

8 – Active Transportation & Transit

Overview



Encouraging non-vehicular transportation is important to the LAP Committee, especially given Mayfair & Kelsey-Woodlawn's central location and proximity to amenities.

Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding.¹ There are many ways to engage in active transportation, whether it is walking to the bus stop, or cycling to school/work.

In Mayfair & Kelsey-Woodlawn, the LAP Committee views active transportation and transit service as important in achieving the vision of the neighbourhoods – being walkable, with a strong sense of community and small-town feel. Strengthening active transport and transit connections are also crucial given the neighbourhoods' proximity to the South Saskatchewan River, Downtown, and the industrial areas to the north.

¹ Public Health Agency of Canada. <http://www.phac-aspc.gc.ca/hp-ps/hl-mvs/pa-ap/at-ta-eng.php>

Active Transportation & Transit Goals

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of active transportation and transit in Mayfair & Kelsey-Woodlawn. They are as follows:

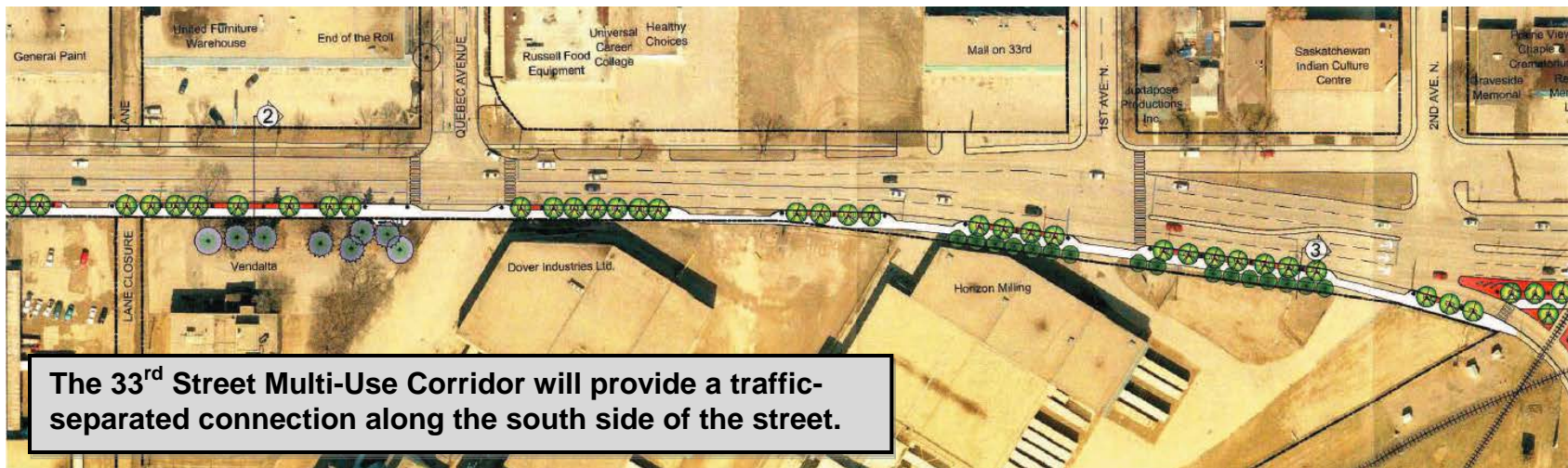
1. To promote the increased use of transit and active transportation as ways to commute to work and reach major destinations such as Downtown, Saskatchewan Polytechnic, and the University of Saskatchewan.
2. To minimize Warman Road and Circle Drive as barriers to active transportation, specifically for those who commute by bicycle.
3. To increase the use of transit in Mayfair & Kelsey-Woodlawn through service and amenity improvements.

Introduction

Non-vehicular transportation, such as cycling, is an important method of transportation in Saskatoon. The *2013 Household Travel Survey* reveals that 4% of peak hour trips were conducted by bicycle – significantly higher than Calgary, Edmonton, or Winnipeg.² Installations such as the 33rd Street Multi-Use Corridor, which is a paved and landscaped path along the south side of 33rd Street from Spadina Crescent to Idylwyld Drive, will be a welcome addition to cyclists and pedestrians. During LAP discussions, stakeholders noted it is very difficult to travel to and from Mayfair & Kelsey-Woodlawn to the east (towards North Park and the river), to the north towards the industrial area, and northeast towards the Airport Business Area and Hampton Village. The difficulty of walking or cycling into or out of the neighbourhood is due in part to the significant barriers posed by the rail line, and high-traffic corridors such as Warman Road and Circle Drive.

²

http://www.saskatoon.ca/DEPARTMENTS/City%20Clerks%20Office/Boards%20and%20Committees/agendasandminutes/Documents/agendas_2014/a_af_160614.pdf. Page 79.



