



# Brydges / Wavell & Saskatoon: Rapid Implementation Cycling Facilities



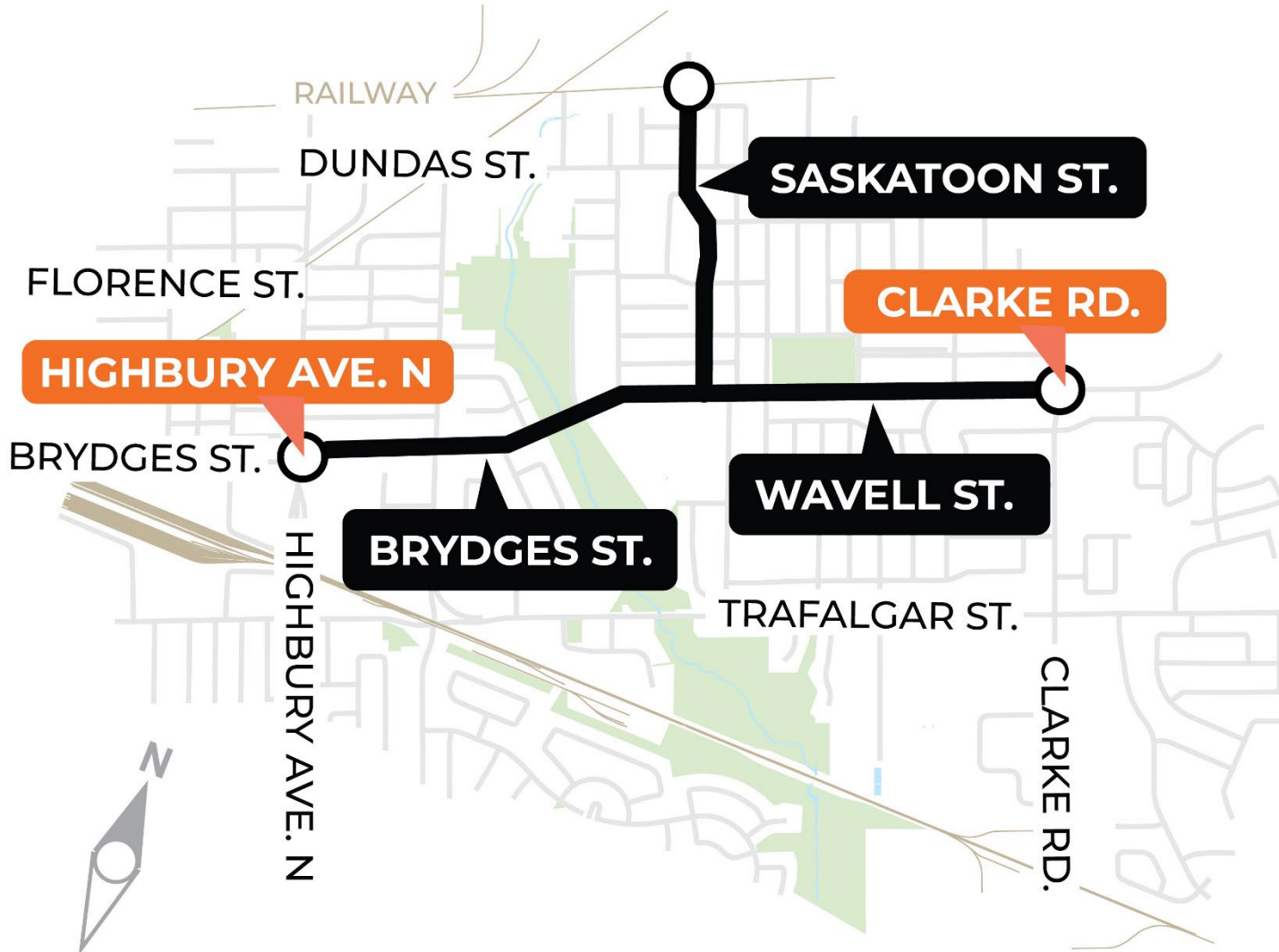
Cycling Advisory Committee

March 17<sup>th</sup>, 2021

# Presentation Overview

- 1) Project Limits & Objectives
- 2) Corridor & Concept Overview:  
Brydges St. / Wavell St.  
Saskatoon St.
- 3) Schedule & Next Steps

