
Southwest Transportation Study

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated May 14, 2018, be received as information.

Topic and Purpose

This report provides the results of a transportation planning study for the southwest portion of the City of Saskatoon.

Report Highlights

A transportation planning study for the southwest area in the City of Saskatoon was developed in consultation with the community and stakeholders in response to concerns such as speeding, short-cutting, intersection operations, commercial access, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by improving transportation safety and optimizing the flow of people and goods in and around the city.

Background

The initial scope of this project was limited to 11th Street and the intersections with Avenue W West and Avenue W East. The Administration had received inquiries as to the feasibility of installing traffic signals at the Avenue W West intersection, and removing the four-way stop control at the Avenue W East intersection. In the summer of 2014, the Administration completed a cursory review and assessment of these intersections and provided a recommendation to proceed with a corridor study of 11th Street from Circle Drive South to Avenue H.

In the summer of 2015, the Administration launched the 11th Street Corridor Study, and public meetings were held to inform the public of the project and gather their input into transportation issues along 11th Street. The study began with the following objectives:

- Develop a transportation plan for the 11th Street Corridor:
 - Immediate improvements required to address existing transportation demand.
 - Staged improvements required over ten years to meet future transportation demands along the corridor.
- Identify strategies to divert traffic away from the 11th Street residential areas in the King George and Holiday Park neighbourhoods to the Avenue P – 17th Street Corridor.
- Identify other potential vehicular travel routes through the area.

Also in the summer of 2015, the Administration reviewed the 'West Industrial Concept Plan', approved by City Council at its meeting held on May 20, 2008. The plan included extension of 17th Street between Avenue P South and 11th Street. This information was absorbed into the study, and the project changed in title to the 'Southwest Transportation Study', and grew in scope to include the 17th Street Extension functional design.

City Council at its Public Hearing Meeting held on May 23, 2017, received a report titled Proposed Closure of Right-of-Way – Portion of Spadina Crescent and Avenue H and 11th Street – Holiday Park Neighbourhood. Included in this report were two Road Closure Bylaws to support the road closures. Council passed the bylaws, and also resolved,

“That the following measures to mitigate the traffic and safety impacts on adjacent roadways be implemented concurrently with the closures outlined in Bylaws 9449 and 9450 should they be passed:

1. Installation of a guide sign on the southbound approach to the intersection of 17th Street and Avenue H indicating to turn right to access Circle Drive South;
2. Installation of traffic calming devices, such as a curb extension, at the intersection of 16th Street and Avenue H, and a centre median at the intersection of 15th Street and Avenue H;
3. Revision of the traffic signals at the intersection of 11th Street and Avenue P to promote the eastbound left-turn movements from 11th Street onto Avenue P; and
4. Any reasonable mitigation efforts resulting from a Crime Prevention through Environmental Design (CPTED) study of the closed section of Spadina Crescent West.”

The study area is bound by 11th Street, Avenue H, 17th Street, and Avenue P. This report summarizes all of the findings, conclusions, and recommendations from the various transportation related items in the southwest part of the City of Saskatoon.

Report

As a result of a comprehensive transportation planning study of the southwest area of the city, the following recommendations were generated and grouped by expected installation schedule. The following short-term recommendations will be implemented in 2018:

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Location	Recommendation	Justification	Cost Estimate
11 th Street & Avenue P	<ul style="list-style-type: none"> • Geometric modifications on the east leg • Install an eastbound left turn signal arrow 	<ul style="list-style-type: none"> • Reduce eastbound through movement to a single lane • Mitigate cut-through traffic • Improve the efficiency of the intersection 	\$10,000
11 th Street & Avenue H	<ul style="list-style-type: none"> • Permanent Closure at 11th Street & Avenue I (east leg) • Permanent closure at 12th Street & Avenue H (south leg) 	<ul style="list-style-type: none"> • To fully enclose the Water Treatment Plant 	\$3,000
Avenue H & 15 th Street	<ul style="list-style-type: none"> • Install a raised median island on Avenue H 	<ul style="list-style-type: none"> • Improve pedestrian safety and reduce short-cutting traffic 	\$3,000
Avenue H & 16 th Street	<ul style="list-style-type: none"> • Install curb extensions 	<ul style="list-style-type: none"> • Improve pedestrian safety and reduce short-cutting traffic 	\$10,000
17 th Street & Avenue H	<ul style="list-style-type: none"> • Install guide sign on the southbound approach indicating to turn right to access Circle Drive South 	<ul style="list-style-type: none"> • Reduce short-cutting traffic along Avenue H and direct traffic to use a more direct and higher capacity roadway 	\$1,000
17 th Street & Avenue J	<ul style="list-style-type: none"> • Install a raised median island on 17th Street 	<ul style="list-style-type: none"> • Improve pedestrian safety and reduce speeding 	\$3,000
17 th Street & Avenue L	<ul style="list-style-type: none"> • Install a raised median island on 17th Street 	<ul style="list-style-type: none"> • Improve pedestrian safety and reduce speeding 	\$3,000

