

14 STREET & 90 AVENUE S.W. PEDESTRIAN OVERPASS

EXECUTIVE SUMMARY

This report presents an update on the progress of the design, potential funding mechanisms and estimated cost for the pedestrian overpass at 14 Street and 90 Avenue S.W.

To ensure that the design of the pedestrian overpass is coordinated and integrated with the Southwest BRT infrastructure and station at 90 Avenue S.W., Administration has retained the Southwest BRT design consultant to complete a feasibility study and preliminary design for the pedestrian overpass identifying potential overpass alignments, pathway and ramp connections, constructability, risks and estimated costs.

Three potential alignment options have been developed through this preliminary design work which Administration is planning on discussing further with the public in early 2017 as part of the Southwest BRT facilitated citizen involvement sessions. Potential funding options have also been identified for the design and construction of the overpass.

ADMINISTRATION RECOMMENDATIONS

That the SPC on Transportation and Transit recommends that Council:

1. Receive this report for information;
2. Direct Administration to continue detailed design development on the pedestrian overpass at 14 Street & 90 Avenue S.W., including undertaking stakeholder engagement on the design as part of the Southwest BRT facilitated citizen involvement in 2017,
3. Direct Administration to:
 - a) Advance this project as a candidate project for \$7 million from Program 888 – Corporate Capital Program as part of the Infrastructure Calgary process.
 - b) If the project is not successful as a candidate project under Program 888, report back to SPC on Transportation and Transit committee with an alternate funding recommendation.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2017 JANUARY 23:

That Council:

1. Receive this report for information;
2. Direct Administration to continue detailed design development on the pedestrian overpass at 14 Street & 90 Avenue S.W., including undertaking stakeholder engagement on the design as part of the Southwest BRT facilitated citizen involvement in 2017
3. Direct Administration to:

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| <ul style="list-style-type: none">a) Advance this project as a candidate project for \$7 million from Program 888 – Corporate Capital Program as part of the Infrastructure Calgary process.b) If the project is not successful as a candidate project under Program 888, report back to SPC on Transportation and Transit committee with an alternate funding recommendation. |
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Excerpt from the Minutes of the Regular Meeting of the SPC on Transportation and Transit, Dated 2017 January 18:

“And further that Report TT2017-0012 and attachments be forwarded to the 2017 January 23 Regular Meeting of Council as an item of Urgent Business.”

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2016 July 25 Regular Meeting of Council, it was directed through a MOTION ARISING, Moved by Councillor Pincott, Seconded by Councillor Woolley, that with respect to Report TT2016-0578 the following be adopted:

“That Council:

1. Direct administration to begin work on design and subsequent construction of a pedestrian overpass across 14th Street at 90th Ave S.W., with the goal of having it completed for the opening of the complete S.W. BRT;
2. Bring forward a funding mechanism as part of the November 2016 Budget meeting;
3. Return to Council, through the SPC on Transportation and Transit, with an update, no later than January 2017.”

Also at the 2016 July 25 Regular Meeting of Council, Recommendation 8 from SPC on Transportation and Transit in Report TT2016-0578, Moved by Councillor Keating, Seconded by Councillor Pincott was adopted as follows:

“That Council:

8. Direct Administration to undertake a facilitated citizen involvement approach for the proposed Southwest Bus Rapid Transit project south of Glenmore Trail, as soon as possible, to include but not limited to:
 - a) Utilizing the latest online tools;
 - b) Workshops; and
 - c) Citizen opportunities to provide input on project components (stations and sound attenuation), community impacts, risks (safety) and phasing.”

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Further, at the 2015 February 9 Combined Meeting of Council, it was moved by Councillor Pincott, Seconded by Councillor Chabot, that a Notice of Motion, NM2015-02 be adopted, as follows:

“NOW THEREFORE BE IT RESOLVED that Administration be directed to:

- a) Work collaboratively with the owner of the Glenmore Landing shopping centre through the Transforming Planning "Explore" process to develop a comprehensive plan for redevelopment that takes into account the future Southwest Transitway, Municipal Development Plan and Calgary Transportation Plan policy guidance, and the adjoining City owned lands; and
- b) Work directly with the Glenmore Landing shopping Centre owner to explore the disposition of surplus City owned lands to be included in the overall comprehensive redevelopment, including opportunities for the provision of non-market housing within the future development and report back to Council through the Land and Asset Strategy Committee for approval of any resulting terms and conditions of sale.”

