

CITY OF SASKATOON

14th Street Public Space Working Group Meeting #1 Minutes

Date: Wednesday, May 16, 2018

Time: 1:30 – 3:30 pm

Location: Civic Square East – Room 208

Attendees:

Name	Position
Darlene Bracken	14 th Street Public Space Working Group Member
Gabriel Churchill	14 th Street Public Space Working Group Member
Timothy Friesen	14 th Street Public Space Working Group Member
Janelle Unrau	14 th Street Public Space Working Group Member
Catherine Folkersen	Nutana Community Association President
Lindsay Herman	Nutana Community Association Civics Co-Coordinator
Henry Lau	Urban Planner, City Urban Design
Chelsea Lanning	Transportation Engineer, City Transportation
Nathalie Baudais	Transportation Engineer, City Transportation

Regrets:

Name	Position
Lorrie Burlingham	14 th Street Public Space Working Group Member
Robert Clipperton	Nutana Community Association Civics Co-Coordinator

Items:

- 1. Roundtable Introductions**
- 2. Intent of 14th Street Public Space**
 - What is the land use designation of the public space? Road right-of-way, boulevard, park, or something else?
 - Some think that the road closure should not be used as a public space and should not be encouraged as a place for people.
 - Others disagree and think that the City needs to create more public spaces for people to use for their physical and mental well-being.

Defining the space with activity could encourage people to slow down in their vehicles. It should be an inviting and collaborative space.

- Safety is an essential component of the space and needs to be adequately considered and addressed.

3. 14th Street Public Space Urban Design Options

- Essential elements
 - Cycling lanes (one side or both sides) are essential elements due to the 14th Street cycling route. Both sides is preferred to ensure predictable cycling movements at the intersections.
 - Crosswalks and accessible pedestrian ramps.
 - Pedestrian access across the park.
- Maintenance
 - Long-term maintenance of the space is very important and needs to be considered.
 - Maintenance by the Community Association (CA) is challenging. CA is a volunteer organization, the members are always changing and additional work is not possible with other commitments.
 - Need parks to maintain it as a park. Trash can, pruning, water source (if there are plantings). What changes to designation needs to happen to ensure that the City Parks Department should lead the maintenance activities?
 - Maintenance and snow clearing of sidewalks and bike lanes is required.
- Surface
 - Alternative surfaces can be considered; however, may need to be phased in depending on the cost.
 - Gravel or rock is not ideal since weeds could come through.
 - Prefer greenscape rather than hardscape. Consider zero scaping species, perhaps grass or clover.
 - Another alternative would be to paint the surface if it is pavement or concrete. A formalized process may be needed to ensure that the artwork is legitimate.
 - Pavers would not work as well for that and may not be accessible (for pedestrians).
- Landscaping
 - A water source and hose would be required if plantings are suggested. If it is not watered and tended, it will become unsightly very fast. Water source would need to be locked.
 - Butterfly plants typically require lots of water. Perhaps plants that require less watering could be installed, such as lilacs.

- Creeping bellflower is a problem in the neighbourhood; without the CA or the City tending to landscaping, that is all that would grow in the area.
- Small shrubs or trees could be a good consideration.
- Existing shrubs don't need to be removed, they need TLC.
- The University of Saskatchewan Horticultural Department to be consulted for insights on appropriate species for this space.
- Art and Monuments
 - Suggestion that a historical element for the Temperance Colony be considered because this is one of the starting places of Saskatoon.
 - Temperance has lots of history for things like women's right to vote, etc. and these should be recognized.
 - Concerns with graffiti of art and monument pieces. City aims to respond to graffiti complaints within 48 hours.
- Safety
 - Need to make sure that the space is safe.
 - Having seating and activities next to the road could lead to unsafe conditions.
 - Modifications to the look and design of the space to differentiate it further from a road may work to slow people down.
 - Suggestion that public seating be introduced as a later phase to make sure traffic is slowed before that use is installed.

