

Bridge Shared Use Pathway Audit

ISSUE

Through the Active Transportation Program, an audit of bridge shared use pathways was completed to assess required improvements to address physical barriers for existing bridges, underpasses and overpasses.

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: “Improve walking and cycling access to existing bridges, underpasses and overpasses.”

To work towards achieving this action item, the Administration retained a consultant to undertake an audit of Saskatoon’s bridges, including river crossings and interchanges, to ensure that people walking and cycling can safely negotiate the bridges as well as their approaching and departing pathways. The audit identified, recorded, and prioritized concerns for pedestrians and cyclists.

At its Regular Business Meeting held on November 18, 2018, City Council received the 2019 Transportation Services Capital Budget Supplemental Information report. Appendix 5 of the report listed the planned budget spending for Capital Project #2468 - Active Transportation Plan Implementation, which included the following item:

Action	Notes	Cost
Develop a complete and connected bicycle network for all ages and abilities throughout Saskatoon.	Identify and develop plans and cost estimates for improvements to existing cycling facilities and new facilities to address gaps and barriers.	\$70,000

CURRENT STATUS

An audit was completed for cycling and pedestrian facilities on and approaching 40 overpass and underpass structures from the perspective of pedestrians and cyclists. The study focussed on geometric design and operational safety of each location using Road Safety Audit methodologies and the applicable principles of Crime Prevention Through Environmental Design as it applies to personal safety. The project included river crossings, interchange locations, overpasses, and pedestrian underpasses. Downstream intersections and crossing points were considered for each study area.

DISCUSSION/ANALYSIS

Over 500 recommendations were made, averaging 12 recommendations per site. There are many opportunities for small changes that can be implemented in the short term. Improvements such as the addition of intersection crossing treatments, shared use path signs and AT guide signs, as well as the rejuvenation of public murals, and removal of graffiti can be implemented quickly for a relatively low cost. These quick wins are

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accompanied by long-term solutions to address the root cause of safety issues that may be scheduled to coincide with nearby work or when sufficient funding has been secured. Some options require significant reconstruction to meet current guidelines and standards.

The Bridge Shared Use Pathway Report is provided as Appendix 1.

FINANCIAL IMPLICATIONS

Cost estimates for each site were developed and are summarized below.

Location	Estimated Cost
Circle Drive North/Stew Uzelman Pedway	\$ 48,923.00
CPR Bridge	\$ 30,377.50
University Bridge	\$ 152,250.00
Broadway Bridge	\$ 22,728.75
Traffic Bridge	\$ 31,175.00
Sid Buckwold Bridge	\$ 76,125.00
Gordie Howe Bridge	\$ 38,280.00
Circle Drive East & Idylwyld Drive North	\$ 51,025.50
Circle Drive & Warman Road	\$ 133,809.63
Circle Drive & 108th Street	\$ 173,746.25
Circle Drive & 14th Street	\$ 71,840.25
Circle Drive & 8th Street	\$ 221,929.75
Circle Drive & Taylor Street	\$ 261,261.00
Circle Drive & Preston Avenue	\$ 30,044.00
Circle Drive & Clarence Avenue	\$ 16,153.00
Circle Drive & Lorne Avenue	\$ 10,817.00
Circle Drive & 11th Street	\$ 16,211.00
Circle Drive & 22nd Street	\$ 30,566.00
Circle Drive & 33rd Street	\$ 134,487.50
Idylwyld Drive & Lorne Avenue/Ruth Street	\$ 63,267.13
Idylwyld Drive & Taylor Street	\$ 16,399.50
Idylwyld Drive & 8th Street/Lorne Avenue	\$ 76,850.00
McKercher Drive & College Drive	\$ 56,521.00
Clarence Avenue South – Railway	\$ 38,497.50
College Drive & Central Avenue	\$ 65,598.00
22nd Street West by Circle Drive	\$ 30,160.00
22nd Street West by Shaw Centre	\$ 20,851.00
Idylwyld Drive by St. Patrick Avenue/Hilliard Street	\$ 22,591.00
Idylwyld Drive North by 45th Street	\$ 38,570.00
University Drive & College Drive	\$ 15,805.00
Circle Drive & Pembina Place Rupert Drive	\$ 92,703.33
Circle Drive & Adolph Crescent/Preston Crossing	\$ 240,845.00
Circle Drive & Rossmo Road/Forestry Farm Drive	\$ 59,305.00
Circle Drive & Clancy Drive/18th Street	\$ 15,892.00
Circle Drive & Vancouver Avenue	\$ 45,856.25
Circle Drive & 29th Street	\$ 26,390.00
Circle Drive & Edmonton Avenue	\$ 81,562.50
Idylwyld Drive & 11th Street	\$ 52,635.00
Circle Drive & Harrington Crescent/Lindsay Drive	\$ 37,601.40
33rd Street & 10th Avenue	\$ 54,955.00
Total	\$2,704,605.74

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Please note that costs aren't included for all recommendations. For example, costs to increase the level of service for general maintenance items such as graffiti cleanup, replacing luminaires and tree trimming are not included. Costs to replace conventional channelization with high entry angle slip ramps are not included. Costs for intersection upgrades where option analysis is required are not included as the costs could vary significantly depending on which option is selected.

The cost to address non-standard underpasses is not included.

Minor improvements such as signage and pavement markings will be funded through Capital Project #2468 - Active Transportation Plan Implementation. The Administration maintains the list of prioritized recommendations and will present major bridge shared pathway improvements in future business plan and budget deliberations and as future funding opportunities arise.

OTHER IMPLICATIONS

These projects improve social equity by accommodating walking and cycling modes of travel, which also provides an environmental benefit by lowering harmful emissions. Supporting Active Transportation is a key initiative in the Low Emissions Community Plan.

There are no privacy or legal implications identified.

NEXT STEPS

The Administration will be developing an implementation strategy for the Bridge Shared Use Pathway Audit recommendations.

APPENDICES

1. Bridge Shared Use Pathway Audit Report

Report Approval

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