BACKGROUND

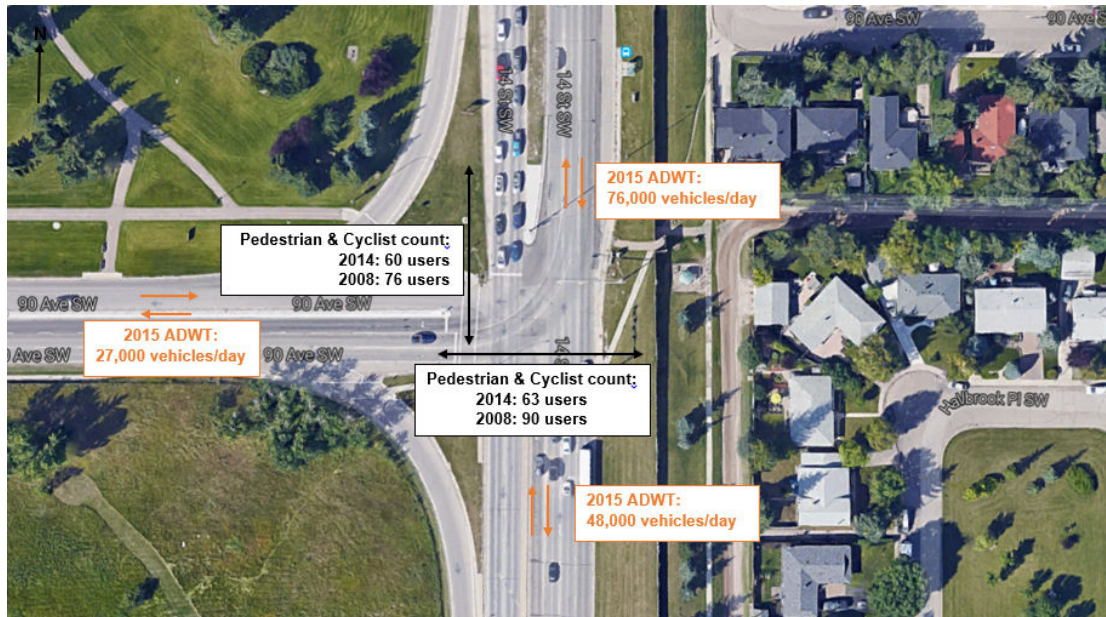
As part of the Southwest BRT project, Council directed that Administration begin work on the design and subsequent construction of a pedestrian overpass across 14 Street at 90 Avenue S.W. with the goal of having it completed for the opening of the Southwest BRT.

The existing 14 Street and 90 Avenue S.W. intersection is a signalized three-legged intersection with at-grade pedestrian crossings on the west and south legs of the intersection. 14 Street is classified as a “Skeletal Road” and 90 Avenue is classified as a “Parkway” in the Calgary Transportation Plan (CTP). The 2015 Average Daily Weekday Traffic (ADWT) on 14 Street is 76,000 vehicles/day north of 90 Avenue, 48,000 vehicles/day south of 90 Avenue, and 27,000 vehicles/day on 90 Avenue to the west. 2008 and 2014 pedestrian and cyclist counts conducted at this intersection are as follows:

- 2014 - Six Hour Total – 63 users (east-west movement on the south side of 90 Avenue SW)
- 2014 - Six Hour Total – 60 users (north-south movement on the west side of 14 Street SW)
- 2008 - Six Hour Total – 90 users (east-west movement on the south side of 90 Avenue SW)
- 2008 – Six Hour Total – 76 users (north-south movement on the west side of 14 Street SW)

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The Haysboro community borders 14 Street on the east side and the Pump Hill, Bayview, and Palliser communities are to the west. Sidewalks connect the intersection with the communities on the south side of 90 Avenue and on the east side of 14 Street. A regional pathway on the northwest corner of the intersection connects pedestrians and cyclists with the Glenmore Reservoir pathway system. A public off-leash dog area also runs along the east side of 14 Street bordering the Haysboro community.

