

Timeline

- **2016 – Growth Plan released**
- **2017 – Bus rapid transit concept approved**
- **2018 – Public Engagement**
- **2019 – Council approved station locations and 1st Avenue with dedicated transit-only lanes (contraflow)**
- **2020 – Covid19 stalls engagement, technical work continues**
- **2022 – Ongoing detailed design**
- **2023 – Funding announced for Green line and design continues**
- **2024 – Link brand revealed, funding for Red and Blue lines announced and construction begins**
- **2025 – 2028 – Construction and engagement**
- **2028 – Service launch**

Link

SASKATOON
transit

BUILDING A VIBRANT DOWNTOWN

The City Centre & District Plan provides the roadmap for the future development of Downtown Saskatoon.

This plan includes a multi-modal strategy to help move people to, from and through Downtown in the future - including Link.



Background

First Decision:

Identified need for a bus rapid transit system in Growth Plan (2016).

Second Decision:

Evaluated the pros and cons for dedicated transit-only lanes on 1st Avenue or 3rd Avenue. Council approved 1st Avenue (2019).

Background

Third Decision

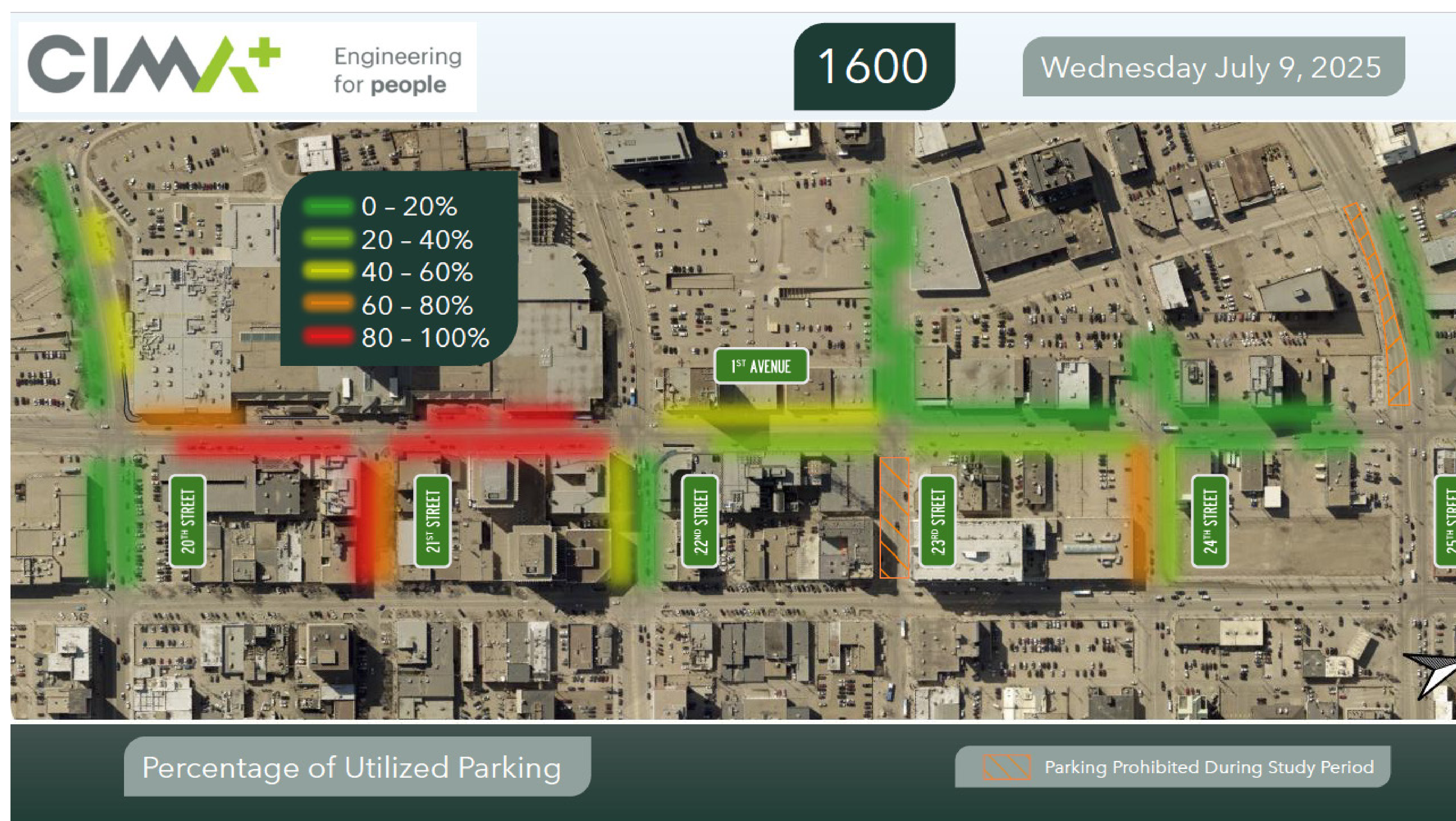
During the design process, the need to change the dedicated transit-only lanes from contraflow to with-flow emerged.

(A contraflow lane is a lane in which traffic flows in the opposite direction of the surrounding lanes.)

Why we prefer with-flow:

Contraflow	With-flow
Does not align with driver or pedestrian expectations	Aligns with driver or pedestrian expectations
Recommended when running along a one-way street with limited median breaks	Recommended for centre runningways with median breaks
Uses shared centre platforms	Uses two platforms (one each direction)
Requires large deflections for traffic through some intersections	Minimizes intersection deflections

Parking Considerations



A parking study was completed as part of the design process.

Current On-street Parking Spaces 308
On-street Parking with Link ~ 247

Study outcomes:

- Current supply exceeds demand
- Peak occupancy below 50%
- Adjacent side streets have enough supply.

Changes to 2nd Ave. and 21st St.

The removal of the southbound left turn from 1st Avenue to 21st Street reduces access to that block.

To mitigate this loss of access the proposal is to remove the existing centre median at the intersection of 2nd Avenue and 21st Street.



Feedback welcome!

Next Steps

- October 2025 – Present design to stakeholders and the public
- Early 2026 – Present to City Council. Recommendation; with-flow dedicated transit-only lanes.
- 2026 – Detailed Design
- 2027 – Construction
- 2028 – Link service launch