# Project Limits



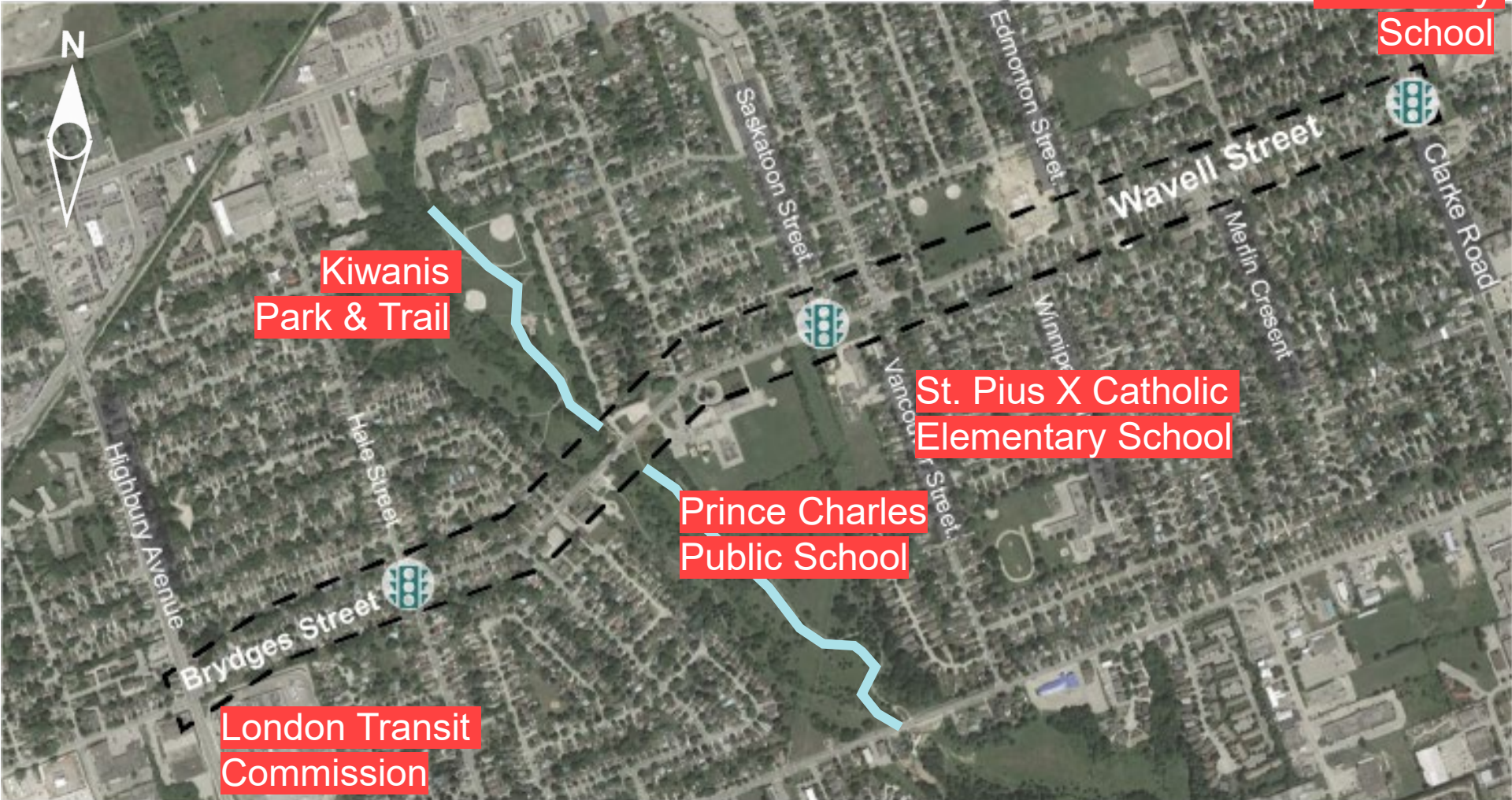
# Project Objectives

- ▶ Expand the cycling network through rapid implementation projects
- ▶ Enhance network connectivity
- ▶ Improve pedestrian crossing facilities
- ▶ Where possible, incorporate all ages and abilities cycling facilities



# Corridor Context: Brydges/Wavell Street

Clarke Road  
Secondary  
School



Kiwanis  
Park & Trail

St. Pius X Catholic  
Elementary School

Prince Charles  
Public School

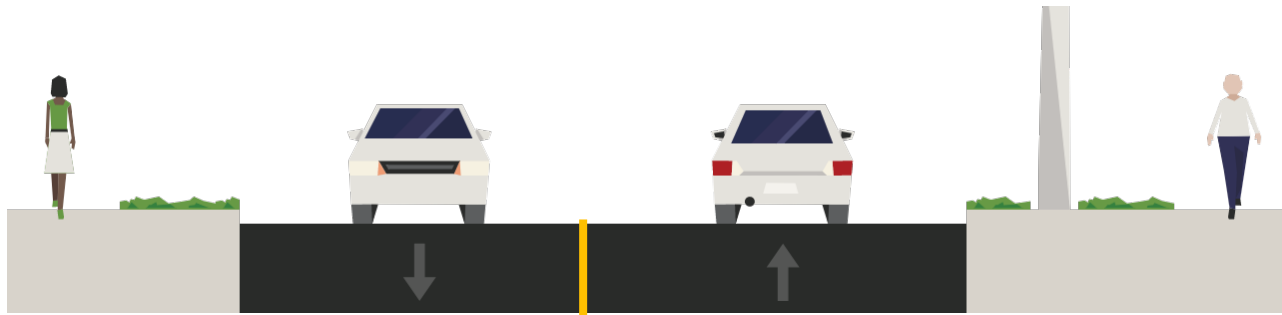
London Transit  
Commission



# Typical Conditions



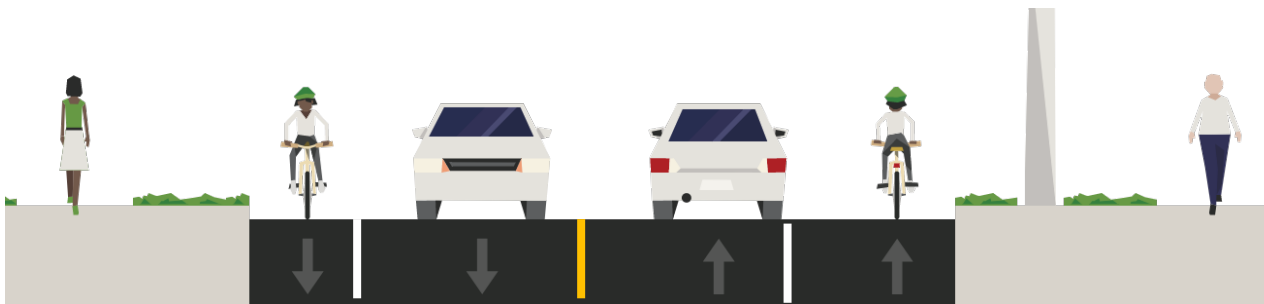
# Typical Cross-Section: Narrower Sections