4. Lansdowne Avenue and Temperance Street Intersection Design Options

- Traffic Safety
 - Unfamiliar drivers are confused by the closure and making unusual, unexpected movements. Consider signage at the Clarence Avenue & 14th Street intersection saying that 14th Street is not a through street.
 - Concerns raised regarding the number of vehicles travelling through the area and that the traffic should be diverted to Clarence Avenue, 12th Street, etc.
 - Suggestion to make the pedestrian crossing of Lansdowne Avenue & 14th Street more visible with a raised or textured crosswalks.
 - Suggestion for a crosswalk north of the Lansdowne Avenue & Temperance Street intersection.
- Option 1 – No Improvements
(removal of temporary traffic calming, maintaining yield control for northbound Lansdowne Avenue)
 - Concerned with wrong-way driving on Lansdowne Avenue southbound.

- Concerned with high traffic volumes and speeds southbound on Temperance Street and Lansdowne Avenue.
- Option 2 – Neighbourhood Traffic Review Improvements (permanent installation of temporary traffic calming measures)
 - Difficult for the bus to make the southbound left turn from Temperance Street to Lansdowne Avenue.
 - Median island and curb extension don't seem to be slowing people down.
 - People turn on the wrong side of the median island.
- Option 3 – 3-way Stop
 - Might deter shortcutting. Improves pedestrian crossings.
 - Seems tricky to navigate/negotiate by car due to width of intersection.
 - Consider stop sign for northbound Lansdowne Avenue and southbound Temperance Street only. Northbound Temperance Street would be free flow.
- Option 4 – Channelized Left Turn
 - Concerned with lights shining into houses.
 - Suggestion to screen out this option since it could create controversy in the neighbourhood. Don't pursue any further.
- Option 5 – Directional Closure of Temperance Street
 - Concerned with diverting traffic to 13th Street and University Drive which may not be desirable.
 - Traffic impacts to adjacent intersections / streets should be quantified.
- Option 6 – Roundabout
 - Parking restriction not feasible in this area due to business and residential street parking needs.
 - Suggestion to screen out this option.
- Additional suggestions
 - Consider alternate traffic control at 14th Street & Temperance Street intersection.

5. Action Items

1. Transportation – Determine the current land use designation and the designation requirements for the City Parks Department to undertake the maintenance activities.
2. Urban Design – Consult with the University of Saskatchewan Horticultural Department for insights on appropriate species for this space.
3. Urban Design – Modify alternative public space concepts to reflect accurate spacing for essential elements and alternate surfacing options.
4. Transportation – Modify intersection design options.
5. Schedule Working Group Meeting #2 (June).

CITY OF SASKATOON

14th Street Public Space Working Group Meeting #2 Minutes

Date: Tuesday, June 19, 2018

Time: 1:00 – 3:00 pm

Location: Civic Square East – Room 208

Attendees:

Name	Position
Darlene Bracken	14 th Street Public Space Working Group Member
Gabriel Churchill	14 th Street Public Space Working Group Member
Janelle Unrau	14 th Street Public Space Working Group Member
Catherine Folkersen	Nutana Community Association President
Lindsay Herman	Nutana Community Association Civics Co-Coordinator
Henry Lau	Urban Planner, City Urban Design
Chelsea Lanning	Transportation Engineer, City Transportation
Nathalie Baudais	Transportation Engineer, City Transportation

Regrets:

Name	Position
Lorrie Burlingham	14 th Street Public Space Working Group Member
Robert Clipperton	Nutana Community Association Civics Co-Coordinator
Timothy Friesen	14 th Street Public Space Working Group Member

Items:

1. Roundtable Introductions

2. Intersection Design Options

Temperance Street & 14th Street

- Discussed options.
- Option 3 – Liked traffic calming; improves pedestrian visibility and cyclist sight lines; more space for beautification.
- Working group would like to explore a raised intersection at this location to reduce vehicle speeds.

Lansdowne Avenue & 14th Street

- Discussed options.
- Southbound speed concerns is the reason for keeping the curb extension that is installed temporarily now.
- Working group would like to explore a raised intersection at this location. The group thought that a raised intersection would be a good option because of accessibility, aesthetics, drainage for pedestrians, may deter traffic, and will slow both vehicles and bikes.

