

Infrastructure Canada – Active Transportation Fund

ISSUE

The Government of Canada has invited the City of Saskatoon (City) to submit project applications for the Active Transportation Fund. The Administration is seeking City Council approval of the projects for submission that meet the criteria of the program.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That Administration be directed to submit the proposed projects outlined in this report to the Active Transportation Fund; and
2. That existing funding of \$1,100,000 be reprioritized within Capital Project P.02468 - Active Transportation Implementation Plan.

BACKGROUND

On January 27, 2022, the Honourable Dominic LeBlanc, Minister of Intergovernmental Affairs, Infrastructure and Communities, launched a call for applications for new projects that will support public transit systems across Canada.

The first-ever Active Transportation Fund will provide \$400 million over five years to support a modal shift away from cars and toward active transportation, in support of Canada's National Active Transportation Strategy. The Active Transportation Fund will invest in projects that build new and expanded networks of pathways, bike lanes, trails, and pedestrian bridges, in addition to supporting active transportation planning and stakeholder engagement activities.

More specifically, the Active Transportation Fund seeks to:

- Improve community connections and promote social equity amongst vulnerable Canadians.
- Make travel by active transportation easier, more convenient and enjoyable, and enhance user safety and security.
- Encourage people to choose active transportation over personal vehicles (including supporting walking and cycling to access transit).
- Contribute to long-term, sustainable, inclusive economic growth, while setting the foundation for achieving a more inclusive Canada and net-zero climate emissions by 2050.
- Support the Canadian economy through a reduction in congestion, the creation of jobs and enhanced access via active transportation modes to businesses.

There are two streams of projects eligible for funding: 1) capital projects and 2) planning projects.

The maximum amount payable for a planning project will not exceed is \$50,000.

Planning and design projects refer to the development or enhancement of formal active transportation strategic planning documents or stakeholder engagement. This could entail the development of an Active Transportation Strategy that could support the National Active Transportation Strategy, or the development of an active transportation component that can be added to other planning documents, such as Official Community Plans, Sustainability Plans, and Transportation Plans. Eligible projects include:

- Research, including case studies, data collection initiatives, mapping of walkability and bikeability, community audits/assessments;
- Public and/or stakeholder engagement and outreach, education programs;
- Policy development, including drafting objectives/actions for inclusion in community land use and/or transportation plans;
- Feasibility studies, business cases, and detailed costing estimates relating to the design of a project or program;
- Projects that support the implementation of Canada's national active transportation strategy, such as events raising awareness and encouraging adoption of active transportation.

Capital projects refer to new infrastructure construction, enhancement of existing infrastructure, and fixed design and safety features that encourage increased active transportation. Eligible capital projects include:

- Building or enhancing infrastructure for active transportation, such as multi-use paths, sidewalks, footbridges, separated bicycle lanes, and connections to other roadways (this could include nature trails and other infrastructure which could support recreation, so long as this infrastructure can be demonstrated to reflect evaluation criteria);
- Enhancing active transportation infrastructure, including design considerations in which there may be no net gain in kilometers of infrastructure, but quality improvements that support greater usage;
- Building or enhancing design features and facilities which promote active transportation, such as storage facilities, lighting, greenery, shade, and benches;
- Building or enhancing safety features which promote active transportation, such as crosswalks, medians, speed bumps, and wayfinding signage.

For capital projects program funding can be provided up to 60%, with the City of Saskatoon required to provide the other 40%.

Infrastructure Canada will be accepting applications for both the planning and capital funding streams of the Active Transportation Fund until March 31, 2022.

The Active Transportation Fund is a five-year program starting in 2021-2022. All projects must be completed by March 31, 2026.

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;”

The implementation plan included the following key components:

1. Integration with Standard Practices
2. Leverage other Projects
3. Shelf-Ready Projects
4. Leverage all Funding Opportunities
5. Measure and Report Progress

DISCUSSION/ANALYSIS

The Administration has identified the following capital and planning projects that align with the Active Transportation Fund mandate. Further details on each of the projects are provided in Appendix 1.

Project Name (Planning)	Description	Eligible Costs
College Drive Multi-Use Pathway	<ul style="list-style-type: none"> • Feasibility analysis to determine the active transportation crossings at the interchanges and rail crossings along College Drive between Preston Avenue and McOrmond Drive. 	\$50,000
Active Transportation (AT) Street Team	<ul style="list-style-type: none"> • The AT Street Team is a pop-up education program that will provide in-person, on-site education on the rules of the road and the existing bike network. 	\$50,000
Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement	<ul style="list-style-type: none"> • Assessment, engagement, and design of pedestrian improvements and an AAA cycling facility for Victoria Avenue from Taylor Street to Ruth Street. 	\$75,000
Millar Avenue Multi-Use Pathway	<ul style="list-style-type: none"> • Assessment, engagement, and design of a multi-use pathway for Millar Avenue from 43rd Street East to Marquis Drive. 	\$100,000

The Administration recommends applying for all the above detailed planning projects.

