

14th Street East Bikeway, Pedestrian and Traffic Safety Improvement Project

ISSUE

To meet the needs of the Growth Plan, several modal shift targets were established in the Growth Plan and the Active Transportation Plan to mitigate future traffic congestion and infrastructure needs:

- Transit – increase from 4% to 8% of all trips and from 10% to 25% for the peak period to Downtown and University areas.
- Cycling – increase from 4% to 8% for all trips and from 2% to 4% of commute trips.
- Walking – increase from 8% to 16% of all trips and from 5.5% to 11% of commute trips.

This transportation project identifies transportation improvements required on 14th Street East from Saskatchewan Crescent East to Cumberland Avenue South to position the City of Saskatoon to meet the modal shift targets in the Growth Plan and Active Transportation Plan.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:
That the 14th Street East Bikeway, Pedestrian and Traffic Safety Improvement Project be approved in principle.

BACKGROUND

At its Regular Business Meeting held on June 27, 2016, City Council approved the Active Transportation Plan (AT Plan). As part of the AT Plan, the City committed to the following action item under the theme of connectivity: “Develop a complete and connected bicycle network for all ages and abilities.”

To work towards achieving this action item, Urban Systems Ltd. was retained to develop conceptual designs for active transportation facilities on the following corridors:

- 3rd Avenue North from 25th Street East to 2nd Avenue North;
- 29th Street West or 31st Street West from the Circle Drive South underpasses to Idylwyld Drive North;
- 14th Street East from Saskatchewan Crescent East to Cumberland Avenue South;
- Dudley Street from Dawes Avenue to Spadina Crescent West; and
- Victoria Avenue from 8th Street East to Taylor Street East (conceptual designs developed by Administration).

The AT Plan identified 14th Street East as a future All Ages and Abilities (AAA) cycling route.

A neighbourhood bikeway is a type of AAA cycling facility. It is a facility that is a shared roadway on streets with low traffic volumes and speeds, uses traffic calming measures to reduce traffic volumes and speeds, and where on-street parking is generally not impacted. Design treatments can include intersection treatments, signage, pavement markings, and traffic calming to reduce vehicular speeds. A bikeway significantly differs from a protected bike lane. Protected bike lanes physically separate cyclists from vehicles and pedestrians using a variety of treatment options. Physical separation is required when traffic speeds and volumes cannot be reduced to meet neighbourhood bikeway thresholds.

At its Regular Business Meeting held on March 25, 2019, City Council received a report regarding the Active Transportation Implementation Plan and resolved, in part:

- “1. That the Active Transportation Implementation Plan be endorsed with the exception of the elements pertaining to the Downtown AAA Network, which is the subject of a future report to City Council; and”

The implementation strategy included five key components:

- Integration with standard practice;
- Leverage other projects;
- Shelf-ready projects;
- Leverage all funding opportunities; and
- Measure and report progress.

At its Regular Business Meeting held on April 29, 2019, City Council received a report regarding the Downtown Active Transportation Network and resolved, in part:

- “3. That the Administration halt work on the downtown Active Transportation network and re-focus on planning of Active Transportation infrastructure connections city-wide.”

At its Regular Business Meeting held on June 29, 2020, City Council received the Saskatoon Transportation Strategy – Infrastructure Plan, and resolved, in part;

- “1. That the list of prioritized transportation projects be approved in principle;
2. That the information within the report of the General Manager, Transportation and Construction dated June 1, 2020, be included in the next multi-year budget cycle; and”

Both the sidewalk infill (if feasible) and Neighbourhood Bikeway, Pedestrian and Traffic Safety Improvement projects, including 14th Street East, were identified on the list of prioritized transportation infrastructure projects.

The Technical Services department has an asset preservation project planned for a portion of 14th Street East. The scope of this work includes sanitary preservation and shallow reconstruction along 14th Street East between University Drive and Albert Avenue in 2021.

At its Public Hearing Meeting held on March 27, 2017, City Council received a report regarding the proposed closure of Right-of-Way - 14th Street East between Lansdowne Avenue and Temperance Street in the Nutana Neighbourhood, and resolved, in part:

- “1. That City Council consider Bylaw No. 9433, The Street Closing Bylaw 2017 (No. 6); and
2. That after closure, this land remain road allowance but be closed to vehicular traffic.”

The road closure addresses safety concerns expressed by residents during the Nutana Neighbourhood Traffic Review.

