
Downtown All Ages and Abilities Cycling Network

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated June 20, 2018, be received as information.

Topic and Purpose

The purpose of this report is to present the results of the Downtown All Ages and Abilities Cycling Network Study.

Report Highlights

1. Following conclusion of the Downtown Protected Bike Lane Demonstration in November 2017, the Administration began the Downtown All Ages and Abilities (AAA) Cycling Network Study to determine the 'right streets' for a complete and connected AAA cycling network in Downtown Saskatoon.
2. The proposed network takes into consideration the Bus Rapid Transit (BRT) route identified through Downtown, the recommendations included within the Imagine Idylwyld project, and the Traffic Bridge opening.
3. The suitability of transforming Downtown streets to provide a AAA cycling network was assessed related to a number of factors and takes into consideration the impact a AAA cycling facility may have on various Downtown users.
4. By reviewing all of the criteria, the Administration arrived at the proposed network configuration of Idylwyld Drive (consistent with the Imagine Idylwyld project), 4th Avenue, 23rd Street and 19th Street.

Strategic Goals

This report supports the Strategic Goals of Moving Around, Environmental Sustainability and Quality of Life, as well as the Active Transportation Plan and the City Centre Plan which identified the need for improved facilities for cyclists in the Downtown.

Background

The need for improved cycling facilities within the Downtown was identified through several City plans and initiatives. The City Centre Plan, approved by City Council in 2013, identified the need to improve cycling as a strategy to increase the attractiveness of, and access to, the Downtown for businesses, residents, visitors, employers and their employees. The Growth Plan, endorsed by City Council in 2016, provides guidance for civic investments in infrastructure and supports programs over the short, medium, and long term that will shape growth patterns and increase transportation choices, in order to achieve the social, economic, and environmental aspirations of the community. The Active Transportation (AT) Plan, endorsed by City Council in 2016, also identified the need to improve cycling for people of all ages and abilities, and recommended the Administration develop a Downtown AAA Cycling Network.

Downtown All Ages and Abilities Cycling Network

City Council, at its meeting held on November 20, 2017, received a report on the evaluation results of the Protected Bike Lane Demonstration Project and an outline of recommended next steps for the provision of the AAA cycling network in the Downtown, and resolved, in part:

- “1. That a provision for protected bike lanes be included in the Downtown All Ages and Abilities Cycling Network;
2. That the Administration develop a Downtown All Ages and Abilities Cycling Network (including protected bike lanes) in concert with other downtown policy and planning initiatives in 2018;”

Report

Following conclusion of the Downtown Protected Bike Lane Demonstration in November 2017, the Administration began the Downtown AAA Cycling Network Study to identify the streets for a complete and connected AAA cycling network. The study area included all streets within the Downtown, which are bound by Idylwyld Drive to the west, Spadina Crescent to the east, 25th Street to the north, and 19th Street to the south.

The complete Downtown All Ages and Abilities Cycling Network Study report is included as Attachment 1.

Study Process

The following foundations were established to guide the Downtown AAA Cycling Network Study:

- The network must take into consideration how cycling facilities connect to Saskatoon’s wider cycling network;
- The network must integrate with other key Downtown projects such as the BRT Plan development and the opening of the Traffic Bridge in fall of 2018; and,
- The network must consider the impacts to all users in the Downtown area to ensure the most appropriate streets host AAA cycling facilities.

Three AAA network principles were established to ensure streets selected would be suitable for hosting a AAA cycling facility:

- **Safety:** Cyclists are considered vulnerable road users, their safety requires special consideration;
- **Comfort:** To attract new cyclists, the facility must be comfortable; and
- **Connectivity:** Cycling facilities must connect not only to other facilities, but also to key destinations in order to be practical and useful routes.

Consideration of Connections to Wider Cycling Network

As part of Phase 1 of the process, six Downtown streets were eliminated as they did not integrate to the wider cycling network beyond the study area: 5th Avenue, 6th Avenue, 21st Street East, Pacific Avenue, Ontario Avenue, and Wall Street. The exclusion of these streets from the overall AAA cycling network were presented at the first stakeholder meeting and generally supported by attendees.

