

IMAGINE IDYLWYLD

PHASE 4
**CONCEPT
DESIGN
REPORT**
APPENDIX

May 2018



APPENDIX: TABLE OF CONTENTS

Appendix A:	Summary of Engagement	A-1
A1.	Engagement Summary	A1-1
A2.	Engagement Feedback	A2-1



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APPENDIX A: SUMMARY OF ENGAGEMENT

IMAGINE
IDYLWYLD



APPENDIX A.1 - ENGAGEMENT SUMMARY

ENGAGEMENT SUMMARY

Engagement Events To-Date

The following section briefly outlines the outcomes of each engagement event held to-date.

PHASE 01: BACKGROUND REVIEW

Steering Committee Meeting #1 - Sept 29, 2016

A kick-off visioning session with the Steering Committee was held to identify site issues and opportunities, a preliminary vision and draft priorities. These were to be developed and refined with input from stakeholders and the public over the subsequent engagement events.

PHASE 02: CORRIDOR ANALYSIS

Stakeholder Workshop #1 - Nov 15, 2016

This event introduced and educated stakeholders about the project, its goals and timelines, presented preliminary corridor assessment findings and a case study analysis. 52 stakeholders attended the event, offering representation from a wide-range of organizations; non-profits, community and business groups, elected officials, City institutions and departments, developers and individual land owners.

Interactive Online Survey #1 - Nov 15 - Dec 8, 2016

An interactive online survey was used to educate the public about the project as well as to provide the community with an opportunity to rank and comment on the priorities of the corridor and establish a desired character. This was one of the City's most successful online outreach campaigns, and helped the team gain insights from the community about day-to-day usability of the corridor and other issues. The survey saw 4,764 individual visits with 2,830 completions.

Steering Committee Meeting #2 - January 19, 2017

A report-back meeting with Steering Committee to present draft corridor assessment and engagement findings.

The the results of the engagement efforts to the end of Phase 02 are summarized in the comprehensive **Issues and Opportunities Report**, April 2017 for *Imagine Idylwyld*.

PHASE 03: DEVELOPMENT OF ALTERNATIVES

Stakeholder Workshop #2 - Feb 15, 2017

A progress update session to agree the approach and project direction for the development of corridor alternatives. This event presented the outcomes of the Phase 02 engagement, including the recommended Corridor Priorities and identified issues and opportunities. This was followed by a workshop to look in greater detail at the initial concept layout for the road.

Steering Committee Meeting #3 - May 25, 2017

A progress update and working session to reach consensus on the two draft corridor alternatives, and identification of decision points which would be taken forward for public input to enable refinement to a single preferred corridor design. Initial streetscape character, long term vision and improvement opportunities were also presented for feedback.

Imagine Idylwyld Engagement Booth - June 10, 2017

An Engagement Booth was held at the Saskatoon Farmer's Market on Saturday June 10th, 2017 to present the work to date for the project, including a summary of the Phase 02 outcomes, and development of the corridor alternatives. Staffed by project team members from the City, HOK and AE, over 200 individuals and groups from the public attended. The material presented focused on the roadway and corridor alternatives for a transportation and traffic flow improvements. Results from previous survey for the streetscape character, design and land use planning were presented for reference.

Interactive Online Survey #2 - June 9 - 23, 2017

The second interactive online survey was used to gain feedback on the corridor alternatives and input to guide the key decision points. The survey provided an overview of the

PUBLIC AND STAKEHOLDER ENGAGEMENT IS AN INTEGRAL COMPONENT OF **IMAGINE IDYLWYLD**; ENSURING THAT THE COMMUNITY GUIDES THE VISION FOR REDEVELOPMENT

project to date and presented the overall corridor options with opportunity to rate each alternatives at a whole corridor level, as well as to rank and provide comment on the trade-offs between the alternatives at an intersection by intersection scale. Input was also sought to provision of cycling, and treatment of Auditorium Avenue. The survey saw 4,742 individual visits with 2,125 completions.

Steering Committee Meeting #4 - August 2, 2017

A progress update session to present the corridor alternatives development, results of the Engagement Booth and Interactive Online Survey #2, as well as to outline the project team's recommendation for the preferred alternative to be taken forward for concept Design development. Consensus was reached by the Steering Committee for the hybrid design solution combining elements of both alternatives to best align with the feedback from the engagement exercises, the *Imagine Idylwyld* vision, and context within the City of Saskatoon policies and plans.

