

WINTER 2014

Engagement

Summary Report

Appendices

Transparent

Responsive

Growth Plan to Half a Million

Communication & Engagement

Accessible

May 2014



City of
Saskatoon

GROWINGforward!
Shaping Saskatoon

Prepared for the City of Saskatoon by Urban Systems Ltd.



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A

Activity Station
Feedback

Station # 1: Growth Plan Overview

What other goals and objectives should we consider to promote Moving Around?

Support designs to encourage walking/cycling for health	AT	
Ensure that the regulatory process is efficient	F	
What impact will online shopping have on traditional design	F	
Better Public Transport (LRT, more frequent buses, less \$\$) better than more bridges	UE	
LRT going from 8th Street to the U of S - Downtown to the airport then to Martinsville	RS	
should be left flexible	AT	
Plan growth with hubs for future light rail transit	F	
Improve trucking routes and show them	RS	
Park 'n' Ride transit from suburbs with more efficient transit	UE	
Designate pedestrian only spaces (i.e. 23rd St. , 3rd 4th Ave)	AT	
Sustainability cannot have a commuter bridge and perimeter bridge - need to be ONE bridge	F	
Frequency of transit and consider north industrial area as a potential major corridor. "If you build it, they will come." Also, build infrastructure for walking / biking everywhere	RS	UE
Logical bus routes	RS	
Moving around - first step is to look at ways to reduce sole occupant automobile trips. Invest in bus rapid transit to reach at least 35% ridership	UE	
Bus transit beautification - green spaces	EN	
No more automobile only bridges	F	
People (all ages) - focused rather than automobile-focused...gathering spaces	CT	
Green roof photovoltaic panels - too many flat unused roofs	EN	
Current big box areas are not pedestrian friendly and have NO green space	CT	
Knowing that there is a Northern Work Area of city - altering transit availability for the 7am start times of the manufacturing companies. (early hours during summer)	UE	
Provide a GPS Bus app for commuters, so they know exactly where their bus is at! Create more bus routes, hire more drivers so we're not waiting 1 hour for a bus!	UE	RS
Decrease parking lots downtown. Encourage businesses and transit use into the downtown	I	
Ped. / Cycle bridge. Transit lane on University Bridge	RS	
Light Rail Train going from 8th Street to the U of S - downtown - Airport, and include Martinsville	RS	

What other goals and objectives should we consider to promote Sustainable Growth?

Any additional transit system ought to be powered by solar-electric; all existing buses have long, flat roof just right for conversion to solar panels

Promote photovoltaic installs in C of S power zone

When building granny suites, duplexes, multi-dwelling units, PLEASE, make sure there is enough parking on the property so that all the street parking is NIL!

LEED and passive solar designed developments

Plan for a city that is far less reliant on fossil fuels and that is primarily driven by safe renewable forms of energy (Comments added: Yes, Agreed)

Have more business zones near residential to discourage commuting
Limit negative effects of gentrification in infill areas - comprehensive neighbourhood planning / zoning to protect most vulnerable population (ensure diverse amenities)

"Agrihoods" space for residents to grow their own food

Many communities have local groceries and shops. This is beneficial and creates sense of community

Maintain integrity of existing neighbourhoods. Do not disrupt them with heavy traffic roads

natural areas, is protected within the city

Broadway Ave. enjoys - which should be protected

Easy and direct bike routes from east side to U of S

Permeable parking lots

Quiet spaces - small mini gardens with sound barriers for contemplation

Enforce limits on surface parking lots. At least in the B6

Very unsafe for cycling

We should be able to Safely cycle to and from all areas in City. North Industrial

Access for all to green spaces and wilderness

No bridge across Swales! Keep wild spaces wild. Maintain wild riverbeds

Respect for heritage places and spaces

Provide more neighbourhood dog parks so residents don't have to drive

Give people reasons to come to and move to the City from across Canada

Current zoning bylaws draw a barrier to increased density

Into 2nd and City Park

Zoning to promote a mix of uses

and we shouldn't have to beg

General Comments

neighborhood across from the city centre (Comment added: Agree)

Core Bridge should be pedestrian and cycling priority

wasted share charge)

Bike lanes

More cycling trails

Yes!)

size of one city block can feed 50,000 people year round. Benefits: extremely

An indoor skate park

No to changing U of S farmland to houses

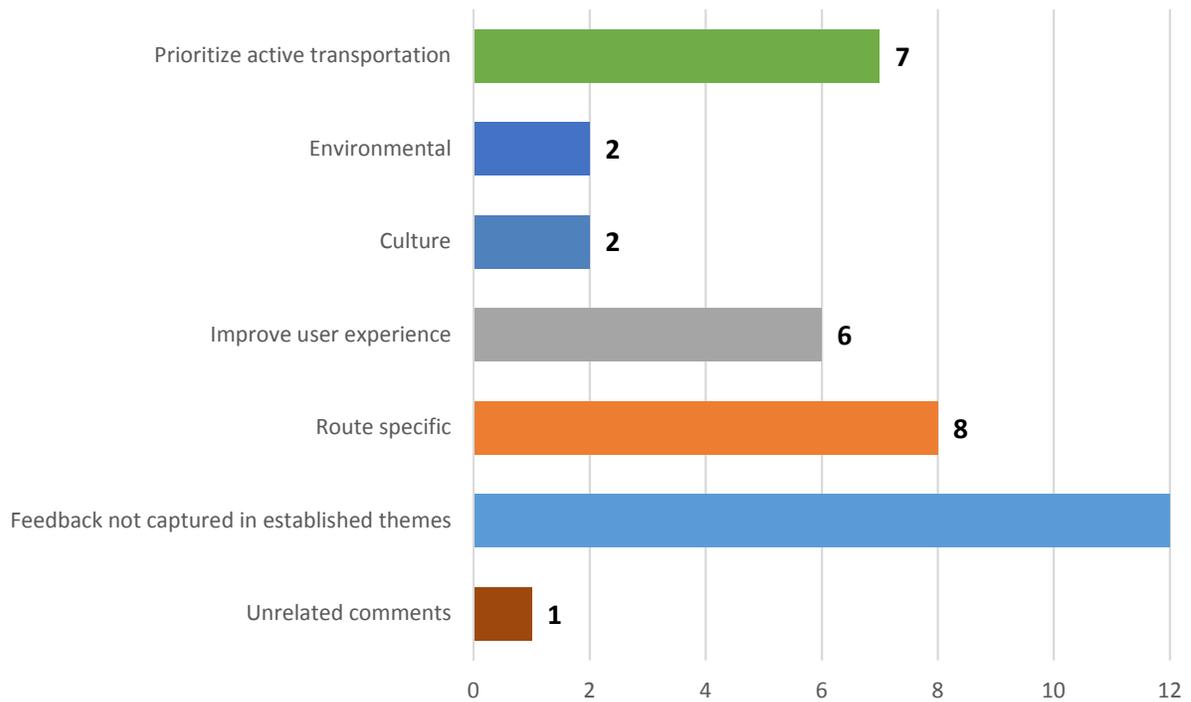
(Infill strategy)

More green space downtown

important to plan for flood management as their will be less green space

Summary

I	Ideas	1	0	Unrelated comments
F	Feedback	5	0	Feedback not captured in
RS	Route specific	6	1	Route specific
TE	Transit experience	5	1	Improve user experience
AA	Alternative approach	0	0	Culture
CT	Culture	2	0	Environmental
EN	Environmental	2	0	Prioritize active transport
AT	Prioritize active transport	3	0	



Station # 2: Transit System Planning

What are some barriers to your use of transit?

Yield by-law, bus right-of-way

Transit Terminal Downtown - clear it of snow and ice (the pedestrian bus - shelter area)

Road Clearance - Do It! Ruts are bad for buses and bus drivers, and bus riders

Extend Sunday evening service

Bus Shelters - build more, maintain them, heat them - this is a cold winter city

Warm bus stops

We need heated bus terminals

Certain bus stops are not accessible or safe, eg. to get from 1st Ave N to Quebec Ave, have to cross ditches, parking lots, hills of snow, etc. There is no access between 33rd & 36th St, impossible for disabled, seniors, moms with small kids, etc. Also no street light so very unsafe for someone alone.

Possibly a solution would be a small bus on 1st Ave with speed limit.

I use it a lot but resent the lack of care of passengers & interest in them

Covered and heated bus stops, especially in City Centre.

Much neglect of passengers - lots of grumpy drivers - poor management

Today (Feb. 25), there is lots of ice buildup there - slippery and dangerous!

Bus - please NO RADIO PLAYING by bus drivers (or +A14:A68by riders)

Transit - please no advertising obscuring windows

Clean snow & ice from bus stops! It is dangerous - patrons can easily slide under bus

Having to transfer downtown to get to U of S

Too cold to wait for the bus - too long to get to work, 15 min. in car versus 1 hour on bus

No more 45 minute wait when Tr. on Sunday - (comment added - absolutely)

Cost - keeps on rising - thus driving customers away

All these things keep people from riding the bus

Having to plan my day based on bus times

Consider opinions from people who actually ride the bus daily! I feel like the ones who make/change the transit don't live in Saskatoon or even ride the bus

Bus stop is several blocks away from my house

Too time consuming, half hour at best is not good enough

Favour active transportation = transit & walking & cycling & handicap transportation

Bus stops need to have a sheltered and warm waiting place. Check out Winnipeg. (comment added - YES)

Needing to be at the bus stop early (approx. 10 min.) to make sure that I don't miss the bus

I've noticed that "Airport" bus route is rarely used. Suggestion: redirect it to Hampton, therefore connect Hampton with the Core Area

Drivers who ride the brake & make me motion sick

Barriers - 1) Standing outside in extreme cold (need better shelters). 2) more quick direct route - takes too long once you have to transfer.

Insufficient frequency and capacity. Dirty buses. Old buses.

Service Gap - Have been the victim (for a 1-hour wait) when bus never came. Told there was no driver!
No one listens when people give feedback. (comment added - Yes)
In hospitable climate - overcrowding - marginal financial benefit
Check Victoria - traffic, walking etc., bus vs car, excellent traffic flow
Cost of mass transit (fares) extremely prohibitive = more car traffic
Sunday evening service HOPELESS - can't go to concert or movie and get back home on bus

No bus wraps on windows!! People like to see out!! - Especially obscuring at night and when windows muddy (much of the time)! (Comments added - Amen!, Yes!, Agree!)

Accessible bus stops interims of cleaning ice & snow for disabled and seniors and parents with small kids
It is very hard to stay on uncovered bus stop in winter

Cost - I look forward to when I can get a year-long pass for a senior

Barriers to use: very unfriendly staff, seniors are sometimes thrown on bus floor due to fast take-off of buses, harassment of users (seniors) by drivers, cost prohibitive for seniors, have to have complaints dealt with at main terminal, if pass fails- one only can have it handled by head office, many say they will never use bus-they will take a cab first

The level of bus fares is prohibitive to many & for many others, cheaper to drive
It is faster to drive or bike than to take transit
Safe access to bus stops with street lights

How does current model of decreased transit service and increased prices encourage ridership and positive experience? It should not take 1 hour to go from 8th St & Broadway to University
30 minute frequency is toooo long!

Bus closed-door policy - i.e. patrons not allowed to enter even if -35C, - if patrons let themselves into the bus (when driver is in the terminal off) drivers come back and yell and lecture those patrons. I have observed this on 2 occasions.

Follow lead of other cities (eg. Calgary) and provide discounted senior pass
Put the schedules at the bus stops. All of them!

Extend the time of transition from day (most frequent) to evening (least frequent) from 18:15 to 18:45, so that there would be 1 more bus leaving City Centre at 18:30 (much needed)

Heated structure at buss mall for transit users to stay warm
Lack of snow removal to and from stops, to intersections. Lack of concrete sidewalks
Transfer points that connect - not missed by minutes and watch it drive away
Easy to find bus shelters
Timing coming into City Centre terminal to make earliest transfers possible
More frequent services than once/hour for holidays & early evenings please
To shut them up!!!

Different transit services for strollers or ways
Provide high occupancy lane (HOL) or dedicated bus lane to improve/shorten travel time
Taking transit is a habit. Saskatoon winter is a reality that breaks habit if at bus (warmth) is greater than 5 minutes or unreliable. Waiting environment is cold
Drivers who are not knowledgeable about connections. Possibly every driver could have a mobile app to better service customers.

I don't have a car - hard to get to RUH, Mendel Gallery, Cemeteries by bus.

This is 2 city separated by a river. Need a pedestrian transit corridor - Victoria Bridge, should not be car focused.

Reliability consistency crowded (a.m.).

How long will I have to stand in the cold to wait for a bus?

High cost, low frequency of transit, especially on weekends - somewhat illogical routes - lack of warm shelter along routes - more amenities along major routes

GSP essential - won't work without it

Low frequency, winding routes

No functional park 'n' ride facilities on periphery

Navigating uncleaned sidewalks and piled up snow at the bus stop

Mobile App - GPS tracking

Free transit service within the Core buildings.

Transparency (eg. Timed arrivals with signage)

bus

Bus frequency - limited access for strollers, bikes - heated bus shelters - reliability

Work at Millar & Manguis and live in Haultain - bus can add up to 2.5 or 3 hours to work day

Service on Sat. a.m. and evenings is less frequent, even on the DART routes

Heated bus stop

Click 'n' go not easy to use - often not accurate

I use the buses every day and appreciate the service. Need to clean snow and ice at bus stops. Grader ridges are dangerous

Older buses with steps are a barrier to my use of a shopping tote cart

Are there other types of transit services you would like us to explore?

LRT

We should explore LRT for some areas - particularly the northeast to the north across the river

Do not move City Centre Transit Terminal!

Alternate river crossings - gondola, boat/ferry, zip line??

Improve Service and that will increase ridership

Transit: design a one way loop through downtown, say at 4th Ave

Reduce parking in core and up parking rates to encourage transit use

State of the art BRT service per Curitiba, Brazil

LRT / BRT - Transit oriented development - Private sector development

Reliable 15 minute service in core areas and corridors. Kneeling buses only. Sat. a.m. and evenings too.

Circulator buses in neighbourhoods Sat. a.m. and evening too

Change lighting in terminal (i.e. if it is "blue" make it "yellow" or v.v. - not sure of the technical but one is more prone to criminal activity.

Priority bus lanes - warm shelters at main hubs. - variety of public transportation: main arteries serviced by 2nd and 3rd arteries.

Encourage a large reduction in automobile use to be replaced by rail, walking, cycling and small neighbourhood buses (comment added: Yes! Change model share projection should account for this. Car - most exposed option)

An LRT could increase ridership through major corridors if built. Current # ridership do not reflect # of people who want to access transit but is inconvenient for them to do so. (Comment added: Exactly!)

small buses that converge on major hubs / LRT stations. Like Montreal

I would like to see more cleanliness and respect on transit. To keep the buses cleaner

Park 'n' ride to access rapid transit. Both car, bike park 'n' ride

Definitely more and safer bike lanes and corridors. Possibly a bike rental system like Montreal too

BRT - Loop - every 5 minutes

LRT

more information of other routes - more frequent routes

Study Israeli "sherut" service as an alternative

Small buses on loops that cross several radial, fast trunks might provide faster overall trips

Light rail that integrates with bus rapid transit, and car share outlets

LRT, LRT, LRT

Designated bus lanes

Transit System Plan General Comments

Law requiring cars to yield to buses, like in B.C.

Circle Drive bus service for Suburb-Suburb (shopping Mall-Mall), station based rapid transit

Park & Ride near Suburban Centres / rapid transit lines

Easy access to nature

Higher frequency service along corridors and in Core - Uniform frequency across city not feasible. Put buses where the demand (and density) exists!

Multiple hubs for transit service (market mall, confed., etc.) with improved facilities

The province needs to step up to provide transit-specific funding like other provinces do

Senior-specific transit options

Bus stops need to have a sheltered and warm waiting place (like Winnipeg)

Transit for people with disabilities - needs to be booked a week in advance, no guaranteed pick up time

Need a car-share program

There is no bus catchment at #3469 (..& 16th), only stop on street without structure or bench

On Time! Not going through the stop 2-7 minutes early.

Keep the name 3 Riversdale. This is one of the oldest routes we can lose this name.

Bring back bus connections (transfers) so I (we) can go more places. (Flexibility in destination)

Buses are filthy! They need cleaning each night

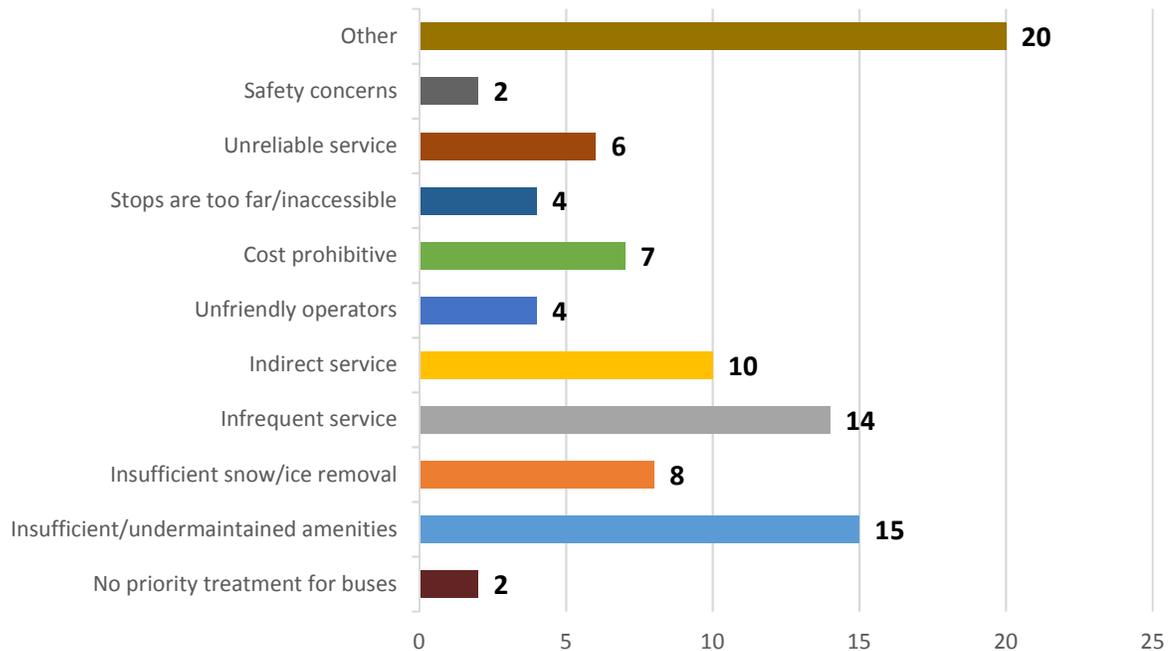
Heated structure for major bus terminals in cold weather. PS: air condition in summer

False! No bike facilities

What are some barriers to your use of transit?

2	0	2 No priority treatment for buses	2
12	3	15 Insufficient/undermaintained amenities	15
7	1	8 Insufficient snow/ice removal	8
13	1	14 Infrequent service	14
8	2	10 Indirect service	10
4	0	4 Unfriendly operators	4
6	1	7 Cost prohibitive	7
3	1	4 Stops are too far/inaccessible	4
5	1	6 Unreliable service	6
2	0	2 Safety concerns	2
20	0	20 Other	20

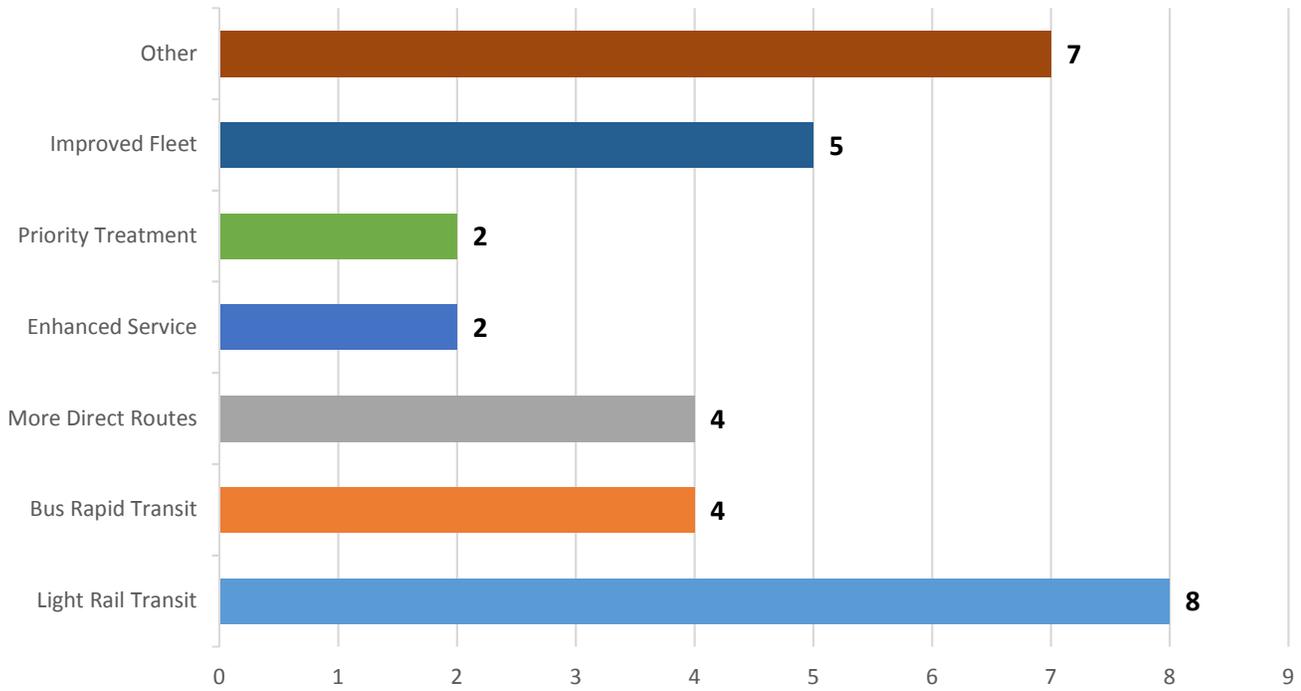
Summary



Are there other types of transit services you would like us to explore?

Summary

6	2	8 Light Rail Transit	8
3	1	4 Bus Rapid Transit	4
2	2	4 More Direct Routes	4
2	0	2 Enhanced Service	2
2	0	2 Priority Treatment	2
4	1	5 Improved Fleet	5
7	0	7 Other	7



Station # 3: Rapid Transit

What are some of the most important destinations served by these potential corridors? Should other corridors be considered?

