

# CITY OF SASKATOON

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## Transportation & Utilities

To: David LeBoutillier, P. Eng.  
Transportation Engineering Manager

Date: January 7, 2021

Jay Magus, P.Eng.  
Director of Transportation

Phone: 306-986-3097

Our File:

From: Nathalie Boudais, P. Eng.  
Senior Transportation Engineer

Your File:

**Re: Permanent Closure of 14<sup>th</sup> Street between Temperance Street and Lansdowne Avenue**

### **Background**

To address safety concerns expressed by residents regarding safety, speeding and traffic controls, the [Nutana Neighbourhood Traffic Review](#) recommended the full closure of 14<sup>th</sup> Street between Temperance Street and Lansdowne Avenue which would reduce the number of conflict points. The full closure would still provide access for pedestrians and cyclists.

At its Public Hearing Meeting on March 27, 2017, City Council approved the 14<sup>th</sup> Street road closure between Lansdowne Avenue and Temperance Street.

### **Engagement**

#### **Design Charrette**

A design charrette was held on September 23, 2017 to explore the community's wishes for the design of the permanent closure and the greenspace to the north of the closed street. The City presented a 'Butterfly Garden' theme to the community. Approximately a dozen people attended the session. Some members of the community supported the creation of a vibrant public space, others wanted to simply close the street permanently without any additional landscaping or park features.

#### **Stakeholder Working Group**

A Stakeholder Working Group was created to continue with the development of the designs for the permanent closure. Members included: residents of the neighbourhood, and Community Association representatives. The resident representatives in the group included both residents who supported the creation of a public space and residents who simply wanted to close the street to ensure that the group included people with different perspectives in an effort to achieve an idea that had consensus.

Two meetings were held with the Stakeholder Working Group, one on May 16, 2018 and another on June 19, 2018. Some important highlights from the meetings (extracted from meeting minutes) include:

- Some members think that the road closure should not be used as a public space and should not be encouraged as a place for people.
- Other residents disagree and think that the City needs to create more public spaces for people to use for their physical and mental well-being.
- Community Association does not have capacity to assist with maintenance of any vegetation.
- Overall, the group was amenable to retaining a hardscape surface for the permanent closure.

### Design Options Updates

In early 2020, a flyer update was circulated to the residents adjacent to the public space to provide an update on the progress on the project and notification that future engagement events would be combined with the Neighbourhood Bikeways Project.

An online meeting was held on September 17, 2020 to present the preliminary design options of the permanent closure of 14<sup>th</sup> Street to the community. Features of the preliminary design included:

- Curb extensions on SE and NW corners at 14<sup>th</sup> Street and Temperance Street;
- Curb extensions on NW and SW corners at 14<sup>th</sup> Street and Lansdowne Avenue;
- Curb extensions and median island at Temperance Street and Lansdowne Avenue, similar to the temporary installation;
- Closed street space:
  - asphalt pavement would remain,
  - concrete benches would be used to close the street space, and
  - three possible options to accommodate the bikeway through the closed space were presented;
- The existing vegetated area to the north of the closure would remain as lilacs; and,
- Traffic control on Temperance Street and Lansdowne Avenue would be changed to the north-south direction, as recommended by the Neighbourhood Bikeways Project.

After the online meeting, three residents submitted comments expressing their desire for more park like space to be created in the area to the north (existing lilacs). Feedback on the 3 options for bikeway accommodation was nearly evenly split between preferences for a bidirectional bikeway to the north (by the lilacs) and a bidirectional bikeway to the south (by the café).

### Final Design

After reviewing all of the comments received after the public meeting in September 2020, the design alternative was revised to incorporate the following:

- Bidirectional bikeway in the centre of the closed street;
- Additional concrete surface in the closed street instead of asphalt pavement; and
- Sidewalk along north side of closed space.

The recommended design is shown in the attached figure.