The results of the engagement efforts to the end of Phase 03 are summarized in the comprehensive **Corridor Alternatives Report**, December 2017 for *Imagine Idylwyld*.

PHASE 04: CONCEPT DESIGN

Stakeholder Workshop #3 - January 25, 2018

This event presented the preliminary concept design for the preferred road geometry and public realm streetscape proposal for the project stakeholders. This included an overview of the long-term project goals and identification of 'day one' impacts of the proposals. A presentation by the project team was followed by a question period, and then an 'open house' style questions session with representatives from the City as well as technical experts from the consultant available for one-on-one discussion of the proposals. 22 stakeholders, in addition to City staff from various departments, attended the event, offering representation from a range of organizations; non-profits, community and business groups, elected officials, City institutions and departments, developers and individual land owners.

Steering Committee Meeting #5- January 25, 2018

The preliminary concept design for the preferred road geometry and public realm streetscape proposal was presented, with a summary of the feedback from the Stakeholder Workshop (#3) session held earlier that day. Discussion was facilitated to reach consensus the final concept development and implementation strategy. Consensus was reached to the material content to be presented at the Public Open House (see below) as well as guide the report to be presented to Council.

Public Open House - March 7, 2018

The proposed concept design for *Imagine Idylwyld* was presented at the City's Plan for Growth Community Open House, held at the Western Development Museum, Wednesday March 7th in the evening from 4:30pm to 8:30pm. The proposed concept design was presented, including plans, road cross sections and perspective views along Idylwyld Drive. Staffed by project team members from the City, HOK and AE, approximately 400 individuals and groups from the public attended. The material presented focused on the roadway and corridor proposals for transportation and traffic flow improvements, as well as streetscape enhancements and long term land use planning and urban design vision.

See "*Imagine Idylwyld Public Open House at the Western Development Museum, March 7th 2017*" on page A1-3.

IMAGINE IDYLWYLD PUBLIC OPEN HOUSE PRESENTATION MATERIALS

March 7, 2018

IMAGINE IDYLWYLD

AUDITORIUM AVE - 20TH STREET

LEGEND

- Streetscape (Pedestrian)
- Road Overlay
- Bike Path
- Multi-Use Path (Pedestrian & Cyclist)
- Landscape Buffer
- Study Area

STREETSCAPE

- Gateway Opportunity
- Wayfinding Signage
- Potential Public / Semi-Public Space

IMAGINE IDYLWYLD

AUDITORIUM AVE - 20TH STREET

CROSS SECTION

STREETSCAPE CHARACTER

- Proposed Buildings
- Existing Buildings

STREET VIEW - NORTH ALONG IDYLWYLD @ 20TH STREET (SOUTH SIDE)

IMAGINE IDYLWYLD

23RD STREET WEST - 22ND STREET

LEGEND

- Streetscape (Pedestrian)
- Road Overlay
- Bike Path
- Multi-Use Path (Pedestrian & Cyclist)
- Landscape Buffer
- Study Area

STREETSCAPE

- Gateway Opportunity
- Wayfinding Signage
- Potential Public / Semi-Public Space

IMAGINE IDYLWYLD

23RD STREET WEST - 22ND STREET

CROSS SECTION

STREETSCAPE CHARACTER

- Proposed Buildings
- Existing Buildings

STREET VIEW - SOUTH ALONG IDYLWYLD @ 22ND STREET (NORTH SIDE)

IMAGINE IDYLWYLD

20TH GATEWAY CONCEPT

STREETSCAPE CHARACTER

20TH STREET GATEWAY MODEL

IMAGINE IDYLWYLD

22ND GATEWAY CONCEPT

STREETSCAPE CHARACTER

22ND STREET GATEWAY MODEL

Imagine Idylwyld Public Open House at the Western Development Museum, March 7th 2017