Consider a corridor from NE sector across river to N end - this would be ideal for rapid transit by rail as 25,000 / hr crossing twice a day (and visa versa)
A commuter train that brings commuters from communities N of the city in the N end. This would be provincial - \$ urban
What are the thoughts around regional rapid transits
Keeping current terminals as they are centre, Market Mall, Lawson, Confed.
Identify corridors now. Differentiate between transit vs. commuter corridors (vehicles).
Helps corridor identity
Airport
Every hospital - frequent service
Bring back the Street Cars to 20th Street. This could be a great tourist feature and an incentive to use public transit
More hubs for people to park & get on mass transit
Plan for Park 'n' ride - bus rapid in new outlying neighbourhoods, include both cars and bikes in Park 'n' ride
Need to reduce the number of vehicles (commuters) coming to City, for work. Park & Ride system for Martinsville / Warman to North Saskatoon
Faster entering / exiting at bus stops. Prepaid service before entering bus stop need, will solve today's problems
Park & Ride system suburbs to core
Blairmore and Stoneridge
Transit ridership focus on students and commuters. Primary route looks good
People going downtown don't want to go to the U of S first

What do you think are important features of rapid transit for Saskatoon?

Limit transfers E/W
Rapid transit to Hubs are free
Needs to allow faster boarding times

Use the existing rail for LRT. It already crosses the City and connects all parts of the city
Incorporate light rail infrastructure into build of the traffic bridge
Weekend and evening schedules that are consistent with weekdays.
Frequency - ease of transfer
Core neighbourhoods which house lower income rentals should be prioritized for rapid transit
Transit system and corridors planning now for future modes (i.e. rail)
Fast, inexpensive, frequent and flexible way of getting from A to B
Bus frequency of max. 3 min. on priority routes - no more than 5 min. on secondary
Good connections with other buses - access to information that is easy to get to quickly, clear and accurate
Appropriate bus shelters

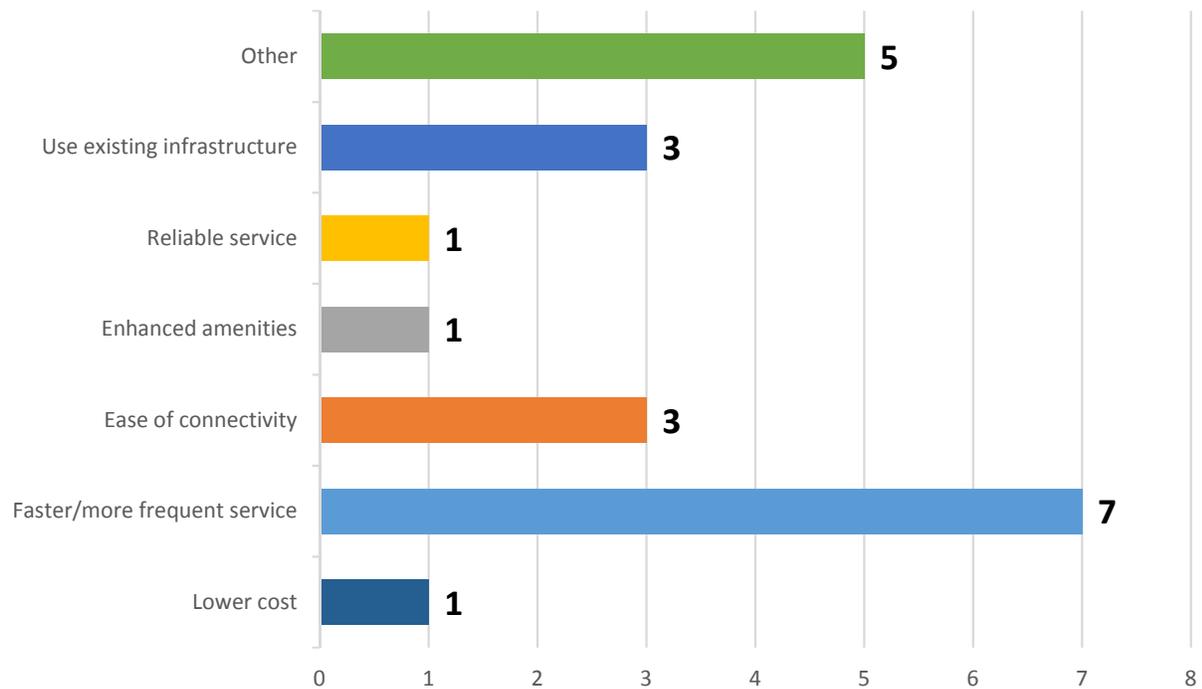
1 or 2 line bus rapid transit with high frequency is a good start
Must have good connection to the rapid transit
Create more dense hubs in suburbs to increase ridership
The main thing is Rapid and Frequent and Reliable
Make transit faster and more convenient and car traffic slower, more expensive and unpleasant
Design rapid transit to get commuters to and from work. This gets the bulk of traffic off the roads and out of parking areas
Do NOT reduce parks or damage present buildings - go underground
Transit oriented development. Stimulative effect of LRT

Rapid Transit General Comments

Regional Transit Services
Park & Ride from edge of city to downtown/ U of S - from north end into town - from south (Park & Ride in Stonebridge)
Regional services required
Service to train station required
Regional transit service to places like Warman, Martinsville, SPCE, etc. - Waneskewin

What do you think are important features of rapid transit for Saskato

1 Lower cost	1
7 Faster/more frequent service	7
3 Ease of connectivity	3
1 Enhanced amenities	1
1 Reliable service	1
3 Use existing infrastructure	3
5 Other	5



Station # 4: Growth Near Major Corridors

What other ingredients are needed to support vibrant communities near major transit corridors?

Increased prioritization of bike lanes, 4th and 24th are a start but not enough. If you want to slow down traffic congestion, make it safe for cyclists please.

Good side walks with Handicap ramps on the corner.

Unique lighting

LEED, neighborhoods, homes and buildings.

Green space and wetlands. Places for people to meet outside.

Leisure center for historic neighbourhoods. Corner of 19th st West and Avenue K West Riversdale. New commercial development is okay, but ensure continuation/growth of services for lowest income population. Mixed public spaces like farmers market are important. Low income housing options mixed with high income.

Encourage some "air space" developments. Example, 2 - 4 stories with apartments, offices above store fronts. Keeps people in neighbourhood, but doesn't include as much visually as high rises.

Don't forget winter activities

Ban cars in the downtown core, need to improve bike safety.

Legislate that developments are designed as passive solar. Windows face south.

People who use public transit have and be able to safely and form bustops.

Make hubs where people can drive, walk or bike to and catch a train or bus to other hubs where they can rent a car or bike.

Market mall centre there is many seniors, need places to gather and get to safety.

Grid pattern good for access, pathways for pedestrians by the way areas. Thin blocks good.

Downtown needs more areas to congregate and enjoy themselves. Public, outdoor art important.

Lakewood C.C. Wildwood G.C. Etc is accessible for bike/pedestrian commuting.

Community area, activities. There are some safety concerns at night. Amenities all in one place.

There needs to be a Grocery store within walking distance to have a vibrant community. But many people want to shop in the big suburban superstores, costco's, walmarts, it is a contradiction.

Stonegate Park Royal good example is in west Vancouver for redevelopment of this site, stacked box stores. Smaller scale main street type developments, walkable once parked.

Major corridors need to be planned for people to, not just cars

Safe bike lanes, cleared sidewalks, pedestrian bridge at River Landing (non-motorize traffic). Cleared bus stop areas no mountains of snow.

Downtown parking is a barrier to a more vibrant downtown.

Need more outdoor spaces

More small neighbourhood businesses/shops (v.big box, starbucks) - add to the uniqueness of the area (ex. Broadway)

is the City considering option of pedestrian street - Ex, closing a street downtown for exclusive pedestrian use. Or at least occasionally (ex, pedestrian Sunday/Summer)

Parking is an issue downtown, how can we accommodate?

Fresh and healthy food options "Poverty Costs"

How about a city bike share

Would like to see more attention to facilitatory safe cycling year round. It should be a key part of all new neighbourhood development. Key to vibrant communities

Access to wilderness!

Stonegate / Preston crossing and industrial areas only accommodate cars - that needs to change

How to protect small business from being priced out of areas such as Broadway. Infill should fit in with surrounding neighbourhood character (design scale)

Small "micro" parks and green spaces have excellent potential

8th St needs better sidewalks and more transit service. Preston to Becadia 3 buses.

Prior to Preston half hour service is the best you get, 1 hour after 6:00

20th St is becoming a real "go to" area in Saskatoon with two bike stores and hardly any bicycle parking. This needs to be addressed sooner than later

Perhaps we need to legislate bicycle parking (safe and well designed) for all new and existing public buildings, retail stores and malls. The need to shake this god given right to be able to park a car anywhere and everywhere - while cyclists continue to subsidize this

Need to spell out what "diverse population" means. Most of the plans are for people of similar ages, with similar needs. How and more people in Saskatoon (as elsewhere) are living into their 90's - even longer. Those do not need care facilities, having will have some improvement and need in housing and transportation that most younger people don't have. How are you planning to build vibrant communities that accommodate older people of diverse background

Which areas have the greatest potential to be vibrant areas in the future?

Riversdale is changing and becoming more of the epitome of a "friendly" community.

The diversity of this area lends itself to development and culture of change.

22nd, Lots of shops, restaurants etc. Need to improve feeling of safety.

33rd Street - so quaint, create shops, bakers, need more restaurants, improve safety, facade improvements. "The next 20th Street Revitalization"

8th street, 22nd and 25th street - Sidewalks right next to traffic lanes make people feel unsafe. They need wider sidewalks and buffers.

8th street east specifically east of circle drive. There are lots of great businesses and services there. 8th street divides greatly. Have to drive and park to visit each place.

Central avenue has potential, right now is thorough fare, cars speed and don't stop, it is unpleasant to walk espesually across tracks. Needs slower small town feeling like it use to. Bring it back.

[Yellow] College Drive could be the next "Whyte Ave (Edmonton)". Shops, base, and restaurants needed. More mixed use with street level commercial/upper apartments. Student central on the possibilities.

Central Avenue has potential, but needs to be cleaned up. Maybe Air museum and more walkable.

At airport drive there are many visitors and tourists that enter the city through the airport. An opportunity for a vibrant community.

Riverlanding - Yellow. Beautiful recreation area with farmers market, etc. with cultural draw (art gallery and pier). Needs a lot more development of restaurants and shopping. They need a connection to river and hotel? Water taxi.

Preston crossing has a potential for additional development, also has transit access.

20th street - [Yellow]. Mix of bus types (restaurants, shopping, etc.) Improving but still feels a little sketchy at times. 25th St

22nd street. Vacant community Lots and homes equals significant opportunity for infill (likely community)

33rd street - new small businesses, bakery, older homes, nice older trees, great neighbours (pride) very nice park (good summer events) stigma (west side) there are also lots of young families (walking, dogs, activity)

22nd street where there is high residential use has very few safe places for pedestrians to cross the street and is very unfriendly for cyclists.

If Cumberland is designed to be walkable lively area it will attract lots of people as well as a mixing of students and general population.

Preston crossing has a potential for additional development, also has transit access.

Convert Fred Mendel Park into a large community.

8th street has amazing potential to become a people friendly street, needs to convert from its current car dominating environment.

7th Ave north already has some commercial, residential and is close to downtown.

University Lands College Quarter and area has potential for future infill and its already happening. University should make long term plans to move research out

Caswell Hill - bus barns. Repurpose to an Art, Culture, Community Centre - coffee, gallery, pub & eatery, bakery - theatre, music, art classes, etc.

Caswell Hill - Mar. 20th, more bus barns, new dog park

Broadway - sense of community - pedestrian friendly - trees, flowers, etc.

Why is there a dearth of infill development along 22nd St. in the commercial zone (many vacant lots); similarly why do vacant, dilapidated houses, also unused there, fill in 1st St.

Duchess St. between 2nd Ave and 9th Ave - potential for more mixed-use

Develop University lands for housing and neighbourhood commercial within circle drive!

8th and Preston has potential - walking signal not timed so people can actually cross - driver safety for pedestrians needs to be increased - jaywalkers on major streets needs enforcement

Make College Dr. area more inviting / less of a barrier, eg. More walking/running trails -
Extend general concept of College Quarter into rest of University area

Idylwyld 33rd 8th, all have potential to become - widen streets to accommodate buses,
congestion with bus and passing cars - need more space - places that are vibrant
today - downtown especially the Library and Midtown - Lawson Heights and Circle
Centre

N. DT - potential to be quite phenomenal - mixed use, ped. friendly - land bridge - need
things to bring people together - unique store/businesses, pubs, activities - unique mix
of people - need unique opp. and exp.

Protect the integrity of existing neighbourhood by slowing traffic on 33rd

Idylwyld is a waste land. Increase small, cute businesses (not strip malls) and add bike
lanes that are divided from traffic

City park is wonderful but is in desperate need of a real restaurant

Lawson Civic Centre nearby - River H. / Lawson H. - is older, more established - has
more character - would like to see more activity / amenities near river - would like to
see more local shops - has good bus connectivity to b-way

Which areas in the city have these qualities today?

Broadway - blue. Electric mix of different businesses, restaurants, shopping, bars,
coffee. Close to river, downtown and parks.

Haultain near Broadway. Important to have a variety of ages, young and old. Mix of
cultures (opp. for more). Lots of green and places for people to walk and meet.

[Blue] Willowgrove Square is a very cool example of an up and coming mixed use
commercial developments right in a neighbourhood like the "older days"

33rd street (Idylwyld to Ave) scale-able, interesting shops, need parking meters,
shouldn't be a major corridor for traffic.

Recognize Montgomery Place as a heritage district and do more to recognize war
veterans.

River Landing - Pedestrian infrastructure - amenities built and under construction -
proximity to DT shops/restaurants

Erindale/University Hts area - many parks, shopping is fantastic, walking paths, schools
and facilities - would also benefit from improved access

Growth Near Major Corridors General Comments

Implementation of garage/granny suites should have updated back lanes. Updated back lanes would allow for alley pick-up of waste.

11th to centre budge so we could future enargy river and new bridge.

Attach infill guidelines to LAP's (local area plans)

Need meeting with 8th street landowners and University to determine their plans for their land. Integrate with them.

The University of Saskatoon is the only university that has open farm/agriculture land at use in all of North America. I would hate to see this land, so connected to our travel history used to create greater density.

Portable signs should be banned.

Would like to see parks department more involved in 16P

Consider hub nodes for transit on periphery (ex, drive to transit stop/node (park) and take transit into the city and downtown.

The City's LAPA needs to be added to communications on the rationales for this plan process.

Crossing Broadway, East to West (and v.v.) - light pedestrian activated (a hazard in winter) and crossing too short (many seniors and children in area)

Slow down expansion outward, use what we've got - still a lot to be used - need to use imagination

Possibility for development below street level - eg. Commercial, residential - eg.

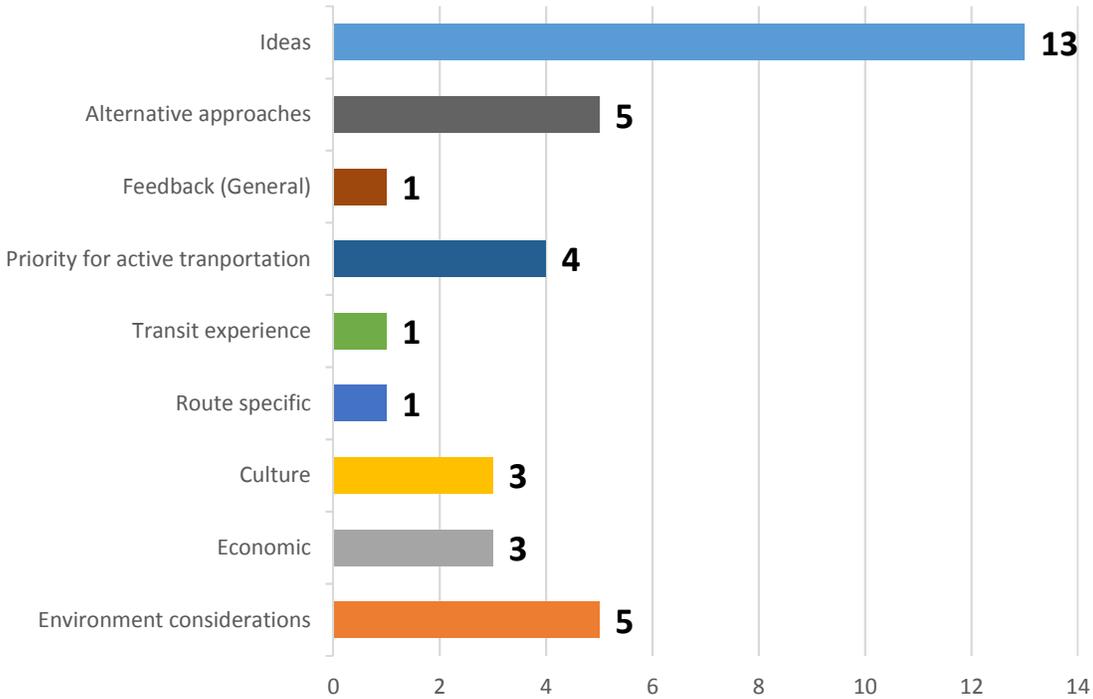
Broadway/Nutana - possibility for underground roadway below Bway/Nutana , eg.

Bridge from DT to underground tunnel

8 bikes - one car / parking

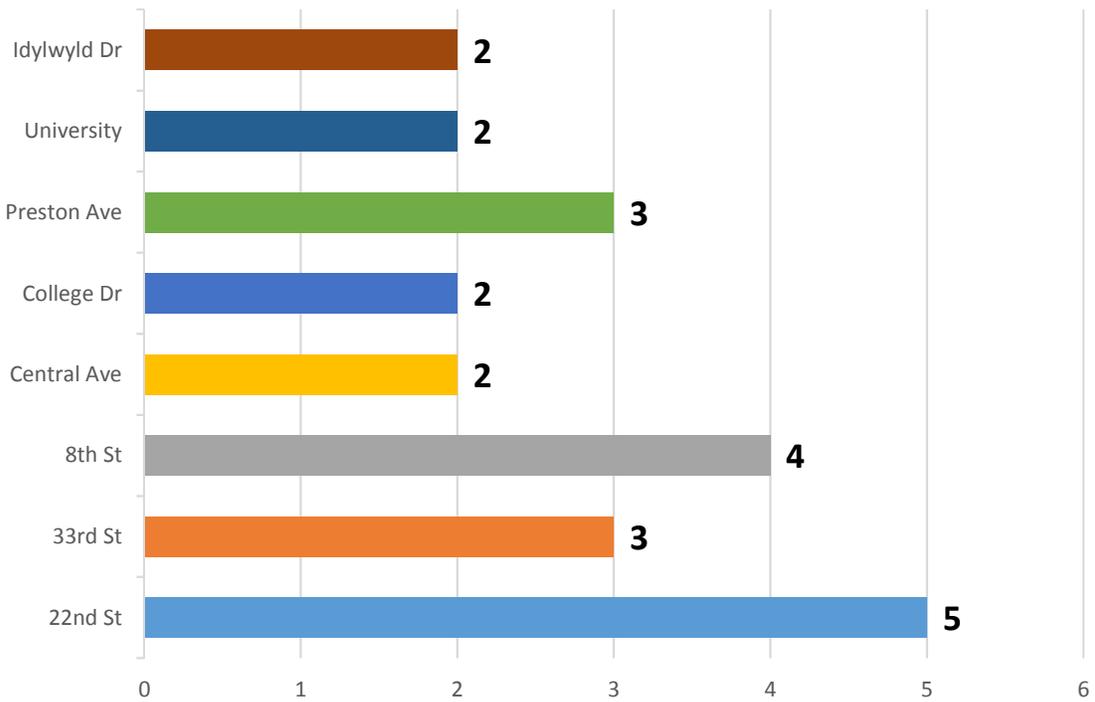
What other ingredients are need to support vibrant communities near major transit corridors?

Environment consideration:	5
Economic	3
Culture	3
Route specific	1
Transit experience	1
Priority for active tranporta	4
Feedback (General)	1
Alternative approaches	5
Ideas	13



Which areas have the greatest potential to be vibrant areas in the future?

22nd St	5
33rd St	3
8th St	4
Central Ave	2
College Dr	2
Preston Ave	3
University	2
Idylwyld Dr	2



Station # 5: Core Area Bridges & Networks

What are the most important qualities of a 'great' downtown street for you? Can you identify some local examples?

Quality Urban Design - continuous storefronts, interactive storefronts, sidewalk patios, winter city design elements, urban canopy-plantings, trees, etc.

Bike paths and grid roads for more cycling to hubs where public transit can concentrate

Sidewalk cafes

Downtown streets are attractive if they are walkable and user friendly. Public patio spaces, walking-only corridors, diverse amenities beyond commercial purposes, plenty of art, also bike-friendly (repair stations and places to lock up)

Traffic Bridge - rebuild for pedestrians and cyclists only. Plan a vision for vibrant call and encourage healthy lifestyles

Bike lanes: traffic would be less congested if people felt cycling was safer. And traffic quieted streets. Outdoor meeting space. Winter shelters for waiting for transit (eg. Broadway). 20th Street could be more pedestrian - activated traffic lights are needed

Ability to walk to all services. High frequency public trans.

Busy active street fronts - no blank walls like Sasktel building on 1st

Bike lanes (everywhere possible)

High: space for SAFE walking and cycling - cycle racks that do not impede flow - less cars - pedestrian malls in core - less parking areas - higher meter carts

Benches and other areas where people can sit - signs saying where there are public washrooms accessible to people who are not customers in a store or restaurant

33rd St is a location that will benefit from planned university and residential growth

Pedestrian on transit bridge

Bicycle parking - save bicycle movement - good walking conditions - good pedestrian lighting - trees - wide sidewalks - businesses on sidewalk - snow cleared from sidewalks

Dedicated safe bike lanes

Downtown developments that will continue to incorporate our existing city centre transit terminal where presently located

Great downtown's need - dedicated bike lanes! - green space - easy to get to with transit (easier than driving) - Residents!

Diverse facades and active storefronts. Encourage a storefront design guide like Ottawa or NYC

Pedestrian walkway hubs. Providing open air cafes and bars and festivals/events. Lets bring Cheers to Saskatoon

Bring back the street cars! to 20th St. (Comments added: Yes! We could afford them with 10K population. Yes!)