Project Name (Capital)	Description	Eligible Costs
Dudley Street Bikeway, Pedestrian and Traffic Safety Improvement	<ul style="list-style-type: none"> • 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. • Installing missing sidewalks on Dudley Street from Avenue P to Spadina Crescent. 	\$2.7 M
14 th Street Bikeway, Pedestrian and Traffic Safety Improvement	<ul style="list-style-type: none"> • Neighbourhood bikeway on 14th Street from Saskatchewan Crescent to Cumberland Avenue. • Installing missing sidewalks on 14th Street from Saskatchewan Crescent to Cumberland Avenue. 	\$1.4 M
31 st Street Bikeway, Pedestrian and Traffic Safety Improvement	<ul style="list-style-type: none"> • Neighbourhood bikeway on 31st Street from Circle Drive to Idylwyld Drive. 	\$3.7 M

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	<ul style="list-style-type: none"> Installing missing sidewalks on 31st Street from Circle Drive to Idylwyld Drive. Installing multi-use pathway through Pierre Radisson Park. 	
Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement	<ul style="list-style-type: none"> Protected street-level bike lanes on Victoria Avenue between 8th Street and Taylor Street. Narrowed centred median between 7th Street East and Taylor Street allowing on-street parking to be maintained. 	\$6.0 M

The Administration recommends only applying for the Dudley Street project under the capital project stream in consideration of:

- It will connect the multi-use pathway on Dawes Avenue to Spadina Avenue and the Meewasin Trail system, a project of significant length that also connects multiple neighbourhoods.
- There is no impact to on-street parking.
- It can be used as a show-case project as it will include adjacent industrial, recreational, and residential land uses.

Technical Services department has an asset preservation project planned for a portion of Dudley Street. The scope of this work includes microsurfacing along Dudley Street between Avenue X and Avenue W and shallow reconstruction between Avenue W and Avenue P in 2022. Completing all this work plus the transportation infrastructure will minimize disruption to the residents

FINANCIAL IMPLICATIONS

It is recommended that the City of Saskatoon apply for all four of the planning projects. As the Active Transportation Fund can provide 100% of eligible costs up to a limit of \$50,000 for each project, the first two projects would not require any additional funding. The third and fourth projects would require an additional \$75,000 in funding which is available in Capital Project P.02468 - Active Transportation Implementation Plan.

It is recommended that the City of Saskatoon apply for the Dudley Street Bikeway, Pedestrian and Traffic Safety Improvement project. The Dudley Street project cost estimate is broken down as follows:

Item	Estimated Cost
Multi-use pathway	\$ 598,000
Bikeway improvements	\$ 592,670
Sidewalks	\$1,112,475
Traffic calming measures	\$ 79,040
Miscellaneous (traffic control, drainage, etc.)	\$ 57,200
Engineering	\$ 244,000
Total	\$2,683,385

The City's funding responsibility for capital projects is 40% of the project total, or \$1,073,354. To provide the City's portion of funding, the Administration recommends altering the scope of the Avenue C new sidewalk project from Circle Drive to Haskamp Street, previously funded in Capital Project P.02468 - Active Transportation

Implementation Plan for \$1,462,000, by reprioritizing \$1,100,000 from this portion of the project.

The net result is:

- No new additional funding required.
- As the Dudley Street project includes new sidewalk construction, approximately \$1,100,000 of new sidewalk still will be constructed, albeit in a different location.
- The Dudley Street multi-use pathway, bikeway improvements, and traffic calming measures also will be constructed (as a result of leveraging this existing funding).

OTHER IMPLICATIONS

There are no privacy, legal, or social implications identified.

NEXT STEPS

If City Council approves the recommendations, the Administration will complete the application process prior to the submission deadline.

APPENDICES

1. Project Descriptions

Report Approval

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Approved by: Terry Schmidt, General Manager, Transportation and Construction

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 43rd 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.

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

To improve active transportation along 14th 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 14th Street East;
- Filling gaps in the sidewalk network (pending further feasibility analysis); and
- All existing on-street parking will be maintained.

The 14th Street bikeway provides a direct connection between the existing multi-use path on the north side of 14th 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 14th Street between Saskatchewan Crescent and Cumberland Avenue are listed as Priority 4.

Current Status

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

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

Detailed designs are complete for curb extensions at 14th Street and Temperance Street, 14th 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 14th 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.

31st 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 31st 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 31st Street West between Idylwyld Drive and Circle Drive are listed as Priority 3 and 4.

To improve pedestrian comfort and safety on 29th 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 29th 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 31st Street West Bikeway, Pedestrian and Traffic Safety Improvement Project. Detailed design has not been started for the curb extensions on 29th 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 31st 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 8th Street East and Taylor Street East be approved.

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

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

There are no sections of missing sidewalk on Victoria Avenue between 8th 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.