IMAGINE IDYLWYLD

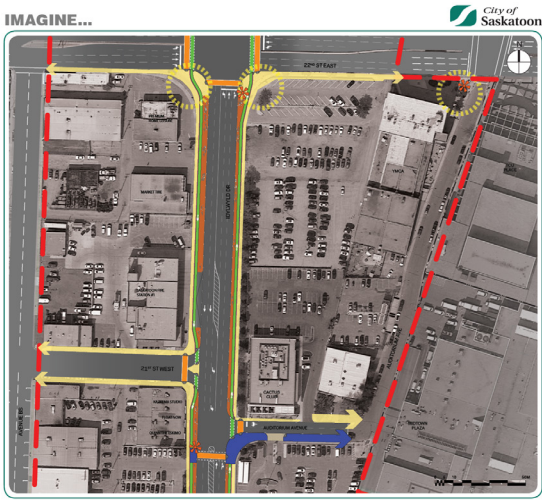
22ND STREET - AUDITORIUM AVE

LEGEND

- Streetcape (Pedestrian)
- Road Overlay
- Bike Path
- Multi-Use Path (Pedestrian & Cyclist)
- Landscape Buffer
- Study Area

STREETSCAPE

- Gateway Opportunity
- Wayfinding Signage
- Potential Public / Semi-Public Space

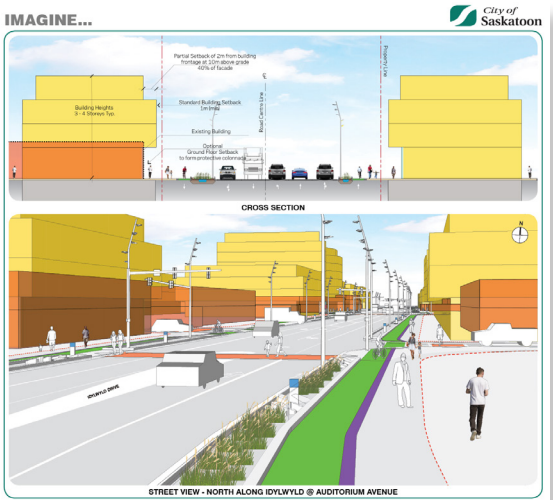


IMAGINE IDYLWYLD

22ND STREET - AUDITORIUM AVE

STREETSCAPE CHARACTER

- Proposed Buildings
- Existing Buildings



IMAGINE IDYLWYLD

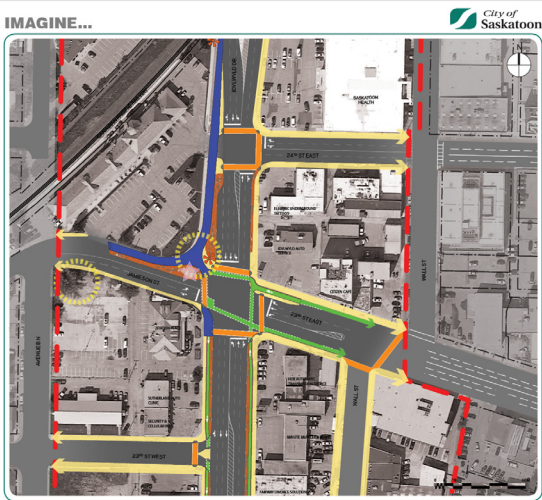
24TH STREET - 23RD STREET WEST

LEGEND

- Streetcape (Pedestrian)
- Road Overlay
- Bike Path
- Multi-Use Path (Pedestrian & Cyclist)
- Landscape Buffer
- Study Area

STREETSCAPE

- Gateway Opportunity
- Wayfinding Signage
- Potential Public / Semi-Public Space

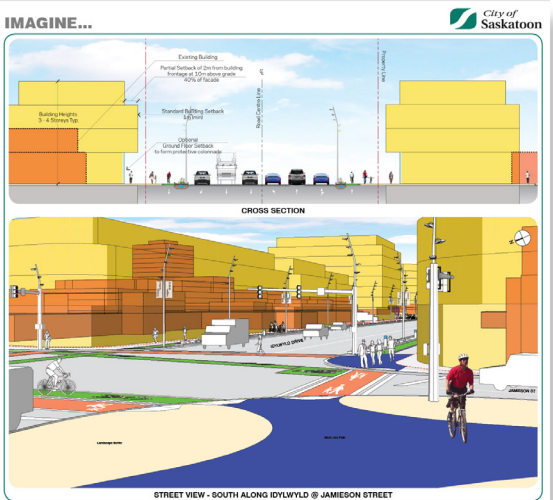


IMAGINE IDYLWYLD

24TH STREET - 23RD STREET WEST

STREETSCAPE CHARACTER

- Proposed Buildings
- Existing Buildings



IMAGINE IDYLWYLD

WE WANT TO HEAR FROM YOU:

Imagine Idylwyld is a City of Saskatoon priority project. Transportation and design initiatives for Idylwyld Drive, between 20th Street and 23rd Street East. **We want your input** on how to improve the function, safety, connectivity and quality of the roadway and public realm along Idylwyld Drive.