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Integration with Key Downtown Projects

The proposed network takes into consideration the BRT route identified through Downtown, the recommendations included within the Imagine Idylwyld project, and the Traffic Bridge replacement. Discussions occurred with the respective project managers throughout the development of the Downtown AAA Cycling Network Study.

Downtown Project	Project Details	Impact to Proposed AAA Network
BRT	19 th Street: Curb running, no stations	<ul style="list-style-type: none"> • Uses the travel lane and does not include stations. • Compatible with a AAA cycling facility.
	25 th Street: Curb running, stations present	<ul style="list-style-type: none"> • Uses the travel lane and includes stations. • Not being proposed as a AAA cycling network street at this time.
	3 rd Avenue: Centre-running, stations present	<ul style="list-style-type: none"> • Does not leave enough space for the inclusion of a AAA cycling facility. • Eliminated as an option for the AAA cycling network.
Imagine Idylwyld	Raised cycle track along Idylwyld Drive from 20 th Street to 23 rd Street E, and Multi-Use Pathway from 23 rd Street to 25 th Street E.	<ul style="list-style-type: none"> • The AAA cycling facilities along Idylwyld Drive have been incorporated into the proposed AAA cycling network.
Traffic Bridge / Victoria Avenue Cycle Track	Contains 3.0m Multi-Use Pathway on both sides of the structure and raised cycle track from 8 th Street to Traffic Bridge.	<ul style="list-style-type: none"> • Connections from the Multi-Use Pathway along the Traffic Bridge to the proposed facility along 19th Street. • Transitions between the facilities are being included in the detailed design of the facilities.

Assessment of Suitable Streets for Downtown AAA Cycling Facilities

The suitability of transforming Downtown streets to provide a AAA cycling network was assessed related to a number of factors and considered potential impacts on various Downtown users. The assessment did not weigh any category above another; rather, the assessment was used to understand the trade-offs among all road users resulting from the inclusion of a AAA cycling facility. The factors used to complete the assessment are outlined below:

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Category	Factor	Measures
Bicycle Network	Linkages to surrounding areas	<ul style="list-style-type: none"> • Connections beyond study area • Coverage
	Linkages with other bicycle facilities	<ul style="list-style-type: none"> • Connections to bridges • Existing AAA cycling facilities • Proposed AAA cycling facilities
	Current and potential bicycle traffic	<ul style="list-style-type: none"> • Key destinations served
Cyclist Safety	Conflict with vehicles	<ul style="list-style-type: none"> • Average Annual Daily Traffic • Number of Conflict Points
	Merit of segregation	<ul style="list-style-type: none"> • Speeds over 30 kph and volumes over 1,500 vehicles per day
People Driving	Automobile travel time	<ul style="list-style-type: none"> • Intersection Level of Service • Corridor travel time
People Walking	Pedestrian Improvements	<ul style="list-style-type: none"> • Opportunity to enhance streetscape
	Accessibility	<ul style="list-style-type: none"> • Addressed through facility design
Transit	Transit stop conflicts	<ul style="list-style-type: none"> • Number of current stops • Number of future stops
	Transit operations	<ul style="list-style-type: none"> • Current transit route • Future transit route
Business	Parking	<ul style="list-style-type: none"> • Impact to parking
	Street Environment	<ul style="list-style-type: none"> • Number of building entrances

Outcome of Assessment

The assessment clarified that certain streets within Downtown serve specific functions and possess unique constraints. After reviewing all factors and constraints, the proposed AAA cycling network configuration includes:

- North-South streets: Idylwyld Drive (consistent with the Imagine Idylwyld project), and 4th Avenue.
- East-West streets: 23rd Street and 19th Street.

The proposed streets introduce a network of AAA cycling facilities in the Downtown, providing an interconnected system of facilities that is comfortable and attractive for all users, achieves the desired coverage of 400 metre spacing of facilities, provides access to major Downtown attractions, key employment areas, Downtown recreational areas, and connects Downtown with all areas of the city.