Total Pavement Width = 9.0-9.5m

## Existing Conditions:

- ▶ Two wide travel lanes with sharrows
- ▶ Narrow boulevards with poles



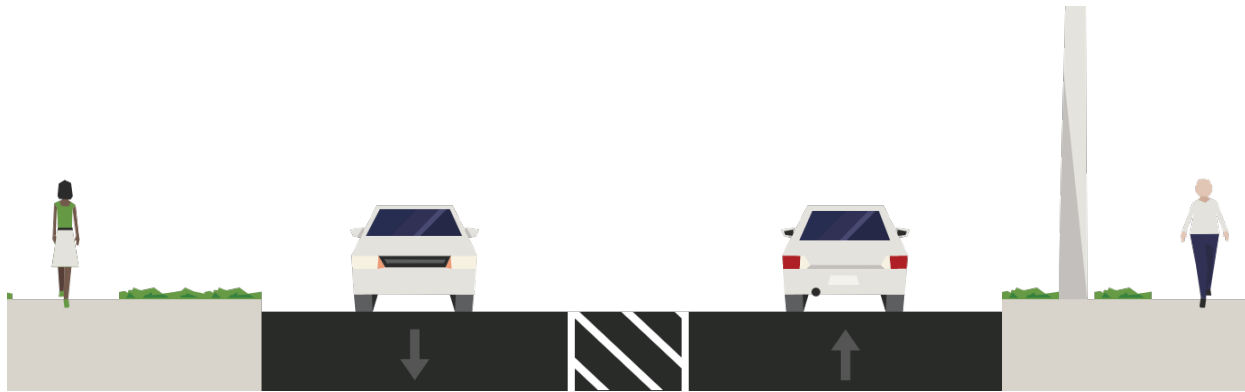
Vehicular Lanes = 3.0-3.2m

Bike Lanes = 1.5 – 1.7m

## Proposed Conditions:

- ▶ Narrower travel lanes
- ▶ Conventional bike lanes

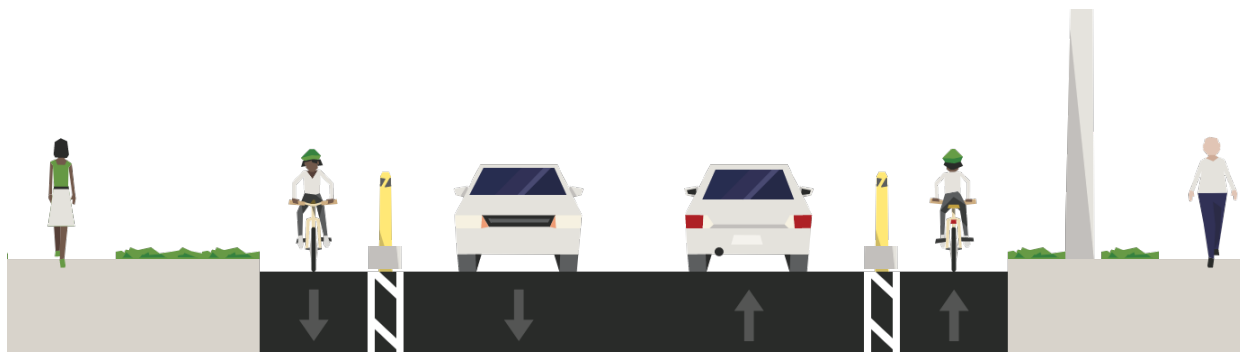
# Typical Cross-Section: Wider Sections



Total Pavement Width ~ 10.5-11m

## Existing Conditions:

- ▶ Two wide travel lanes with sharrows
- ▶ Painted median / centre left turn lane
- ▶ Narrow boulevards with poles