Imagine Idylwyld will continue to evolve and mature. Idylwyld Drive is not an inner urban street with surrounding residential to better support an transportation mode.

Improvements to the public realm along Idylwyld Drive will help to create a sense of arrival to Saskatoon's City Centre and create a unique identity for the street.

HAVE YOUR SAY:

Please complete one of our comment sheets and drop it off in the box provided.

Visit our website for project information and to sign up for updates.

saskatoon.ca/imaginedylwyld

PROJECT BACKGROUND

WHAT WE HEARD...

"IDYLWYLD DRIVE IS A SIGNATURE GATEWAY INTO THE CITY CENTRE; A MODERN GRAND AVENUE CONNECTING PEOPLE AND PLACES IN AN URBAN ENVIRONMENT THAT SUPPORTS DAILY LIFE IN SASKATOON"

- IMAGINE IDYLWYLD VISION STATEMENT

PROJECT OPPORTUNITIES

- Improve safety and connectivity
- Improve public realm
- Improve connectivity
- Improve safety
- Improve public realm
- Improve connectivity
- Improve safety
- Improve public realm
- Improve connectivity

PROJECT PRIORITIES

- Efficient + Predictable**: Most efficient and predictable means of travel for all users.
 - Improve public realm alignment
 - Improve public realm
 - Improve connectivity
 - Improve safety
 - Improve public realm
 - Improve connectivity
 - Improve safety
- Safe + Accessible**: Safe and comfortable for users of all abilities 24 hours a day, 365 days a year.
 - Improve public realm alignment
 - Improve public realm
 - Improve connectivity
 - Improve safety
 - Improve public realm
 - Improve connectivity
 - Improve safety
- Walkable + Human Scale**: Comfortable to walk along and across in an engaging urban environment.
 - Improve public realm alignment
 - Improve public realm
 - Improve connectivity
 - Improve safety
 - Improve public realm
 - Improve connectivity
 - Improve safety
- Connected + Cultural**: Celebrate our community culture and showcase our vibrancy.
 - Improve public realm alignment
 - Improve public realm
 - Improve connectivity
 - Improve safety
 - Improve public realm
 - Improve connectivity
 - Improve safety
- Liveable + Sustainable**: Showcase the City's leadership in sustainable development with respect to how, where, work and play.
 - Improve public realm alignment
 - Improve public realm
 - Improve connectivity
 - Improve safety
 - Improve public realm
 - Improve connectivity
 - Improve safety

PROJECT TIMELINE

PHASE 01: PROJECT INITIATION
PHASE 02: PROJECT ASSESSMENT
PHASE 03: DEVELOPMENT OF CONCEPT ALTERNATIVES
PHASE 04: PRELIMINARY DESIGN





APPENDIX A.2 - ENGAGEMENT FEEDBACK

STAKEHOLDER WORKSHOP #3

January 25, 2018

Q.1 - *What is the impact on going from a dual left to a single left @ 22nd Street?*

A.1 - (Kevin Sturgeon) - Going to a single left allows for improved traffic signal coordination, allows for a permissive left (allows left turns to filter through gaps in opposing traffic), and reduced cycle time. Dual left requires a protected left turn (dedicated left turn arrow, left turns not permitted when thru traffic signal is green) - this means that cars wishing to turn left during low traffic periods would be required to wait at the lights for the dedicated turn signal. As a result, wait times may be longer during the PM peak (approx. 4:15 - 5:15pm) with the single left turn lane, but shorter at all other times.

Q.2 - *What is the impact on traffic going from dedicated right turn lanes to a shared thru/right turn lane @ 22nd St?*

A.2 - (Kevin Sturgeon) - The shared thru/right turn requires that drivers would now be required to come to a complete stop at red lights, rather than just slowing down for a yield sign. Southbound is currently the only direction that has a dedicated right turn lane and it will continue to have that, just without a channelization island.