Live music and festivals

Retail! Retail! And mixed-use! And Residential!

Fresh air, many trees and flowers - birds encouraged

Bike parking - food trucks - buskers

Bikes and peds. only on Victoria Bridge and bike /ped. new bridge at 33rd. Queen / RUH. Trail link at Friendship Park (Comment added: Yes!)

Open air cafes, restaurants, bars, shops. Low traffic

Pedestrian areas - outdoor patios - outdoor spaces - heaters in walkways or pedestrian areas

Victoria Bridge should be pedestrian/bike bridge only - no cars (Comment added: Yes!)

Due to high traffic in downtown: speed must be reduced to 30 km/hr, and-or separated bike lanes to encourage the less experience or concerned cyclist. Riding your bike downtown adds to the quality of experience to participate in the qualities in a great downtown. Good bike parking. Quality of bike ride downtown must also be considered, eg. Traffic Bridge for cyclists and pedestrians only - less noise and pollution, connection to river and nature

Greenspace and amenities draw people to an area. Local businesses should be encouraged.

Broadway and 20th St. vibrant areas.

What strategies should we consider for improving Mobility?

Consider twinning rail and vehicular traffic on certain bridges, eg. Parkway Bridge could have 4 car lanes, 2 rail lanes, to provide an option for moving commuting at peak times by rail from dense NE section to N end for work - and back

Ensure that cyclists and pedestrians feel safe!

Building more bridges and car lanes does not solve congestion and traffic problems; they actually CREATE more traffic and congestion. What is needed, however, is dedicated active transportation crossing that are totally free of traffic fumes and noise. (Comment added: Yes)

With expected doubling of traffic in the downtown core in the next 20 years, rebuilding the Victoria Bridge with only 2 lanes is ludicrous! There is no reason it can't be built with 4 lanes to accommodate the increases in traffic in years to come.

Build according to original plans with new materials. This bridge is a major part of our heritage as a city.

Make the Traffic Bridge a pedestrian bridge!

Doubling of population does not imply doubling traffic. Change modal share. Change residential growth patterns (live where you work and play)

Please coordinate the school hours with taking the bus. We are one of the few cities that have high school kids take public transit for school

Explore HOV lanes

There should be no valid reason to take the car to work, park all day, then drive home. Public transit should do the job

Millar Ave NEEDS some traffic lights. So busy around peak times, hard to turn on that road when it's busy. Nobody likes to let you in. If you are crossing as a pedestrian it's way worse, even if there are signs
33rd St. Bridge - finish circle drive north! North bridge

Rebuild the Traffic Bridge - get funding from the province

33rd Street bridge will be important

We need a transportation system that moves (and counts) people and goods, not vehicles

33rd St. Bridge to connect Attridge. Additional capacity at Univ. Bridge. Traffic Bridge

Build a North Bridge so that people that live and work in the North end can get in and out of the neighbourhood in a reasonable amount of time. This should take priority over building a new bridge downtown. I've been in 1 hour traffic jams in the North end but NOT in downtown!

Preston crossing is the least human friendly spot in town. No wind protection, awkward sidewalks, ridiculous walk signals, bad traffic calming. At least, note the ped. crossing from Co-op to Chilis.

Easier access to bridges for bikes. Direct, protected bike routes from north end of downtown to U of S. Covered bike parking downtown, U of S and major transit hubs

Increase downtown residential - remove # of trips

No bridge near downtown should be automobile only.

Better cycling facilities on College. Improve transit efficiency on College

Connectivity to bike and ped. trails is an issue - gaps exist, unsafe - can get almost to destination but not quite. Access to bridges an issue. Summer vs. Winter biking, eg. 14th St, common bike routes not cleared, limits cycling season. Ped. paths not always clear, eg. walk from bus to grocery store
71st ? 61st ? Street bridge connecting McCormond Dr.

Traffic Bridge should be planned as part of vibrant and pedestrian friendly core sidewalks.

Separate dedicated bike lanes - no motor vehicle traffic especially downtown

Incorporate rapid transit infrastructure into design of Traffic Bridge

Do we really need both north commuter and perimeter bridges and in those together? NO

Non-motorized bridge at Victoria Ave. Clear sidewalks - enforce bylaw. Tag and tow vehicles left for months without graded snow, piled up around them

33rd St. possible location for core bridge, however, eastern road network constraints. Twinning University Bridge to handle future bus/lightrail more practical

Lane control on core bridges as an alternate to building new bridges

Listen to Jan Gehl!

Traffic Bridge - need to reopen discussion on this

More dedicated bike lanes with a protective barrier from traffic

Bring back the Traffic Bridge - but make it look old and widen it, and add a great walkway

Preserve wetland communities and build sense neighbourhood around them, i.e. enhance natural area to improve sustainability and quality of life for all species

More bridges and more lanes across river to downtown, also other river crossings

Traffic Bridge - make pedestrian and cyclist only to improve use and appreciation for our water front, increase active transport into downtown (see Riel bridge in Winnipeg)

I see nothing to work with Saskatoon as a safe city for seniors

Does multi-use pathways on both sides of the Traffic Bridge mean bikes and pedestrians? Can there be separate bike and pedestrian pathways? People of all ages who have balances or mobility issues are afraid of cyclists - many go very fast and assume pedestrians walk in a straight line

Core Area Bridges & Networks General Comments

Providing protection from the wind for people crossing bridges in winter would encourage people to use them , eg. Pedestrians

FAIL! Bike lanes required. We need bike lanes. FAIL!

Shared bike system like the Bixi in Montreal. Encourages cycling without having to own a bike. Set up terminals in key areas around the city.

(Traffic Bridge) Check out re-purposed railway bridge in Fredericton (very similar to Saskatoon) for a well used and attractive active transportation experience.

Victoria Bridge should be bike, ped. only

What if the price of gas tripled? quadrupled? Is this factored in anywhere?

Consider 33rd St and the rail alignment to Preston as the location for a downtown bridge. A location on 24th Street would only add congestion on existing limited street capacity. Include separate bike and pedestrian facilities on such a bridge.

need to target the commuter/one person per vehicle who drives to and from the downtown core to work at peak times - and target incentives for them to use alternate transport and disincentives to drive their cars to work.

North Parkway does not support a large enough tax base

The planned replacement for Victoria Bridge should be a pedestrian/bike bridge that is flexible enough to accommodate vehicles when other core bridges are under repair.

North Parkway - math does not work. Jeremy says circle drive North pass 80K, 9% is not 14-22k.

Circle should have to pass 230K/day to meet math, doubling traffic in 9 years again, perimeter highway makes more sense

North Parkway - not interested in taxed twice for one bridge

30 years is a fair length of time, shouldn't the plan consider the possibility of consequence of fossil fuel, shortages, etc. As well look at the changes that have come about since 1983 with the flowering of the digital age. Looking ahead how will the plan reflect another 30 years of change and innovation?

Bike lanes! (Comment added: Yes - not sharrows!)

Think 'vistas' as part of grid street design (eg. Vanishing point features like Vimy Bandshell)

Would like to see the traffic bridge planned as a walking and cycling bridge, i.e. for pedestrian use only

No more bridges downtown - encourage biking, walking, smaller buses but more frequent

Need to have summer and winter events downtown. We need a FUN winter city plan

winter city with one of the coldest climates worldwide. People would be more encouraged to ride buses if they didn't have to wait outside between transfers in -30C weather!

Traffic congestion on the N. circle drive bridge is terrible. Long delays are caused if there is any traffic event. The north bridge is a priority

small, respect the neighbourhood and connect to Spadina. It also needs to help improve safe crossings to MVA trail

North Parkway - have you considered environmental issues like were found on 25th St. extension? too)

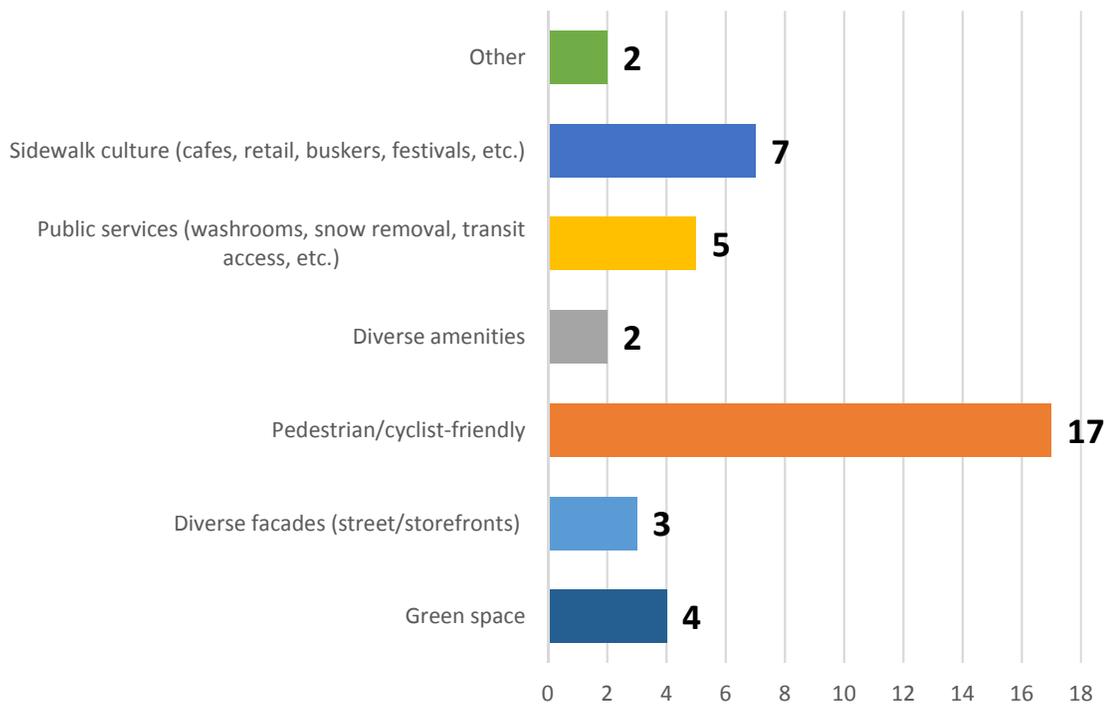
North Parkway - should be a separate project to the traffic bridge! Serving different solutions

Bike lanes on bridges. Priority travel routes for active and public transportation

North Parkway - Why have 2 highways that close together that would not be necessary with just the perimeter highway

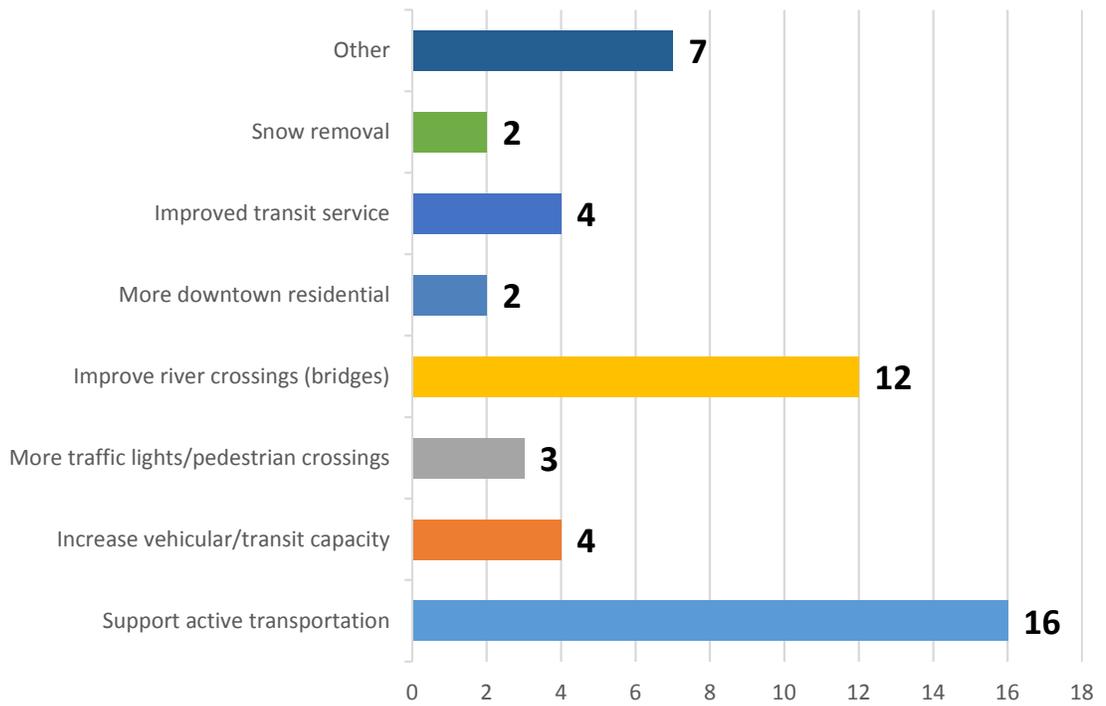
**What are the most important qualities of a 'great' downtown street for you?
identify some local examples?**

2	2	4 Green space
3	0	3 Diverse facades (street/storefronts)
16	1	17 Pedestrian/cyclist-friendly
1	1	2 Diverse amenities
1	4	5 Public services (washrooms, snow removal, transit access, etc)
5	2	7 Sidewalk culture (cafes, retail, buskers, festivals, etc.)
2	0	2 Other



What strategies should we consider for improving Mobility?

15	1	16 Support active transportation
3	1	4 Increase vehicular/transit capacity
3	0	3 More traffic lights/pedestrian crossings
9	3	12 Improve river crossings (bridges)
2	0	2 More downtown residential
2	2	4 Improved transit service
0	2	2 Snow removal
7	0	7 Other



Miscellaneous Comments

What are the plans to Phase out fossil fuels?

A direct connection between Kelsey SIAST and U of S

Out of bike lanes. 5 months of the year are Winter

If you make the downtown core in accessible to cars or difficult to park in, will people want to go there at night?

Prioritize the safety of pedestrians and cyclists in snow removal and developments

Plan all new areas ton winter - Example, large boulevards to store snow and keep snow

Bike lanes - 8th street and Sutherland

Ask Chelsea Lanning to offer transit incentives during festival season to prompt a cultural shift from driving to bussing

Shelters for Riverside and Convenient with rooms

Advertise that children are invited to participate

Definitely safer and more bike lanes

Note to car drivers - all accommodations to transit/bike/walk benefit you

Bike share program for downtown

Provide adequate cycling infrastructure

Bike lanes should be more pervasive

Required under-ground parking downtown

Utilizing Winter to place cross country skiing trails and sleds

Bike Lanes

Bike lanes that are safe

Make clear when events are coming and going

To many different prices for passes for transit

City Hall Square on 23 street - Keep and enhance the park, more benches, tables etc. especially near the "Rainmaker" fountain. There is no where to sit near the fountain. A very nice place to sit and relax

Future truck routes that are planned (Important)

"Spaghetti" bike racks should not be used. They are completely inadequate.

LRT - BRT Transit oriented design, stimulating effect of LRT (private sector). YXE used to have

LRT (electrics) with small pop. Many cities 500k have LRT. BRT costs should include all externalities (road/bridge infrastructure). LRT cost should account for increased investment.

Projections for ridership should not be based on linear scaling from current (model share change)

Communicate TTT4 with the citizens of Saskatoon about the real cost of roads

Why ornament trees and not big trees? The wells need trees

Appendix

B

City-Led Engagement

Day-in-the-Lounge [March 4/14 Transit Staff Input]

Event boards pertaining to transit were displayed in the Operators' Lounge on Tuesday, March 5th, 2014. Facilitated discussions were held from 9:30 – 11:00 and 2:00 – 4:00 to capture operator's during shift change. Comments received during this session are summarized below.

Activity board: Beyond conventional transit, there are other forms of services that may be considered for higher or lower density areas of the city. Are there other types of transit services you would like us to explore for Saskatoon?

1. Shuttles around the city to industrial areas during peaks.
2. Circle Drive shuttle for service around the city.
3. More frequent service to industrial areas.
4. Earlier service for industrial commuters and other places of work with earlier shifts (i.e. hospitals, etc.).
5. More emphasis on different customer markets and ensure service is provided when they need it. If shift change is at 6pm, why make them wait until 6:20 to take the bus?
6. Better connections... make them align with riders' needs and schedules.
7. More direct terminal-to-terminal service with fewer stops in-between.
8. Make connections work... more choices for routes and destinations.
9. Make bus routes connect for passengers.
10. Mobile tickets on phone instead of cash fares.
11. Off-board fare collection.
12. Some stops are too close together... make sure they're there for the right reasons (i.e. 20th Street).
13. Need to consider why people are making a trip and what they need from that trip.
14. Bring in more Downtown and UofS direct services.
15. Grocery stores need service. Everyone needs to go to the grocery store!
16. Park-n-ride at Lawson and other areas (Sutherland, Blairmore, etc.)
17. Consistent evening service for CUC and other events. Build confidence in our service.
18. Flag-a-bus education at stops that serve multiple routes. This will help to save time on routes.
19. Keep central hub. It provides a good service area for walking. Increase layovers here so people have time to board (*note: referring specifically to seniors*).
20. Better bus security and stricter rules for riding the bus.
21. Make is a law that cars must yield to buses. (like BC)
22. Need right-of-way to pull back into traffic.
23. More comfortable hubs. We need to keep people warm here while they wait. Make connections a better experience.
24. Better info to riders so they understand their options. Many people won't take extras or directs because it's not their normal route.
25. Better service to the North Employment areas. More direct and more frequent.

Today's Transit Customer

Updated: March 6, 2014

Day-in-the-Lounge [March 4/14 Transit Staff Input]

1. Off-peak riders will increase with more route consistency. (*note: consistency referred to as keeping schedule same throughout the day AND minimizing annual route revisions*).

Existing Transit Service Features

1. 2006 revisions did a good job of providing service to everyone.

Candidate Corridors for BRT

1. Limit access eastbound along 25th Street. Specifically at 5th & 6th Avenue.
2. Increase parking rates downtown.
3. Dedicate lanes on bridge. This could be good or bad from public perspective.
4. Consider using smaller buses more frequently. Movability and cost-effective.
5. Idylwyld needs to change to fit transit. 33rd St corner is hard to navigate / traffic volume.
6. Dedicated bus lanes on bridges or dedicated bridge.
7. Park-n-ride! Helps transit.
8. Keep BRT stops far apart and enforce dedicated lanes. (*note: per original intent of DART*).
9. Timed lane directional changes for bridges.
10. Multi-level bridge... run transit under on its own bridge.
11. I like the idea of BRT.
12. Need to keep cars out of bus lanes.

Other comments (not necessarily related to boards)

1. Need cleaner buses! Customer experience!
2. Change mentality of people towards Transit. Marketing!
3. Motion light sensor at bus stops.
4. Need to encourage higher ridership to reduce the wear & tear on infrastructure.
5. Keep routes and schedules/times consistent. (*note: refers to daily schedules and annual revisions*).
6. Annual route changes are too much. Need consistency.
7. Need newer fleet... customer perception.
8. Clean stops! Clear snow to curbs for accessibility.
9. Snow removal effort is appreciated but still needs to be better. Safety & Comfort.
10. Hear complaints that people don't think they can depend on service. Need to be consistent. Need fewer route changes.
11. Stagger DARTS into the downtown.
12. Transit needs to match expectations. Driving is now the norm. How does that change?
13. Keep schedules consistent. All day, all week.
14. Need fair funding for fleet & workers.
15. Turn lanes at intersections to help traffic through = less bus delay.
16. Bus cleanliness for passenger. Comfort & health.
17. City needs to fund transit! Can't nickel-and-dime transit.
18. Manage requests for new / extra stops better.

Day-in-the-Lounge [March 4/14 Transit Staff Input]

- 19. Watch annual revisions... maintain consistent base services.
- 20. Solar-heated shelters... or motion-sensored lights at stops.
- 21. Need more investment in fleet. **Don't want to be Regina!**

Topic	Count
Better stops / hubs (amenities)	7
Consistent services (daily schedule, annual revisions)	7
Bus cleanliness / newer fleet / investment	6
Better info to riders / marketing / education	5
Direct services	5
Dedicated lane (road and/or bridge)	4
Industrial area service (more, earlier, etc.)	4
Provide Connections	3
Shuttles around Circle Dr / periphery	2
Different method of fare collection	2
Park-n-ride	2
Yield-to-bus legislation	2

Most discussion was in favour of dedicated lanes and BRT. Comments indicated transportation measures required to support this (i.e. restricting access at intersections, etc.).

Most discussion was also in favour of recognizing the different customer market needs and providing different types of services to meet those needs. However, uncertainty was evident over how such a system would be delivered.

Key topics focused on:

- **Better amenities / information to improve the customer experience;**
- **Consistent (reliable) services; and,**
- **More direct services (generally regarding number / proximity of bus stops).**

Approximately 100 high school students from across Saskatoon organized a Voice of Youth Leadership Forum held on March 11, 2014 (Ramada).

Growing Forward! was invited to do a 30 minute group activity during the forum lunch break. Students were split into 2 groups to be rotated through a Transit discussion area and a Development discussion area. However, due to scheduling issues, group activity had to be cut to 15 minutes and no rotation was possible.

Comments received during this session are summarized below.

What are some local examples of major roads that are inviting or not inviting to you? Why.

Inviting Roads:

1. Trees
2. Benches
3. Shade
4. Less Cars
5. Dwellings along the road with front lawns
6. Wider sidewalks
7. Feel safer

Uninviting Roads:

1. A lot of pavement and big signs
2. Not enough intersections to cross the street
3. Too many cars
4. Dusty
5. Polluted
6. Car focused
7. Cars don't wait for pedestrians, even at crosswalks
8. No trees
9. The road leads to a parking lot
10. No place to sit and walk
11. Sidewalks too narrow, could be improved by widening
12. Unsafe for pedestrians
13. A lot of traffic
14. 22nd Street feels unsafe, neighbourhood watch was suggested
15. Add more separated bicycle lanes
16. Parking should be located behind buildings
17. Redevelopment along corridors should consider impacts to affordable housing
18. Some roads are just meant to move a lot of cars

Are there barriers that discourage you from using Transit today? (note: most students identified themselves as transit users)

1. Too full. If people have to be turned away in -40°C weather, it is a safety hazard.
2. Tired of freezing when I wait!
3. Reliability. The bus is never on time.
4. Not enough room. I often can't get on the bus because it's too full.