Vehicular Lanes = 3.2m

Bike Lanes = 1.5 – 1.7m + 0.5m Buffer

## Proposed Conditions:

- ▶ Narrower travel lanes
- ▶ Protected bike lanes

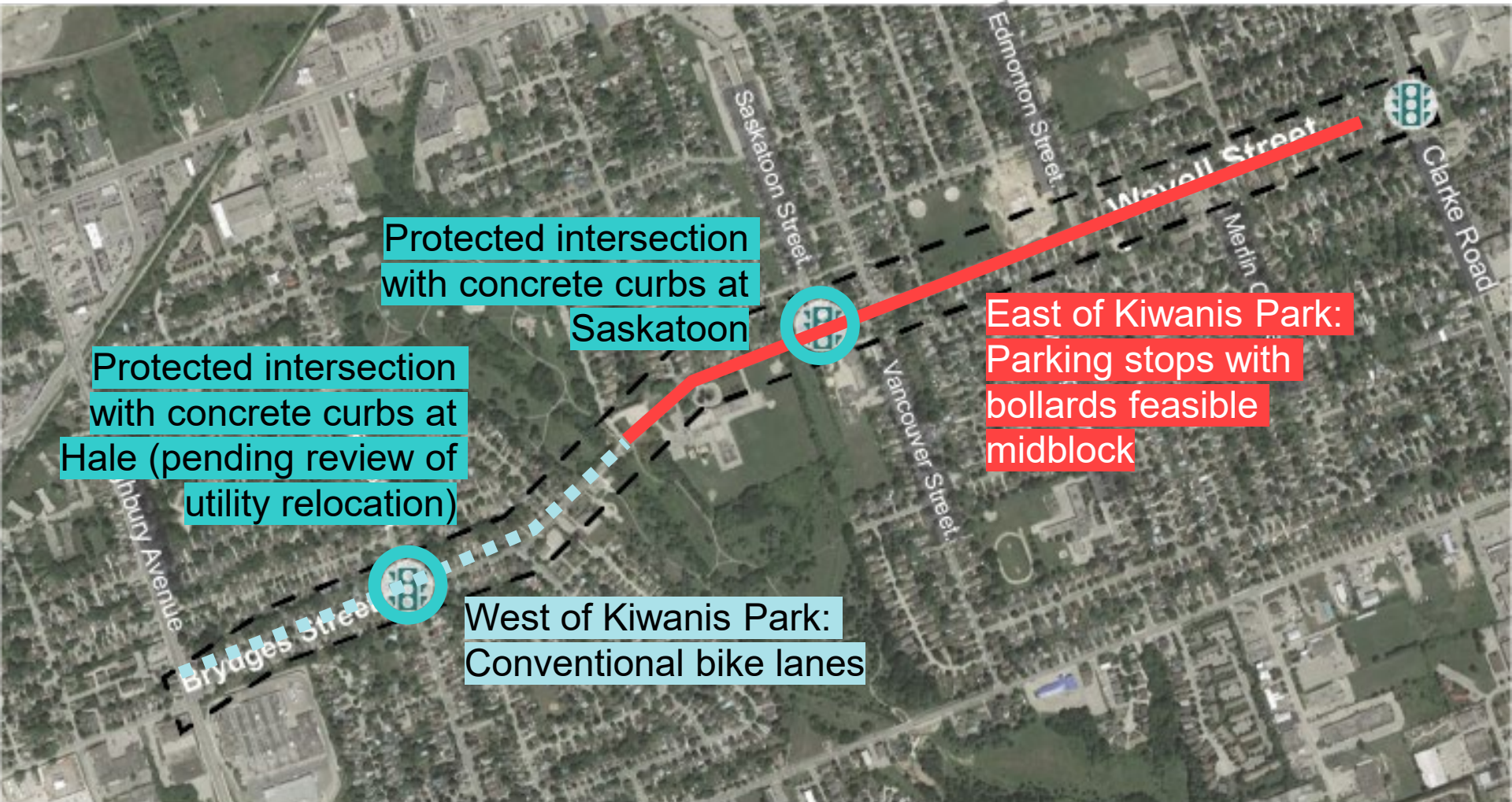


# Bike Lane Protection

- ▶ Various forms of protection being considered for the bike lanes, where feasible:
  - ▶ Raised bike lanes at intersections / transit stops
  - ▶ Poured concrete islands at intersections
  - ▶ Parking stops & bollards
  - ▶ Conventional bicycle lanes (no protection)



