

Kinsmen Park Parking Strategy and Transportation Study – Additional Information

ISSUE

At its meeting on February 11, 2020, Standing Policy Committee on Planning, Development and Community Services (Committee) requested additional information be brought forward in regards to the Kinsmen Park Parking Strategy and Transportation Study.

BACKGROUND

In December of 2011, City Council approved the Kinsmen Park Master Plan (Master Plan), setting forth a 25-year improvement process for rejuvenation and redesign of the park. The primary vision of the Master Plan was to create a place-specific, memorable environment that is enjoyable for all ages, with a special focus on children's activities.

At its meeting on February 11, 2020, (Committee) received the Kinsmen Park Parking Strategy and Transportation Study Report. City Council requested the following:

1. That Administration report back on interim parking solutions for the 2020 season and on funding options and timeline for long-term solutions.
2. That Administration engage with the Saskatchewan Health Authority on the utilization of their parking lot located in zone 6 as a benefit for the destination area.

WSP Canada Group Ltd. (WSP) completed the Kinsmen Park Parking Strategy and Transportation Study (Study) in 2019. The Study included a comprehensive parking, motor traffic and active transportation review to identify parking and transportation needs of Kinsmen Park and area over the next 15 years.

CURRENT STATUS

The enhancements and additional programming opportunities that have been developed align with the primary vision of the Master Plan to create a place-specific, memorable environment that is enjoyable for all ages, with a focus on children's activities. Based on the continued development of Kinsmen Park and future facility plans, a review of the current demand for parking and transportation infrastructure was needed.

Solutions were developed by WSP to address the park's needs to accommodate all road users while preserving valuable park green space. There were 29 potential remedial strategies considered and if recommended, identified as short-, medium- and long-term recommendations to address the parking, active transportation and traffic operations in the study area (Appendix 1- Kinsmen Park Area Recommendation with Horizons - Page 73, Table 11-3).

Shakespeare on the Saskatchewan, Prairie River Cruises and Nutrien Wonderhub submitted an additional request for consideration to City Council. The letter was received through the Standing Policy Committee on Planning, Development and Community Services at the April 7, 2020 meeting. The letter was requesting further consideration towards implementing the parking strategies including a potential funding contribution to support parking improvements for Kinsmen Park. As parking strategies are developed for implementation within Kinsmen Park, the Stakeholder group has expanded to include the YWCA, Nutrien Playland Operations and the Saskatchewan Health Region since these businesses have a vested interest in parking needs within Kinsmen Park and area.

DISCUSSION/ANALYSIS

Prioritization Matrix

In 2013, Administration created an assessment tool (Park Project Assessment Tool) to assist in funding decisions related to park projects. This tool considers a variety of criteria Administration has identified as providing value to any park projects:

- a) Safety;
- b) Community Benefit;
- c) Regional Amenity Deficiency;
- d) Benefit to Multiple Divisions;
- e) Partnership Opportunities; and
- f) Other Big Picture Considerations; such as protecting the life expectancy of a corporate asset.

Each of these criteria were assigned using a weighted rating system that is intended to group high priority projects and is not to be utilized to create a specific chronological order to complete projects. The assessment system allows Administration to prioritize projects and ensure the best value for the investment.

Implementation 2020

Administration has commenced implementation of the following strategies (numbering as per Appendix 1 list):

- a) 10.1.3- Improve User Information, Marketing and Wayfinding (Short-term)
 - A signage plan was developed for the Nutrien Playland facility. Administration is developing similar wayfinding signage for the public parking zones (Appendix 2- Parking Zone Map - Page 27, Figure 5-1).
 - A request for line painting via the Stakeholders was received and is within the operations of the Facilities Division. The Facilities Division is currently planning for 2020 line painting within parking zones 1, 3 and 5 since those locations will be utilized in 2020. Since parking zone 4 is currently used for construction vehicles, these lines will not be painted until the zone returns to normal usage.
- b) 10.1.12- Potential Zone 4 Upgrades (Medium-term)

- In partnership with Meewasin and Shakespeare on the Saskatchewan (SOTS) projects, planning for upgrades to the parking lot and Meewasin Trail are currently in development with construction to begin in the fall of 2020. Meewasin has proposed trail upgrades to their primary trail from north of the Wonderhub to south past the SOTS site, which include a reconfiguration of the zone 4 parking lot. These proposed changes have been coordinated with SOTS and align with their site design. Upgrades to parking zone 4 and the trail will increase available parking spaces, separate trail activity and provide improved flow through this area for all users.
 - As part of the implementation of the Kinsmen Park Master Plan, the City is providing \$120,000 in capital funding in this partnership towards changes in parking zone 4 (including the pick-up/drop-off zone noted in the next item).
- c) 10.1.15- Pick Up/Drop Off Areas - Zone 4 (As available)
- The planned parking lot upgrades included in point (b) above includes a pick up/drop off zone and improved emergency access to the SOTS site. Along with the trail and parking lot upgrades, construction for this is expected to begin in the fall of 2020.
- d) 10.2.3- Transit Services (Medium-term)
- Access to the Kinsmen Park area via public transit has been limited to stops on 25th Street, which requires riders to walk a fair distance. Saskatoon Transit has developed a pilot bus route, Route 111 Spadina Loop, which will make this area, along with many events and festivals along Spadina Crescent, more accessible (see Appendix 3- Route 111 Map). Throughout the pilot, Saskatoon Transit will seek feedback from riders and Stakeholders to gauge whether it should be extended and become a seasonal route.
 - Originally, Saskatoon Transit had planned to start this pilot route in 2020, however due to the pandemic, operations has limited the number of riders that could access the bus at any one time. The reduced operating capacity, along with the reduction of stakeholders operating for 2020, has led to this decision. As a result, the implementation will be delayed until 2021.

