

## **PLANNING PROJECTS**

### **College Drive Multi-Use Pathway (Planning Stream)**

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.”

The AT Plan identified College Drive between Preston Avenue and McOrmond Drive as a future All Ages and Abilities (AAA) cycling route with a moderate and low priority ranking.

The scope of the planning work proposed for the grant funding is a feasibility analysis to determine the active transportation crossings at the interchanges and rail crossings along College Drive between Preston Avenue and McOrmond Drive.

There is no funding currently available to undertake this work.

### **Active Transportation Street Team (Planning Stream)**

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 items under the theme of Education and Awareness:

- “Develop more videos and other tools to educate all road users on new bicycle infrastructure and how to share the road.”
- “Maintain support for the Active and Safe Routes to School programming to spread awareness among children, youth and parents on walking and cycling skills.”
- “Support the relationship between active transportation and tourism.”

The AT Street Team will provide education on the rules of the road and the existing bike network.

The street team will be engaging in activities as follows:

- Pop Ups to educate the general public about existing bike infrastructure.
- Pop Ups at launch event, festival events, special events, community events.
- User satisfaction surveys along all routes related to user experience on the bike routes.
- Setting up and strike down at Pop Up locations (temporary banners/signage, promotional give-aways).
- Tours of existing bike routes.

Key messaging will include:

- How to safely use the existing cycling infrastructure in your car, on your bike, and on foot (e.g., cyclist and pedestrian activated signals).
- How to safely interact with all road users safely – let's get there together.
- Users will be able to ride to where they need to go.

There is currently \$25,000 allocated for this work in Capital Project P.02468 – Active Transportation Implementation in 2023.

### **Victoria Avenue Bikeway – Taylor Street to Ruth Street (Planning Stream)**

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.”

The AT Plan identified this section of Victoria Avenue as a high priority for a future All Ages and Abilities (AAA) cycling route.

The scope of the project would be the assessment, engagement, and design of pedestrian improvements and an AAA cycling facility for Victoria Avenue from Taylor Street to Ruth Street.

There is currently \$50,000 allocated for this work in Capital Project P.02468 – Active Transportation Implementation in 2022 and \$100,000 allocated for this work in Capital Project P.02468 – Active Transportation Implementation in 2023.

### **Millar Avenue Multi-use Path (Planning Stream)**

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.”

The AT Plan identified Millar Avenue as a low priority for a future All Ages and Abilities (AAA) cycling route.

The scope of the project would be the assessment, engagement, and design of a multi-use path for Millar Avenue from 43<sup>rd</sup> Street East to Marquis Drive.

There is currently \$50,000 allocated for this work in Capital Project P.02468 – Active Transportation Implementation in 2020.

## **CAPITAL PROJECTS**

### **Dudley Street Bikeway, Pedestrian and Traffic Safety Improvement Project (Capital Stream)**

#### **Background**

At its Regular Business Meeting held on December 21, 2020, City Council approved in principle the Dudley Street Bikeway, Pedestrian and Traffic Safety Improvement Project.

To improve active transportation along Dudley Street from Dawes Avenue to Spadina Crescent, the project includes:

- Pedestrian and cyclist-activated signals;
- Multi-use pathway on the south side of Dudley Street from Dawes Avenue to Avenue P South;
- Neighbourhood Bikeway on Dudley Street from Avenue P to Spadina Crescent which will feature:
  - Cyclists riding on street in mixed traffic;
  - Curb extensions;
  - Raised crosswalk;
  - Filling gaps in the sidewalk network (pending further feasibility); and
- All existing on-street parking will be maintained.

Dudley Street provides a direct connection between the existing multi-use path on the west side of Dawes Avenue and the Meewasin Valley trail system adjacent to Spadina Crescent on the east. This connection was identified as a high priority for the bicycle network in the Active Transportation Plan.