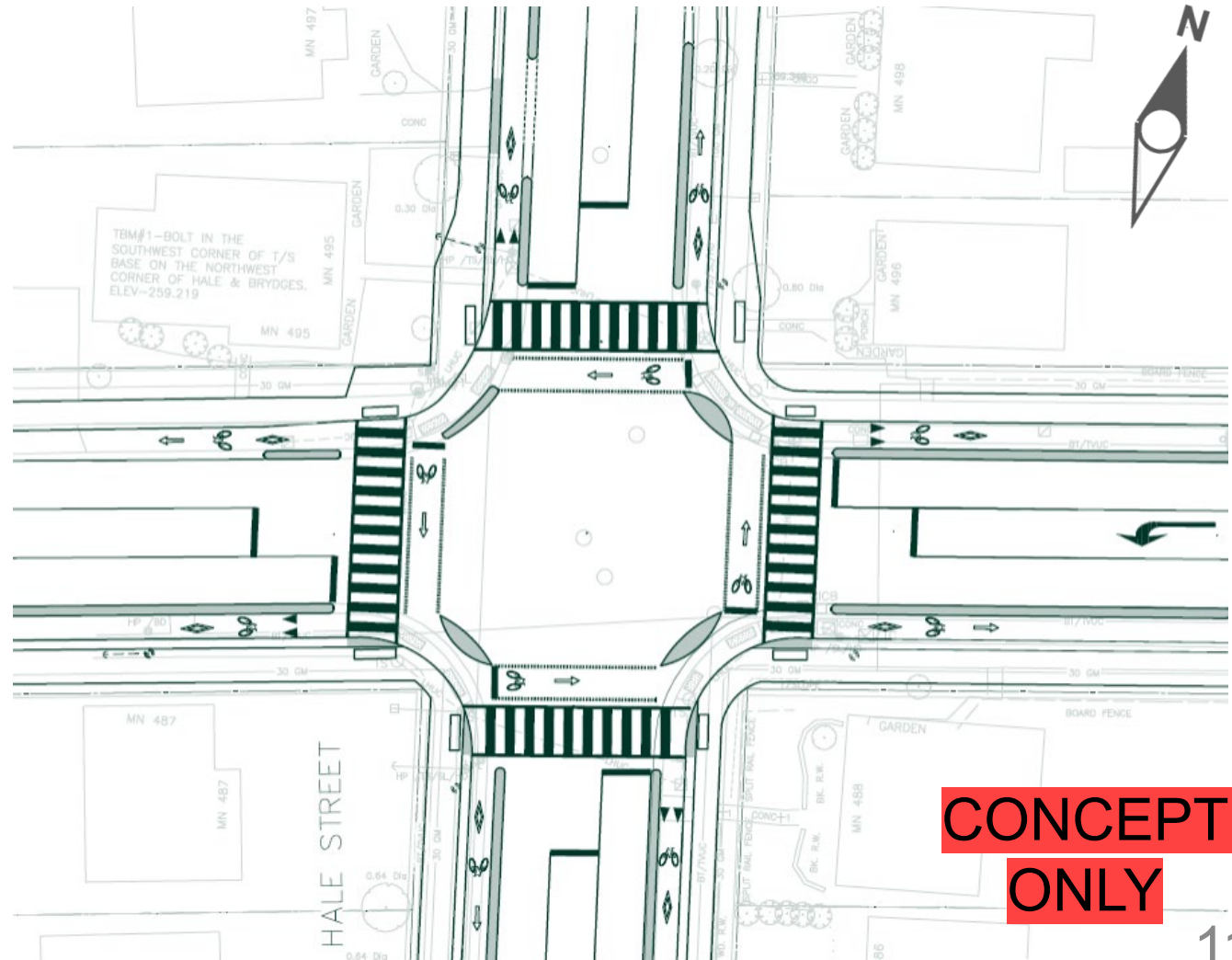
# Bike Lane Protection





# Brydges / Hale

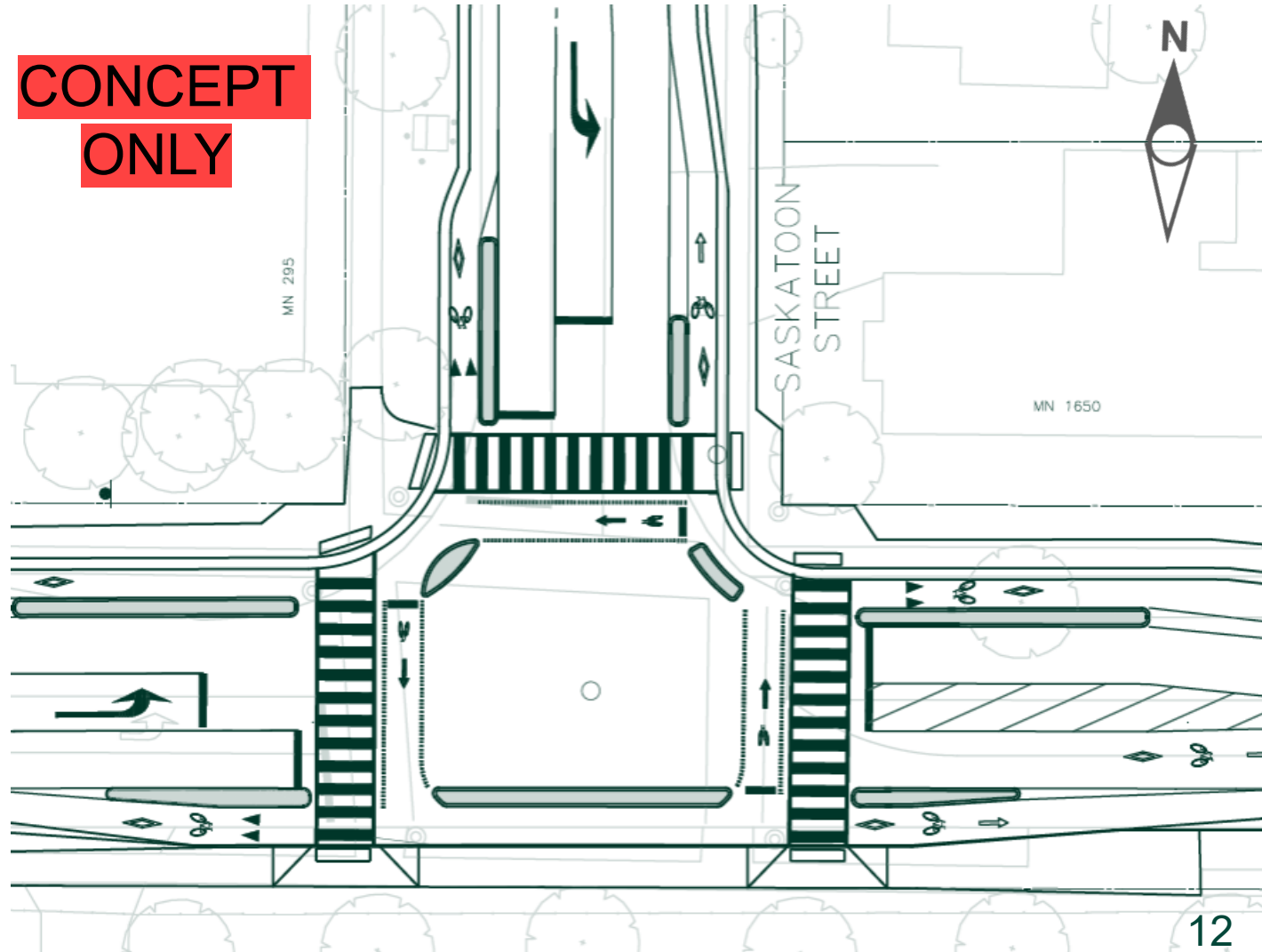
- ▶ Protected intersection concept preferred
- ▶ Feasibility still under review
- ▶ Extensive utility relocations needed for bike lanes and left turn lanes