Below is a summary of the key factors on the streets proposed to host AAA cycling facilities. Detailed findings for all streets can be found in the attached Downtown All Ages and Abilities Cycling Network Study.

Downtown All Ages and Abilities Cycling Network

Summary of North-South Street Assessment:

Key Factor	Summary of Assessment	Impact on Proposed AAA Streets
Bicycle Network	All streets provide decent connectivity beyond the study area.	<ul style="list-style-type: none"> 4th Avenue is fairly central to the Downtown and connects to Broadway Bridge.
Motor Vehicles	Adding a AAA cycling facility increased motor vehicle travel time along all corridors.	<ul style="list-style-type: none"> Adding a AAA cycling facility to 4th Avenue increases travel time (+2:17). The intersections of 20th Street, 21st Street, and 22nd Street change from Level of Service (LOS) B to LOS C. There is no change in LOS at 19th Street, 23rd Street, or 24th Street.
Business	Adding a AAA cycling facility resulted in reduced street parking on all streets.	<ul style="list-style-type: none"> Adding a AAA cycling facility on 4th Avenue reduces parking by 58 spaces (from 152 to 94).
Transit	Streets are not identified as future bus routes, with the exception of 3 rd Ave which is identified as a BRT route with centre-running BRT.	<ul style="list-style-type: none"> 4th Avenue is not identified as a future BRT route. Presently, there are 3 transit stops.

Summary of East-West Street Assessment:

Key Factor	Summary of Assessment	Impact on Proposed AAA Streets
Bicycle Network	All streets provide decent connectivity beyond the study area.	<ul style="list-style-type: none"> 23rd Street provides the most coverage of Downtown, and connects with the existing Blairmore Bikeway west of Idylwyld Drive. 19th Street connects most directly with existing bridges.
Motor Vehicles	Adding a AAA cycling facility had range of impacts across each street.	<ul style="list-style-type: none"> 23rd Street has negligible impact to travel time and no change to LOS. 19th Street has the second lowest impact to travel time (+0:52) and no change to LOS.
Business	Adding a AAA facility resulted in reduced street parking on most streets.	<ul style="list-style-type: none"> Adding a AAA cycling facility on 23rd Street reduces parking by 13 spaces (from 103 to 90). Adding a AAA cycling facility on 19th Street results in no loss of parking.
Transit	Most streets are not identified as future bus routes, but all streets do have existing transit stops.	<ul style="list-style-type: none"> 23rd Street is not identified as a future BRT route or secondary route. Presently, there are 9 transit stops and the bus terminal. 19th Street is identified as a future BRT route (curb running), but does not include any future stops. Presently, there are 5 transit stops.

Options to the Recommendation

Information on the options available for the Downtown AAA Cycling Network is provided under the Engagement Results – Bus Rapid Transit and Downtown All Ages and Abilities Cycling Network report during the same Committee meeting.

Public and/or Stakeholder Involvement

Information on the public and stakeholder involvement component is provided in the attached Downtown AAA Cycling Network Study, as well as under the Engagement Results – Bus Rapid Transit and Downtown All Ages and Abilities Cycling Network report during the same Committee meeting.

Communication Plan

Pending City Council endorsement of the recommended streets, stakeholders and the public will continue to be informed of the project as it moves into the next stages. Detailed discussions with stakeholders along the selected streets will take place as the detailed designs are developed. A variety of communication tools will be used to ensure that effective and consistent messages are integrated into each phase once the project enters construction. Examples include targeted flyers, portable message boards, website updates, social media posts, PSAs and notifications through appropriate Community Associations and the Riversdale, Broadway and Downtown Business Improvement Districts.

Financial Implications

There are no immediate financial implications as a result of this report. If endorsed, options for funding the implementation of the network will be provided by the Administration at budget deliberations and presentation of capital funding requests.

Other Considerations/Implications

There are no privacy, environmental, policy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

A decision-oriented report regarding the Downtown AAA Cycling Network will be submitted to the Governance and Priorities Committee by the end of 2018.

Public Notice

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

Attachment

1. Downtown All Ages and Abilities Cycling Network Study

Report Approval

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