Q.3 - *Is the left turn bay @ 22nd St [north bound] large enough to accommodate the queues?*

A.3 - (Kevin Sturgeon) - At most times it is, but there will likely be times that the queue spills over into the thru lanes. The improved signal coordination helps to limit this impact on overall intersection wait times.

Q.4 - *The landscaping images show brick - where is this going to go so that it doesn't impact accessibility?*

A.4 - (Alison Lumby) - Feature paving is intended at the

intersections to create the gateway moments in the areas highlighted on the boards (at intersections). Standard sidewalk and bike path treatment will extend between the intersections. Paving treatments would be done in such a way as to not limit accessibility, considering factors such as size (limiting number of joints, etc), appropriate construction to prevent settlement and quality controls to ensure smoothness.

Q.5 - *How will the proposals accommodate the current snow clearing procedure of storing snow within the median prior to removal [15cm snow event]?*

A.5 - (Alison Lumby) - At the preliminary stage of concept design, it is envisioned that snow the buffer strip could be used for temporary snow storage. The detail design for the scheme will need to address functional and physical (i.e. avoid upstands) requirements.

Q.6 - *How will conflicts between cyclists and pedestrians be addressed at corners?*

A.6 - (Kevin Sturgeon) - This would be resolved during the detailed design stage, however the concept intends that crosswalks would be painted across the bike lanes and bicyclists would have to yield to pedestrians just as car drivers would. Matters relating to educating users are currently beyond the conceptual planning study scope and to be referred to the City.

Discussion items - Raised during the 'open-house' period following the presentation

- One stakeholder [local business owner] raised questions about access to their property, and was satisfied with the answers provided. They also asked for an estimate of the new separation between car lanes and their building [located on the property line] - it was estimated that the streetscape frontage

would increase by two or three metres. This was well received as they reported currently having to pressure-wash their walls frequently to remove road dirt.

- They also asked about the bike lanes, and was happy they were “on” the sidewalk, “to get bikes out of the way”.
- Questions were raised on the details of navigating the 20th Street intersection on a bicycle, and why westbound connectivity was not included. It was explained that another separate study process had determined the east-west AAA bike facility would be on 19th Street, so bicycles east- and westbound on 20th Street would still be in a lane shared with vehicles. It was further explained that the eastbound bicycle crossing on the south leg was part of the connectivity for bicycles from Avenue A/ River Landing to Idylwyld Drive northbound. Since southbound bicycles are already on the west side, there is no opposite bike crossing on the north side.
- Opportunity to incorporate enhanced cycle traffic controls (such as signalised pedestrian crossings) were queried – while such measures are beyond the scope of the initial phase of works, the proposals do not preclude such interventions at a later date if the need arises.
- Concerns relating to the current condition and function of Auditorium Avenue were raised, with specific note to conflicts with the existing Midtown surface car park access close to the intersection @ Idylwyld. It was noted that while no works are proposed relating to the car park, improvements to make the intersection fully signalised are anticipated to reduce risks at this corner.
- Opportunity to incorporate LID [low impact development – storm water management] was queried for the landscape boulevard. This is an intended function of the design, utilizing a combination of salt /draught / flood tolerant planting where space allows, and rock based drainage swales where space is limited. Capacity analyses to be undertaken as part of the detailed design.
- Coordination of underground services and impact of changes within the ROW were queried – these will be address as part of the detailed design development.
- Generally, most comments were positive. Some were neutral, and none directly related to the scope were negative. (There were some negative comments on issues outside the scope of this study

Returned comments sheets (transcribed):

- Great job - excited to see these changes - especially like the buffer for cycling, use of natural plants /

materials and continuous lanes for traffic. Thank You

- Consider separate lights for bicycle lane to warn both cyclists and pedestrians at crossings.
- Pedestrian crossing lights to include timer warning.
- Love the design
- Please consider asking Midtown Plaza parking lot behind old Sears to move the entrance further in on Auditorium Avenue or to 20th [Street East] to alleviate back ups (...) spilling out and backing up left and right turns from Idylwyld onto Auditorium Avenue.
- Previous presentation was (...) LID measures along Idylwyld to be implemented to improve drainage and reduce runoff. Is that still a consideration? The vegetated Blvd space bike lanes, sidewalk could be potential areas for LID measures.
- It will be nice you look into and consider the existing underground water and sewer infrastructure, especially MHS fire hydrant conflict with central median and other proposed feature shown in the presentation.

