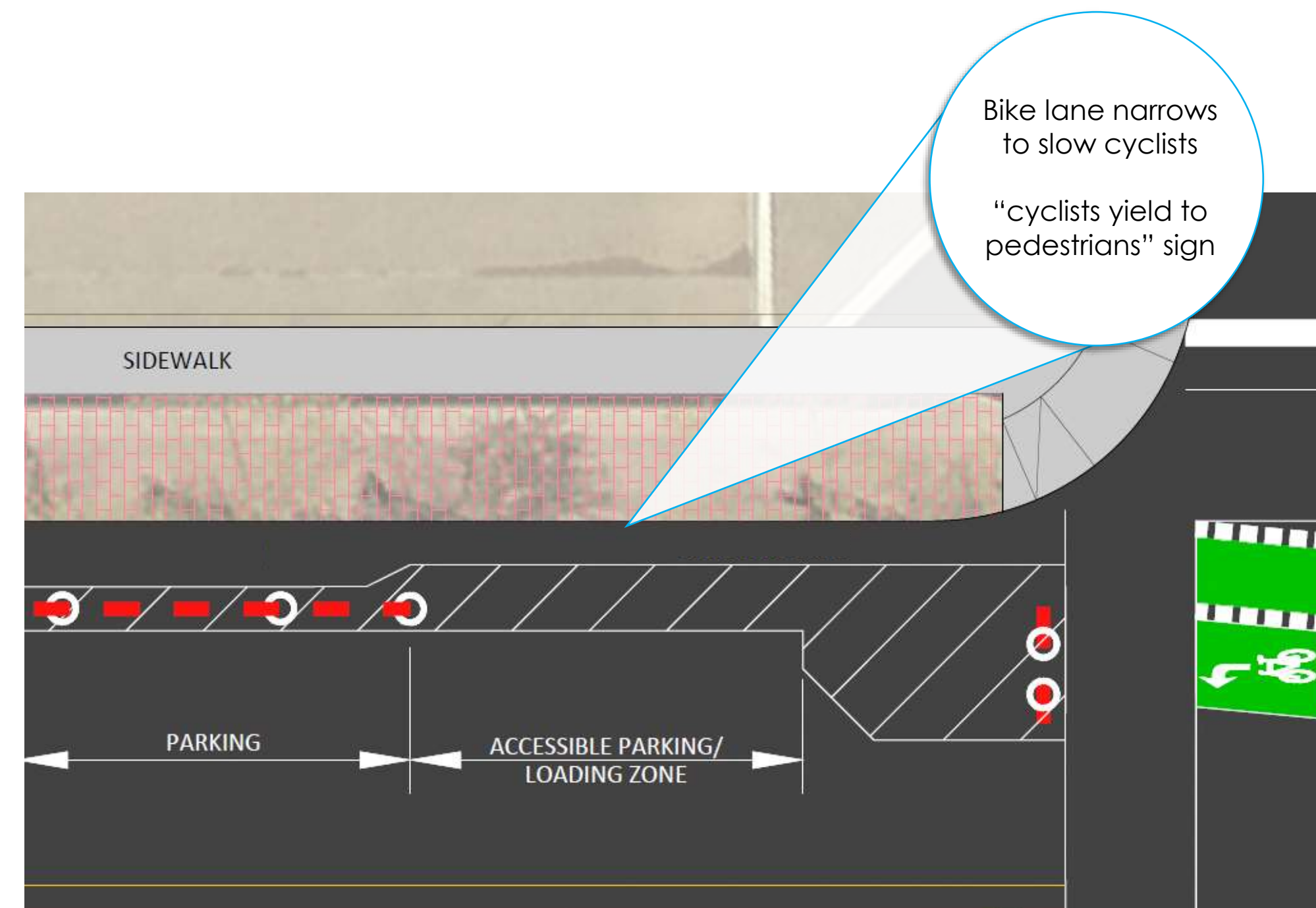
Integration with other users of the street is important to the successful function of the street. Conflicts between users are inevitable, but design treatments can be applied to ensure all users can safely navigate the space.