Removing Barriers to Active Transportation in Mayfair & Kelsey-Woodlawn

Given the physical barriers to the north, members of the LAPC discussed the potential for a cyclist corridor to the North, Hudson Bay, and Marquis Industrial areas, with ease of access from residential areas in Mayfair and Kelsey-Woodlawn, as well as adjacent neighbourhoods. The goal of such a corridor is to increase cyclist comfort and safety, and to reduce commuting times.

Recommendation: *That Transportation examine the creation of north-south cycling routes, with consideration given to Avenue C in Mayfair and 1st Avenue in Kelsey-Woodlawn. If feasible, consideration should be given to a protected cycling lane.*

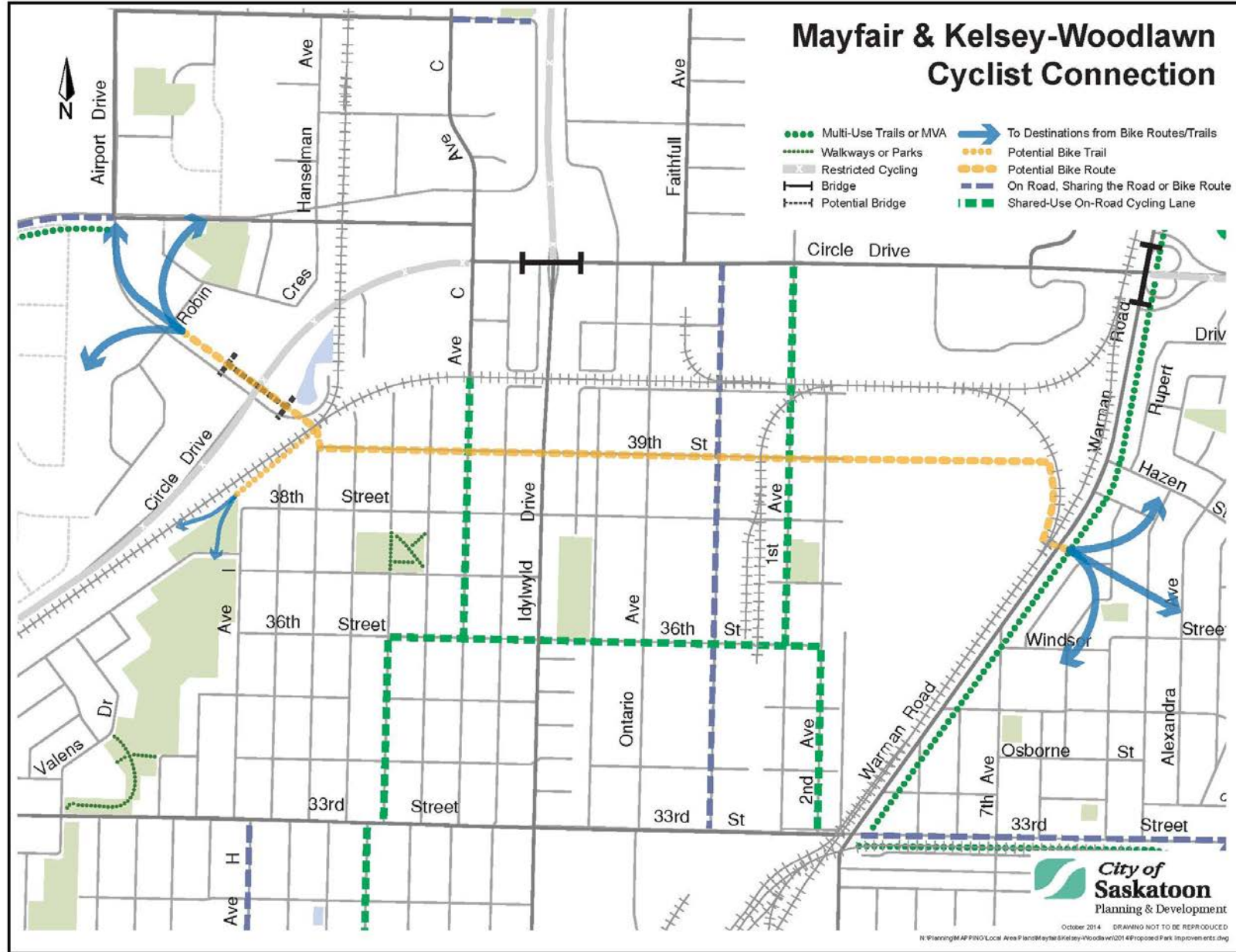
Numerous members of the LAPC are concerned about the barrier presented by Warman Road for cyclists and pedestrians. For example, someone who commutes by bicycle to the industrial area of Kelsey-Woodlawn and lives in neighbourhoods to the east and north-east (River Heights, Richmond Heights, North Park), would face the significant

barrier posed by Warman Road. There is no current crossing of Warman Road between 33rd Street and Assiniboine Drive, a distance of over 2.2km, creating a significant detour for cyclists and pedestrians. Therefore, a pedestrian and cyclist connection across Warman Road would be useful for area residents, Saskatchewan Polytechnic students and commuters living in neighbourhoods to the east and northeast of Kelsey-Woodlawn's industrial area. Such a connection would also give residents in the northern portions of Mayfair & Kelsey-Woodlawn a more direct connection to the river valley.