The estimated time for installation of the following medium-term recommendations is within the next five years:

Location	Recommendation	Justification	Cost Estimate
11 th Street & Avenue W (west intersection)	<ul style="list-style-type: none"> • Install a traffic signal; • Major intersection improvement 	<ul style="list-style-type: none"> • Reduce delays and improve the efficiency of the intersection 	\$182,000
11 th Street (Avenue W to Avenue P)	<ul style="list-style-type: none"> • Construct sidewalks on 11th Street (Avenue W to Avenue P) 	<ul style="list-style-type: none"> • Provide a better pedestrian connection 	\$550,000

The estimated time for installation of the following long-term recommendation is within five to ten years as per the following table:

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Location	Recommendation	Justification	Cost Estimate
17 th Street Extension	<ul style="list-style-type: none">• Modifications to the transportation network	<ul style="list-style-type: none">• Reduce short-cutting along 11th Street and Avenue H by providing a more direct and higher-capacity roadway	\$9,000,000 to \$11,000,000

The Southwest Transportation Study is included in Attachment 1.

Public and/or Stakeholder Involvement

In June of 2015, a public meeting was held to discuss traffic concerns and identify potential solutions on 11th Street, specifically from Circle Drive South to Avenue H (Water Treatment Plant). A similar meeting with an expanded scope was held in October of 2015 with focus and discussion around improvements on 11th Street from Circle Drive South to Avenue H, 17th Street from Avenue H to Avenue P, Avenue H from 11th Street to 17th Street, and the West Industrial Concept Plan. This concept plan outlines the long-term plan for modifications to the transportation network including the extension of 17th Street from Avenue P to Avenue W (17th Street extension). The majority of concerns identified during the initial consultation included:

- Traffic delays,
- Shortcutting,
- Speeding,
- Pedestrian safety,
- Type of intersection controls,
- Lack of active transportation facilities,
- Intersection safety,
- Access management; and
- A need for a connection from 17th Street to 11th Street.

Feedback from the public meetings was used to develop a draft set of recommendations which were presented to business owners along 11th Street and Avenue P on November 16, 2016, followed by a formal presentation to the area residents at a meeting held on November 22, 2016.

Separate meetings have been held with Suncor Energy and Cameco Corporation during the course of the study to first gain their insights into the issues, and secondly to present the draft set of recommendations. A meeting and several discussions have also occurred with the property owner directly impacted by the potential 17th Street extension. Further stakeholder and public engagement will occur as the planning for the various projects proceeds.

Communication Plan

The final plan will be shared with residents and businesses using several methods: City website, the Community Associations, and by a direct mail-out.

Financial Implications

The implementation of the recommendations in the Southwest Transportation Study will have financial implications. The costs are summarized in the following table:

Item	2018	Beyond 2018
Short-term recommendations to be completed Summer of 2018 (traffic calming, geometric modifications, and signage)	\$33,000	-
Medium-term recommendations to be completed within the next 5 years (traffic signals, intersection improvement, and sidewalks)	-	\$732,000
Long-term recommendations to be completed between 5 to 10 Years (17 th Street Extension)	-	\$9,000,000 to \$11,000,000

The recommendations identified for installation in 2018 will be funded by Capital Project #2275 – WTP – Plant Facility Access Upgrade. The future traffic signals at the intersection of 11th Street and Avenue W West will be funded by Capital Project #1036 – Traffic Control Upgrades. The Administration will include this location in the annual budget submission package listing the traffic signal projects recommended to be funded and the rationale used to prioritize the projects. The Active Transportation program will address the implementation of missing sidewalks and will use the input received from the community to assist in prioritizing future Active Transportation projects in the area. Construction of the 17th Street Extension is long-term, and will be incorporated into the Major Transportation Funding Plan.

Environmental Implications

The appropriate environmental planning work will occur when the preliminary detailed design work for the 17th Street Extension project proceeds.

Safety/Crime Prevention Through Environmental Design (CPTED)

A Crime Prevention through Environmental Design review of the short and long-term plans was not included in the development of the design. The Administration recommends that at the time of detailed design, a CPTED review be completed.

Other Considerations/Implications

There are no options, policy, or privacy implications or considerations.

Due Date for Follow-up and/or Project Completion

The traffic calming, minor geometric improvements and signage will be implemented during the 2018 construction season.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. Southwest Transportation Study, April 19, 2018

Report Approval

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Approved by: Angela Gardiner, Acting General Manager, Transportation &
Utilities Department

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