RIGHT-TURNING VEHICLES



Source: Federal Highway Administration, fhwa.dot.gov

LOADING ZONES / ACCESSIBLE PARKING SPACES

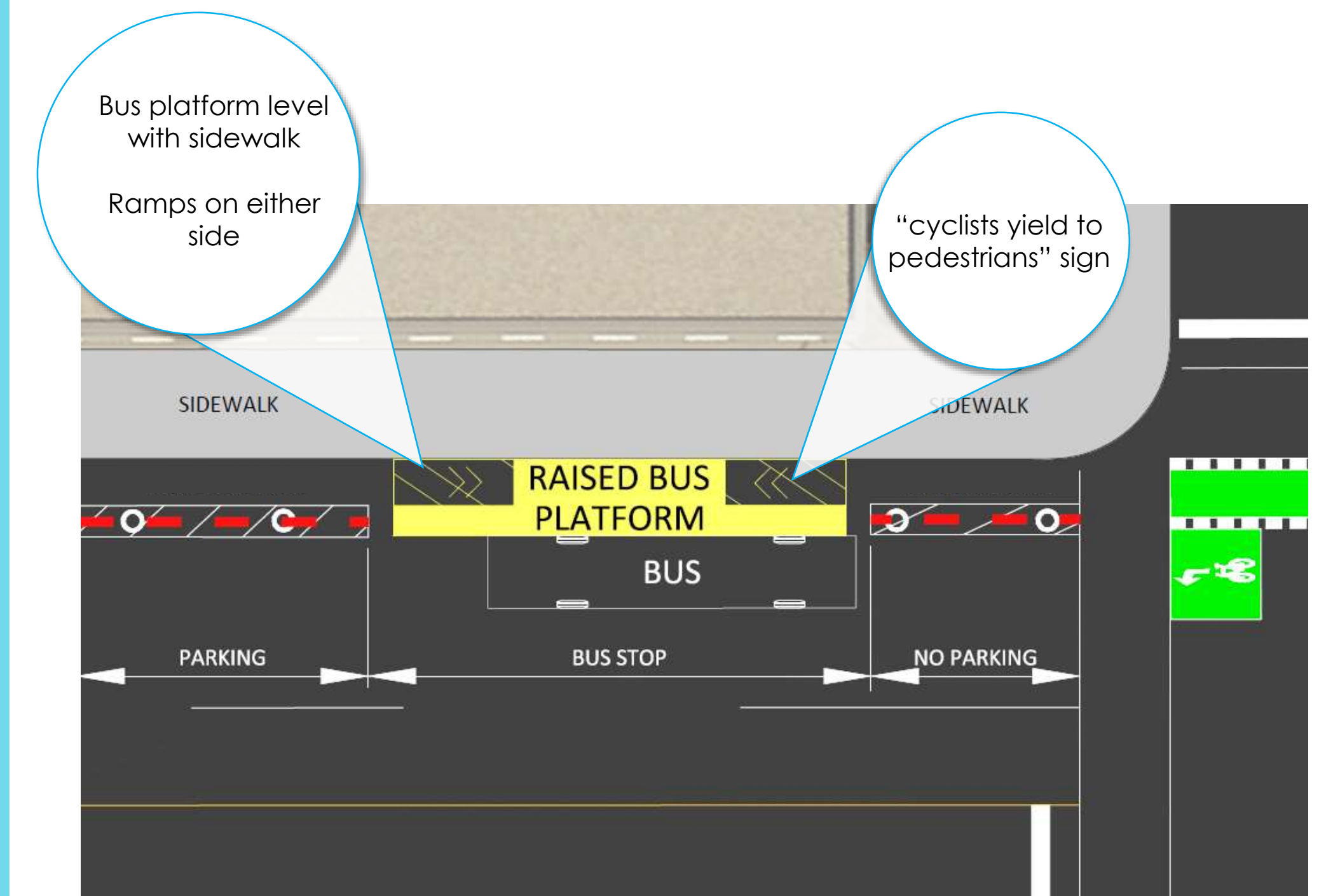


End-block parking - end of street view



Source: Our Streets MPLS, ourstreetsmpls.org

RAISED TRANSIT PLATFORMS



Source: Bike Dutch, bicycledutch.wordpress.com



Source: NACTO, nacto.org

PROJECT TIMELINE

PHASE 1

High level review of all potential downtown streets

Eliminate all streets that do not meet AAA Bicycle Network Principles (Safety, Comfort, Connectivity)

Develop evaluation criteria

Criteria must consider the impacts of all users in the downtown.