5. Drivers stop at Tim Hortons for a coffee... EVEN if the bus is late!
6. Costs too much.
7. Degraded pedestrian experience.
8. Anxiety when using the bus... people are staring.
9. Safety... too many issues with drunks on the bus. It doesn't make me comfortable.
10. Too expensive.
11. Uncomfortable to use... I can't reach any of the hand holds, but usually need to stand because bus is full.
12. I can't get to classes in time because the bus is full, so I had to drop my first period.
13. Buses are dirty!

Other comments (How to improve transit)

1. GPS tracking buses real-time so you know when to show up.
2. Keep it safe.
3. Off-street bus stops... like the Confed hub. These feel safer because there is room to wait, separation from traffic.
4. More, larger buses.
5. Cleaner buses.
6. Faster Transfers.
7. Communication about buses becoming full. Can the operator somehow live-communicate that a bus is full so you don't need to wait at a stop in cold weather just to find out you can't get on a bus. GPS app. Let you know when they will send another bus to pick you up.

Summary of discussion topics / comments

Topic – inviting roads	Count
Safety (space for all users)	2
Accessibility (sidewalks, building, etc.)	1
Environment	2
Traffic Volumes	1

Generally the comments regarding **uninviting roads** focused on a lack of pedestrian safety, too many cars, no greenery, narrow sidewalks and no place to sit or walk. One concern that was raised was the risk of pushing lower income people out as redevelopment occurs and a potential lack of affordable housing along these redeveloped corridors.

Topic – uninviting roads	Count
Safety (space for all users)	3
Amenities (clarity of space)	3
Accessibility (sidewalks, building, etc.)	3
Environment	4
Traffic Volumes	4

Topic – Transit barriers	Count
Customer Experience	5
Reliability	4
Cost	2
Accessibility	1
Lack of info	1

A forum for International Women's Day was held at Station 20 West on March 7, 2014. The forum was sponsored by the Elizabeth Fry Society, Breastfeeding Matters, Saskatoon Mothers Centre Coalition, UofS Community Engagement Office, Status of Women Office, Ministry of Social Services, and Government of Saskatchewan.

Growing Forward! was represented at a tabletop facilitated discussion by Lee Thomas and Michelle Grenwich. Discussion focused on the following questions:

- What are some local examples of major roads that are inviting (not inviting) to you? Why.
- Are there barriers that discourage you from using transit today?

Comments received during this session are summarized below.

What are some local examples of major roads that are inviting or not inviting to you? Why.

Inviting Roads:

1. Offer room to relax... don't crush too many people into one space.
2. Build a community for locals. Offer safety.
3. Offer level, accessible walking surfaces.
4. Offer benches, rest areas.
5. Are quieter (less stressful to use).
6. Have access to buildings, cross streets, sidewalks, paths, etc.
7. Example: 33rd Street. Good opportunity for redevelopment to make inviting road.
8. Offer social amenities. Advertise community/social amenities in public spaces.
9. Community Ambassadors (like in CBD).
10. Non-threatening environment. Offer room for all road users.
11. Quieter, less aggressive (*referring to cars/drivers*).
12. Commuter consciousness... etiquette of commuting and sharing space.
13. More acceptance of other forms of traffic.
14. Alternate routes to get around are provided... Roads are well-connected and offer flexible routing choices.
15. Roadside is pretty/attractive. Public Art
16. You feel safe being a non-driver. You can cross the street safely.
17. Greenspace.
18. Year-round accessibility (*refers to snow removal, etc.*).
19. Access grocery stores. Grocery stores are a base necessity for a community.
20. Shorter crossing distances
21. Room for all users

Uninviting Roads:

1. Poor walkability... buildings are set-back due to parking lots.
2. You feel exposed as a non-driver. Lack of space to accommodate your comfortably, safely.
3. Need time to train people to use amenities (familiarization).
4. Excessive amounts of fast vehicle traffic. People are in a hurry
5. Poor accessibility to amenities by bus
6. Feel unsafe
7. Ugly...too much pavement and concrete

Are there barriers that discourage you from using Transit today?

1. Poor customer service... bad experience.
2. Not accessible for walkers / strollers. Poor sidewalk connections to transit facilities.
3. Reliability is poor. Stops aren't comfortable.
4. Poor service to outlying areas... especially commercial.
5. Infrequent or indirect routes.
6. Prior experience was not good.
7. Not direct enough.
8. Too expensive.
9. Too many stops... service is too slow.
10. Long transfer times
11. Much faster to drive in many circumstances
12. Bus pass is too expensive.
13. Tickets should be subsidized
14. Destinations are not flexible... not everyone needs UofS or Downtown.
15. Needs to be cleaner! Buses, stops...
16. Buses are dirty and for poor people.
17. Lack of info... need maps at stops. Integrate better with Google.
18. Most riders I know don't have a choice... have to use transit.
19. Assume it takes too long.
20. Safety is an issue. Not necessarily on the bus, but getting to the bus.
21. Hard to take a bus with kids... groceries...etc.
22. Cumbersome... doesn't meet my needs.
23. Needs to match bus schedules with work schedules. If most people get off at 6pm, why do they have to wait 20 minutes to get a bus?
24. Need bus drivers to help riders.
25. Need better connections.
26. Need more consistent schedules (same schedule all day, all week).
27. I'm looking for a reason to take the bus.
28. Safety.... Not necessarily on the bus, but in getting to the bus. Downtown buss mall feels unsafe
29. Buses taking off before passengers are seated

Other comments (not necessarily related to boards)

1. Fundraisers for better transit that involve the community.
2. Buy a better bus campaign. Sell bus-shaped chocolates.
3. Foster a community culture with organized commute programs.
4. Transit needs to be integrated into the community.
5. I like the smaller shuttles where there is less rider demand... seems to be more environmentally friendly.
6. We should schedule busking at main hubs / stations... foster sense of community through entertainment. Food stands

7. Look at solar-powered LRT. Become world-class new city.
8. Buses should be used for civic announcements and community events rather than commercial advertising

Summary of discussion topics / comments

Topic – inviting roads	Count
Safety (space for all users)	13
Amenities	7
Accessibility (sidewalks, building, etc.)	6

Topic – Transit barriers	Count
Customer Experience	8
Travel Time / route directness / # of stops	7
Inadequate service areas / connections	3
Cost	3
Reliability	2
Safety (getting to bus)	2
Accessibility	1
Lack of info	1
Poor frequency	1

Appendix

C

Shaping Saskatoon
Survey Results

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

Do You Have Other Suggested Goals For Shaping Growth, Shaping Transit, Or Shaping Bridges

Get Bus Drivers' input in shaping transit! they understand better than the higher up managers of the system because they see it every day! Seriously consider a subway/above ground train instead of just buses.

Environmental concerns should be key throughout.

Additional bridges are imperative for traffic flow through and around the city. A 'North Bridge' with be crucial for getting in and out of East Saskatoon. The core bridges will always be a choke to traffic flow--just try to cross the 25th St. bridge during rush hour now.

Please consider age friendly changes so seniors can age in place in our city

Keep the Traffic Bridge -- alas, already vandalized by the Mayor -- and turn it into a walking and bicycling bridge in the manner of NYC's Highline Park.

allow for future connections to a broader regional system - going north, in particular.

Growth must take into account all vital pieces of a complete community including all income levels and those citizens with personal challenges.

Reliable public transit that doesn't discourage people to use it in the winter. Rapid transit--- convince me it will be as fast or faster to use public transit. I want to, I just don't trust it.

Encouraging development of affordable housing, and discouraging the tendency to transform apartments into condos.

Make Transit a Feasible Option.

better bike lanes

no. But please improve the public transit somehow. The reason people don't use it is because it is so inconvenient to use.

For shaping transit why did the City of Saskatoon totally destroy the transit in 2006? I live in Mayfair & our transit system got so screwed up that transit didnt speak to the residents inour area. Why does 20th & 22nd Streets get bus service every 15 minutes & we are begging for better bus service in our area. As a few suggestions: Why not have a Route 50 Or 60 come up Idylwyld to 33rd Street & have stops at Ave. D, H & p & then take Circle Drive South to Conderation Mall & than go down 22nd Street. That way the residents in Mayfair, Hudson Bay Park have to go downtown to transfer to a 50 or 60 to go to Confed Mall or Superstore?

Please restore the Victoria Bridge for vehicle traffic.

Please have transit go the Field House

rs

Bus fares should be according to the distance, someone travelling 2 Kms is paying same as someone travelling 10Kms, that is not fare.

City should be divided into zones and fare should be charged as per the zone

Nope.

A gas efficiency study to see if better timed traffic lights around Saskatoon would ease congestion on major routes.

Transit routes should be added/changed to make it easier to get around the city without taking hours.

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

More information on the website regarding these area.

Better transit times and available routes for the north industrial area. Faster times with less time to wait for transferring to other areas of the city.

See below.

We need to carefully examine "Shaping Bridges." It will be tough to "Shape Transit" if we encourage vehicular traffic into City Centre, North Downtown and University areas.

-Increased population density

-better supported walking and cycling options on streets

-Would love to see the new traffic bridge (Victoria Ave.) made a pedestrian bridge outlined in the final report issued on the City of Saskatoon would greatly prom

Focus on developing high-rise buildings downtown.

-safe bike lanes

-non motorized Victoria street bridge

-less parking downtown to encourage public transport use

-motor cycle parking spaces rather than taking up a vehicle space

shaping the traffic patterns

Need to include commuter communities in fast rail link now to manage the growth of traffic

Be inclusive, include everyone!

N/A

Shaping bridges should clearly look at pedestrian/cyclist bridges as distinct from automobile traffic.

Shaping Growth should emphasize environmental sustainability in neighbourhood planning and building design.

en

Turn Victoria Bridge into a people friendly motor-free park bridge.

I find the goals very open and interpretable, and therefore hard to understand. I am interested in living in a city that uses less energy per capita than any other city in a similar climate, that is easily walk and bike-able, that is accessible for elderly people and people with disabilities, that has an efficient and accessible transit system and that is full of green spaces.

ac

I suggest the goal of adding more protected bike lanes along major travel routes. Protected bike lanes are an invitation to people to move by bicycle. Without protected bike lanes, many people will not try commuting by bicycle.

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

I don't have a good sense of how pedestrian and cyclist traffic will be accommodated but I think it is very important to consider as Saskatoon grows. In terms of transit, I think it is difficult to identify isolated areas that would benefit from increased service or rapid transit - I think without significant improvement in the frequency of service city-wide, it will be difficult to encourage increased ridership. Improvement in the transit system should be the number one priority in planning to accommodate growth as putting more cars on the roads/bridges is unsustainable. ue

-motor cycle parking spaces in the core

-

yes lets spend more on public necessities like transit and walk ways and forget the new museums and colored lights on bridges until we have the necessities taken care of!

The City should do like several centres I have been to, ie Minneapolis, they have set areas where you drive to in a neighbourhood, park and ride an express bus downtown. I would be willing to do that. My bus route takes almost an hour to get to downtown and that isn't acceptable. I would prefer to take the bus than to park at my overpriced spot downtown that doesn't have plug in

We need a north bridge.

No, so long as the new goals result in people-friendly spaces.

Ensure bridges are continuous corridors for pedestrians and cyclists...they often have inherent structural and logistical barriers for those not in vehicles.

Increasing walking, cycling and transit use should be the most important goals for this city. Let's not become another Calgary.

We need to focus on reducing congestion on bridges during peak traffic hours and make commuting by transit wait times and travel times less.

no

The transit system needs a MAJOR overhaul.

Care needs to be taken with infill that increased density comes with attention to the lack of green space. As well, narrow lots with new residential of greater heights makes a difference in how much light will be available to neighbouring lots. This will impact urban gardening and overall health .
light rail transit from Martensville and Warman

The buses should be on time at every stop , not just at check points. I live on the route and see the buses go by 5 and sometimes 10 min. early for the stop near my house. That means in -25 I have to go to the stop 10 min. early and sometimes have to wait another 10 min. if it is 10 minutes late.

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

According to the scientific consensus of today, we as a society need to reduce greenhouse gas production substantially, rapidly and permanently. This requires radically different ways of moving around and heating buildings. This task is absolutely paramount, time is of the essence and this priority must override all other considerations (in particular the strictly short-term economic considerations so much in vogue at the moment).

Build up. Taller buildings are attractive not 4 stories in the suburbs. Better views come with taller buildings

all bridges should be designed to either now or in the future accomodate vehicular and pedestrian traffic along the river valley corridor

bp

Safely walk and bike throughout the city!

The city needs to commit to actually spending money on infrastructure for pedestrians, cyclists, and transit. We are spending 100's of millions of dollars on infrastructure for sole use of motor vehicles and can't even spend money on painting bike lanes.

for transit use smaller buses on off peak times, I see lots of busses with only one or two passengers during the day. For the bridges we need the North bridge more than the downtown one. Also as in Saskatoon most people only use bikes 6 months of the year it seem,s to me we are spending a lot of tax payers money on a minority of people. The bike path at warman road is hardly ever used by bikes, the bike path is in excellent condition and the road isnt??????????

I think instead of having these very long buses, why not have two tiered buses. I would think they would be much easier to drive, easier to turn around corners.

The transit option MUST demonstrate advantages that outway commuter resistance. They need to see transit riders fly past them as they sit in traffic! Like when you want to attend a concert at Sask Place and the buses from malls drive right past the line of cars creeping along the highway. Transit options need to overcome the image of bundled up people huddled in bus shelters waiting in the 30 below temperatures.

Identify goals that will lead to strategic investments that are more substantive than just road repair and snow removal.

It needs to be easier and more cost-effective to take transit to shopping corridors and congested areas such as downtown than it is to take a personal vehicle.

The above choice, "Strongly agree", for Question #1 is a correction to my submission yesterday, in which I erroneously selected "Strongly disagree". I hope you can make this correction in your statistics. Thank you

Decrease reliance on individual vehicles.

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

I understand the need to grow services, however, I think there have been times in the past that assessment of some infrastructure has been on a less than ideal basis. For example - evaluation and seeking opinions regarding Traffic Bridge replacement when other bridges were under repair. While this will at times be the case, it is not the majority condition, and at best appears to purposely skew evaluation. While traffic to the core will increase, I also see in walking driving and cycling into this area daily, that traffic congestion through the core and on Broadway Bridge has noticeably decreased since the south bridge opening. To me this begs so re-evaluation of bridge priorities. I think lip service is often paid to improving other avenues (outside of car travel), however, often the alternative being looked at only really address options in a somewhat superficial fashion. If there is to be a priority but on transit and human power to the core, I think that some of the alternatives put in place need to place these options higher on the ladder. If bridge options are being considered they need to be considered for transit and human powered options as much as for cars. Doing this will help create inviting corridors that are safe and would be easier to link to downtown routes (e.g. Traffic Bridge for transit, bike and walking) this helps create a user friendly corridor down Victoria Ave, which if promoted as a car route is only likely to physically divide a neighborhood, and encourage large amounts of traffic through the neighborhood, given the growth of Stonebridge. Forcing increasing traffic through core neighborhoods, essentially to service suburban areas is not the answer.

With shaping growth: remember when you increase density of major streets such as 8th street for example, the neighbourhoods on the periphery of that growth need special attention or the housing becomes less desirable and backlands are important so they also don't become no mans land.

Shaping Transit - we need high speed transit that takes priority over individual cars If it doesn't it won't be successful. but don't forget to make it convenient for suburb dwellers to use park n' ride or you will lose ridership unless they live very close to the main stations. It is to cold here to walk long distances and people won't do it if they have a vehicle. You have to make it better and make it a sustainable feature such as Calgary and the C-train running on 100% wind power.

Shaping Bridges - for every vehicle bridge there should be a special pedestrian bridge. The sidewalks along the bridge are fine but breathing in fumes, spray etc could be avoided with a separate bridge and it makes the city a more interesting and people friendly place.

bp

Include a focus on non-motorized traffic in the bridges plan - considering but not limited to a non-motorized traffic bridge.

I would like to see more focus towards infill in existing neighbourhoods.

Having read the Stantec bridge report, I would support the traffic bridge being converted to more of a tourism destination than a vehicle bridge.

stop building outwards creating disparate suburban developments and focus on improving quality of life and density within core downtown neighborhoods.

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

RT, bus and light rail should have priority on the road. It should be able to move faster than single vehicle traffic. This will make it more inviting for many people.

Public transit should also be as comfortable as possible. Having enclosed and heated central/grand stations (with coffee shops to help cover the overhead costs). At these stations there should be audio and visual announcements of which trains/buses are arriving. There could be three or four such stations throughout the city. Buses could drop people off at these stations which would then make more rapid travel toward the center or other end of the city.

Less stops on certain routes would be beneficial in helping speed up routes. If waiting areas are more comfortable people will move towards them, which in turn requires less movement of the transit system.

Increase sustainability, make pay-per-use a priority for non-sustainable methods (eg cars, houses)

A Saskatoon transit that embraces more diversity...cultural diversity, physically disabled, the visually impaired and so on.

Exceptional customer service isn't feasible for transit, it just isn't. Make it realistic and say they want to improve the customer service.

turning victoria bridge into a pedestrian bridge

While I agree with rapid transit on major arteries to improve people flow, we also need to ensure people can get to and from those major arteries quickly as well. I am a daily bus commuter as my primary form of transport to work downtown from the Taylor and Morgan stop. This is a great route, but I find the bus completely unusable to get anywhere else in the city. Because of that I use a car to other locations in the city. 1 hour 30 minutes is not acceptable to get somewhere. A preferable option would be to have rapid frequent transit between major areas of Saskatoon (22nd, Confed, Downtown, Stone bridge, 8th, Erindale, Sutherland, Lawson, and industrial), with buses connecting from there to different routes within the neighborhoods. In order to convince people to take public transport, you need to have the total time from home to destination less than double driving time (so 20 minutes driving, 40 minutes on public transport).

I would love to see a pedestrian/cyclist only bridge in downtown be a priority for the city planning.

identifying side streets that are likely to see increased traffic and plan to upgrade them as needed.

.
How about an affordable grocery store for the downtown residents.

not at this moment

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

For transit, I believe it would be helpful to have buses running every 15 minutes at peak times of the day rather than only every half hour.

Some of the bus routes are way too long.

And the #4 needs to go to the mall. I'm tired of rushing across the street or missing my other bus just cause the 4 don't go to the mall. I take the 4 to and from work every single day.

And #23 that goes down fairlight needs to go down town, like it use to. I like that I got down town fast when I needed too.

City council likes to look up to big brother Calgary so make roads go under the downtown tracks. Regina has also done this. Throw the idea of moving the tracks in the garbage can, not the recycling bin. Mr. Atchison's idea of 10000 plus more people downtown (beside the tracks) makes him just as guilty as others over the last 100 years for the disdain of the tracks.

A light rail system using electric trains to cut down on toxic emissions and provide faster transportation

Shaping Bridges: I would love to see a pedestrian bridge put in place of the now defunct Victoria Bridge. All of the bridges should be designed in a way that also encourages pedestrian and cyclist use. North commuter bridge a must!!

I think cycling and mass transit are very important. "Walkable" neighbourhoods are very important, as long as there's somewhere to walk to.

My goal would be inviting, clean well maintained, ease of use.....

The municipality should start collecting taxes on fuel to pay for these things and to get people out of their cars or into more fuel efficient ones. Gas is too cheap in S'toon. There is not enough economic incentive for people to change their habits. Perhaps also consider reducing property or income taxes to make this measure revenue neutral.

Increasing housing density.

Regarding bridges, I am concerned about the idea that the Traffic Bridge should not be open to vehicles. I have lived at the "top" of this bridge for thirty years, and I miss it dearly, every day. It was by far the fastest and easiest river crossing for me, whether I was commuting to my job north of the city, or making a quick trip downtown on foot, on my bike, by bus, or by car. With the proposal of increasing density in the downtown core as well as in Old Nutana, it makes absolutely no sense to close this bridge to vehicular traffic altogether. If the replacement bridge is wide enough, flexible lane assignments, for example two lanes into downtown and one out of downtown in the morning, then two lanes out of downtown and one into downtown in the afternoon, and/or the use of a bike only lane or a carpool only lane seems to me to be the better solution for everyone. at

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

1. Theory must be translated into action.
2. The Victoria St. bridge (or any of its other names) should be a pedestrian/cyclist bridge only. There are enough bridges to and from the city core. Non-motorists deserve a quiet and exhaust-free bridge to and from downtown.

The sidewalks of the all the bridges must be cleared of snow and debris to the same extent that the roadways are. Cyclists and pedestrians pay taxes too, we are commuting to work, and we need safe sidewalks on the bridges. I am sure that other northern cities have experimented and discovered which snow clearing machines work best, so Saskatoon needs to immediately invest in those. Hundreds of people cross the bridges on foot and on bikes every day in the winter; we are tired of waiting for improved conditions.

fix the bus/transit services!!!!

being a regular transit user I have seen years worth of poor transit routes making it difficult to get around Saskatoon. I have mentioned to transit about setting up a different system to use which would address these issues. The big issue here is how spread out the city is and making each bus route use the downtown terminal as a type of home base. And I don't believe that the proposed rapid transit routes will make the current system any better. The goal we should have for a revamped transit system should be a complete overhaul based upon larger city models, not similar sized cities.

I hope you are thinking of making sure that 8th street E has sidewalks, but I would suggest that you make the sidewalks wide enough to accommodate both cyclists and pedestrians. This should not only happen just on 8th street but all over the city where you are going to accommodate safer ways for cyclists to get around the city.

- widening the pedestrian walkways on all bridges in order to allow better flow for all the many people, cyclists, strollers, etc. to get across safely and easily, and/or designating bike lanes on bridges
- lengthening times to cross the street on major

Have better service in the evening waiting for number two bus all for one hour is a little too long in the winter

I think that this administration has done very well in trying to get public input. I am happy to see the city moving forward from Saskatoon Speaks a few years ago. I would like to see more public outdoor gathering areas. I think the area around the new Police Station will work out very well. I think the area around the transit barns could use some development but the citizens living there would need to be consulted.

My major peeve this year has been the traffic at Circle Drive and Millar Avenue. I think the city needs to redirect more of the traffic away from there. It takes about 1/2 hour to get home from work on Millar Avenue in a car but in a bus it takes 1 1/2 hrs and if the traffic is bad such as it was before xmas, then the trip is even longer.

f

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

Not so much as goal as a suggestion: College Drive has 3 usable lanes, why not reverse the center westbound lane of the University Bridge during rush hour to spread out the traffic and reduce downtown congestion?

