

# Kinsmen Park Parking Strategy and Transportation Study

## **Impetus for study**

Since the Kinsmen Park Master Plan was adopted, the City has undertaken numerous plans and initiatives related to proposed elements of the Master Plan.

The Growth Plan to Half a Million (Growth Plan), adopted in 2016, guides civic investments in infrastructure and support programs over the long-term that will shape growth patterns and increase transportation choices. Current Growth Plan implementation projects include Bus Rapid Transit service and its complimentary plans related to corridor redevelopment and brownfield renewal.

The Active Transportation Plan, under the Growth Plan umbrella, addresses Saskatoon's community and infrastructure needs for cycling, walking and other modes of active transportation. Also through the AT Plan, Council set the mode share target of doubling Saskatoon's existing cycling and walking mode share from 7.5 percent to 15 percent of all commute trips by 2045. Providing safe, comfortable, connected facilities that encourage people of all ages and abilities to walk and to cycle is an essential part of achieving that target.

Most recently, the Complete Streets Policy and Design Guide, endorsed by Council in 2017, directs the planning, design, and operations of existing and new streets to support the movement of people of all ages and levels of mobility. The Guide seeks to ensure land uses are integrated, contributing to a people-oriented street environment that works for everyone.

## **Project Details**

The horizon year for this study is 2032. Improvements should be identified in Short-Term (less than 5 years); Near-Term (5-10 years); and Long-Term (greater than 10 years) incremental stages.

The Successful Proponent will be required to meet with key stakeholders and complete a review of past work, including the following:

- Kinsmen Park Master Plan
- City of Saskatoon Downtown Parking Strategy 2016



For the purposes of this work, the study area shall be taken as noted in Figure No. 1.

## Parking Strategy

The goals of the parking strategy are to quantify the existing and the projected supply and demand for parking, and to provide management plan to mitigate parking needs. This includes:

- Inventory of existing parking to inform short-term optimization strategies and longer-term needs.
- Long-term demand and supply analysis, based on peak demand scenarios, to address needs for each major trip generator under build-out conditions.
- A list of mitigation measures that could assist in reducing the demand for new parking supply. Mitigation could include transportation demand management tools such as local public transit service, parking fees or time limits, among others.
- Peak hour trip rates for each major trip generator and accompanying parking areas in the study area.

Parking demand and supply analyses will require more than one peak demand scenario. Peak demand for parking, include workers and visitors and should consider the effects of:

- length of stay (long and short)
- mode of travel (chartered buses)
- time of day, day-of-week and seasonal variation

- walk-in trips (trips that originate from people already traveling in each study area)
- activity within the study area
- Walking distance between parking areas and attractions.

Data for major trip generators will be provided to the proponent in historic form (such as ticket sales, festival attendance) as well as projections based on building occupancy and daily visitors. Other data collection for validation purposes during peak activity periods will be the responsibility of the proponent.

## **Transportation Study**

The goal of the transportation study is to assess the movement of people driving motor vehicles, riding bicycles, and walking within and around the study area.

The Master Plan proposed the reconfiguration of Spadina Crescent's cross-section as well as the re-alignment of the intersection of Spadina Crescent and North interchange ramp. These changes are to be assessed for typical weekday peak hours and for peak traffic demand coinciding with Kinsmen Park's major trip generators. The scope includes:

- 1) Existing conditions analysis
  - a. Current traffic volumes for peak hours of adjacent streets and peak hours of major trip generators in the study area.
  - b. Capacity analysis (motor vehicle and pedestrian).
  - c. Evaluation of conflict points between cyclists, pedestrians and motorists (including street intersections, driveways, and internal intersections).
  - d. Recommendations for short-term operational and safety improvements.
- 2) Long-term conditions analysis
  - a. Current and future traffic volumes for proposed street modifications.
  - b. Capacity analysis (motor vehicle and pedestrian).
  - c. Evaluation of conflict points between motorists, cyclists, and pedestrians (including street intersections, driveways, and internal intersections).
  - d. Assessment of two options for the intersection of Spadina Crescent and North interchange ramp/loop (T-intersection and roundabout).
  - e. Assessment of two options for the intersection of Spadina Crescent and Queen Street (T-intersection and roundabout).
  - f. Recommendations for operational and safety improvements including basic lane requirements and geometric design (vertical and horizontal) elements.
- 3) Development of Spadina Crescent reconfiguration options
  - a. Evaluation with respect to the City's Complete Streets Policy and Design Guide.
  - b. Development of revised cross-section and configuration.

Study intersections include:

- Spadina Crescent and North interchange ramp/loop
- Spadina Crescent and Mendel Building driveway/Concession Building parking driveway
- Spadina Crescent and Queen Street
- 25th Street and Kinsmen Drive/6th Avenue

Peak hour conditions comprise:

- Weekday AM peak hour

- Weekday PM peak hour
- Additional peak hours corresponding to peak demand scenarios identified in the Parking Strategy.

Turning movement counts will be provided to the proponent for the weekday AM, noon and PM peak periods for the following locations:

- Spadina Crescent interchange (2018)
- 25th Street and 6th Avenue/Kinsmen Avenue (2018)
- Spadina Crescent and Queen Street (2017)

### **Active Transportation**

While Kinsmen Park is more than just a destination, its pathways provide important active transportation connections between major employment areas such as City Hospital, University of Saskatchewan and the downtown. The scope includes:

- 1) Existing conditions analysis
  - a. Pedestrian and cyclist desire lines through Kinsmen Park.
- 2) Future conditions analysis
  - a. Evaluation of pedestrian connectivity between Meewasin Trail, University Bridge, and major street crossings.
  - b. Evaluation of cyclist connectivity between Meewasin Trail, University Bridge, All Ages and Abilities (AAA) facilities, and non-AAA facilities.
  - c. Recommendations for new pathway connections, improvements, or separation.

### **Project Timeline**

- Request for Proposals – June 2018
- Award of Proposal – September 2018
- Study start up – November 2018
- Stakeholder research – completed February 2019
- Public Open House #1 – completed April 2019
- Data collection – completed July 2019
- Data Analysis – completed August 2019
- Solution Development – completed October 2019
- Next steps:
  - Public Open House #2 – Come and Go
    - November 18, 2019
    - Frances Morrison Library
    - 3:30-7:30 pm
    - The purpose of this event is to share data that was collected, along with opportunities for improvements to parking, transportation and active transportation.
  - Final Report to City Council
    - Timeline target of February 2020 for delivery.