Lansdowne Avenue & Temperance Street

- Discussed options.
- Working group wondered why all of the options were still being discussed, since some of the options were not preferred. All of the options generated will be a part of the long list of alternatives. A screening of the options will create a short list of alternatives. The options that have been eliminated due to the concerns that were raised at the previous working group meeting will not be advanced to the short list of alternatives.

Other Items

- Working group suggested we be cognizant not to overwhelm the community with too many options when we go out to the larger community.
- Nathalie suggested that we may present the preferred options in chalk in the space.
- Drainage concerns associated with the raised intersection may be addressed through rain gardens (e.g. Portland rain guard concept), but this will require further investigation.
- Working group suggested considering restricting right turn from Temperance Street onto Lansdowne Avenue (the 14th Street through movement).
- Working group likes the signage at Clarence Avenue saying that 14th Street is not a through street.

3. 14th Street Public Space Urban Design Options

- Henry described his concepts including naturalizing the urban landscape and providing history about the Temperance Street Colony as an option.
- Working group suggested putting the bike lanes together so there are less restrictions for people's movement out of D'Lish.
- Suggested moving the bike lane from the D'Lish side to the other side, but said there should still be some mental barrier to prevent the patio activity from spilling into the public space.
- Group was ok with retaining the hardscape surface.

- Group suggested that a rock may not be the best tool for the commemorative piece; may want to use a different medium.
- Discussed the potential for exposing old rail tracks on Lansdowne Avenue and using that as a heritage feature. The group thinks the old tracks go through the median on Lansdowne Avenue and asked that we look into exposing and preserving them somehow, either by putting a clear barrier overtop, or showing them in another way.
- Group asked that we be thoughtful about how and where we accommodate each user type. Too much delineation can cause inattention.

4. Next Steps

- City to update the alternatives using today's discussion.
- Plan to go to the larger community in September.
- In order to get Parks to maintain the space, it would need to be designated as municipal reserve (MR) by City Council.

14th Street Permanent Closure (Temperance to Lansdowne) Nutana Neighbourhood Traffic Review Meeting Minutes

Date: Thursday, September 17, 2020

Time: 8:30 – 9:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Julian Petras	City of Saskatoon Transportation Engineer
Chelsea Lanning	City of Saskatoon Transportation Engineer

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Nathalie Baudais – Transportation Engineer)

See Video – Online meeting video recording – September 17, 2020

Question and Answer Session

1. Question: Are the benches concrete?

Answer: Yes, these benches are a reinforced concrete with some wood accents. There is an option for a planter box or not so that's something that we could consider.

2. Question: Concrete might be very cold to sit on in the winter.

Answer: Yes, it would. That's where the wood accent comes in. The wood accent also acts as a deterrent to people laying on the bench so that it's not a comfortable horizontal surface and hopefully people have good snow pants or long jackets in the winter months so that they do not get too cold on that surface.

3. Question:

Will the d'Lish customers be able to use the enclosed space? Will d'Lish be able to serve those customers? If the answer to these questions is YES, then I would vote for the closure nearest d'Lish.

Answer: So you would want the bidirectional closure on the south side. I'll make a note of in the project file as I collect all those comments.

We did hear concerns during our design workshop about the use of that space by d'Lish so I'm sure this sentiment is shared by others.

I don't foresee that it would be available to d'Lish without going through a patio permit application of some type through our Planning and Development group. I don't have all the details on that process but I could include a link about that in the minutes.

Details on the Sidewalk Café and Parking Patio program can be found online:
<https://www.saskatoon.ca/business-development/business-licenses-permits/business-licenses/sidewalk-cafes-parking-patios>

4. Question: Could this area be named after Cathy Watts?

Answer: The City of Saskatoon names civic property in accordance with Council Policy C09-008. This naming policy is used for naming streets, parks, civic property, and development areas. Any naming of the space would have to be submitted for review under that policy, and evaluated to make sure the name is eligible and the location is eligible for naming. If you would like to submit a request to have the space named, you can submit the form found at the link for consideration to Planning and Development.