**CONCEPT  
ONLY**

# Saskatoon / Wavell

- ▶ Protected intersection concept preferred
- ▶ Feasibility still under review
- ▶ Design may be modified to ramp bike lanes up to sidewalk level on south side

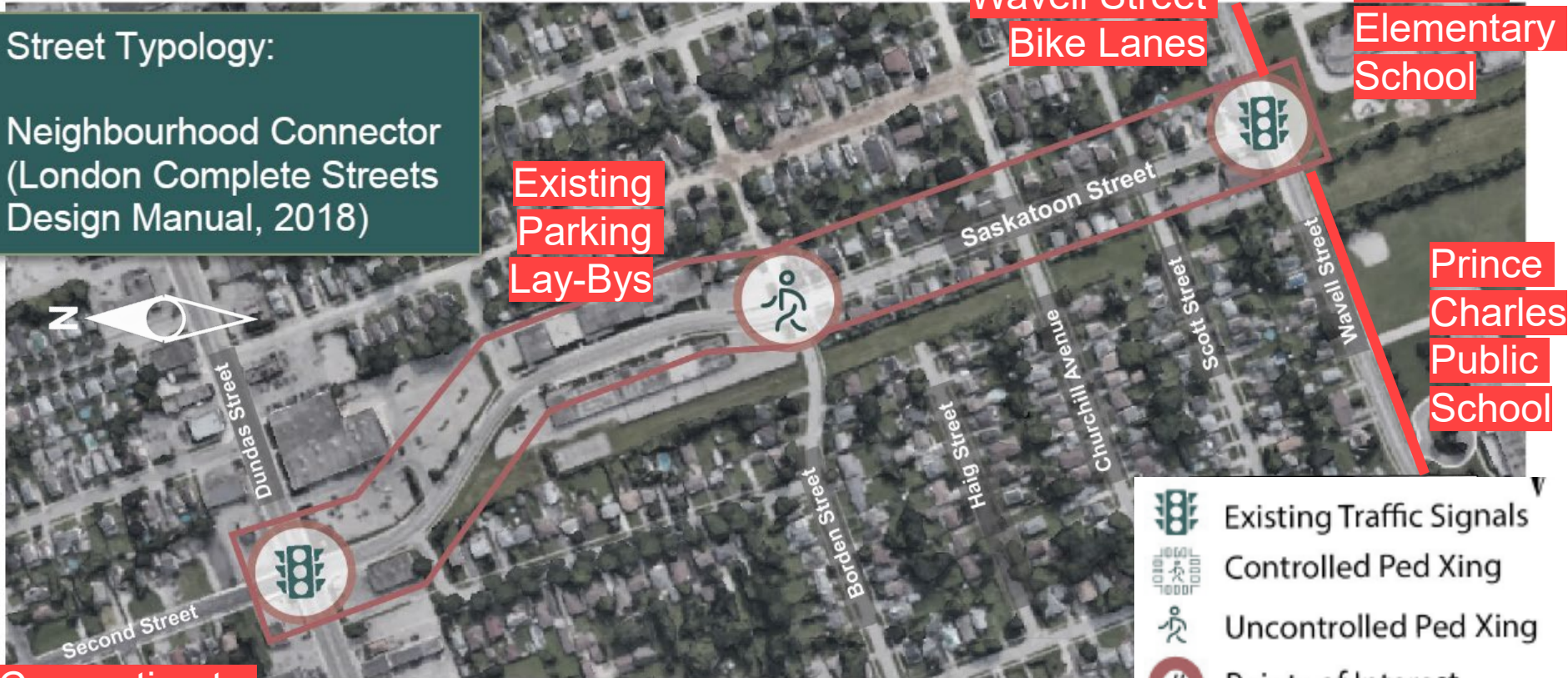




# Corridor Context: Saskatoon

Street Typology:

Neighbourhood Connector  
(London Complete Streets Design Manual, 2018)







Connection to  
Wavell Street  
Bike Lanes

St. Pius X  
Catholic  
Elementary  
School

Existing  
Parking  
Lay-Bys

Prince  
Charles  
Public  
School

Connection to  
Second Street  
Bike Lanes

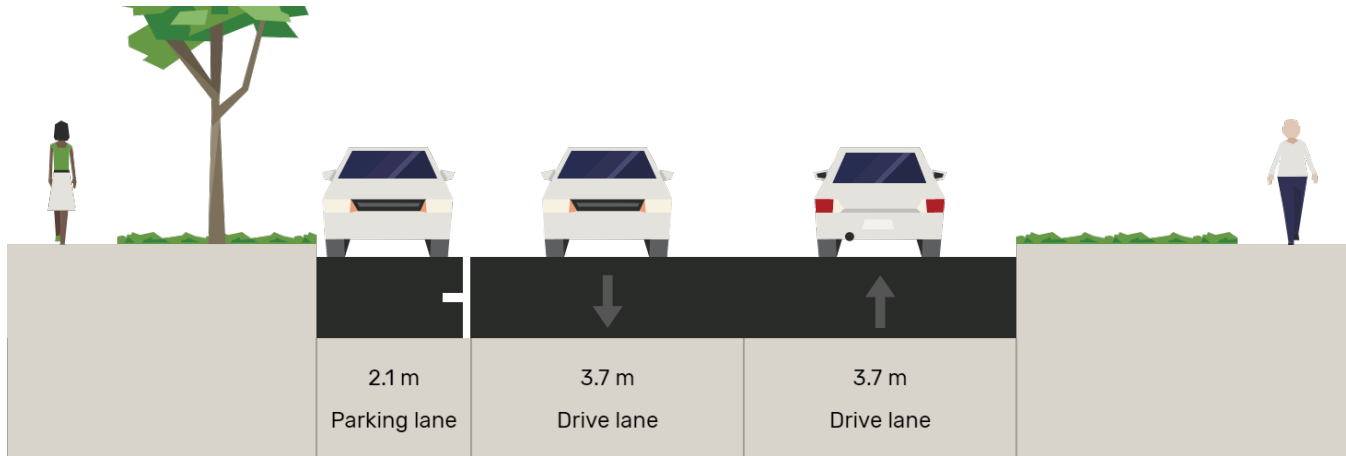
-  Existing Traffic Signals
-  Controlled Ped Xing
-  Uncontrolled Ped Xing
-  Points of Interest

