Protected bike lanes physically separate people riding bikes from drivers. More people in Saskatoon would cycle to work or cycle more often but are hesitant to do so for a variety of reasons. Protected bike lanes make this transportation option more attractive by increasing the comfort level and feeling of safety by ‘protecting’ cyclists from traffic and car doors opening. The lanes also benefit drivers, as separate space for cyclists increases the predictability and comfort of driving. It also reduces ‘sidewalk riding’ which is beneficial for pedestrians.
Protected Bike Lane Demonstration Project

Bikes Lanes Across Canada

Vancouver
Calgary
Ottawa
Toronto
Montreal
Winnipeg

Photo Credit: Don Cook
Photo Credit: CycleSeven
Photo Credit: CycleTO
Photo Credit: Jason Tait
Photo Credit: Skyscraper Forum
Photo Credit: Kent Lundberg
A green lane is a bike lane within a traffic lane. When a person riding a bike is present, the traffic speed is limited to their speed. Motor vehicles are welcome at the pace of bicyclists. Motorists should not overtake people on bikes in this lane. This style of road layout allows for an increase in street parking while improving priority for bicyclists.
Building on the current major access points for people riding bikes to the downtown, a north-south and east-west street pair was determined based on an in-depth examination of downtown streets and how they connect to the larger city.

Where will the Demonstration Project Be?

Protected Bike Lane Demonstration Project
Protected Bike Lane Demonstration Project

Street Parking Supply and Utilization

Saskatoon Weekday Parking Occupancy

PARKING SPACES

- #(+/- #): Existing Parking Spaces (Change in Parking Spaces)
- #*: Non-Metered (2 hour Limit)/Parking
- NP: No Parking
## Protected Bike Lane Demonstration Project

### How Will Traffic Move?

#### TRAFFIC ANALYSIS

<table>
<thead>
<tr>
<th>AM/PM</th>
<th>Peak Hour Traffic</th>
<th>Change in intersection travel time in seconds</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>10:00 - 11:00</td>
<td>2.4s, 0.0s</td>
</tr>
<tr>
<td>PM</td>
<td>16:00 - 17:00</td>
<td>2.8s, 0.2s</td>
</tr>
</tbody>
</table>

#### AM (9:00 - 11:00)

<table>
<thead>
<tr>
<th>Traffic Volumes</th>
<th>Idaho Ave</th>
<th>2nd Street</th>
<th>3rd Street</th>
<th>4th Street</th>
<th>5th Avenue</th>
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</thead>
<tbody>
<tr>
<td>Daily Traffic</td>
<td>15,000</td>
<td>12,000</td>
<td>11,000</td>
<td>6,000</td>
<td>6,000</td>
</tr>
<tr>
<td>Change</td>
<td>+500</td>
<td>+300</td>
<td>+400</td>
<td>+200</td>
<td>+200</td>
</tr>
<tr>
<td>AM/P (10:00 AM)</td>
<td>12,500</td>
<td>8,500</td>
<td>8,600</td>
<td>5,000</td>
<td>5,000</td>
</tr>
<tr>
<td>Change</td>
<td>-1,000</td>
<td>-3,500</td>
<td>-300</td>
<td>-200</td>
<td>-200</td>
</tr>
</tbody>
</table>

#### PM (16:00 - 17:00)

<table>
<thead>
<tr>
<th>Traffic Volumes</th>
<th>Idaho Ave</th>
<th>2nd Street</th>
<th>3rd Street</th>
<th>4th Street</th>
<th>5th Avenue</th>
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</thead>
<tbody>
<tr>
<td>Daily Traffic</td>
<td>14,000</td>
<td>11,000</td>
<td>9,000</td>
<td>6,000</td>
<td>6,000</td>
</tr>
<tr>
<td>Change</td>
<td>+500</td>
<td>+300</td>
<td>+400</td>
<td>+200</td>
<td>+200</td>
</tr>
<tr>
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<td>7,500</td>
<td>8,600</td>
<td>5,000</td>
<td>5,000</td>
</tr>
<tr>
<td>Change</td>
<td>-1,000</td>
<td>-3,500</td>
<td>-300</td>
<td>-200</td>
<td>-200</td>
</tr>
</tbody>
</table>
Protected Bike Lane Demonstration Project

What’s Next?

Timeline

November 2014
- Compile Open House Comments
- Formalize Stakeholder Comments
- Report to City Council with Recommendation

January 2015
- If Demonstration Project is Approved
- If Demonstration Project is Approved
- Communication & Education
- Installation
- Evaluation Period
- Report to Council on continuation/permanent/removal

April 2015

May 2015

June 2015 to October 2016

January 2017

Evaluation

To evaluate the demonstration project, the following indicators will be observed:
1) Changes in cyclists’ use of 4th Avenue and 24th Street
2) Changes in the number of cyclists in the city centre
3) Cyclists’ conflict with other street users
4) Impact on businesses adjacent to the bike lanes
5) Changes in the amount of sidewalk cycling on 4th Avenue and 24th Street
6) Traffic movement and congestion