The Calgary Jewish Community Centre is located on the southwest corner of the 14 Street and 90 Avenue S.W. intersection with a recreation complex and several subsidized residential units. The Calgary Jewish Community Centre recently submitted a land use amendment for their site to create a new Direct Control District to allow for additional uses and expansion of the existing recreation facility. Council adopted the land use amendment on 2016 June 13.

On the northwest corner of the intersection is the Glenmore Landing Shopping Centre with a Safeway grocery store anchor, retail shops, medical services, and office space. City Council through Notice of Motion NM2015-02, directed City Administration to work with the owner of the Glenmore Landing Shopping Centre, RioCan, to look at a potential redevelopment of the site which could include housing options and services. Council also directed City Administration to look at the sale of surplus City-owned lands to be included in the developer's comprehensive plan for redevelopment, including opportunities for non-market housing. These lands are located between the shopping centre and 90 Avenue and 14 Street S.W. RioCan is currently undertaking their due diligence to determine the potential for redevelopment of their site.

The Southwest BRT is part of the Primary Transit Network and will be a new BRT service that will connect transit users from Downtown Calgary to several SW residential communities, and will run along the west side of 14 Street from 75 Avenue to Southland Drive in dedicated bus-

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only lanes. A station will be located just north of 90 Avenue beside the Glenmore Landing Shopping Centre that will include features to make using the BRT, safe, comfortable and accessible for customers. Estimated daily transit trips for the Glenmore Landing station is between 350-600 trips. The new station will increase the number of pedestrians crossing 14 Street in this area. At the intersection of 14 Street and 90 Avenue S.W., the bus-only lanes will pass underneath 90 Avenue in an underpass structure to improve safety, and minimize traffic impacts.

To ensure that the design of the pedestrian overpass is coordinated and integrated with the Southwest BRT infrastructure and station at 90 Avenue S.W., Administration has retained the Southwest BRT design consultant, Stantec, to complete a feasibility study and preliminary design for the pedestrian overpass identifying potential overpass alignments, pathway and ramp connections, constructability, risks and estimated costs. Three potential alignment options have been developed. Administration will be discussing these options with stakeholders and the public in early 2017 as part of the Southwest BRT facilitated citizen involvement sessions.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Alignment

Administration has conducted analysis on three potential alignment options as shown in Attachment 1.

1. Option 1 – The crossing is located adjacent to 89 Avenue S.W. along the north edge of the Glenmore Landing Shopping Centre. Benefits of this option include providing easy access to 89 Avenue S.W. which is a significant desire line for cyclists travelling east and west as well as having opportunities on the west side to include a pathway along the north side of Glenmore Landing.
2. Option 2 – The bridge crossing is located just north of 90 Ave S.W. between Hallbrook Drive and 90 Avenue S.W. This option requires the least amount of space, shortest ramps and maintains use of an existing dog off-leash area but has the highest cost.
3. Option 3 – The crossing is located along 90 Ave S.W. just south of the Glenmore Landing Shopping Centre development. This option provides the closest proximity crossing to 90 Avenue S.W. but with the ramps leading up to the overpass, this option also presents much longer walking distances compared to the existing at-grade pedestrian crossing at the intersection.

Evaluation Criteria

Evaluation of the preliminary design are split into three project values categories (Use, Importance and Cost) and subdivided further into criteria below. Evaluation of the design options is currently underway and input from the public sessions in February will be incorporated in the evaluation. When a recommended option is selected, refinement of design elements such as stair access, closing of existing at grade pedestrian crossing, Glenmore Landing Shopping Centre access etc. will be completed.

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- **Direct**
Ability of the alignment to provide a direct pathway for users, understanding that they may be using the pathway for more than recreational purposes
- **Security and Safety**
Minimize the risks of harm to the pathway users and assuring that personal security and safety of the pathway user is accomplished by the design treatment.
- **Ease of Use**
Consideration of users travelling using human power for use, travelling across and access to locations.
- **Desire Lines**
The alignment should coincide with the desire line of the people who will use it, and the places it serves.
- **Serves Demand**
The infrastructure should serve a demand that is currently unmet. It should promote use and serve as a plausible alternative to what is currently being used.
- **Capital Cost**
The cost effectiveness of the alignment and resulting design treatments required.
- **Constructability**
Effect of other factors on the feasibility of constructing the infrastructure.