# Typical Conditions



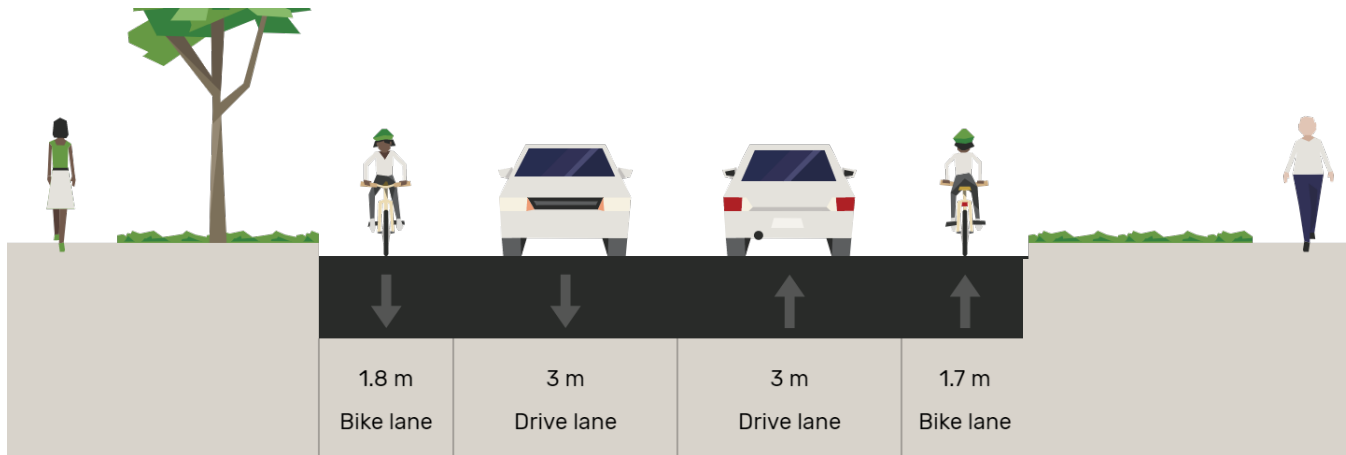
**Source:** Google Streetview

# Typical Cross-Sections



## Existing Conditions:

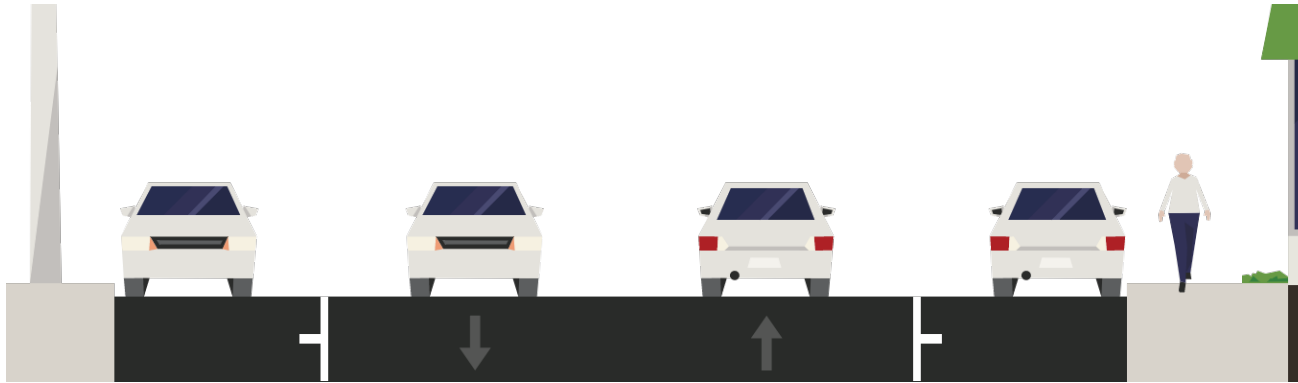
- ▶ Two wide travel lanes with on-street parking