Present progress to stakeholders

January 30th Event



PHASE 2

Identify promising streets for AAA network

Conduct comprehensive data collection for all evaluation criteria on all promising streets

Use industry standard traffic modeling software to identify traffic operation impacts of cycling facility on all promising streets.

Develop Downtown AAA cycling network

Based on outcomes of data analysis and modeling results, identify the recommended network streets

Present progress to stakeholders

March 1st Event

Present progress to public

March 7th Event



PHASE 3

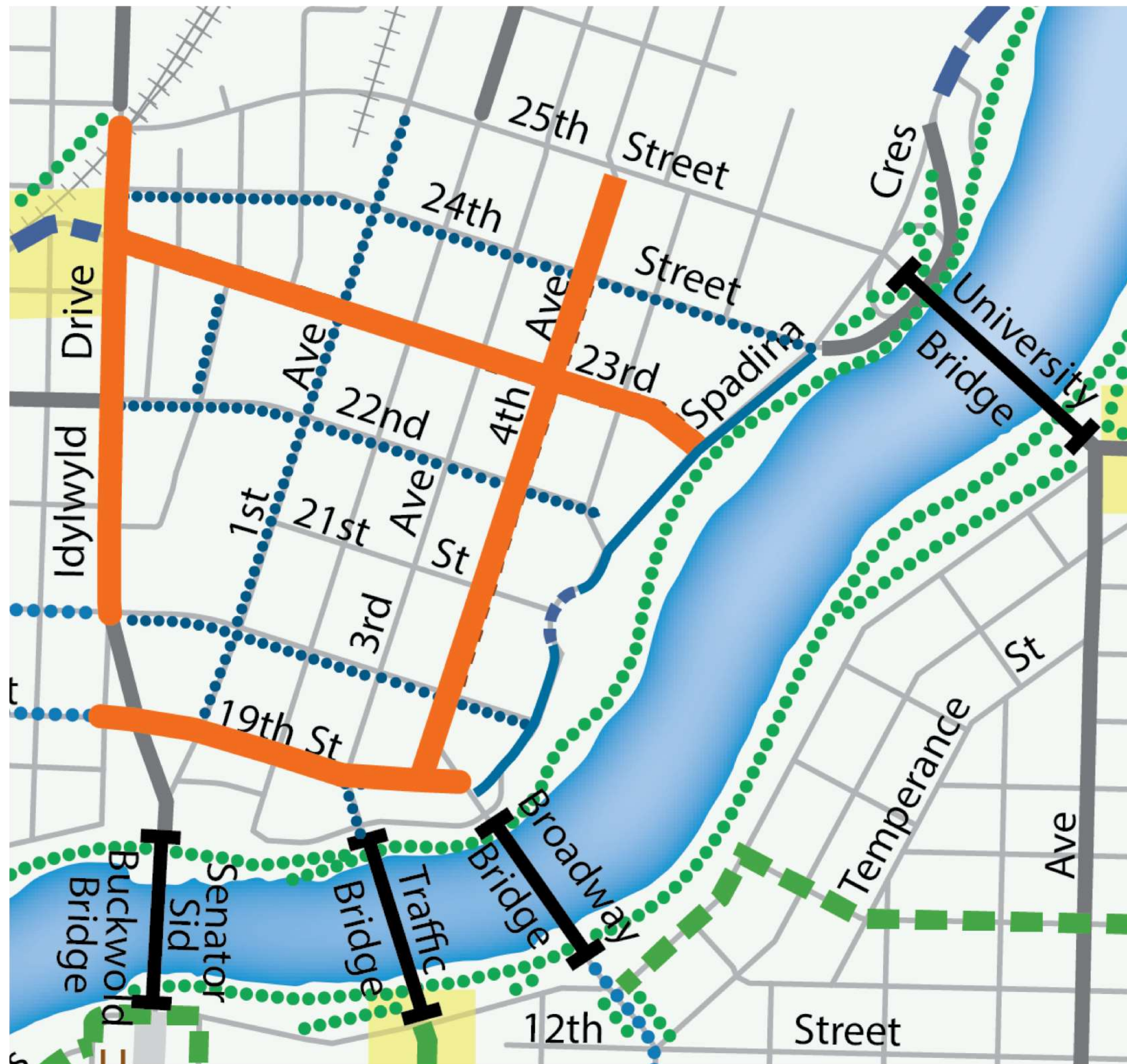
Design

Determine the appropriate facility type using industry guidelines and practices