Intensify downtown housing. Promote a mixture of transportation options including walking, cycling and using the bus. Distribute traffic loads. Perhaps another river crossing at 33rd Street instead of downtown.

I exclusively use transit services (don't own a car) and find it generally good, however, my biggest concern is access, particularly at the bus mall downtown. Whoever is responsible to clear the snow and ice from the bus mall (it varies between transit and city responsibility when ever I ask) could do a MUCH better job of keeping the bus mall clear. Sidewalks all around the bus mall are kept clear. It is extremely difficult to transfer buses or move through the bus mall without issue. The conditions are appalling...why would I use the bus if I can't even get to it!

Please put some thought into the commercial developments. I was disgusted by the way the University Heights development turned out - what a waste of valuable land. All one-story commercial buildings with seas of concrete in between. The sad thing is that many of the stores in it would be perfectly acceptable for a mixed use building with condos on top. Why are the residential areas so strictly managed with regards to density, water run-off etc. and the commercial areas seem to be anything-goes? Please, please rethink your commercial strategy (or actually develop one?) before you start on the new east-side commercial area.

the more traffic lights installed on certain streets, the less likely i will use it or want to live in the area.. i.e. 22nd Street east of Confederation drive, Circle drive north, Marquis drive..

I think they should make the transit system more accessible for wheelchair users and strollers. Low floor buses should be put on every route for more convenience.
increase transit times.

I would take the emphasis off of bridges and move it toward increasing population density in the centre of the city; improving public transportation by a lot; and having remote parking areas where people can then take shuttles in to the downtown core or major employers such as the university.

I would like to see more buses that are accessible to people with reduced mobility such as high-seniors populated areas. Some buses are still the old-style with steps. If you use a walker, this is frustrating and difficult. I understand buses break down, but these areas should have senior friendly buses to replace them. Let the old ones be used at high schools for example.

Also shelters need to be maintained, as does a clear and safe path in winter time. For example there is major ice build up in the shelter in front of City Hospital. And all 4 shelters on my street have been sheer ice and large snowbanks for weeks. A garbage bin at all bus stops. A homeowner, I am constantly picking up after litterbugs.

What is the city doing removing route 11 bus in mayfair going to city center from avenue inorth.
Whos the one who doesnt know what their doing?

Yes

Better bus service and ontime service

do not change the location of the main, downtown terminal

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

Not necessarily a goal but consider active and safe routes to transit so people can actively get there as well as make it accessible to get there for all abilities; if and when developing nodes/stations of rapid transit consider that people will want to cycle from their neighborhood there (bike parking, bike accommodations on transit).

Also, again not a goal, but I really like and appreciate the focus on "people-friendly environments...improve access via walking, cycling and transit"

A focus on sustainable and alternative transportation is extremely important for the future of this city. Pedestrians and cyclists are also members of this community!

I have just learned to take the bus to work. My route (#6) is really great!!! Some other routes are far too long.

look into better urban planning. Our current growth track is giving us a massive urban sprawl, if we do not look into higher density housing we will create a environment similar to Calgary. Planning for this now instead of when the problem arises will make this substantially better for transit and roadways. higher density housing in core neighborhoods means more people using mass transit and less vehicles on the road,.

Getting a new voting system that is easier and more convenient so that it targets younger generations. We desperately need a mayor that can facilitate the needs of our growing city. One that was not elected by the older population...

I don't believe my comments would be helpful and wonder if these comments will be looked at. Priority emphasis needs to consider the "social welfare" of citizens, versus infrastructure. What is more important....the social need of adults and children or the 'potholes' on our streets? When we prioritize as such, tax or P-3 funded recreational facilities like as arenas are clearly lacking and need very much to be prioritized. This critical need is very much neglected in the outlined strategic planning.

Shaping transit, i hate transfers, i loved my old 18 route now i have the 3. I cant work start work at the mall before 715 circle center, because the bus doesnt get me there before then. and 1015 is earlyies on sundays and on holidays. that is crazy. There needs to be a bus running every half hour that goes up and down McKercher drive. to get to my dr office it takes over 50 minutes. its less than a 5 minute drive by car. i live one one side of Mckercher and its on the other. There needs to be bus service to the mall with sobeys. not having one is crazy. Buses not waiting or eachother is horrible. The busses should meet at center mall at the same time so we can transfer without bus drivers getting mad at us. and so we dont wait 27 minutes waiting in -30 weather because the buses wont meet.from any terminal you should be able to get downtown in 15 minutes. and the people who take buses are usually payed the least, why is our tickets keep going up. service is horrible, routes horrible and you wonder why there is no people. Explained in the next few paragraph answers.

why can't there be buses that just travel say Conderation mall to downtown and back or Circle center mall to downtown and back in peak periods etc etc

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

The citizens should have better communication by email to let us know what is going on.

Traffic noise. Alternatives to malls that are built for only motor vehicle accessibility.
At least one dedicated bridge for alternative transportation modes.

More busses are needed for the newly developed areas. Currently there is only one bus for Blairmore and Dundonald area. In Blairmore it only goes one way so unless you want to ride the bus to confederation and back you are stuck walking sometimes for a half hour one way. There should also be express transit from downtown to major shopping centers or Civic centers in more areas of the city rather than just the UofS. If it didn't take an hour on a bus to get to Blairmore/Lakewood/Erindale from downtown more people would regularly use express busses. The city has circle drive areas that are not being used to the extent it could for transit. That is only one example of the areas with little options for transit.

The bridges really need to be a priority. There are areas of the city that I would not even consider living in because the traffic flow is too restricted in and out of these areas.

I know in other cities the transit uses gps to track their buses, could we do that here. I live in front of a bus stop and notice that it is frequently early or late. causing people to miss it.

Pedestrian and sustainable. Growth- keep it centred, not sprawled. Transit--overhaul so it makes sense and can actually be a choice. Bridges- 'traffic' bridge should be considered for sustainable traffic. It has been proven that we don't need cars there. at

Bicycle space on all roads.

Shaping growth really depends on what an individual's ideas for growth mean. Public transit and clean safe transportation modes are one component. There is also a need for walking, biking and other modes of moving around the city that does not require a vehicle of public transit.

We don't continuously need to use all our resources to accommodate urban sprawl. d
make biking down town easier

Convince Saskatoon residents to not rely solely on driving! We are growing into a big city and attitudes need to change, alternative transport is the way of the future and to think otherwise is unsustainable.

a park and ride with more direct routes as it seems in the mornings especially the traffic on Circle Dr. North is 3 lanes of stand still traffic. Maybe a more direct routes with more "vehicles" that may change and then again in PM traffic times

GPS on busses, and an AP where I can look to see if I just missed my bus or if my bus is coming. I WANT TO KNOW WHERE MY BUS IS IN REAL TIME WHEN I'M WAITING AT A STOP!

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

Support for Active Transportation and walkable core.

N/A

I don't agree with cutting back services to areas with lower ridership. The ridership is low for a reason, look at that and address it. It's the only way we are going to decrease traffic in this city, and we owe it to those more marginalized persons who can't afford a vehicle. If you look at the ladder of youth engagement it can be applied to this - the ultimate engagement involves using your privilege to lift up those who are more oppressed than you. This is not what is happening here. And why would I want to pay the same amount for a bus pass as someone who uses the routes that are getting special attention and improvements. It is very unfair!

put in a new Victoria/transit bridge to replace old one that is closed, put bike routes off of transit routes, no room for both buses and bikes in same lane, better transit to and from eastview into Stonebridge and south industrial to down town, not all buses need to go through university, work on putting major traffic outside city , make plans for another circle drive further out, the city will grow out to it, maintain green spaces

Smaller buses and more frequent schedule. Some route dont need a large format bus... some new routes could use smaller format buses.

Definitely a north bridge first. The mayor was talking on the radio about a bridge to connect 33rd to the university next to the CPR bridge, a bridge there would definitely relieve congestion on the University bridge.

Transit must be developed in an economically self sustaining fashion i.e not taxpayer subsidized. Priority is the infrastructure. Without a strong infrastructure base , you can have all the vision of transit ,bridges etc.. but if you can't get there to use these facilities then what good are they? It's like pushing a wagon with square wheels, it can be done. But instead why don't you fix the wagon properly and pull it ,because thats how it was made to be used and then watch how much use you will get out of it.

Light Rail & Bike Paths

For safety sake try to reduce the amounts of curves in bridge areas 42nd street bridge

Comment on the assumption that if you develop a better customer experience and become an attractive choice for people's daily travel needs, what will happen is people will chose, or elevate public transit to a higher postion in their decision making process.

It's almost a linear hypothesis that somehow the City can impact or control the the thinking and feelings of a population, or compete with the car corporate giants and North American cultural and personal obsession with the car.

Honestly, what is the sector of the population profiled that really cares about biking? Especially given the winter climate... keeping roads clear etc.

We don not come from the same culture and experience as our friends in Copenhagen! A bike is a way of life and has been for multiple generations.

The Traffic Bridge (open to vehicular traffic) should be or top priority. It has been sitting idle for too long and the existing University Bridge and College Drive are too congested, trying to handle the downtown traffic.

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

I think the issue is the "shaping" piece. As we grow, we can just accommodate more and more traffic, for example, or we can actually strive to make Saskatoon walkable and very friendly to bikes and public transit.

Cut down on the number of bus stops that are within a 2 blocks.

make the city bike and pedestrian friendly and not focused on the car and it's expensive needs. Put the pride in our ride and make some beautiful bus shelters and benches at every stop. And, please keep them clean with regular garbage pick ups and shelter cleaning. This would greatly encourage people to ride the bus.

keep the downtown bus terminal exactly where it is to-day

Revitalizing the core of saskatoon. Try to bring people into the centre of the city to avoid the sprawl effect that is currently happening.

Urban dog parks, more urban grocery stores, pedestrian friendly bridge

A pedestrian bridge would invigorate the Broadway-Downtown-Riversdale area by providing a link that pedestrians would enjoy (even my mom). This would help people and money flow through the neighbourhoods. Improved pedestrian access could help reduce traffic congestion.

I use bus as much as I can. But the proposal is only playing catch-up. Bus frequency needs to be more frequent significantly to reduce taxi or car use, especially in winter.

Many passengers I've spoken to feel the people who design transit routes and route changes should have to ride the bus on those routes for at least a month to get a feel for it. What looks good on paper doesn't always translate well to reality.

The transit system has somewhat of an image problem. What's wrong, even the new train style buses are new but not futuristic enough to take us into the decades ahead. If the interior of a bus does not have the appearance of being clean and bright people may not want to be there. If your store front is not appealing why go in. Poor lighting invites criminal activity. Is the city looking into a rail transit system like Calgary has? How far off are ticket dispensers at major terminal that can produce bar coded tickets which can be read by an on board reader. This would eliminate people holding up a line searching their pockets for change. People in a rush are more likely to take their vehicle than to look up the bus number to take and when it will arrive. The bus shelters are a dying breed and poorly maintained. If you want people to take the bus then potential riders need to be educated by putting up signs at or on traffic light standards displaying what bus route you are currently traveling on during your daily commute. Knowledge is power, so if you know the bus number that's going to get you to your destination your going to be a rider not a walker or a driver. By having the route numbers posted on or near traffic light standards will educate potential transit riders.

far more parking downtown needed and more payment options needed (credit card at the meter, cellphone paying)

The current transit system is not efficient enough for the fare you pay. Too often I am at the bus stop on time not knowing if I've missed the bus or if it is running late. I would benefit from an electronic flag system that tracks when the last bus came by the bus stop.

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

The card reader systems on the buses need work, about 1 in every 10 times I use my card to "transfer" it takes an extra ticket and I need to go to the downtown terminal office in my spare time to have them put the ticket back on my card, so not only are they taking double tickets but I have to go out of my way just to get back what was stolen. Either the card readers need to be fixed or people should be given an additional free ticket on top of the replacement ticket for the inconvenience. The thing that is most concerning is that if I didn't notice it take the ticket when it was supposed to transfer, I'd just be out of a ticket, which I imagine happens to a lot of people whether they are aware of it or not.

do not allow large truck or deliveries take place in the downtown core at peak hours. I have seen this many times a truck stopping at 8:15 am and blocking a lane of traffic.

it is good that the city is now recognizing some of the weakness it will be having to deal with in the future in the north end as the river continues to be a major barrier between work & residences and how people and goods will move throughout the city. Martensville & Warman will continue to be the fastest growing cities in Canada for many more years to come.

It will be interesting to see how the federal & provincial gov't view the bundled funding plan for more than one bridge for Saskatoon. Bridge placement and straight forward roadways should be the focus for Saskatoon planners. proactive planning for one major 6 lane commuter/truck bridge that goes straight on Marquis (south of Coverall Building Co.) with no stop lights to slow trucks down and new overpasses at Wanuaskewin, Miller, Faithful, Idylwyld, Thather, Hwy 16. this would solve all of the problems with trucks stopped at red lights every 50 meters on circle drive north. Saskatoon should be thinking more about quality and not quantity when thinking bridges. The new south bridge with no stop lights anywhere near it is a quality example of what a future north end bridge should look like. The south bridge was completed behind the planned schedule (some say decades behind schedule in make circle drive an actual circle) so it was not wise for the city and the mayor to make goals that are not attainable and shouldn't lead Saskatoon citizens on with a new north bridge and unrealistic completion targets. f

In general we need more bike lanes, walking paths, and nature, less walmarts and big box development. We do not want to turn into Calgary with urban sprawl rampant and cookie cutter suburban neighborhoods. The victoria bridge replacement should be pedestrian only, or at least only have cars during rush hour weekdays. Makes perfect sense, especially once the Remai Art Gallery will be up and running. This an opportunity for Saskatoon to do something progressive. Think the millenium bridge in London that leads to the Tate Modern. For transit, we need to have digital signs at all bus stops letting riders know when the bus is coming, and if it is delayed. The city should research transit in copenhagen and oslo - they have really great transportation systems. Saskatoon seems to be stuck in the dark ages.

n/a

Less focus on car traffic - Improve bus service, support cyclists, and make services available in neighbourhoods so people don't have to drive so much. Rehabilitate the Victoria Bridge.

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

New bridge or structures should not be permitted between University and Broadway to preserve the unique and signature views of our city.

Make transit more convenient, make communities more walk-friendly. Designing new roads with future traffic levels and good traffic flow in mind. The city has enough bottlenecks, and many roads seem like any disturbance (cops, crashes, etc) practically shut down the roads for a 2 km radius.

Bridges must be inclusive of all forms of transportation including emergency vehicles.

Traffic Bridge replacement must be widened and accommodate dedicated lanes for cyclists, pedestrians, and vehicles.

To facilitate creating a special place and extension of River Landing while linking Riversdale to Broadway, the Bridge deck should regularly be closed at 6pm Friday to 6am Monday as an event area that is programmed and animated as an extension of Downtown activity areas.

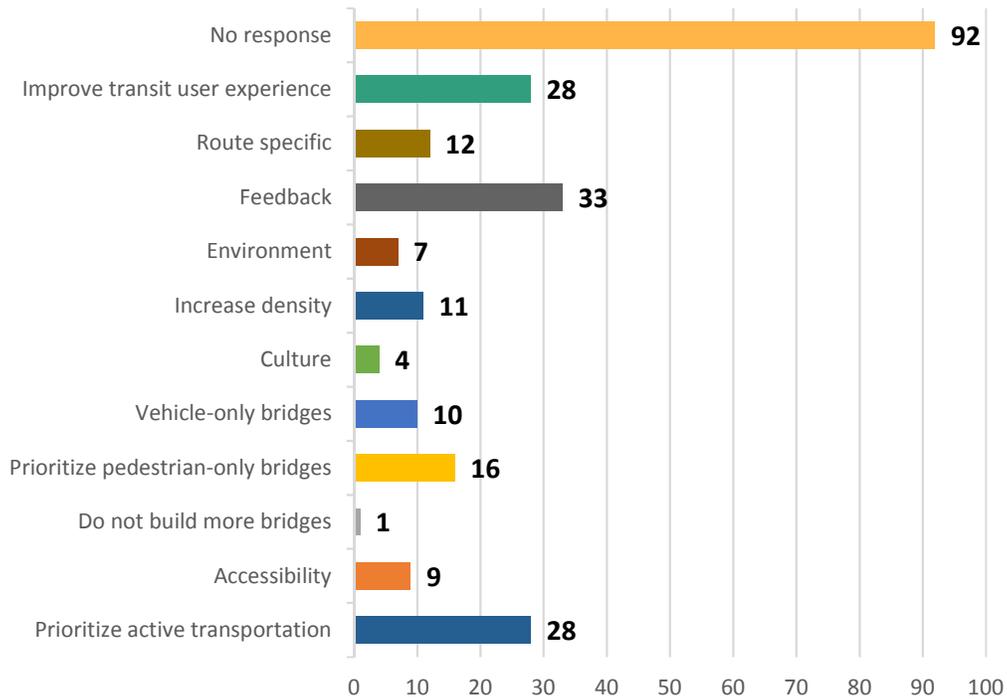
bp

There is no mention about people with limited movement. Most of the planning caters to able bodied people. We need better sidewalk designs for wheelchairs and scooters. Every Street corner needs to be designed with this in mind. Lets make Saskatoon the top Access-able City in Canada. Those re all fine but shouldn't there be a plan for the region's growth first? A growth boundary? Those things will affect all of the goals. This all seems like window dressing.

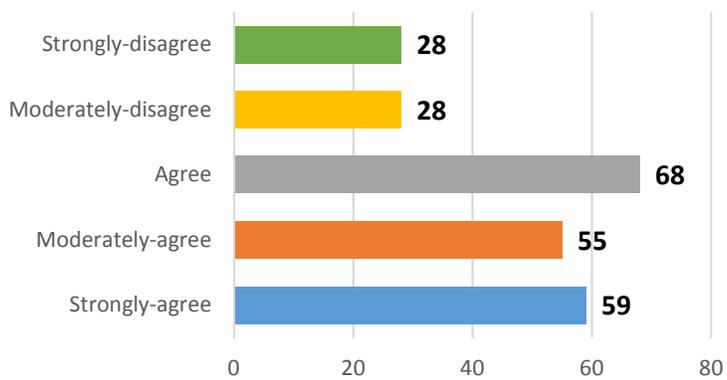
Shaping Transportation: Goal of limiting the number of cars on the road and encouraging alternative transportation in general

Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?

Strongly-agree	59	Prioritize active transportation	28
Moderately-agree	55	Accessibility	9
Agree	68	Do not build more bridges	1
Moderately-disagree	28	Prioritize pedestrian-only bridges	16
Strongly-disagree	28	Vehicle-only bridges	10
		Culture	4
		Increase density	11
		Environment	7
		Feedback	33
		Route specific	12
		Improve transit user experience	28
		No response	92



Question 2: Do you have other suggested goals for Shaping Growth, Shaping Transit, or Shaping Bridges?



Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

Major Roads Can Be Barriers For Cycling And Walking Between Neighbourhoods Or They Can Make Attractive Neighbourhood Edges That Are Inviting To People. What Are Some Local Examples Of Major Roads That Are Inviting To You? Please Explain Why

no response

no response

Broadway Avenue - because it is walkable and vibrant - 2nd Avenue downtown, also walkable and vibrant.

I have to agree with the first statement. I live in Arbor Creek and find that Attridge Drive is a major barrier when walking or cycling to the University Heights commercial area. A pedestrian overpass is badly needed. I don't find major roads to be inviting. Sorry--can't agree with that statement at all. Ditches with garbage, ugly sound barriers. Nope. Nothing inviting there.

I like the white swan spadina road because of bike path and I like how city put underpass just for bikes under circle drive bridge.

Most are pretty dangerous for walkers! CPR Bridge has a pedestrian walk way and one may see interesting views of the City while walking across it.

Broadway Ave - great for walking, hazardous for cycling and College Dr - great for driving, ok for walking, hazardous for cycling

29th Street feels the safest for cycling, and possibly 21st Street. They are not inviting, but are less dangerous.

no response

Spadina, 33rd street East, 19th Street along the river

no response

no response

Any of the rarely used residential roads. For cycling, roads with wide shoulders i.e. 14th st between acadia & cumberland

14th street. Has a great bike and pedestrian lanes.

no response

no response

Some of the roadways in Mayfair & Caswell Hill & Hudson Bay Park are in such disrepair They are not inviting for people to enjoy these neighborhoods.

Snow is the barrier not the road.

no response

no response

Broadway is inviting because it is walkable, there are a number of buses running downtown and it has a nice variety of local businesses along it.

25th street looks great. 3rd ave looks great.

no response

no response

33rd street because of the business area along that street. Also 29th street and 31st because of the trees.

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

Cycling to work in the North industrial area is a huge barrier as the lack of lanes for bikes. Vehicle traffic makes me feel uneasy as people are impatient.

no response

no response

No major road is "inviting" to me because I walk or take the bus. University Bridge is useful to me because of its connection to downtown and the University.

no response

That one stretch of road on 33rd with the large pathway down to the river is a nice walk. That is the only one I can think of.

no response

Broadway - the blocks aren't very long

College Drive - there are cross walks at Munroe plus the trees & flower barrels make it attractive

Exiting, Broadway has a nice balance between vehicle and pedestrian traffic. It would be nice if this continued more down 8th street.

-a pedestrian mall

-making the median on Main St, 29th St into bike lanes,

- none in Stoon, all are too busy with vehicles, too narrow, unsafe for biking

I had a lot of trouble thinking of major roads that had attractive neighbourhood edges. I suppose some of the streets in Briarwood area would be of interest but most of Saskatoon has streets perpendicular to each other and the park areas are inside. More curving travel areas might be more inviting for wandering walks, and park areas. The river bank area has usually been the best designed area in the city.

Good examples in Paris, not so much here

Spadina because of the great paths for walking and running and of course, the bike lanes! Love em!

33rd street and Spadina - It has the ability to link the east and west via the train bridge and the north to the downtown core.

Broadway - medium density, mix of land uses, walkable

Victoria Ave - mix of uses, walkable, good for cycling, landscaped

33rd with separate biking/walking path is great;

23rd is supposed to be bike friendly but is not cleared of snow in the winter and is still very car friendly

I bike year round and I wish I could think of one?

Spadina Crescent - bike lane! (except for approach to University Bridge travelling northbound at evening rush hour, where traffic starts to "merge" right into the bike lane

Lorne Ave Southbound past Circle Drive overpass - nice incorporation of bike lane to head out towards Cranberry Flats, etc

I can not think of any major roads in Saskatoon that are inviting to anything but personal vehicle traffic.

no response

no response

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

The major roads that I find inviting are Central Avenue, Broadway Avenue, and 20th Street if they indeed can be classified as major roads. The only major arterial road that I find inviting is College Drive in the University area because it has many pedestrian crossing locations.