## Proposed Conditions:

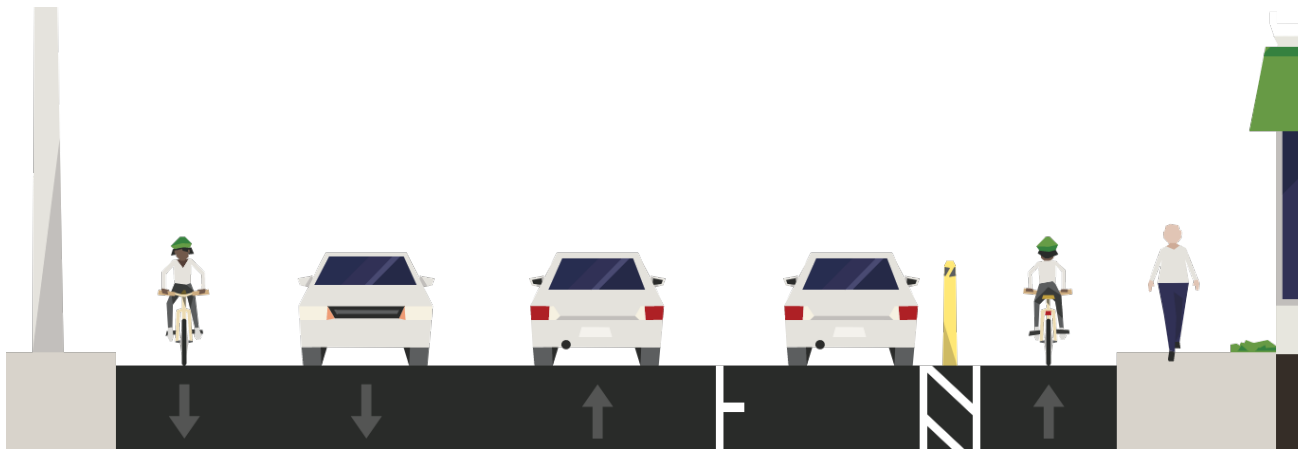
- ▶ Narrower travel lanes and parking restrictions
- ▶ Bike lanes

# Borden to Whitney



## Existing Conditions:

- ▶ Two wide travel lanes with parking lay-bys on both sides



## Proposed Conditions:

- ▶ Narrower travel lanes with on-street parking maintained on one side
- ▶ Parking protected bike lane on east side

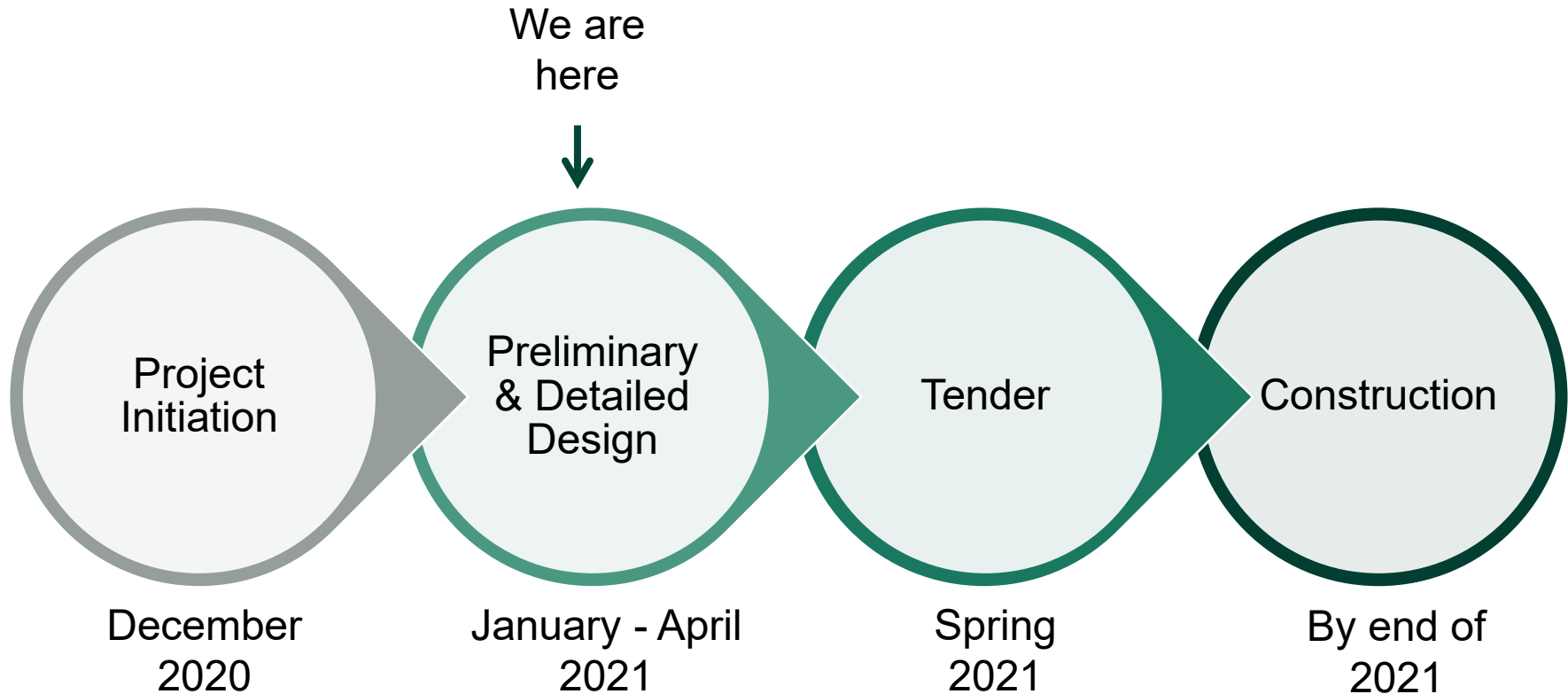


# Saskatoon / Dundas

- ▶ Extend project limits to connect to existing Second Street bike lanes



# Project Timelines



Public & Stakeholder Consultation



London  
CANADA

# Thank you! Questions?



London  
CANADA

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