Report to City Council

June 2018

PROPOSED AAA NETWORK: Map of Recommended Streets



PROPOSED AAA NETWORK

 Proposed AAA Network

EXISTING BICYCLE FACILITIES

 Shared-Use On-Road Cycling Lane

 Cycle Track

 Bike Boulevard

 Multi-Use Trails or Pathways

 Local Roads

 Exclusive Bike Lanes

 Sharrows Wide Lane and Narrow Lanes

 On Road, Sharing the Road or Bike Route

 Expert Riders - Street with high speed and high volume of traffic

PROPOSED AAA NETWORK

Connections To Existing And Proposed AAA Facilities

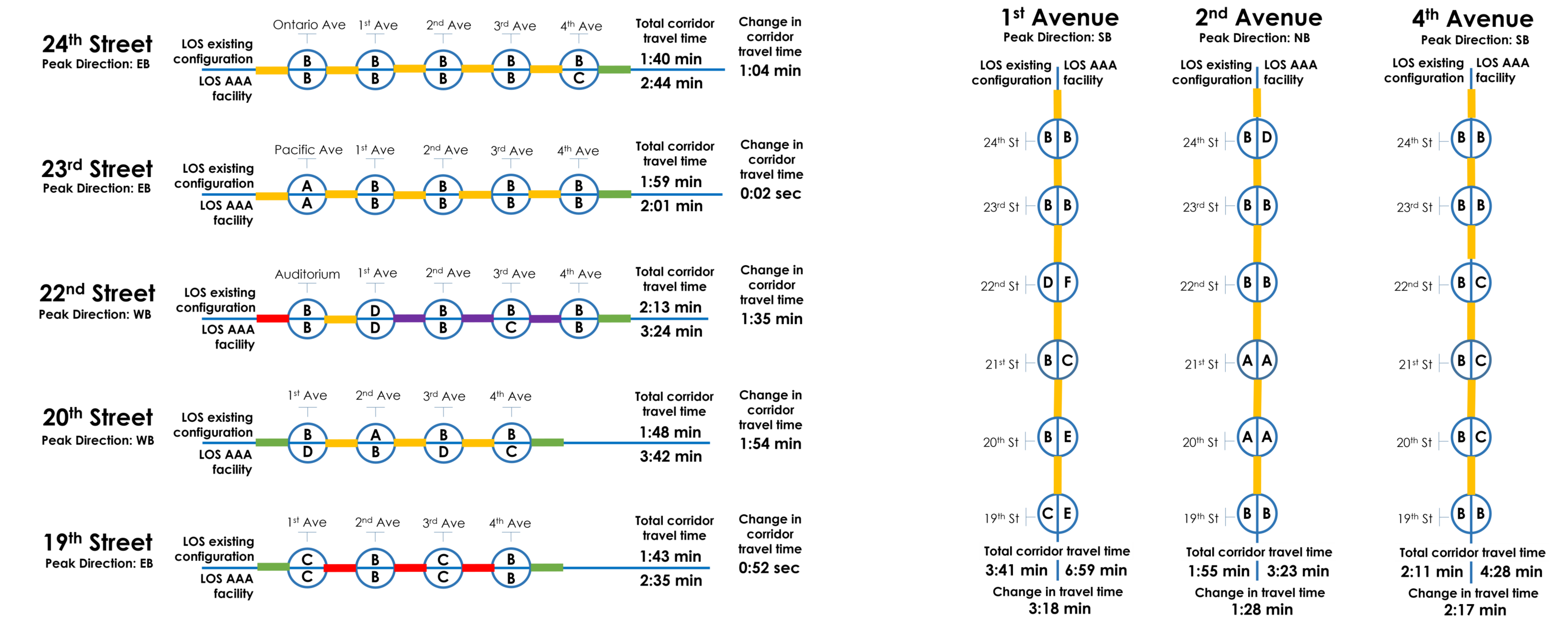
Connections to other AAA facilities are important to support the over city-wide network.