At its meeting held on March 1, 2021, the Standing Policy Committee received the Sidewalks Infill Accelerated Implementation Program – February 2021 Follow-Up report as information, which included a map of known missing sidewalks. Appendix 1 of the report contains a map showing the known missing sidewalk locations in Saskatoon indicating the sidewalk priority ranking. The missing sidewalks along Dudley Street between Dawes Avenue and Spadina Crescent are listed as Priority 3 and 4.

Technical Services has an asset preservation project planned for a portion of Dudley Street. The scope of this work includes shallow reconstruction between Avenue W and Avenue P. This work is currently scheduled for 2022 but could be postponed in order to coordinate with the construction of the multi-use pathway if grant funding is received.

#### **Current Status**

Detailed design of the Dudley Street Bikeway, Pedestrian and Traffic Safety Improvement Project is currently underway. Designs and cost estimates are being developed for the following features:

- A 3.0 m multi-use path along Dudley Street from Dawes Avenue to Avenue P;
- Curb extensions at Dudley Street and Avenue P, and Dudley Street and Avenue K; and
- Raised crosswalks at Dudley Street and Avenue O, and Dudley Street and Avenue N.

A feasibility study for a sidewalk on Dudley Street from Avenue P to Avenue O has been completed. The feasibility study of the installation of missing sidewalks on Dudley Street from Avenue O to Spadina Crescent has not been started.

### Funds

If funding is received, the City's contribution will be made by reallocating work funds in Capital Project P.02468 – Active Transportation Implementation.

If funding is not received, the project will be deferred until funding is available.

## **14<sup>th</sup> Street East Bikeway, Pedestrian and Traffic Safety Improvement Project (Capital Stream)**

### Background

At its Regular Business Meeting held on February 22, 2021, City Council approved in principle the 14<sup>th</sup> Street East Bikeway, Pedestrian and Traffic Safety Improvement Project.

To improve active transportation along 14<sup>th</sup> Street East from Saskatchewan Crescent East to Cumberland Avenue South, the project includes:

- 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 14<sup>th</sup> Street East;
- Filling gaps in the sidewalk network (pending further feasibility analysis); and
- All existing on-street parking will be maintained.

The 14<sup>th</sup> Street bikeway provides a direct connection between the existing multi-use path on the north side of 14<sup>th</sup> Street, east of Cumberland Avenue, and the Meewasin Valley trail system adjacent to Saskatchewan Crescent on the west. This connection was identified as a high priority for the bicycle network in the Active Transportation Plan.

At its meeting held on March 1, 2021, the Standing Policy Committee received the Sidewalks Infill Accelerated Implementation Program – February 2021 Follow-Up report as information, which included a map of known missing sidewalks. Appendix 1 of the report contains a map showing the known missing sidewalk locations in Saskatoon indicating the sidewalk priority ranking. The missing sidewalks along 14<sup>th</sup> Street between Saskatchewan Crescent and Cumberland Avenue are listed as Priority 4.

### Current Status

Curb extensions at 14<sup>th</sup> Street and McKinnon Avenue South, and 14<sup>th</sup> Street and Wiggins Avenue South have been installed.

Detailed designs are being developed for the curb extensions and cyclist detection at 14<sup>th</sup> Street and Cumberland Avenue. Installation is scheduled for 2022.

Detailed designs are complete for curb extensions at 14<sup>th</sup> Street and Temperance Street, 14<sup>th</sup> Street and Lansdowne Avenue, and the permanent road closure between Temperance Street and Lansdowne Avenue. Installation is scheduled for 2022 in conjunction with water and sewer work.

A feasibility study for the installation of missing sidewalks on 14<sup>th</sup> Street East Crescent has not been started.

### Funds

If funding is received, the \$200,000 currently allocated in Capital Project P.02468 – Active Transportation Implementation would be used to offset the City's contribution.

If funding is not received, the project will be deferred until funding is available.