I have never thought of a road as being inviting or attractive, and judge them based entirely on their functionality - for vehicles, pedestrians and cyclists.

no response

NONE are attractive to me..... we spend TOO much money on looks and NOT enough on practicality

no response

Broadway, 2nd Avenue, 20th Street. I like slower vehicle traffic, frequent pedestrian crossing (on 2nd ave), trees, urban furniture, and a mix of uses.

Broadway, 20th Street, 33rd Street and Central. These streets have lots of continuous buildings with no parking lots in front of the stores or no setbacks from the sidewalks. There are lots for street trees and good urban design. Traffic seems to move slower in these locations than streets with building setback and parking lots out front.

There is a nice drive in Rosewood and one being developed in Evergreen

no response

Circle Drive is generally alright - especially since the addition of the south bridge. Major roads that flow well and allow me to travel from point A to B efficiently are inviting to me. I also appreciate a road that is maintained in the winter.

Broadway Ave - good traffic movement, medians with greenery, space for walking, parking, attractive storefronts.

Cumberland Avenue has many soft edges in the vicinity of the University and a mix of commercial, residential and park spaces along its route. 14th Street likewise.

Broadway Avenue as there are many street facing commercial users. 8th Street as well but to a lesser extent due to the larger setbacks.

no response

I do not know of any major roads that I consider inviting. I don't think of roads as making neighbourhoods attractive.

14th Street bike bath and Meewassin are awesome. We need to keep cyclists off of the main road for the safety of both vehicles and bikers. Spadina (Sharrow Lanes) very important.

I like the bike paths on Preston, north of 14th Street. The bike route is nice going over Circle Drive into Sutherland.

sorry, can't think of one. They're all scary on a bike, and most are for walking.

Broadway is inviting and fresh, along with major riverfront roads.

Broadway Ave: People are out on the streets as paying customers of establishments (patios/ice cream booth/broadway roastery customers) This creates a safe & social environment for everyone. Lots of people walking to see the bridges. Green lush area, not all cement & glass.

not inviting but practical like boychuck drive out to highway

Broadway because there are a lot of bars. Same with the Downtown.

Nice walking roads are 24th Street, Broadway, any non high speed road.

Nice driving roads are 11th Street, College Drive. We have so many sidewalks in Saskatoon about 80% of them already need replacing. Only put them on roads that people are going to walk on.

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

the walkways on Boychuk between hwy 16 and 8th st. are a good attempt. Suggestion for further setback with windbreak separation from road.

Attridge in Silversprings and Taylor near Briarwood-the walk lanes are great for biking and walking.
West side streets are not inviting for cyclists or for walking
Taylor street is wide, so there is plenty of room to bike.

I cannot think of a single neighbourhood edge street that is currently inviting. In fact, I have difficulty visualizing any edge streets ever becoming inviting and attractive to people if they remain focussed on motor vehicles. Consequently, I am very skeptical of the proposed streetscape improvements (such as boulevard trees, sidewalk cafes, wider sidewalks and separated bicycle tracks) that are intended to invite more pedestrians, cyclists and other forms of active transportation along major arteries such as 25th Street, College Drive, 22nd Street, 8th Street and the proposed North Commuter Parkway. The noise and fumes from thousands of passing motor vehicles precludes a pleasant, safe and inviting environment for people, especially small children in a stroller or bike trailer (where their faces sit exactly at exhaust level). I find even traffic along the quieter McKercher Drive and Taylor Street much too busy for my liking.

One solution to this dilemma may be sufficient separation of motor vehicles from people and other forms of traffic. The question thus becomes: what is adequate separation and how can it be achieved? In the downtown for example, I often walk or bike along 24th Street, which runs parallel to the unpleasantly busy 25th Street. Cycling along 24th is fine (although better separation is required), but walking along it is rather boring due to the lack of retail windows. This observation implies that the attractive streetscaping should perhaps take place along 24th, where people want to be, instead of 25th, where the motor vehicles should be. Further disputing your implied need for attractive motorized edge streets, I prefer to walk and bike diagonally through a neighborhood (using back alleys and so-called walkways) instead of following the busy motor streets along the edges. I, therefore, need attractive and safe crossings of the edge streets and attractive active transportation routes through the adjacent blocks. Of course, by substantially reducing both the volume and speed of motor vehicle traffic, any street could be made attractive.

Spadina with the bike lanes and the wide pedestrian walkways. It separates the various modes of transit: pedestrian, bike and motor vehicle.

Broadway. The wide sidewalks and slower traffic and trees everywhere. Trees make a big impact on the atmosphere of the area

The closest we come to an inviting walking and cycling road in my area is Broadway. While it still has quite some way to go (separated bike lanes, please!), it is reasonably frequently shut down and supports a wide variety of uses.

no response

Broadway - easy to get to on foot or on a bicycle; vibrant; interesting stores and services

no response

College Drive, Downtown, Idlewyld, 20th, 8th, Wiggins, all for use in everyday activities: grocery shopping, going to work/school

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

Broadway, 2nd Ave, 21st St, 20th St

Space for people, a lot of ground level shops, windows and entrances, wide sidewalks.

These all still have terrible infrastructure for cyclists though.

no response

no response

I used to enjoy driving Warman Road and Lenore Drive you could see the trees and gardens now all you see is big stone walls. What a waste of taxpayers' money.

Along 8th Street it would be nice to see and have sidewalks going east and west, in front of all businesses, and kept shovelled in the winter. Along Cumberland: There are places along there where there are no sidewalks.

Now along both these streets, it would be nice if you could feel safe cycling.

Spadina along the river to Lawson Heights and Silverwood Heights. It feels expansive with the wide open view across the river.

Taylor Street between Holliston and Lakeview at off peak times (when there are no students coming or going in the school zones).

Broadway. New Third Avenue. 21st Street. Second Avenue.

I enjoy going to Broadway for shopping and walking but parking is cheaper than transit and parking is hard to find.

no response

Spadina has a cycling lane and walking path, and is not too busy with vehicles. Victoria and Main Street are attractive with trees, boulevards, and less traffic.

Main Street - Visually attractive and wide enough to not be intimidating for bike/car travel. Spadina as well. And Victoria Ave.

I don't know a single major roadway in Saskatoon that's safe for biking. I try to avoid all arterial and most collector roadways when biking.

Broadway because they have kept parking as a buffer making it feel safer for pedestrians and helps with traffic calming. The green space along Kenderdine with public pathways and ample space to allow space between pedestrians or bikes and automobiles. The pathway along Preston and 14th street, although they are too straight and need some areas of vegetation so they don't look like they were just done to get someone from point a to point b - it needs to provide a journey not just a line made with a ruler.

Broadway has a good mixture of small-scale developments, with local (i.e. non-chain) businesses, social infrastructure and housing.

Broadway is an inviting road and due to slow traffic (frequent stops), and few lanes with a divided center, is not scary for cycling. 2nd Avenue is a similarly inviting major road.

Idylwyld Drive is the major road that I use the most as I live in the University area near the river, but work in the far north end of the city.

no response

no response

no response

14th Street between Cumberland and Circle Drive

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

no response

no response

I don't really consider any of the roads inviting.

Broadway - wide sidewalks and slower car traffic. boulevards with lots of trees. stores right on the street. mixed use so people are there at all time of the day

3rd avenue south - same as with broadway.

no response

Large roundabouts that force traffic to slow down in older neighbourhoods. They need to be larger some of them are too small. Blocking access to 8th Street starting from Main Street to the south. Turn Main Street into a cycling exchange for the east part of the city.

no response

Major roads should be used to allow quick flow of vehicular traffic out of and into neighborhoods and should not be hampered by less lanes or slow zones. The major roads should have limited stops and higher speeds to reduce traffic jams. Cycling and walking should have separate pathways designed for their safety and enjoyment. I would like to see more trails and pathways in all neighborhoods that encourage this type of activity, as I myself am a runner and find the only real pathways in Saskatoon are along the river which can be difficult to get to without taking major roads or driving.

8th Street - vast array of choices

Broadway Ave is welcoming for walking because the sidewalks are wider than other neighbourhoods, having less traffic lanes than other major streets is more inviting (less noisy and slower traffic), there tends to be more people around due to the shopping options which makes me feel safer in general. For biking I enjoy Victoria ave because the shoulders are nice and wide which makes me feel safer and more visible and gives me options if cars do not seem to notice me on the road (space to move out of the way, don't have to get too close to parked cars).

The new walkway for pedestrians and cyclists that was placed on 33rd Street last year. I had to walk to work from 8th Ave. and it was not very pedestrian friendly nor did I feel safe riding my bike on the busy street. Attridge drive provides a nice entrance to the neighbourhoods on the otherside of circle drive. It is a nice transition between the high traffic travel on Circle Drive to the residential areas there.

no response

no response

no response

Some major roads that are inviting though include: Broadway, downtown and kind of 8th street. This is because the stores have entrances that are accessible by pedestrians and not just vehicles and more importantly I feel safe in these areas.

Spadina Crescent between University and Broadway Bridges, because it has walking/cycling path, boulevard's with paving stones/trees/lighting.

None of them are inviting. They are all overused and can't handle all of the new people moving to Saskatoon. Circle drive, idylwyld, and attridge are prime examples.

I like when the sound barriers are built well and appealing cosmetically.

I like the view down by the river, also in an around Victoria Avenue. These are mostly older area that have trees etc that have been growing for years and enhance the scenery.

no response

Warman Road between Lawson Mall and Canarama Mall because I can ride my bike on the sidewalk even as passing pedestrians.

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

no response
no response

Spadina crescent down by the Delta hotel is a nice place where I enjoy riding my bike in the summer. 14th street. It has a wide bike and pedestrian path that encourages this kind of transportation which is lacking on other major roads.

No major roads invite me to ride my bike. The pavement beside the curb is usually full of holes and is dangerous.

I do not own a vehicle and so during the winter season I bus, and during the summer I mostly walk. I would like to take up cycling, but not until there is more infrastructure for that (but that's another discussion!)

When I'm walking anywhere I avoid the main roads. For example, instead of walking down 8th, I walk down 7th or Main Street (Main Street is especially nice). Instead of walking down Taylor, I walk down 3rd or Early. Instead of Preston, I'll walk down Grosvenor.

If Main Street is considered a major road, then that one is appealing.

broadway area and bridge

I can't think of any specifically, but well-designed overpasses and well-lighted, open underpasses help to "bridge" the barriers.

no response

23rd street area is a safe walkable area as it develops (recent bike route)
Spadina. Lots of trees. Cars and bikes not competing for space.

Broadway and 20th street are great to walk along. The shops are nice and the cars are aware of the pedestrians. Spadina is great because of the view and the trees planted along it. I also like 29th St for the trees. Spadina Crescent and Saskatchewan Crescent - reasonable width, undeveloped river bank, and elm tree borders; Broadway Avenue - heritage architecture.

Spadina Cr. E. due to the Meewasin Trail, but there should be a separate path for cyclists since the existing path is too narrow.

14th St. where the bike/pedestrian trail was built a few years ago.

33rd St. where the campus connector was built last year.

- any road with a cyclist/pedestrian path that is easily accessible and well maintained

Saskatoon has very, very few major roads that are inviting to non-motorists.

There is a long-standing mentality, reinforced by the municipal govt (where, how \$ is spent) that motorized vehicles and those who drive them dominate the city and its transportation routes, and that cyclists, pedestrians, joggers, dog walkers, etc. are nuisances and impediments to vehicular traffic flow. It is old news that "if you build it they will come" and more highways and major roads do not decrease traffic but rather increase it. So the only sensible (environmentally, monetarily) way to go is to provide SAFE, comfortable, easy alternatives so that more people (and most people) will choose to cycle and walk rather than spend the majority of their waking lives in their pollution machines.

Taylor Street is nice because, for the most part, it's continuous with few stops. It would be nice if it were wider as it gets overloaded during peak times.

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

no response

no response

Road like Spadina and Whiteswan are great major roads with attractive paths that provide a positive commuting experience for walking, cycling or driving.

no response

In the newer neighbourhoods, my suggestion mentioned above should happen.

- wide sidewalks

- clearly marked wide cycling lanes

- plants, flowers

- traffic calming (no transport trucks etc.)

- crosswalks that allow for time to cross and change frequently enough

no response

no response

Attridge Drive and the area around 108th Street where the library and the entrance to the Forestry Farm is , has large boulevards and attractive park area

The new south bridge has some well designed roadways, unfortunately it doesn't reduce much of the traffic on 42nd street.

Saskatoon does not have major roads which are inviting for uses other than car traffic. Preston, Attridge and 14th Street are examples of where a walking trail and bicycle trail have partially be installed. Most arterial roadways are badly landscaped and uninviting for pedestrians and bicylces.

no response

Spadina is very nice for cars and pedestrians. I think the line of trees helps buffer the two.

no response

I really like the biking lanes for cyclists, it makes me feel more safe on the roads.

no response

Broadway area. It's not easy to speed down Broadway. There are a lot of pedestrians, trees, art, local business, etc.

Definitely the Meewasin Trail. It has good trails for everyone. The only thing I would like to see is better lighting. Perhaps a sensor that lights up when someone is near.

In Mayfair, Caswell Hill & Hudson Bay Park te streets are in sad repair for upgrades. When is the city going to start doing road repairs in these neighbourhoods?

Downtown in general is pedestrian and cycling friendly.

Millar avenue and all areas of industrial park

College drive and Taylor street

Cumberland presently & will get even better when the College Quarter leisure amenities are added

Broadway - not ideal for accommodating cycling at this point but there is a lot of people destinations; has a feel for walking around, looking in shops, stopping in at unique locally owned stores, some pretty good bike parking, fairly well accessed by transit

Preston Avenue from 14th to the freeway isn't horrible, but the air quality whilst cycling is awful.

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

I have to ride down Broadway to get to work. The cars are really aggressive. a bike lane down Victoria and a bike bridge over the old Victoria bridge would be cool. A cheaper solution would be better bike lanes on Broadway avenue as it is a high bike traffic area.

College drive is a major roadway that is inviting. Traffic flow is great along it unless you are traveling out of downtown during peak hours. The road way is easy to travel and very pleasing to look at. It also give you great access to other major roadways.

I cannot think of one road in this city that is inviting for cycling and walking other than Meewassin Valley. However, this isn't a major road and it is not at all a fast way to get around. Want good examples of safe, fast and inviting to people? Look at another city we are far from having any infrastructure that is capable of achieving this.

Broadway. During the summer, most traffic is respectful to cyclists and pedestrians.

Spadina Crescent. It is beautiful!

These comments regarding cycling and the like are much less a need than other 'facilities' which cater to matters of recreation, fitness, social welfare and the like!!!!

no response

I can see the tunnels under these major roadways as attractive and not so much. First thing people like ease of getting to the other side of these roadways. Secondly these tunnels do need some security as bad things can easily happen here in these tunnels.

Broadway

don't cycle

no response

Circle drive (the actual freeway portion) is inviting as it offers an opportunity to commute without lights. Please address this in the north section

broadway bridge as it's easiest to get on to from the meewasin trail by bike or walk.

no response

The roads are mainly bad. The City needs to do a better job presenting itself to the citizens. The roads in downtown and east side all need to be repalaced.

no response

no response

14th Street as has a walking and bicycle path which provides for easy flow for both vehicles and cyclists/walkers/joggers.

Difficult streets that are not friendly for cyclists and in winter walkers is 8th street. For cycles on street it has insufficient space to ride on right side and vehicles using lane. Crossing road lanes on cycle to make left turn is difficult/dangerous. For walkers the sidewalks are narrow ,close to road and get snow pushed up on sidewalk by graders and where there are medians between street and business often the side walks are not cleared of snow/ice by city or business. Also walking across entry road to businesses are dangerous due to slopes of driveway and packed snow/ice that caused by cars. This are not cleared by city or business. On some portions of 8th street there are no sidewalks eg. between road and parking lot or there are grass and shrubs medians on which there is snow in winter (Circle Centre mall both east and west of Acadia drive) drivers back out off parking spot without noticing pedestrian or or are focus on finding parking and not notice pedestrians.

The only roads I enjoy are the ones that are easy to cycle on/ pleasant to walk along--which to me means low vehicular traffic.

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

no response

I generally walk, so major roads are more of a barrier than a benefit. Roads with lots of pedestrian crossings are easier. 20th is also particularly inviting as there are a number of shops and it tends to be fairly active. Benches and such would improve it.

no response

I am not sure what is considered major here but I really love the block of 21st E just east of Midtown Plaza. Some of the things that help with that are the wider sidewalks, trees and benches.

2nd ave, 3rd ave (downtown) 20th street, 33rd street, broadway ave, 7th ave (city park) - all streets have local businesses and are friendly for walking. Each of these streets has a unique character

McOrmand Drive, Attridge, Preston -- all are inviting roads because they are treed, separated traffic. 20th street has a lot to offer but is not cyclist friendly, and Spadina east over towards the medal is a great place but hard to bus to. (bus stop at the medal)

Broadway is an attractive road because of the businesses in the area

I love 14th street because of the bike lane and bike path. It makes cycling to university safe and easy.

broadway- bike friendly, lots of pedestrians and lights for cars.

20th- same reason.

There aren't inviting major roads. Cycling is invited by separation from vehicular traffic and lower speed limits.

no response

My most favorite local roadways are Broadway Avenue, Spadina Avenue, Twentieth Street, and there are others. What makes these roadways inviting are the shops, the historic preservation of buildings and bridges.

Preston to the river because of the biking/walking trails

14th st from Cumberland to east towards Arlington because there is a biking walking trail

Broadway, 8th Street, 20th street

All walkable with plenty of businesses both local and chains, Lots of eating and shopping locations, Regular bus stops, Could be improved by adding designated bike lanes and possibly specific bus or carpool lanes to cut down on traffic jams. All these roads also border residential areas so its easy to access everything you need within minutes

no response

Avenue H (but not the intersection wit 22nd), Main street (but not the intersection with Clarence), 29th street.

no response

College Drive has a number of places for pedestrians to cross and pleasant architecture and parks to walk by.

N/A

Bike lock stations, less traffic, ample bus stops, pay phones, cross walks and pedestrian lights, drinking fountains, seating, shelter, lighting that does not contribute to light pollution, and flora & fauna are all inviting to me. I am more likely to walk or bike in areas that have these amenities. I would like to see fruit bearing trees rather than ornamental ones, perennials/self seeders in city flower beds rather than annuals, and ones that are native to this land.

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

embarrassed by major roads, dirty weeded sidewalks and boulevards, no room to share roads with cycling
no response

Low traffic speeds help. Reduce the speed in neighborhoods to 30. Reduce the speed on pedestrian corridors and create density. Parking lots are not required for a vibrant street life
Broadway is a very attractive street for walking. I think it is because it is an older neighbourhood with some heritage buildings.

Main street- boulevards

Roads are made to move the public and transport commodities while possibly have a scenic nature.
no response

Spadina Cr / Whiteswan Dr is attractive because there are bike paths not attached to the road

none as most that I have travelled do not have adequate snow clearing on sidewalks or adequate bike lanes
None.
no response

Broadway is ok
Biking - 14th street because of the multi-use path.

Walking - Broadway, more focus on street front appeal and pedestrian friendly
Warman Rd. between 33rd & Primrose Dr. Traffic flow is good and Cemetery /Neighbourhood views are pleasant.
Clarence Ave. between Univ. Bridge and 8th St. Again, traffic flows and trees are pleasant. Also Spadina Ave. from Univ. Bridge through to north end.
for same reasons.
Ensure that bicycles follow the rules of the road.

When designing major roadways, please have very wide sidewalks and cycling only lanes, then parking lanes with extra width to open doors and still keep cyclists safe, then driving roads. This is done in Montreal very effectively and it works to take cars off the road and keep pedestrians and cyclists safe. Please don't design any future neighbourhoods without this! Also, it is very discouraging to cross a major road by foot when the walkway lights switch to the flashing red hand when you are only one quarter of the way through, (i.e., have only made 4-6 steps!) the intersection! This makes you feel rushed and stressed as a pedestrian, as if the light is going to change before you can cross safely. And, I am a young fit person! I hate to imagine what stress this causes seniors or those with disabilities. Shade trees are also nice to have on sidewalks. And, if businesses can move chairs, tables, goods out onto the sidewalk that can be nice too. It is nice biking/walking/driving into City Park because there is the Meewasin trail, nice sidewalks and many entrances and exits into the community. Why don't the new neighbourhoods mimic old neighbourhood design with the grid pattern? This decreases traffic congestion and thereby makes it easier for everyone, no matter your mode of transport, to enter the neighbourhood.

8th Street for services & businesses; Preston & Cumberland as bus routes to 8th St. etc. & their future bordering of the College Quarter

I will often bike down Broadway, Victoria, main st, to reach the places I need to such as downtown.
However, when driving, I usually use 8th or Clarence to reach my destinations.

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

None.

Broadway and 2nd Avenue - there's lots going on at the pedestrian eye level

Spadina is great for cycling because of the wide streets and dedicated bike lane. However, getting onto the University bridge is a challenge. As a young, educated professional, I'd be more interested in buying a home in Saskatoon if it were more pedestrian- and bicycling-friendly.

Main and Broadway, but not 8th or Idylwild. Downtown core is fine, except for the disaster that leads to the Roxy.

no response

All low speed major roadways are where cyclist want to go because they are more direct. We want our streets to be safe but yet cyclists are riding high traffic streets like 22nd in the winter. One slip of those thin tires and you either a serious head injury or death. There's no helmet made that's going to save you from the crushing blow of a vehicle. Ask yourself this: What's safer? having a vehicle traveling at 45km/h along side a bike or taking the bikes, travelling on average 12 to 15km/h off of the high traffic street and on to the sidewalks. Sidewalks on streets like 22nd have a low traffic of pedestrians and can easily be shared with cyclists but not in the downtown core where the density of pedestrians is much higher. The 23rd street experiment for cyclists. What a nuisance to vehicle traffic living on that street not to mention an ugly streetscape with all those barricades. Wonder what its like to grade that street of snow?