If a crossing at Warman Road were established, the pedestrian and cyclist connection could continue along the existing east-west road in Woodlawn Cemetery, which is a continuation of 39th Street. This would create a continuous east-west route from Warman Road, through Woodlawn Cemetery, through Kelsey-Woodlawn and Mayfair. Continuing along 39th Street, at Avenue G the proposed pedestrian and cyclist connection to the Airport Business Area and Hampton Village could be established if the Airport Drive overpass is constructed. The map on the next page illustrates the proposed pedestrian and cyclist connection. Woodlawn Cemetery Administration is in favour of this idea, however would not want any markings on the asphalt or signage within the Cemetery – well-placed signage at the entrances would be sufficient.

Recommendation: *With regards to active transportation, that Transportation:*

- *Examine the feasibility of a pedestrian and cyclist connection across Warman Road, in the vicinity of Hazen Street, in conjunction with a cycling route through Woodlawn Cemetery and 39th Street; and*
- *That 39th Street – from Woodlawn Cemetery to the Avenue G/Airport Drive connection – be examined for potential as a pedestrian and cyclist corridor.*



Transit in Mayfair & Kelsey-Woodlawn

Mayfair is currently served by bus Route 4, Mayfair – Willowgrove Square, and Kelsey-Woodlawn is served by Route 14, North Industrial – City Centre. In addition, Route 12, River Heights – Airport, travels along Ontario Avenue in Kelsey-Woodlawn and the northern portion of Mayfair. Previously, the residential area of Kelsey-Woodlawn (1st Avenue) was served by transit, however the route was moved to Quebec Avenue due to safety concerns with on-street parking and the narrow width of the roadway.

A concern raised by the LAPC is that the many high-traffic bus stops in the area do not have enough space for waiting passengers during peak hours, especially in the winter months and those stops in close proximity to Saskatchewan Polytechnic. As such, larger bus shelters should be examined for installation at high traffic locations. Certain bus stop locations in Mayfair & Kelsey-Woodlawn do not have adequate waiting areas. For example, certain stops along 36th and 38th Streets have no sidewalks or paved areas for passengers to board or disembark busses. This is especially a concern in the winter months, where snow clearing soft surfaces is difficult. The bus stop at Quebec Avenue north of 36th Street, for example, is unpaved and has a power pole in the passenger waiting area.

The industrial area of Kelsey-Woodlawn is home to a wide variety of businesses. However, the LAPC feels that transit is not a viable option for many commuters who are employed along Quebec or Ontario Avenues. Ensuring effective transit service in the area is especially important given the growth and redevelopment of properties along the southern portion of Quebec Avenue. Major employers in Kelsey-Woodlawn could be contacted to gauge the demand for enhanced service along Quebec and/or Ontario Avenues. In addition, during the discussion on transit, a concern was raised about transit access for Mayfair & Kelsey-Woodlawn residents who work in the industrial areas. Specifically, transit service does not begin early enough, or provide a direct connection to some of the major employment nodes in the industrial areas. In addition to service and route enhancements, another option would be to provide park and ride service from various locations in the city to the north industrial areas.

Certain bus stop locations in Mayfair & Kelsey-Woodlawn do not have adequate waiting areas. For example, certain stops along 36th and 38th Streets have no sidewalks or paved areas for passengers to board or disembark busses. This is especially a concern in the winter months, where snow clearing soft surfaces is difficult. The bus stop at Quebec Avenue north of 36th Street, for example, is unpaved and has a power pole in the passenger waiting area.

Recommendation: *With regards to transit, the following service and amenity improvements should be considered:*

- *That Saskatoon Transit consider increasing the size of bus shelters at high-traffic bus stops along 33rd Street and in proximity of Saskatchewan Polytechnic (Idylwyld and 33rd) to accompany additional transit users.*
- *That Saskatoon Transit contact major employers in the Kelsey-Woodlawn industrial area (ABC Manufacturing, Venmar CES, and Star Egg for example) to determine the viability of beginning bus service in conjunction with the beginning of major work shifts, specifically in the early morning.*
- *That Saskatoon Transit examine early morning (5AM) bus service from Mayfair, Kelsey-Woodlawn and adjacent neighbourhoods to the North, Hudson Bay, and Marquis Industrial areas to accommodate employees with early start times.*
- *That the Saskatoon Transit consider the installation of concrete/paved waiting areas at existing bus stops as a short-term priority, specifically:*
 - *38th Street at Avenue C and Avenue G;*
 - *Quebec Avenue north of 36th Street; and*
 - *36th Street west of Idylwyld Drive.*



Certain transit stops are not comfortable or inviting for passengers. This stop, at the corner of Quebec Avenue and 36th Street, has no sidewalk and has a power pole in its waiting and unloading area.