Stakeholder Engagement, Research and Communication

Communications with the adjacent Community Associations and institutional stakeholders, such as the Jewish Community Centre and Glenmore Landing, have been scheduled for preliminary discussions in February 2017. Public stakeholder engagement will be part of the facilitated citizen involvement sessions for the Southwest BRT and will be conducted to refine the aesthetics, mobility connections and alignment of the overpass. Both online and in person sessions are planned to be utilized to collect feedback from stakeholders.

Strategic Alignment

The new pedestrian overpass aligns with Council Priorities from Action Plan 2015-2018. Specifically, the overpass will address:

1. A city that moves – responding to the need for a variety of affordable and efficient transportation choices.
2. A healthy and green city – responding to the need to encourage healthy lifestyles for all Calgarians and connecting communities to the regional pathway system.

The pedestrian overpass also supports: the goals and objectives outlined in the Calgary

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Transportation Plan (CTP) and Municipal Development Plan (MDP) (2009); the 2020 Sustainability Direction (2010); and Step Forward – a strategic plan for improving walking in Calgary (2016).

Social, Environmental, Economic (External)

Enhanced safety and mobility supports the economy and social activities. Providing a safer environment for vulnerable road users encourages reduced automobile dependency and associated greenhouse gas emissions as well as greater interaction between citizens in their communities. Reductions in collisions can reduce direct costs for the City and financial impacts to the economy associated with litigation, health care, property damage, and lost productivity, as well as indirect costs such as reduction of quality of life.

Financial Capacity

Current and Future Operating Budget:

The proposed pedestrian overpass will not have a significant effect on the existing operating budget. There will be increased costs for life cycle maintenance and inspections and annual costs for cleaning and snow and ice clearing. These additional costs can be accommodated within the existing operating budget.

Current and Future Capital Budget:

The current class 4 cost estimate, based on the Corporate Project Management Framework (CPMF), for the pedestrian overpass is estimated at \$7.0 million and has been classified as a project within the \$4.2 million (-40%) to \$12.25 million (+75%) range.

Proposed Funding Mechanisms

City Administration has reviewed potential funding mechanisms for the pedestrian overpass and funding options include:

- Program 888 - Corporate Capital Program - savings account from surplus funds on projects
- Program 223 – Pedestrian Bridge Replacement and Upgrading Program
- Program 566 – Route Ahead Rapid Transit Corridors – if surplus funds are available
- Recovery from/or contributions from RioCan
- Future land sale revenue from city owned land in the area

Administration recommends advancing this project as a candidate project for Program 888 – Corporate Capital Program as part of the Infrastructure Calgary process. If the project is not successful as a candidate project under Program 888, report to SPC on Transportation and Transit Committee with alternate funding recommendation. Savings from Program 223 and 566 will now be dedicated to Program 888 based on recent change in practice.

The potential remains for a future contribution from RioCan in conjunction with yet to be determined land use at and adjacent to Glenmore Landing. As no formal Land use application has been received from RioCan there is no opportunity to secure a contribution prior to the planned construction start date.

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Risk Assessment

There are several risks associated with delivery of the project including:

- Identification of unforeseen environmental or geotechnical obstacles;
- Delivery of the project to match overall Southwest BRT project schedule;
- Utility relocations may be required to accommodate the pedestrian overpass which may impact schedule;
- Close coordination of infrastructure, particularly the 90 Avenue underpass and the station, with the design and construction of the overpass will be required.

Management of these risks by Administration has been ongoing and will continue to be monitored throughout the design and construction stages of the project.

REASONS FOR RECOMMENDATIONS:

The pedestrian overpass will facilitate access from the Haysboro community to the new Southwest BRT station and the Glenmore Reservoir regional pathway system as well as the Glenmore Landing Shopping Centre and Calgary Jewish Community Centre.

ATTACHMENTS

1. Proposed Alignments of Pedestrian Overpass

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