25th between 4th and the bridge - because of the planters, the tree canopy and the streetscaping.

broadway--can park and walk down the street and have many amenities, places to stop, inviting character

farmers market/20th-love the young, hip vibe

22nd street-synchronized lights, easy for travel

Broadway near the bridge has a safe community feel to it. Very pedestrian and cyclist friendly.

no response

Preston Ave by the University is inviting, it has a bike lane on the road as well as a walk/bike path off of the road.

I like Broadway and Cumberland I walk and cycle to work and I like these roads because there are side walks and cars are used to bikes being on these streets. I do not like the busier streets especially when I have my kids I find uncut grass and thistle that is 4ft high a barrier when cycling on path beside major roads. it is also not inviting to have city work vehicles & equipment parked across walking & cycling paths when they are working on a street that is nowhere near the paths.

Inviting roads - 2nd, Broadway, Spadina. Plenty of lights, crosswalks, landscaping, small businesses.

Road to avoid - Idylwild, 22nd. They are not friendly at all to bicycles let alone pedestrians (there's not even a sidewalk on one side of 22nd!)

Spadina is inviting because there is a path along the street for walking and cycling, along the river, lots of big trees,

no response

no response

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

College Drive because it's busy but also mixed use, near residential and with a few shops. And pedestrians can actually cross it in a few places.

I enjoy 2nd Ave, 21st St downtown, 20th St, Broadway Ave, 33rd St. They feel human scale and safe. There are interesting things to see and many small shops and restaurants to stop at along the way. I go to these streets and see lots of people about - and can run into acquaintances.

14th street between Cumberland and Circle Drive is really nice. I like the pathway that accommodates pedestrians and cyclists. Other wise it would be just another busy street.

Broadway, 20th St, 33rd St, Central Ave (for walking). The reasons are obvious.

None of the above for cycling, although 20th St could be improved.

no response

no response

Major roads are needed to connect neighbourhoods together but they should be designed with pedestrians and cyclists in mind, as well as peak traffic flow levels, not only now, but into the future.

Spadina Crescent / Saskatchewan Crescent. Tree canopy, slow speed travel (most times) reasonably good road maintenance.

Non at the moment, I am too slow and hardly get out because of a disability. I had a stroke two years ago which left me homebound. But I still the downtown area - Riversdale and Meewasin Trail.

This is a biased question. Some roads are needed to move traffic and do not need to be attractive, they need to be functional.

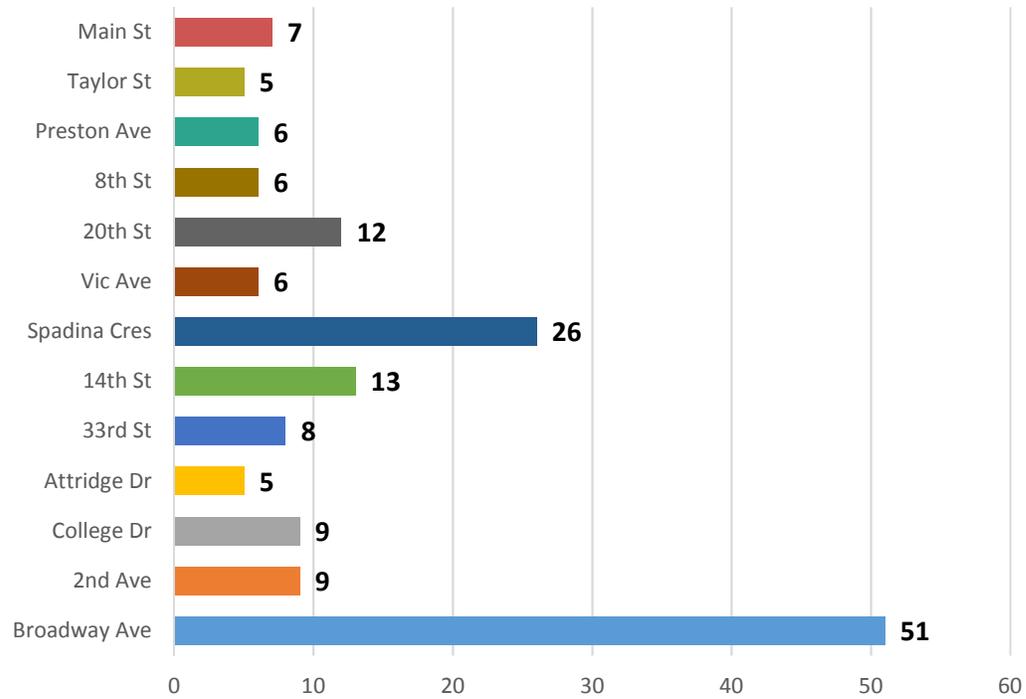
Broadway Ave. - walkable, interesting shops. Trees. Relatively easy to cross.

Somewhat sheltered.

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.

51	Broadway Ave	51	Broadway Ave	51	Taylor	5
9	2nd Ave	9	2nd Ave	9		
9	College Dr	9	College Drive	9		
5	Attridge Dr	5	Attridge Drive	5	Main Street	7
8	33rd St	8				
13	14th St	13	33rd Street	8		
26	Spadina Cres	26				
6	Vic Ave	6	14th Street	13		
12	20th St	12			20th Street	12
6	8th St	6	Spadina Cres	26		
6	Preston Ave	6				
12	Taylor St	5				
5	Main St	7				
7			Victoria Ave	6		
			20th Street	12		
			8th Street	6		
			Preston	6		

Question 3: What are some local examples of major roads that are inviting to you? Please explain why.



Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

What are some local examples of major roads that discourage you from using them? Please explain why

22nd Street, because there are few crosswalks and the traffic is too fast. Idylwyld Drive, also feels unsafe for biking and walking.

Attridge Drive and the 25th St bridge are both to be avoided at all costs during peak times. Attridge Drive was built with an insufficient number of lanes in both directions. The bridge will always be a choke point for traffic.

I use all the major roads when using my car but do not like 22nd street and 8th street when biking because no room for bikes

Most major roads: no designated path for pedestrians

arterials are very busy and don't allow for dedicated cycling-dangerous

Idylwyld--- traffic congestion.

Circle Drive North. Too many traffic lights, so traffic doesn't flow. I just associate that area with pain.

no response

high traffic - circle drive, 33rd, most of downtown, idylwyld, etc. Any single lane road with no shoulder is very dangerous for cyclists as well. Roads that collect a lot of gravel and are not cleaned.

no response

idylwyld

The roadways are not well maintained to enjoy the beauty of the older neighborhoods, such as Mayfair, Caswell Hill or Hudson Bay Park.

Lack of maintenance in winter is the discouragement. More four way stops are needed.

no response

no response

Idylwyld during rush hour is a nightmare. Other times it's just a bad dream. 8th Street is bad too.

Walking along 8th Street is a horrible experience.

Attridge needs a third lane both ways. College and McOrmand needs an interchange.

no response

no response

22nd street because of the gang activity lack of police presents.

51st faithful Ave

The train going through the middle of the city during rush hour is ridiculous. Key busy streets I've noticed this is an issue with are: Idylwyld Dr, 22nd St W and Central Ave

no response

Since I am mainly pedestrian, I find major roads to be more barrier than inviting. I will travel on 23rd or 21st Streets rather than 20th or 22nd--and that is true whether I'm walking or driving.

Circle Drive north is brutal. need that city bypass ASAP.Truck and any traffic just passing through needs a way around the city to reduce congestion

Idylwyld, 8th, College, 22nd, 20th, most streets downtown

**Question 4: What are some local examples of major roads that discourage you from using them.
Please explain why.**

no response

Eighth St I walk or bike across it every day at Munroe Ave. Its dangerous.

8th street. Warmen road (between 33rd and circle). These roads tend to spew a lot of dust / road salt that make the sidewalks and properties along these roads unattractive.

no bike lanes, need to bike beside parked cars:

8th street - no bike lane

Broadway Ave - no bike lane

12th St - no bike lane

Blairmore Bike Joke - no bike lane

Millar Avenue, the traffic comes off the highway onto Millar Avenue and anyone risks their life crossing it to get to their workplace because of the speed of the traffic and the lack of respect for pedestrian traffic.

8th, idilwylde, (I don't have a car and get around by foot or bus or taxi)

22nd - crazy speeders through core as people pass through to other areas, no respect for pedestrians

22nd street, attridge, college and 8th - all too busy with traffic congestion, as a pedestrian wont feel comfortable walking on sidewalk if available or crossing street.

8th st - not pedestrian friendly, storefront parking lots, lack of biking lanes, and poor pedestrian infrastructure contribute to an environment for cars.

Idylwylde + 22nd street - similar reasons to above

23rd is supposed to be bike friendly but is not cleared of snow in the winter and is still very car friendly

I would rarely if ever take 22nd or 8th streets: too fast and busy without separate areas for bikes

I live in Avalon. I bike year round. The new area of Stonebridge while close, discourages cycling and walking to this new area. This is a huge disappointment given all the discussion about urban planning. I mean seriously what were you thinking?? At the end of the day the only serious thought was given to cars and more cars!!

8th street - few traffic crossing spots, many vehicular entrance/exits from road to businesses makes walking it miserable.

22nd street - very few controlled traffic crossing spots and high number of pedestrians/cyclists

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

33rd Street, Idylwyld, 25th Street, College Drive, 8th Street, Broadway. All of these are uninviting to walk or cycle because of the volume of traffic, the lack of protected space for bicycles, the speed of the traffic and the exhaust fumes. I would like to see protected bike lanes throughout the city, including into commercial and light industrial areas.

As well, the wide downtown streets become wind tunnels that are nearly impassible in frigid weather. I would like to see trees and other methods used to provide shelter from the wind.

Two other things that would make downtown more inviting for pedestrians are to increase the length of the crossing lights to allow someone walking a a normal speed to cross the street before the light starts to flash. Pedestrians should be a higher priority than vehicles. Second, the streetscapes should be made more inviting. Long expanses of mirrored windows or open parking lots are not inviting to walk past. New buildings should be required to have sufficient underground parking and surface lots should be phased out. above ground parkades should be behind buildings so that they do not interrupt the streetscape. New and renovated building should be encouraged to accommodate small shops and businesses on the ground floor to avoid long stretches of uninterrupted glass or concrete.

Idylwyld and 33rd have dilapidated sidewalks that feel too narrow.

8th Street - the traffic is always congested

8th Street, Idylwyld, and 22nd Street discourage me because of their width and the high speed of the vehicles.

I try to avoid 22nd and 8th Streets as much as possible - too busy and poorly coordinated traffic lights/too many stops and starts.

no response

no biking or walking trails

broadway, anything downtown, the bike lanes are death traps!!!!!!

22nd Street, College Drive, 8th Street. Built entirely for cars with huge setbacks of businesses, windy and cold in the winter with no protection, intimidating to have cars flying by frequently, road width is too vast to cross.

22nd street, college, idywyld, 8th street and 25th street. Very few, if any, building are build right up to the sidewalk. when there are buildings with parking lots infront, drivers feel like there is more space and hence drive faster.

the connector in my neighbourhood, Keedwell - my main access road of Muzyka dead-ends so to speak and you access Keewell to get to Stensrud - heavy traffic and is one lane. I have had to back up twice this winter because a City bus refused to move over and I was on the road first

no response

8th Street - because of high traffic congestion and higher numbers of accidents

Idylwyld - dirty, no clear space for pedestrians, bikes, no parking. Doesn't feel like there is space for people, only cars.

Clarence Avenue...too narrow for the speed of traffic...there needs to be calming devices incorporated. 22nd Street.

McOrmond south of Stensrude as there are no pedestrian facilities. (although they are planned in the future)

Question 4: What are some local examples of major roads that discourage you from using them. Please explain why.

no response

In terms of driving, both 8th street and circle drive on the north side of town are horrendous. Circle drive in particular - it is so dangerous to drive there. Sometimes I have to make 3 lane changes in a very short period to get into a store (for example coming off of warman to get to Home depot). The traffic is horrendous.

In terms of cycling, I think every major road discourages my use. Cycling is extremely dangerous in this city. We need appropriate bike lanes that protect cyclists. The city of Ottawa uses curbs between vehicle lanes and bike lanes to protect people on bikes. Move parking spots so that bikes aren't riding between moving cars and opening doors. Get people out of their cars and into bikes to help this city grow. We do NOT need more bridges, we need better transit and a bike-friendly city.

8th street. Too dangerous to bike on road. Clarence is another awful roadway. Bike lanes with thick lines are important. Drivers do not respect the safety and speed of bikers.

Turning south onto Circle Drive from Attridge. I've seen too many accidents at that set of lights.

Clarence - narrow sidewalks, not cleared in winter, minimal separation from cars, feel like I'm going to fall into traffic. Others all similar, at least on my commute.

The roads with red light cameras, because many people drive worse in these areas. Countdown crosswalk signs would help. Also I avoid roads with major potholes, as I'd rather my car not get eaten.

Driving College drive bridge at rush hour. Too narrow and too crowded. Speed trap at the bottom has people panicking to brake instead of watching oncoming traffic. I would walk it, but not drive it at that time.

usually take Broadway bridge all way down 8th street to get to downtown because any other way takes longer

8th Street because it's too tough to cross and stores are too spread out.

Walking, cycling and driving do not have to be all on the same road nor should they be. Some roads walkers and bikers just don't go down because there are too many cars. These are good roads. They are moving cars. Don't put bikes on them because this slows down flow. Make bikes a good side street they are safer on that has less traffic but still direct to where they need to go.

8th st. From Clarence ave east are very uninviting and at times unsafe, broken. Concrete, asphalt etc.

22nd -33rd-11th ---Circle dr.---cycling on these roads is hazardous. there should be a cycle route that runs parallel to circle Dr for cyclist.

Eight street and Central.

Eight St. has a paved sidewalk almost for most of the way, but big drop curbs are hard to navigate by bike. The paved parts could be made wider, so that bikers and what few walkers there are could share that paved sidewalk.

Central

Either make the sidewalks wider to be shared with bikers, or make the road wider, with a bike lane. In most European countries they use both sidewalk sharing and road sharing, depending on the circumstances.

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

The local "artery", Acadia Drive (south of 8th), is the only available street to access my residence. It is also my only route to shopping and the bus mall. Motor traffic is fast and dense, while sidewalks are extremely narrow. The corner at Acadia and 8th is busy and dangerous and wait times for pedestrians are long. Motor vehicle exits, entrances and cross-traffic between the malls on each side of Acadia are dangerous. I would like to see the northerly mall entrances along Acadia completely closed, while the bus mall entrance (for buses only) and the parking lot entrance across Acadia could remain open. There are lots of other entrances to access the two malls by motor vehicle. Taking Taylor Street as another personal example, I avoid driving it because of the frequent school zones and I avoid walking and biking it due to the high volume of motor traffic.

I would much prefer having Taylor Street as a high-volume transit corridor and medium-volume vehicle corridor to feed the many high schools and library, with active transportation being provided along attractive routes elsewhere. Push-button pedestrian lights at each school would facilitate easy and safe crossings. All the schools along the street should be turned around 180 degrees, thus placing their entrances on the current side and back streets. This arrangement would provide safe embarkation from vehicles and convenient entry and exit to the buildings without impeding traffic on Taylor. Walking and biking to school and elsewhere would take place through the parks and residential streets behind the schools, requiring only brief crossings of the busy Taylor Street.

Looking at 8th Street as another example in my neighbourhood (Wildwood), the volume and speed of motor traffic is much too great to make it pleasant to walk and bike along it. In addition, the sidewalks (even those in the east end that have substantial separation) are much too narrow and placed too close to the street for my safety, comfort and enjoyment. Passing traffic splashes me with rainwater and sleet and the snow plow fills up the recently cleared sidewalk with snow from the street. There is no safe place to bike, so people cycle on the sidewalk, and the frequent parking lot exits create havoc. My walk between the stream of cars and unattractive parking lots is also quite boring.

8th street because biking is dangerous and even walking in places is right next to driving lanes and often the sidewalk is barely, if at all, higher than the road surface. Also, there are many, many exits and entrances to and from strip malls which makes walking particularly dangerous.

College dr. There is too much traffic and the lights at Clarence is a pain.

8th Street and College Drive are significant barriers in my daily life. Getting across 8th street with kids and/or bikes is nearly impossible, pedestrian crossings are completely ignored by most traffic, and the only way to get across at a controlled intersection is to use another major (and unwelcoming/dangerous) street, such as Clarence or Cumberland.

The University's decision to close the access between McKinnon and Wiggins has only made crossing College worse, reducing options and forcing pedestrians and cyclists onto major streets.

All of the main roads into Stonebridge east. The roads are far too narrow, especially with the street parking.

College Dr. - a barrier to crossing to and from campus; not bike- or pedestrian-friendly; crossing to be on the desired side of the bridge needs to be planned well in advance

no response

**Question 4: What are some local examples of major roads that discourage you from using them.
Please explain why.**

Downtown, Idlwyld, 20th: the traffic is too dangerous

Idyllwyld, 8th St, college drive.

They are designed to accommodate only motor vehicles, and seem to encourage motorists to be hostile, threatening, and rude to any body who dares walk or cycle. Even if you dare use them sidewalks, and paths are not continuous, poorly maintained, used for piled cleared snow, and often end with no continuing route.

no response

Idylwyld Drive - walking along this street in the winter is a nightmare. Narrow, often slippery sidewalks hug high speed traffic lanes.

8th Street - snow is not consistently cleared in commercial areas making walking difficult

Quebec Avenue between 33rd and 42nd Street - no sidewalks and no place to walk. Even getting to a bus stop is difficult

Freeway Bridge - poor separation from high speed traffic means pedestrians get splashed in rainy weather - the walkway is so narrow you can't get out of the way

Victoria Avenue - Let's open that bridge for pedestrians and cyclists

3rd Avenue south of 33rd Street - this is not easy to navigate in the winter as a pedestrian

42nd Street to Warman Road - impossible to walk this

pot holes especially north end industrial

I don't know whether you call 20th street one of the major roads, but when I have driven along this street , especially between Idlwyld & Avenue H, pedestrians fail to obey the lights. Another street, which isn't a major street is Avenue C & Spadina. This street should only be a one way street. With the vehicles parked along one side and the way parking lot is designed on the other, it is only open to one lane traffic.

Circle Drive in winter. Too dangerous and crowded.

Taylor east of Circle Drive. Stonebridge commercial area. College Drive. between Cumberland and the river.

Clarence Avenue between 8th Street East and College Drive is extremely difficult to commute on during winter months. Taylor Street East is an easy route to drive, however I cannot understand why it does not have 2 lanes for each direction. Wouldn't this optimize this roadway?

no response

Broadway bridge is not very bicycle firendly. Sid Buckwald want ridge is not nice for walking or cycling (loud, next to traffic). Circle drive .

12th and Broadway could each be improved for cycling.

8th street. too busy for foot or bike travel.

Same for 22nd and Idylwyld. I use alternatives to all of these such as Main Street, but for some travel, safe options are so indirect that it is a barrier.

22nd street from avenue P to downtown is awful for biking or walking. To cross at avenue P and 22nd can be a very long wait in the cold and if you go east it's blocks before you can find a safe crossing.

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

33rd, Idylwyld, College - the sidewalks are all too close to the traffic and especially in winter or when wet you are at risk. There is not definition of automobile space and pedestrian or bike space - they become blurred and unsafe and very unpleasant. The pathways need to be clearly defined, make it an experience. It won't be as pleasant in the winter months but at least it will be safe.

8th street, and College drive are very hostile to pedestrians/cyclists.

8th St. is a road I do not use when cycling or walking and rarely when driving. The parking lots in front of businesses discourage walking/biking to businesses and are unattractive and distance businesses from customers.

no response

no response

Eliminate parking entirely along major roads such as Clarence Avenue, Prestone Avenue, 33rd Street. This will allow for a bus lane and faster traffic movement. The four way stop at Main Street and Prestone Avenue should also be replaced with a timed light.

no response

All of Circle Drive and Warman road is like one giant forcefield that doesn't let you bike past it. If people wanted to bike from Lawson Heights to a workplace in the north end, they can't.

8th street is a dangerous mess, and there's no alternative close by (maybe turn 7th street into a 23rd street-style cycle way)

no response

no response

Clarence Avenue where the overpass is leading down towards Brand Road, for two reasons.

First, that road is brand new and it already isn't smooth, it has dips and ruts in it. Nice to see our tax dollars at work there. Secondly, the southbound lane going over the overpass does not have a pedestrian lane, why not?

eighth street - lots of cars. very focused on the car and makes it unfriendly for pedestrians or cyclists.

warman road - same reasons

circle drive - great for cars, horrible for people or cyclists

no response

Idylwyld, 8th Street, too congested, 25th Street heading South up the University Bridge. I would like to see one way streets created in our core.

no response

Taylor street has too few lanes, far too many school zones and simply is not setup to be a major artery despite it being one.

Idyllwilde- high traffic and poor road quality

I hate walking and never bike along 8th street because the traffic is too aggressive and the noise is very loud. The sidewalks are further from the businesses and it makes me feel very vulnerable to the traffic and the weather. It is an extremely unfriendly environment to be outside your car.

no response

no response

when are you going to make 33rd street from Idylwyld to Warman Rd bike friendly??

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

33rd Street and Idylwyld Drive - too much traffic and not enough barrier between cyclists and pedestrians and the traffic.

no response

I primarily use walking, biking and transit to get around and a lot of roads are not inviting to walk or bike on. For biking, I really don't feel safe in any area of Saskatoon except on trails because vehicles are faster, larger and more dangerous than bikes and thus I don't think it is possible to share the road. Major roads that are discouraging include roads accessing Preston crossing.

All of them really, because I cannot feel safe on a bicycle.

Downtown is too congested with too many one way streets. There is also not enough parking.

Warman road is also chaos during rush hours, as increased population on the east side requires it to access circle drive.

33rd street - I try and avoid this one as it is always too crowded and moves too slowly.

If you are referring to cycling in general, then I feel the main streets like 8th, 22nd etc are too busy for cyclist and I know I wouldn't feel safe cycling on them.

no response

51st St. from Bishop Mahoney School to Princess Auto. It has no shoulder and a sidewalk is on one side a bit and then none at all. Going into the area is stressful and to get across the area on bicycle is dangerous because when a car turns around the slower moving bike the following car may assume that guy is just changing lanes only to run up on the bicycle.

no response

no response

8th street is intimidating to ride a bike on since there are so many driveways to get into the shopping centers and people don't pay attention if you're beside them.

8th street, Taylor street and Acadia. The roads are high in automobile traffic with no bike lane and thin sidewalks. It makes biking on the roads extremely dangerous during high traffic.