PUBLIC OPEN HOUSE

March 7, 2018

Returned comments sheets (transcribed):

- The ideas put in place are a great step in modernizing Saskatoon. The lane reduction is a great idea as it makes driving easier and makes more sense when it is not used as much. I can't see this development undoing the division between the east and west side, further thought may be required.
- 33rd Street should have no parking 24/7. It needs two functioning lanes the whole way.
- Commit to a downtown arena at the Toys 'R' Us location. Then all levels of Government and the private sector will hopefully come on board and develop this area.
- Overpasses at train crossings on 22nd and Idylwyld.
- Southbound left turn onto Auditorium needs to be closed.
- I like the bike lanes that are separated from the road.
- It is incredible that all of your visionary photos from other urban environments are snow-free! What about heated sidewalks and more consideration for pedestrians? Crossing Idylwyld on foot is always scary.
- Hindrance to traffic - there are still a lot of people who need to drive in Saskatoon. Let's get people moving around efficiently. I do not agree with having bike lanes on Idylwyld at all. Expensive - there will be a significant cost associated with putting the

bike lanes in. Current bike lanes are not being used in the winter (very low ridership). Costs - dedicated equipment, extra manpower, [bioswale] will need to be maintained, snow will have to be removed! Dangerous - look at dedicated bike lanes in Winnipeg, Calgary, Edmonton. High collision rates, lots of fatalities. Poor participation, for the amount of taxpayer money spent. Focus your attention on increasing bus ridership! Gain revenues from higher numbers of people riding the bus.

- Excited to see more pedestrian space and less motor vehicle space, including improved waiting times and shorter crossing distances.
 - Encourage [use of] vegetation to minimise wind tunnel.
 - Opportunity for a Downtown pocket park between 20th and 22nd.
 - Provide driveway access behind Picaro from 20th Street? Or make the parking lot an outdoor patio at property edge.
 - Design looks good.
 - Don't forget education is equally important to infrastructure - very few people in Saskatoon have any appreciation for high volume pedestrian/bike/vehicle situations (...) - also few people actually share their space on the roads/routes now.
 - Physical separation of bikes from pedestrians even if it is 5" is better than none - it helps when people/bikes cross space by accident.
 - Really like the 20th Street hub.
 - Lighting is very important for feeling comfortable walking on Idylwyld pre-dawn and post dusk. I like the new design for pedestrians and cyclists on corners (in blue on the boards).
 - Idylwyld doesn't stop at 25th Street - we need development to continue right up to Circle Drive. The street is ugly and dirty and not attractive to businesses.
 - I am a home owner, motorist and summertime cyclists (recreationally). I think that Idylwyld Dr is too narrow to handle the traffic now. To further narrow it is folly. If anything, it needs to be widened. I would never ride and bike on Idylwyld. To create bicycle lanes on an artery to connect several highways is a mistake. To narrow an existing artery for bicycle traffic that would be almost unused except in the warm months is fiscally irresponsible and not what most tax payers are in favour of.
- I love the complete street design with multi-modal infrastructure. Need to work on 22nd [Street] intersection, difficult to cross 7 lanes of traffic for vulnerable road users. Consider eliminating a lane for a median.
 - Fully agree with the proposed clean up of Idylwyld. This street is a main corridor.
 - I fully support the clean up and improvement of Idylwyld Drive. This will help improve our downtown and attractiveness.
 - Increasing traffic flow while improving pedestrian experiences is integral to making Idylwyld work for current residents. The connection of 25th to Idylwyld was very beneficial. Keep in mind nearby residents west of Idylwyld during the planning process. Transit is a high priority.
 - Who deals with bus (...) snow clearance?
 - I suggest more emphasis on permeable hard surfaces (don't know what they're called - probably many different types) to address the problem of flooding and wasting water. The default approach should be to avoid solid concrete, asphalt, etc where possible.



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IMAGINE IDYLWYLD