This map shows how the proposed network connects to existing AAA cycling facilities and proposed cycling facilities within and beyond the study area.



TRAFFIC LEVEL OF SERVICE & TRAVEL TIME ANALYSIS [PM PEAK PERIOD]

The City of Saskatoon uses the Highway Capacity Manual (HCM) to determine Level of Service (LOS). LOS is a measure of average delay per motor vehicle at each intersection. The illustrations below show the change in LOS at each intersection and the change in travel time for each corridor when a AAA facility is added to the street.



Legend

Road Configuration with AAA facility

- 4 driving lanes with left turn bays
- 2 driving lanes with left turn bays
- 4 driving lanes (no turn bays)
- 2 driving lanes (no turn bays)

Intersection

A

Intersection Level of Service
Based on average vehicle delay for all movements

Level of Service

Level of Service	Average Delay per Vehicle (seconds)
A	0 - 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

Traffic Analysis Assumptions



- Transit Mall on 23rd Street is no longer present. Through traffic movements along 23rd Street have been added.
- Traffic Bridge is open.
- Parcel YY in River Landing is built out (increase in traffic due to development).
- Bus Rapid Transit (BRT) along 3rd Ave: all analyses take into account the changes in travel pattern in the downtown.

PROPOSED AAA NETWORK: Overview of Network Decision Making



















Downtown streets support a number of different land uses through a variety travel of modes. When assessing the appropriate streets for a AAA cycling facility, it is important to consider the impacts to all users in the Downtown.

The charts below provide a high-level overview of the detailed analysis for each of the streets considered for a AAA facility.

East – West Streets

	19 th Street	20 th Street	22 nd Street	23 rd Street	24 th Street
Cycling Network (Linkages & Coverage) 	 2 Bridge Connections 34% Coverage of Downtown	 0 Bridge Connections 49% Coverage of Downtown	 0 Bridge Connection 67% Coverage of Downtown	 1 Partial Bridge Connection 71% Coverage of Downtown	 1 Partial Bridge Connection 58% Coverage of Downtown
Motor Vehicles (Level of Service & Travel Time) 	 Road Configuration no AAA: 4 lanes with left turn bays Road Configuration with AAA: 4 lanes with left turn bays	 Road Configuration no AAA: 4 lanes with left turn bays Road Configuration with AAA: 2 lanes with left turn bays	 Road Configuration no AAA: 4 lanes with left turn bays Road Configuration with AAA: 4 lanes with no turn bays	 Road Configuration no AAA: 4 lanes with no turn bays Road Configuration with AAA: 2 lanes with left turn bays	 Road Configuration no AAA: 4 lanes with no turn bays Road Configuration with AAA: 2 lanes with left turn bays
Business (Parking) 	 [17] (17) {0}	 [118] (80) {-38}	 [96] (63) {-33}	 [103] (90) {-13}	 [124] (66) {-58}
Transit (Future BRT) 	 Curb running BRT – 3 rd Ave to 4 th Ave (no stations)	 No BRT	 Curb Running BRT – 3 rd Ave to Idylwyld Dr (includes stations)	 No BRT	 No BRT

North – South Streets

	1 st Avenue	2 nd Avenue	3 rd Avenue	4 th Avenue	Spadina Cres
Cycling Network (Linkages & Coverage) 	 0 Bridge Connections 67% Coverage of Downtown	 0 Bridge Connections 78% Coverage of Downtown	 1 Bridge Connection 77% Coverage of Downtown	 1 Bridge Connection 70% Coverage of Downtown	 1 Bridge Connection 56% Coverage of Downtown
Motor Vehicles (Level of Service & Travel Time) 	 Road Configuration no AAA: 4 lanes with left turn bays Road Configuration with AAA: 2 lanes with left turn bays	 Road Configuration no AAA: 2 lanes with left turn bays Road Configuration with AAA: 2 lanes with left turn bays	 Road Configuration no AAA: 4 lanes with left turn bays Road Configuration with AAA: 2 lanes with left turn bays	 Road Configuration no AAA: 4 lanes with no turn bays Road Configuration with AAA: 2 lanes with left turn bays	 Road Configuration no AAA: 2 lanes with no turn bays Road Configuration with AAA: 2 lanes with no turn bays
Business (Parking) 	 [120] (72) {-48}	 [322] (146) {-176}	 [156] (102) {-52}	 [152] (94) {-58}	 [92] (12) {-80}
Transit (Future BRT) 	 No BRT	 No BRT	 Centre Running BRT – 25 th St to 19 th St	 No BRT	 No BRT