Submission form:

<https://www.saskatoon.ca/sites/default/files/documents/community-services/planning-development/research/miscellaneous/naming.pdf>

Council Policy C09-008 – Naming of Civic Property and Development Areas

<https://www.saskatoon.ca/sites/default/files/documents/city-clerk/civic-policies/C09-008.pdf>

5. Question: Has the City considered making this a park?

Answer: Some of you were interested in having the triangle boulevard north of the closure changed to develop a bit of a parklet. Changing this area would require a municipal reserve designation which would involve a subdivision request and an additional annual operating budget requirement in the range of \$5,000 to \$10,000 for maintenance. In light of this, we decided to not pursue

the municipal reserve designation and plan to keep the lilac bushes in the median island north of the closure.

6. Question: Has the City considered making the little triangle park more useful? Right now it is simply full of trees.

Answer: In terms of making the triangle more useful, we did consider, clearing it out and expanding it to create a bit more of a parklet with a hummingbird and bee garden. Unfortunately, with the layout there were some technical challenges with drainage around the site. It would require a very significant investment to ensure that the stormwater around the site drained properly and supplied the vegetation with the proper water so that the residents or the Community Association wouldn't have to water the garden itself.

We could look at trimming some of the lilac bushes but we currently don't intend to change the vegetation to anything else beyond lilacs. We have heard that they haven't been trimmed regularly and that they are a bit overgrown, so we could do a bit of maintenance on the lilac bushes themselves.

7. Question: Sitting at d'Lish, watching the intersection, several people/hour do not understand how to transit to Lansdowne. Rather than go around the little divider, they go on the inside. Is there a safety reason for the little diverter? I know it is a problem pulling my trailer around that intersection from Lansdowne to 14th Street.

Answer: I believe you're talking about the median island on Temperance. The median island was introduced through the Neighborhood Traffic Review recommendations.

The median island was recommended because there were concerns with southbound Temperance traffic, making that left turn onto Lansdowne, and they were taking it too quickly, so the median island, and that other curb extension were installed to curb that behavior.

More details can be online at the NTR webpage ([Saskatoon.ca/ntr](https://www.saskatoon.ca/ntr)). It has the full report about the Nutana Neighborhood Traffic Review and all the findings and recommendations.

[https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/neighbourhood/nutana - final report.pdf](https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/neighbourhood/nutana_-_final_report.pdf)

Updates on other relevant projects

Neighbourhood Bikeways Study

The City of Saskatoon is undertaking a Neighbourhood Bikeways Project to help identify measures to provide more travel choices and improve safety, accessibility and connectivity. The project will include the evaluation and design of walking and cycling facility improvements for several corridors including 14th Street East, between Saskatchewan Crescent and Cumberland Avenue.

14th Street was selected for review because it provides important connections to existing or future walking and cycling facilities. To learn more, visit the project engage page at:

<https://www.saskatoon.ca/engage/neighbourhood-bikeways-project>

Residential Speed Limit Review

As requested by City Council, we are undertaking a speed limit review for residential streets. More specifically we are reviewing:

- Posted speed limits on residential streets, including lowering the posted speed limit
- Removing reduced speed limits for high schools
- Potentially reducing speed limits in playground zones
- The potential for establishing senior zones.

We anticipate that this work will be presented to Council in 2021.

Road Maintenance

The City consistently monitors, maintains, and preserves roads, sidewalks, bridges, and water and sewer infrastructure. Portions of 14th Street are planned for improvements in 2021. To see projected areas of treatment and preservation (2020-2022), please view the [Asset Preservation Interactive Map](#). All locations and treatments within the map are only projections and are subject to change.

<https://citysaskatoon.maps.arcgis.com/apps/View/index.html?appid=7fdbcf561f854589949c884911c35ca4>

Next Steps

1. Fall 2020: Finalize design.
2. Winter 2021: Tender contract.
3. Summer 2021: Construction of the permanent closure which will be coordinated with other projects in the area

Adjournment