Administration has identified existing funding sources for all four remedial measures with construction/implementation commencing in 2020.

Partnerships and Enforcement

Administration has determined the following list of items requires additional discussion in order to determine enforcement parameters, service expenses and partnership opportunities:

- a) 10.1.1- Improve Parking Enforcement (Short-term)

- Stakeholders have requested a longer time limit duration of 4-hours; however after initial reviews with Parking Services, turnover and enforcement is likely to be more challenging the longer the time limit is extended.
 - Administration is developing a Parking Enforcement Strategy with a focus on access, time limits and enforcement for each parking zone within the current resources of Parking Services. After the strategy is developed fully, information will be shared with the Stakeholders prior to implementation. Based on discussions with Parking Services and Stakeholders, implementation of the Parking Enforcement Strategy is targeted for 2021.
- b) 10.1.2- Implement Time Limit on Weekend Parking Duration (Short-term)
- Stakeholders have requested a longer time limit and extended coverage to include the weekend. Similar to 10.1.1, continued discussion with Stakeholders and Parking Services is required to identify the best course of action for all parking zones within Kinsmen Park and area. Based on discussions, implementation of additional parking enforcement is targeted for 2022 due to increased service levels tied to monitoring and enforcement.
- c) 10.1.4- Parking Capacity Display (Short-term)
- Administration is researching viable options for an automated parking zone display board system. Implementation timeline is dependent on cost estimates and available funds.
- d) 10.1.11- Maintain Zone 2 Staff Parking Facility (Short-term)
- Within the Kinmen Park Master Plan and Meewasin Development Review process, elimination of Zone 2 parking was originally prescribed.
 - Administration will work with Meewasin to keep Zone 2 parking to minimize the shortfall of available parking. Improving access control can eliminate any unnecessary traffic to the area after hours.
- e) 10.1.13- Maintain and Upgrade Zone 5 Parking Facility (Short-term)
- The Master Plan called for the removal of this parking zone due to the proximity of the access road and pathway. The Study calls for remediation strategies to be introduced to keep the zone in order to not further impact the current parking shortfall.
 - Meewasin has planned upgrades to this section of the pathway that will widen the path closer to the river and improve safety for this area.
 - Administration will implement line painting and signage plans for this parking zone and continue discussion with stakeholders on parking zone management strategies relating to access, time limits and permits.
- f) 10.1.14- Share Parking (Zone 6) with Saskatoon Health Region (Medium-term)
- Initial discussions between the two Administrations have taken place with regards to the shortage of parking each Administration is dealing with.

Additional discussions are planned in 2020 with regards to partnership opportunities.

Further discussion is required to determine the final direction, costs and operating parameters for these items. Although the implementation timeframe is unknown, the items are targeted for implementation in 2021.

Future Capital Planning

The remaining strategies require additional research to determine viability, cost estimates, funding sources and implementation timeframes within the Capital Planning process:

- a) 10.1.5- Implement Paid Parking Program
- b) 10.1.6- Remote Parking and Shuttle Services
- c) 10.1.7- Additional Parking Supply in Zone 1
- d) 10.1.8- Potential Parking Facility Expansion (Zone 1 or 3)
- e) 10.1.9- Increase Parking Supply on Kinsmen Avenue
- f) 10.1.15- Pick Up/Drop Off Areas (Zone 3)
- g) 10.2.1- Develop Special Event Traffic and Parking Management Plan
- h) 10.2.2- Bike Share
- i) 10.2.4- Shuttle Services/Program
- j) 10.2.5- Employee Trip Reduction
- k) 10.3.1- Modifications Along Spadina Crescent
- l) 10.3.2- Crosswalk on Spadina Crescent between Zones 3 and 4
- m) 10.3.3- Improve Crosswalk at University Bridge
- n) 10.3.4- Upgrading Spadina Crescent to AAA Network
- o) 10.4.1- Right In/Right Out Access at Zones 3 and 4
- p) 10.4.3- Intersection Improvements at Spadina Ramp – Roundabout

The next capital budget planning process would be for the 2022 Capital Budget. These items will need to be researched, reviewed and the development of an implementation strategy and funding capacity to proceed. In discussion with Stakeholders about parking expansion opportunities; funding partnerships are unknown at this time due to the impact the pandemic has caused with their respective business operations.

FINANCIAL IMPLICATIONS

Implementation of four remedial measures in 2020 are funded through Capital Project #2471 Kinsmen Park, external partnerships and through Saskatoon Transit.

Financial implications are unknown at this time for the six remedial measures identified under Partnership and Enforcement, as well as the remaining remedial measures identified within the Future Capital Planning process.

OTHER IMPLICATIONS

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

NEXT STEPS

Administration will finalize implementation plans for 2020 initiatives and continue discussions with various stakeholders and partners to coordinate initiatives and implement additional remedial measures.

Administration will work with Meewasin to confirm the final detailed design plans for trail and parking lot upgrades. As part of this, Meewasin will provide an engagement and communications plan for the project that is required to be reviewed and approved by Administration before construction is to begin. This will include details regarding site signage requirements and where the public can find information on the trail and parking lot developments.

APPENDICES

1. Kinsmen Park Recommendations with Horizons
2. Parking Zones Map
3. Saskatoon Transit Route 111 Map

REPORT APPROVAL

Written by: Mark Campbell, Open Space Consultant, Recreation and Community Development
Reviewed by: Andrew Roberts, Director, Recreation and Community Development
Approved by: Lynne Lacroix, General Manager, Community Services