Parking Numbers: [existing # of spaces] (# of spaces with AAA facility) {change in # of spaces}

TRAFFIC ANALYSIS ASSUMPTIONS

- Transit Mall on 23rd Street is no longer present. Through traffic movements along 23rd Street have been added.
- Traffic Bridge is open.
- Parcel YY in River Landing is built out (increase in traffic due to development).
- Bus Rapid Transit (BRT) along 3rd Ave: all analyses take into account the changes in travel pattern in the downtown.

AAA EVALUATION CRITERIA: COMPARISON OF NORTH-SOUTH STREETS

Streets Recommended for Downtown AAA Network

Great/Good

Neutral

Poor

	Idylwyld Drive	1st Avenue	2nd Avenue	3rd Avenue	4th Avenue	Spadina Cres
		 BICYCLE NETWORK				
		Linkages to Surrounding Areas				
Connectivity North	Great. Extends beyond 25th St.	Good. Extends beyond 25th St, with a slight deflection at Duke St.	Great. Extends beyond 25th St	Great. Extends beyond 25th St	Good. Extends beyond 25th St (4th Ave in a one-way street N of 25th)	Good. Extends north of 25th St. Connects with Meewasin trail system
Connectivity South	Ok. Terminates at 20th, connection through Ave A to 19th St	Ok. Southbound Terminates at 19 th Street, Northbound begins at 20 th due to Idylwyld Freeway Ramps.	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres	Intersection improvements are planned that will improve the connection to the Broadway Bridge	Good. Terminates at 2nd Ave. Connects with Meewasin trail system
Coverage (% of Downtown within 400m of Proposed Facility)	40%	65%	75%	75%	70%	55%
		Linkages to Existing & Proposed AAA Facilities				
Bridges	Poor: Road connects directly to Sid Buckwold Bridge but the connection to Sid Buckwold Bridge walkway is challenging.	Poor: Road connects directly to Sid Buckwold Bridge but the connection to Sid Buckwold Bridge walkway is challenging.	OK: Connects to 19th St which connects to Traffic Bridge and Broadway Bridge	Great: <ul style="list-style-type: none">Connects directly to Traffic BridgeConnects to 19th St which connects to Broadway Bridge	Good: <ul style="list-style-type: none">Northbound connection from Broadway Bridge to 4th on East Side is OKIntersection improvements are planned that will improve the connection to the Broadway Bridge	Good: <ul style="list-style-type: none">Connects with University BridgeDoesn't connect with Broadway BridgeConnects with Traffic Bridge
Existing AAA Facilities	<ul style="list-style-type: none">Connects with Blairmore BikewayConnects with South West Connector Multi Use Pathway	None	2nd Ave becomes 3rd Ave which connects with 33rd Street Multi-Use Pathway	<ul style="list-style-type: none">Connects with 33rd Street Multi-Use PathwayConnects with Cycle Track on Victoria Avenue	None	Connects to Meewasin trail system
Proposed AAA Facilities	None	None	None	None	None	None
		Current and Potential Bicycle Traffic				
Key Destinations Served	<ul style="list-style-type: none">Midtown PlazaTCU Place	<ul style="list-style-type: none">Government of Canada BuildingMidtown PlazaScotia Centre	<ul style="list-style-type: none">Remai ModernRiver LandingScotia CentreLots of retailLots of restaurants	<ul style="list-style-type: none">Francis Morrison LibraryCity HallSturdy StoneSome retail shopsSome restaurantsEducational intuitions	<ul style="list-style-type: none">Francis Morrison LibraryCity HallSturdy StoneMore office than retailSome restaurants	<ul style="list-style-type: none">Remai ModernRiver LandingCourt of Queen's BenchMedical OfficesGeneral Offices
		PEOPLE WALKING 				
		Pedestrian Improvements				
Opportunity for Improvements	Yes. Opportunity to make improvements through Imagine Idylwyld project	Yes. Opportunity to improve crossings for pedestrians north of 22nd St	Already a pedestrian priority street with significant pedestrian amenities & short crossing distances.	Yes. Possible opportunity to make improvements through BRT	Yes. Increases separation of pedestrians from traffic	<ul style="list-style-type: none">East side has great pedestrian amenitiesWest side could benefit from improved pedestrian facilities