## **31<sup>st</sup> Street West Bikeway, Pedestrian and Traffic Safety Improvement Project (Capital Stream)**

### Background

At its Regular Business Meeting held on January 25, 2021, City Council approved in principle the 31<sup>st</sup> Street West Bikeway, Pedestrian and Traffic Safety Improvement Project.

To improve active transportation along 31st Street West from Circle Drive West to Idylwyld Drive North, the project includes:

- Cyclists riding on street in mixed traffic:
  - From Avenue W to McMillan Avenue;
  - From Avenue L to Idylwyld Drive;
- Traffic calming circles at Avenue U and Avenue R;

- Curb extensions to improve pedestrian safety and for traffic calming at Avenue U, Avenue T, Avenue R, and McMillan Avenue;
- Pedestrian and cyclist-activated signals at Avenue P and Avenue H;
- Filling gaps in the sidewalk network (pending further feasibility analysis);
- Multi-Use Pathway (3 metres wide) between McMillan Avenue and Avenue L and through Pierre Radisson Park;
- Widen and improve the existing pedestrian pathway through Ashworth Holmes Park;
- Remove the channelized right turns at Idylwyld Drive on the east side of intersection; and
- All existing on-street parking will be maintained.

This cycling connection between Idylwyld Drive and Circle Drive was identified as a combination of medium and high priority for the bicycle network in the Active Transportation Plan.

At its meeting held on March 1, 2021, the Standing Policy Committee received the Sidewalks Infill Accelerated Implementation Program – February 2021 Follow-Up report as information, which included a map of known missing sidewalks. Appendix 1 of the report contains a map showing the known missing sidewalk locations in Saskatoon indicating the sidewalk priority ranking. The missing sidewalks along 31<sup>st</sup> Street West between Idylwyld Drive and Circle Drive are listed as Priority 3 and 4.

To improve pedestrian comfort and safety on 29<sup>th</sup> Street West from Circle Drive West to Idylwyld Drive North, curb extensions are recommended at intersections with Avenue H, Avenue P, and Avenue W. The missing sidewalks along 29<sup>th</sup> Street West between Idylwyld Drive and Circle Drive are listed as Priority 3 and 4.

### Current Status

Detail design has not been started for the 31<sup>st</sup> Street West Bikeway, Pedestrian and Traffic Safety Improvement Project. Detailed design has not been started for the curb extensions on 29<sup>th</sup> Street West.

Technical Services department has an asset preservation project planned for shallow reconstruction between Avenue I and Avenue H in 2022. This work can be completed independently of the 31<sup>st</sup> Street West bikeway, pedestrian and traffic safety improvements.

### Funds

If funding is received, the \$50,000 currently allocated in Capital Project P.02468 – Active Transportation Implementation would be used to offset the City's contribution.

If funding is not received, the project will be deferred until funding is available.

## **Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement Project (Capital Stream)**

### Background

At its Regular Business Meeting held on April 26, 2021, City Council approved in principle the Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement Project. City Council resolved that Option 4 - Protected Street-Level Bike Lanes with Parking along Victoria Avenue between 8<sup>th</sup> Street East and Taylor Street East be approved.

To improve active transportation along Victoria Avenue from 8<sup>th</sup> Street East to Taylor Street East, the project includes:

- Protected street-level bike lanes;
- Raised crosswalk at 6<sup>th</sup> Street East; and
- On-street parking removed between 8<sup>th</sup> Street East and 7<sup>th</sup> Street East
- Narrowed centred median between 7<sup>th</sup> Street East and Taylor Street allowing on-street parking to be maintained.

There are no sections of missing sidewalk on Victoria Avenue between 8<sup>th</sup> Street and Taylor Street.

### Current Status

Detailed design has not been started for the Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement Project.

### Funds

If funding is received, the City's contribution will be made by reallocating work funds in Capital Project P.02468 – Active Transportation Implementation.

If funding is not received, the project will be deferred until funding is available.