DISCUSSION/ANALYSIS

Current Status

To improve active transportation along 14th Street East from Saskatchewan Crescent East to Cumberland Avenue South, the project will include:

- Cyclists riding on street in mixed traffic from Saskatchewan Crescent East to Cumberland Avenue South.
- Traffic calming measures:
 - Curb extensions at Temperance Street, Lansdowne Avenue, McKinnon Avenue South, Wiggins Avenue South, Cumberland Avenue South; and
 - Permanent installation of the road closure between Temperance Street and Lansdowne Avenue.
- Traffic control changed to stop sign control in the north-south direction along 14th Street East.
- Filling gaps in the sidewalk network (pending further feasibility analysis):
 - South side, from Saskatchewan Crescent East to Temperance Street;
 - South side, from Albert Avenue to Clarence Avenue South; and
 - North side, from Clarence Avenue South to Munroe Avenue South.

Engagement

An open house was held on March 4, 2020 for the 14th Street East corridor to identify challenges and opportunities. Designs were developed based on the feedback received at the open house and presented to the public at an online meeting held on September 17, 2020.

Two design options for the intersection of 14th Street East and Cumberland Avenue South were developed and presented to the public. Based on public feedback and technical analysis, the curb extension option is recommended. The rationale and recommended design are discussed in Appendix 1.

An online meeting was held on September 17, 2020 to discuss the permanent installation of the road closure of 14th Street East between Temperance Street and Lansdowne Avenue. Details regarding the permanent installation are outlined in Appendix 2.

Project Report

The Neighbourhood Bikeways Project – 14th Street East Corridor Report is provided as Appendix 3.

The detailed project report provided in Appendix 3 outlines three feasible options for the alignment of cycling facilities on 14th Street East through the closed right-of-way between Lansdowne Avenue and Temperance Street. After further consideration of the feedback received through the engagement process, the Administration is recommending a bi-directional cycling facility be located in the middle of 14th Street East as detailed in the appended Permanent Closure of 14th Street between Temperance Street and Lansdowne Avenue. For clarity, a bi-directional cycling facility is feasible aligned along the north edge of 14th Street, the middle of 14th Street, or the south edge of 14th Street through the closed right-of-way between Lansdowne Avenue and Temperance Street.

FINANCIAL IMPLICATIONS

The total estimated cost for construction of the 14th Street East corridor is summarized in the following table:

Item	Estimated Cost
Bikeway improvements (signage and pavement markings)	\$ 83,460
Traffic signal improvements (i.e. at Cumberland Avenue South)	\$ 65,000
Sidewalks	\$ 576,063
Traffic calming measures	\$ 324,675
Miscellaneous (temporary traffic control, drainage, etc.)	\$ 192,400
Engineering	\$ 124,200
Total	\$1,365,798

Funding of \$90,000 has been approved in the 2021 budget for Capital Project #1504 – Neighbourhood Traffic Review Permanent Installations for the construction of the permanent installation for the road closure of 14th Street East between Temperance Street and Lansdowne Avenue.

Funding of \$60,000 for the curb extension at 14th Street East and McKinnon Avenue South has been approved for the 2021 budget in Capital Project #2281- Neighbourhood Traffic Reviews and Traffic Safety through the Municipal Economic Enhancement Program (MEEP).

Funding of \$25,000 has been approved in the 2021 budget for Capital Project #2468 – Active Transportation Plan Implementation for the detailed design of the remaining traffic calming measures, traffic signal upgrades, and signage and pavement marking upgrades.

Funding of \$1,305,798 has not been secured for the construction of the remaining upgrades for the 14th Street East corridor.

OTHER IMPLICATIONS

There are no privacy, legal, or social implications identified. Supporting Active Transportation is a key initiative in the Low Emissions Community Plan. This project will support the lowering of harmful emissions by providing a safe alternate mode of transportation.

NEXT STEPS

1. Detailed design and cost estimate refinement completed in the first half of 2021.
2. Construction of the permanent installation for the 14th Street East road closure between Temperance Street and Lansdowne Avenue and the curb extensions at 14th Street East and McKinnon Avenue South to be completed in 2021.
3. Include the remainder of the project on the priority list for transportation infrastructure for the next budget cycle.
4. Apply for alternate sources of funding if applicable and available.
5. Once funding is secured and approved by City Council, the remaining construction will proceed.

APPENDICES

1. Rationale and Recommended Design for 14th Street East and Cumberland Avenue South
2. Permanent Closure of 14th Street between Temperance Street and Lansdowne Avenue
3. Neighbourhood Bikeways Project – 14th Street East Corridor

Report Approval

Written by: Carly Grassing, Transportation Engineer, Transportation
Reviewed by: Nathalie Baudais, Senior Transportation Engineer, Transportation
David LeBoutillier, Engineering Manager, Transportation
Jay Magus, Director of Transportation
Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - 14th Street East Bikeway, Pedestrian and Traffic Safety Improvement Project.docx