AAA EVALUATION CRITERIA: COMPARISON OF NORTH-SOUTH STREETS

Streets Recommended for Downtown AAA Network

Great/Good

Neutral

Poor

	Idylwyld Drive	1st Avenue	2nd Avenue	3rd Avenue	4th Avenue	Spadina Cres
		CYCLIST SAFETY 				
		Conflict with Vehicles				
Motor Vehicles per Day (Average Annual Daily Traffic)	28,000 – 31,000 2016 COS AADT	13,000 – 22,000* *estimated	5,000 - 16,000* *estimated	7,000 – 9,000* *estimated	12,000 – 22,000* *estimated	6,000 – 9,000 2016 COS AADT
		 PEOPLE DRIVING				
		Automobile travel time [PM Peak Period]				
Peak Direction of Travel	Analysis is being completed through Imagine Idylwyld project	Southbound	Northbound	Not calculated due to BRT being selected for this street	Southbound	Minimal change
Travel Time (existing configuration)		3:41 min	1:55 min		2:11 min	
Travel Time (AAA facility)		6:59 min	3:32 min		4:28 min	
Change in Travel Time		3:18 min	1:28 min		2:17 min	
		TRANSIT 				
		Transit Stop Conflicts				
Current # of Stops	0	6	2	12	3	0
Future # of Stops	0	0	0	3	0	0
		Transit Operations				
Current Transit Route	No	Yes	Yes	Yes	Yes	No
Future Transit Route	Not identified for future bus route	Not identified for future bus route	Not identified for future bus route	Identified as Bus Rapid Transit Route	Not identified for bus route	Not identified for bus route
		 BUSINESS				
Street Environment	Average activity: 35 building entrances (3.8 per block face)	Average activity: 54 building entrances (4.5 per block face)	High activity: 124 building entrances (8.8 per block face)	High activity: 96 building entrances (6.8 per block face)	Average activity: 41 building entrances (3.4 per block face)	Average activity: 28 building entrances (4.6 per block face)
		Parking				
Current # of Spaces	0	120	322	156	152	92
# of Spaces with cycling facility	0	72	146 (Angle parking converted to parallel parking)	102	94	12 (Parking on west side removed)
Change in # of Spaces^	0	-48	-176	-54	-58	-80

TRAFFIC ANALYSIS ASSUMPTIONS

- Transit Mall on 23rd Street is no longer present. Through traffic movements along 23rd Street have been added.
- Traffic Bridge is open.
- Parcel YY in River Landing is built out (increase in traffic due to development).
- Bus Rapid Transit (BRT) along 3rd Ave: all analyses take into account the changes in travel pattern in the downtown.

^ Due to removal of parking at intersections and on each side of driveways to improve visibility/sightlines.

AAA EVALUATION CRITERIA: COMPARISON OF EAST-WEST STREETS

Streets Recommended for Downtown AAA Network

Great/Good

Neutral

Poor

	19th Street	20th Street	22nd Street	23rd Street	24th Street	25th Street
	<div><div></div><div>BICYCLE NETWORK</div></div>					
	Linkages to Surrounding Areas					
Connectivity East	Good. Terminates at 4th Avenue	Great. Terminates at Spadina Cres	Ok. Terminates at Spadina Cres, but deflects south at 5th Ave	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres
Connectivity West	Great. Continues west to Ave M	Great. Continues west to Vancouver Ave	Great. Continues west to City Limits	Good. Continues west to Vancouver Ave, slight deflection at Jamison St	Ok. Terminates at Idylwyld Drive	Ok. Terminates at Idylwyld Drive
Coverage (% of Downtown within 400m of Proposed Facility)	35%	50%	65%	70%	60%	40%
	Linkages to Existing & Proposed AAA Facilities					
Bridges	Great connection to Traffic Bridge & Broadway Bridge	No bridge connections	No bridge connections	Ok connection to University Bridge	Ok connection to University Bridge	Great connection to University Bridge
Existing AAA Facilities	None	None	None	Connects to Blairmore Bikeway	None	Connects to SW Connector MUP
Proposed AAA Facilities	Connects to proposed 19th St protected bike lane (Ave A - Ave H)	Connects to proposed raised cycle track on Idylwyld Drive	Connects to proposed raised cycle track on Idylwyld Drive	Connects to proposed raised cycle track on Idylwyld Drive	Connects to proposed multi-use pathway on Idylwyld Drive	Connects to proposed multi-use pathway on Idylwyld Drive
	Current and Potential Bicycle Traffic					
Key Destinations Served	<div><div></div><div><div>River Landing</div><div>Remai Modern</div><div>Farmer's Market</div><div>Prov. Court</div><div>Midtown Plaza</div></div></div>	<div><div></div><div><div>Midtown Plaza</div><div>Several retail shops west of Idylwyld Dr</div></div></div>	<div><div></div><div><div>TCU Place</div><div>Sturdy Stone</div><div>Some office /retail</div></div></div>	<div><div></div><div><div>Francis Morrison Library</div><div>City Hall</div><div>Medical Offices</div></div></div>	<div><div></div><div><div>Kinsmen Park</div><div>City Hall</div></div></div>	<div><div></div><div><div>Kinsmen Park</div><div>Police Station</div></div></div>
	<div><div></div><div>PEOPLE WALKING</div></div>					
	Pedestrian Improvements					
Opportunity for Improvements	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Somewhat. Already streetscaped





AAA EVALUATION CRITERIA: COMPARISON OF EAST-WEST STREETS

Streets Recommended for Downtown AAA Network

Great/Good

Neutral

Poor

	19th Street	20th Street	22nd Street	23rd Street	24th Street	25th Street
	CYCLIST SAFETY 					
	Conflict with Vehicles					
Motor Vehicles per Day (Average Annual Daily Traffic)	17,000 – 25,000* *estimated	13,000 – 20,000* *estimated	15,000 – 30,000* *estimated	7,000 – 12,000* *estimated	8,000 – 13,000* *estimated	23,000 – 43,000 2016 COS AADT
	 PEOPLE DRIVING					
	Automobile travel time [PM Peak Period]					
Peak Direction of Travel	Eastbound	Westbound	Westbound	Eastbound	Eastbound	Not completed as this street was removed from consideration for a AAA facility at this time.
Travel Time (existing configuration)	1:43 min	1:48 min	2:13 min	1:59 min	1:40 min	
Travel Time (AAA facility)	2:35 min	3:42 min	3:24 min	2:01 min	2:44 min	
Change in Travel Time	0:52 sec	1:54 min	1:35 min	0:02 sec	1:04 min	
	TRANSIT 					
	Transit Stop Conflicts					
Current # of Stops	5	3	4	9	2	9
Future # of Stops	None Identified	Possibility of future stops	2 BRT Stations	None Identified	None Identified	2 BRT Stations
	Transit Operations					
Current Transit Route	Yes	Yes	Yes	Current transit terminal conflict front 2 nd Ave to 3 rd Ave	Yes	Yes
Future Transit Route	BRT proposed as curb running from 4th Ave to 3rd Ave	Identified as possible high-frequency transit west of 3rd Ave	Identified as future center-running BRT route	None identified	None identified	BRT proposed as curb running from Spadina to 3 rd Ave
	 BUSINESS					
Street Environment	Low activity: 7 building entrances (1.2 per block face)	Average activity: 23 building entrances (2.3 per block face)	Average activity: 31 building entrances (3.1 per block face)	Low activity: 21 building entrances (1.5 per block face)	Average activity: 33 building entrances (2.0 per block face)	Low activity: 24 building entrances (1.6 per block face)
	Parking					
Current # of Spaces	17	118	96	103	124	58
# of Spaces with AAA	17	80	63	90 (Parking added in transit terminal)	66 (Parking removed on south side between Ontario Ave & Idylwyld Dr)	50
Change in # of Spaces^	0	-38	-33	-13	-58	-8

TRAFFIC ANALYSIS ASSUMPTIONS

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- Bus Rapid Transit (BRT) along 3rd Ave: all analyses take into account the changes in travel pattern in the downtown.

[^] Due to removal of parking at intersections and on each side of driveways to improve visibility/sightlines.