I never ride a bike down any of the downtown streets. too much traffic driving too close to parked cars

The roads that I mentioned in Question 3 (8th Street, Taylor, and Preston), plus Ruth and Cumberland - those are unappealing. Oh, and Clarence is just plain awful (from College --> 8th especially). No other street/sidewalk is as dirty and dusty, with hedges and trees that are poorly maintained, narrow sidewalks, and speedy cars passing far too closely to you.

My concerns with major roads are twofold. First is safety. I like Main Street because of the boulevard(?) that separates the road from the sidewalk, rather than the sidewalk being directly adjacent to the street. Secondly, Saskatoon drivers love to heckle pedestrians, and so I try to find quieter streets so I don't have to be shouted at from passing vehicles. And I suppose I also choose less major roads because I'd rather walk in a more peaceful and quiet environment.

circle drive north end a disaster

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

I can't think of any, but bigger, wider roads don't tend to alleviate traffic congestion, they often only worsen it. The real solution is more alternatives (cycling, walking, mass transit).

no response

22nd street is a nightmare especially for seniors and handicapped, dismal condition of the sidewalks (summer and winter) getting to bus shelters which are another story, if you are lucky enough to have a shelter in your area, if you do they are usually dirty, unmaintained . also getting across 22nd to the other side for a stop is dangerous with traffic lights set as is.

22nd street/Idyllewild. No room for cyclists, heavy traffic.

8th St, College Drive, Idylwyld: Too much traffic, noise, and drivers who aren't looking for pedestrians or cyclists.

Taylor Street - so many school zones

22nd St.

Central Ave.

11th St. and Ave. P

8th St.

- any road that makes cycling and/or walking dangerous and unpleasant due to noise and pollution and proximity of motorized vehicles

Potholes, pretty much every major road is ridden with them. School zones along major roads aren't nice but unavoidable.

no response

As a resident whose primary mode of transportation is a bike, I am often discouraged from using the bike lanes on many of the major roads, or due to lack of bike lanes have to use sidewalks in order to keep myself safe from vehicles (then comes in the fact that police will indeed ticket you on the sidewalks). I like the bike lane on Preston near the University (where it exists). Preston is a great way to get north to south on the East side however, bike lanes disappear.

I don't drive,

no response

For cyclists: 8th street, Taylor street, Preston Avenue, Cumberland Ave., Broadway Avenue, 22nd street, 20th street, 19th street, 1st., 2nd, 3rd, 4th, avenues, 25th street, College Drive.

At peak times when driving a vehicle:

33rd street, Idylwyld Drive, 2nd Avenue, Sid Buckwold Bridge, 25th Street Bridge, & the Circle Drive bridge.

- potholes, cracked sidewalks

- no traffic calming mechanisms (too much traffic, going too fast)

- (as a motorist) terrible lane systems which make it difficult to turn left at an intersection

no response

no response

Circle Drive between Millar Avenue and Preston Avenue, there are always accidents and traffic clogs there.

University Bridge to exit downtown during rush hour.

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

One of the worst streets is 22nd Street from Idlywyld outward. Another is Idlywyld Drive, especially through downtown as well as the Idlywyld Freeway Bridge. College Avenue, and important link to the University is not pedestrian friendly east of the University Bridge to Cumberland. 8th Street is atrocious with lack of continuous sidewalks, too many curb crossing, lack of landscaping and no separation between the 60 k curbside traffic and the pedestrian. 2nd Avenue north of Queen Street to 33rd Street could also be improved. 33rd Street between Warman Road and 33rd Street needs a lot of work (wider and continuous sidewalks, landscaping and safe street crossings). The 33rd Street intersection next to Kelsey need to be made pedestrian friendly because of high volumes of pedestrian student traffic. The list could go on!

no response

I would never walk down Warman. Can you even walk down Warman Road?

I noticed some pedestrian paths have been created to link some of the new neighbourhoods (ex. Evergreen) to the shopping areas. I hardly see anyone on them as it is not a pleasant walk. I think there needs to be more landscaping buffer (not just grass) between the road and the path - like more trees.

Congestion on downtown bridges make me avoid CBD all together.. maybe making University bridge from 4 to 5 lanes with walkway underneath would reduce congestion..

I don't use major roads on my bike unless there is a bike lane.

22nd street, 8 street, circle drive due to traffic and no bike lanes.

8th street! It's so awful. If there's a way to make this area more walker/biker friendly, I would use it much more. Park and shuttle would be great. Or raised walkways? I don't know. Curb separated bike lanes?

Circle Drive is a big one. I am a pedestrian or bus rider. If I have a meeting at Saskatoon Inn or Travelodge, I have to take a taxi home, partly for safety reasons. That can be costly.

Lorne Avenue around the WDM.

Getting from the Mendel to the University Bridge, you have to criss cross if you want to continue along Spadina, especially in winter.

The bridges - University and Broadway in winter. In fact, all along College Drive. In the winter it is poorly maintained. Icy for weeks on end instead of clearing them within hours.

The streets & sidewalks are in sad repair in Caswell Hill, Mayfair & Hudson Bay Park. Why fix up Riversdale & ignore these areas?

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

Lowe Road has grass section between the sidewalk and the road. I am sure this was built as such for snow placement but makes getting onto transit very difficult and cumbersome in the winter.

Streets such as Eighth Street especially in the winter are narrow with snow packed on half the sidewalk it feels as if you are just about walking on the street, there are sections with no sidewalk at all especially on the south side.

Circle Drive with all of its hotels is not at all pedestrian friendly. Even though there is a footpath across Idywyld getting to and from this overpack is a nightmare whether on foot or bicycle.

3535 Millar avenue, bus stop is too far from this building especially winter time, because some commuters riding daily to and from by transit. We are not safe walking along the way to reach that building, (snowy, slippery, windy and most especially big vehicles)

no response

crossing College Drive to access bus stops & the U of S using them actively:

especially 8th st, - car-oriented and prioritized; wide large intersections that are difficult to cross as a pedestrian (and can be challenging as a cyclist)

22nd st - I would never use cycling on this street and I find driving a car down this road is more stressing as well. The sight line of pedestrians trying to cross 22nd is impeded (especially when they are waiting in the middle median); I find the pedestrians blend in with the tall linear trees; I appreciate the greenery and urban design beautifications though! Maybe a shorter shrub-like greenery would be better so you could see the pedestrians better, pedestrian-level lighting (as opposed to street-level lighting)

As a cyclist I find these major roads to be dangerous to cross, dangerous to cycle on, and the air quality to be horrendous.

Broadway - cars are too aggressive and the parked cars make no space for bikes.

Idywyld drive is extremely discouraging to use. Traffic flow along this roadway is horrendous, the only thing worse is the condition of the road itself. The road is constantly under a state of disarray and seems to be one of the last roads to be fixed in the city. On top of this you have two major roadways bottle necking at 25th and Circle Drive. Both sides transition from a 3 lane roadway into a dual lane road, this makes it impossible to move the amount of traffic that is constantly moving along it.

However I would say that the absolute worst major roadway would be the intersection of Idywyld and Circle Drive. The on and off ramps of this area are truly a joke, the Circle Drive extension did not help resolve this as it still is the only way on and off of that major highway. Re-routing around it will never truly resolve the issue, it needs to be dealt with directly and re-engineered. In my opinion this is the highest priority. Mass transit

All of them. You talk to any cyclist or pedestrian and they will tell you the same thing.

College. Traffic is too fast and too dense. Drivers are rude and dangerous around cyclists.

West side (20th Street, 22nd Street). Any roads West of 1st Avenue. Too dangerous. There are a lot of sketchy people lurking around day and night in Saskatoon. If anyone thinks it's safe including the Mayor - they better give their heads a shake!

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

The south bridge is well structured to move traffic to the core, but sadly lacking for movement of traffic from highways #11 and #16 directly to #'s 7, 14, and over to #16 west. Why was there not such a direct link in the original design? Traffic such as large truck traffic does not move well to #16 highway via the overpass near the Travelodge Hotel. Secondly, the absence of a direct off-ramp heading east from the Lorne Ave roadway is very much an evident need.

Mc Kercher, is starting to be the west side, slummy. the traffic is horrible, there are too many large trucks. and too many drag races.

Explained in question 3

Idlewylde & 25th Street

Idlewylde & 24th Street

Avenue C & 22 nd Street

basically crossing from Caswell Hill into downtown

no response

no response

Circle drive north has too many lights, this area is often clogged at rush hour due to transport trucks

I use to go down Valley road all the time on my bike and now that circle drive is in the way I don't go there anymore. The gravel road along Spadina is an alternate route on bike but is very discouraging with all the gravel there.

no response

Taylor Street.

Lansdowne Ave.

Preston Ave.

33rd Street

All of these roads are far from perfect and with so much tax deducted, we should not have the worst roads in the Prairie Provinces.

I try to avoid any main roads. In spring, everything is mucky and waiting for the bus often puts me at risk of being splashed. I also find the signage on the major roads annoying. I know 8 buses come to this stop, but what I want to know is when.

See response in # 3 as above

Idlewylde-- ugly, dirty, poor sidewalks, no greenery, high speed traffic. It's a commuter route with no attractive destinations along it. Drivers are either going to work or going home--lots of distracted driving makes for dangerous cycling.

College Drive-- beautiful area but entirely car-dominated. no safe space for cyclists, and an awkward connection to the university bridge.

no response

Circle drive north is a real hassle to get around.

**Question 4: What are some local examples of major roads that discourage you from using them.
Please explain why.**

All roads within the city should have sidewalks. Any that don't discourage me from using them.

Warman Road, Circle Drive (between Millar and Ave C) Idylwyld, 22nd street, 8th street, college drive. I don't like any of these streets because there are too many lanes of traffic and the cars come too close to the sidewalk on the closest lane. The other side of the street is quite far away, they are also loud and there can be semis - building a perimeter road would help getting semis out of the city.

22nd Street. College Drive toward Highway 5. and Circle Drive North. traffic is TERRIBLE

8th street does not have a bike lane nor is there one on another parallel street, the same with any road that leads from downtown to the northend.

Circle road is too busy, college drive is busy and seems dangerous to ride a bike on

I live just off 8th St and I avoid it quite a bit. Traffic is often heavy, the road is terrible in terms of pot holes, and it isn't safe for cycling or walking as there are no bike lanes or consistent paths/sidewalks.

22nd Ave, Idylwyld, and 8th St.

Terrible terrible terrible for cyclists. People actually go out of their way to intimidate anyone who isn't in a car or truck. Pedestrians have very few options of where to cross the street (despite 22nd being flanked by residential neighbourhoods). People need to get around, on foot or cycling, in an efficient and safe manner. Perhaps this means more lights for cars?

Also, can't we make circle drive a real circle, that doesn't get clogged up between 11th and Warman. There must be a solution- this road is simply ridiculous.

Taylor - Fast traffic

McKercher - Fast traffic

Broadway - Lots of traffic and narrow spaces

22nd Street. It's ugly.

The new Circle Drive South is ugly! It also feels unsafe. Circle north is the same. All pretty ugly and not visually pleasing.

8th street

college

Broadway bridge

Attridge Drive, College Drive, Preston Avenue

no bike lanes, not enough walking accessibility, too much traffic, no bus stops, not many walk up businesses or shops, traffic lights not synced very well leads to bottle-necking traffic jams

the major ones riddled with potholes and barely wide enough for 2 vehicles.

22nd street. 8th street. idylwyld.

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

22nd Street. People consistently drive 10-20km/h above the speed limit. Create pedestrian overpasses, take out some lights, and raise the speed limit, OR enforce the current speed limit, slow down the traffic and put in more pedestrian walk lights. People consistently J-walk, or cars stop for pedestrians creating dangerous situations for drivers and pedestrians.

I also have a huge problem with the 'merge' from Confederation drive onto Circle Drive towards Avenue C. Drivers cross the fast lane of traffic to the 'slow' lane right away instead of staying in the merge lane. Create a barrier so people can't immediately cross into the right hand lane.

8th Street is obviously designed for cars and not pedestrians or bikes. If the parking was BEHIND the stores instead of in front it would be a lot more pleasant.

The large major roads are scary because of merging and changing lanes.

Roads that are mainly trafficked by personal vehicles are terrible to navigate. There is no room for a cyclist. If you try to bike there, drivers honk their horns at you, yell at you to get off the road and are an outright danger to cyclists and pedestrians. Roads with no crosswalks are also frustrating when you are carrying anything or have a long way to walk already. Why should I have to walk an extra three blocks to avoid j-walking just to accommodate motorists?!

most, bad snow removal in winter, bridges losing lanes to snow build up, then in warm months, slow pot hole and road repair, lane lines worn away, weeded curbs, long grass and no beautification

no response

22nd too wide and too busy and ugly. Idyllwild too fast and ugly. 8th too wide and ugly... too many portable signs every where!! Reduce portable signs by 90%

Idylwyld between 25th and 33rd can be a real shithole. On the west side nobody shovels the sidewalk and the city has never used the mini plow in the two winters I have lived in the area. It is a wonder I haven't broken something trying to get to Timmy's or Pharmasave. In the summer the sand isn't cleared off the sidewalk so it still looks like shit.

Gridlocked areas e.g. University Bridge at rush hour

Roads that are unkept and that require going out of your way to use them.

I would never walk or cycle down 8th or 22nd Street.

Warman Road and any of the alphabet streets

idlwyld sidewalk and roadway (no room for bikes) Snow and road grime on sidewalk this is one example of where the sidewalk should have a grass zone between the sidewalk and the road.

Driving on 8th St on a summer afternoon.

Circle Drive -- between the bridge and Avenue C.

Most - it is very scary to ride a bike in this town and you have to be nearly suicidal to take 8th or 22nd St. Even the better streets, like Broadway, are meant for pedestrians not cyclists.

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

8th street - not safe, speed, sidewalks feel like you are walking in traffic, parking lot entrance/exits needing to be crossed.

college/25th and Clarence - Speed, traffic congestion, seems like walking in traffic.

Circle Dr. between Warman Rd. & Idyllwyld. Just too busy & frantic.

22nd. St. W from downtown is tricky for drivers - so many pedestrians just cross anywhere with little care.

Too small makes them too congested.

22nd street is noisy, dirty and no fun to use except when driving fast. I am appreciative of the new cross walks along that street, but I think there needs to be more. Also, there are abandoned lots along that street that look ugly and are not well maintained. There are very few bus shelters on this street although people use the bus a LOT on it. They now have to stand on dirty sidewalks in the snow for their bus as cars whiz past them. If this is a future main street for Transit, please add beautiful and well-maintained bus shelters with clearly written information. The tape message with the bus stop number is confusing and doesn't work well. Also, the sidewalk needs to be cleared more consistently - businesses don't always do this- perhaps the City should with their machines and just charge all businesses a certain amount?

College Drive challenging to cross to get to U of S & bus stops; Temperance St. is not a good route choice, especially in winter when it is narrowed due to snow clearing

As a summer bicyclist, I avoid many major streets such as 8th, Clarence. 8th is extremely busy and I don't want to slow down traffic or put myself in unnecessary danger. Clarence is very narrow so I find Broadway a better way of reaching the downtown core area.

Idyllwyld, Circle Drive, Avenue C N, 8th St and 22nd St don't have large enough buffer zones to separate pedestrians or cyclists from traffic. They feel dangerous to bike on. 2nd Avenue N has potential to be a great pedestrian street but needs wider zones for bikes, people, trees, cafes, etc.

8th Street and Idyllwyld feel dangerous. The sidewalks are small and damaged, vehicles drive quickly and fail to watch for pedestrians. There are no interesting businesses that would make me want to walk down the street. 22nd isn't as bad but is still dangerous.

8th! Buildings are supposed to be at sidewalk, with parking at back! 8th is missing trees, and the sidewalks are uncared for all winter!

Circle Drive North. It's narrow and in poor shape. There are a lot of businesses on Circle Drive and a lot of traffic lights. Though I live near Attridge and therefore Circle, I'll go through downtown and out 22nd to leave town when heading to Calgary.

33rd Street because there is no traffic flow. I would rather drive down 29th where you know ahead of time you will only have to stop twice as apposed to all those red lights on 33rd. In winter the graders pile snow in both right hand lanes making them undriveable therefore adding to the traffic flow problem.

Warman Rd from 33rd north. No lanes for biking, very dull/barren-looking.

Question 4: What are some local examples of major roads that discourage you from using them. Please explain why.

8th street-too much "start and stop" traffic lights

Preston ave near university-too much traffic around university and 4way stop on preston/main too log-jammed

circle drive north-why on earth did we put businesses on a major free way?? traffic should flow on freeways and it does NOT

33rd st is deterring during peak times. I find myself playing frogger hopping around vehicles attempting to turn. Separate turn lanes are essential on these roads.

8th street ugly to walk down, - difficult for cyclists and pedestrians to cross. 1-direction -at-a time traffic would help (drivers try to turn without watching for pedestrians. Clarence - 2 lanes means little to no curbside room to bike on

8th street and 22nd street are pretty bad, if you tried cycling on either of those roads you'd end up hurt pretty quickly. We're not allowed to bike on the sidewalks, but people drive and change lanes aggressively on those streets, and the pot holes are frequent and large in the right hand turning lanes, which is where you're supposed to ride your bike technically.

Collage drive. I have had to cycle on this road and it is not fun. but this is one of the ways over the river. Its busy and there is no space for bikes not even a small shoulder

there are no discouraging roads as long as they are direct and straight forward and have minimum # of stop lights that are timed according to traffic volumes in specific directions. (more green lights in morning for east to west traffic & afternoon/evening for west to east traffic)

idylylwyld and 22nd

Clarence Ave - ugly, busy, not bike friendly, no art, just dusty and drab. Also circle drive in the North End is terrible period. Always congested, I loathe and avoid driving and cycling and walking here.

no response

no response

8th and 22nd Streets and Idylwyld Drive - for cars only. Unattractive and not easy to cross

As a pedestrian/cyclist I avoid 8th Street, 22nd Street, Idylwyld Drive, Warman Road, Circle Drive. They put vehicles first and are uncomfortable realms for pedestrians. They are fast paced. They're more utilitarian than appealing, strictly serving to get people from A to B. Nothing holds your interest along these routes.

33rd street is always busy and I don't feel safe biking on the road.

Most other arterials. Most roads in the industrial areas. Too many driveways with turning drivers who don't pay attention. Too much wind and dust since no trees or close buildings.

no response

no response

Preston, College. Both have too much traffic, which is hard to avoid because they are connecting roads, but they have too many lights and too low of speed limits in places to be useful. They can be very frustrating at times.

Question 4: What are some local examples of major roads that discourage you from using them.

Please explain why.

8th Street; 51st Street; Millar Avenue. Very congested and gridlocked. Too dirty with sand deposits for too long and not able to travel with windows down due to dust

The fast flowing traffic you identified in your videos. As I said before I am too slow and I also tire more easily. There needs to be more public transit seating for waiting.

I use all roads. I prefer some to drive quickly to where I need to go and I prefer others to bike on. Again, this is a biased question.

8th St - sidewalks too narrow. Very open and windy. Traffic too near to sidewalks. Transit stops too far apart. Difficult negotiating some of the large parking lots

Idylwyld Drive - Sidewalks too narrow. Too much traffic close to sidewalk. Nothing interesting to see. VERY difficult to cross.

22nd St- VERY difficult to cross. Few shops to look at.

22nd Street West

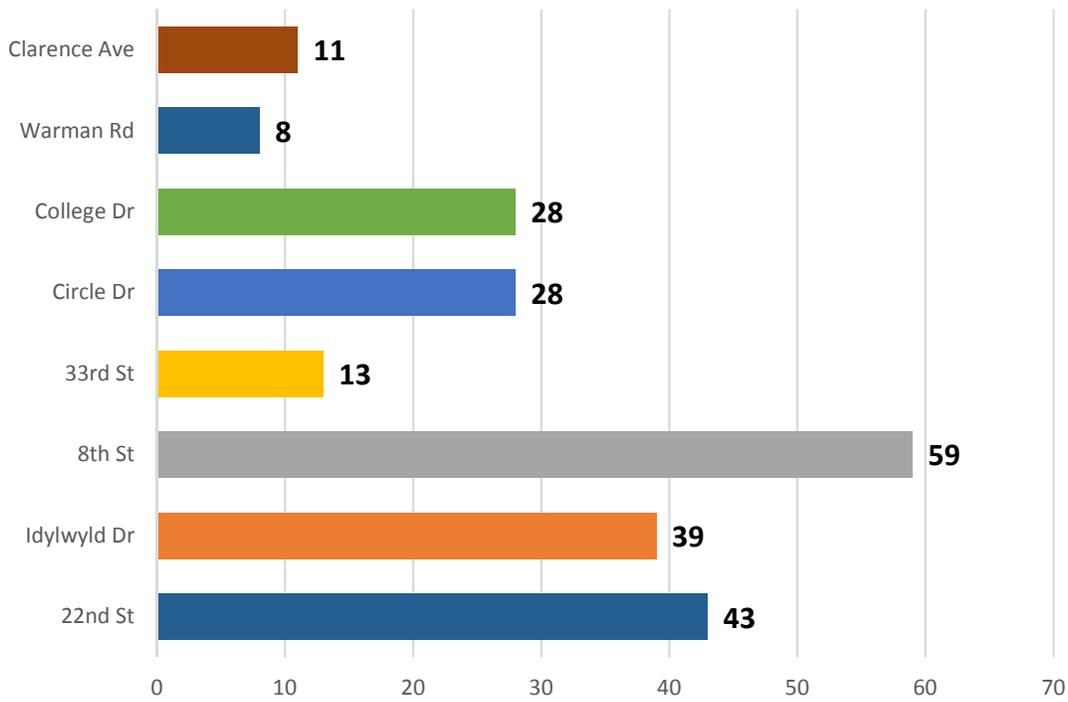
College Drive

20th Street West

All of the above are very busy and no lanes for bikes

**Question 4: What are some local examples of major roads that discourage you from using them.
Please explain why.**

22nd St	43
Idylwyld Dr	39
8th St	59
33rd St	13
Circle Dr	28
College Dr	28
Warman Rd	8
Clarence Ave	11



Question 5: Are there barriers that discourage you from using transit for your daily travel needs? Please select all that apply.

Are there barriers that discourage you from using transit for your daily travel needs please select all that apply (frequency-of-services)

frequency-of-services	directness-of-route	travel-time	reliability		
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Question 5: Are there barriers that discourage you from using transit for your daily travel needs? Please select all that apply.

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Question 5: Are there barriers that discourage you from using transit for your daily travel needs? Please select all that apply.

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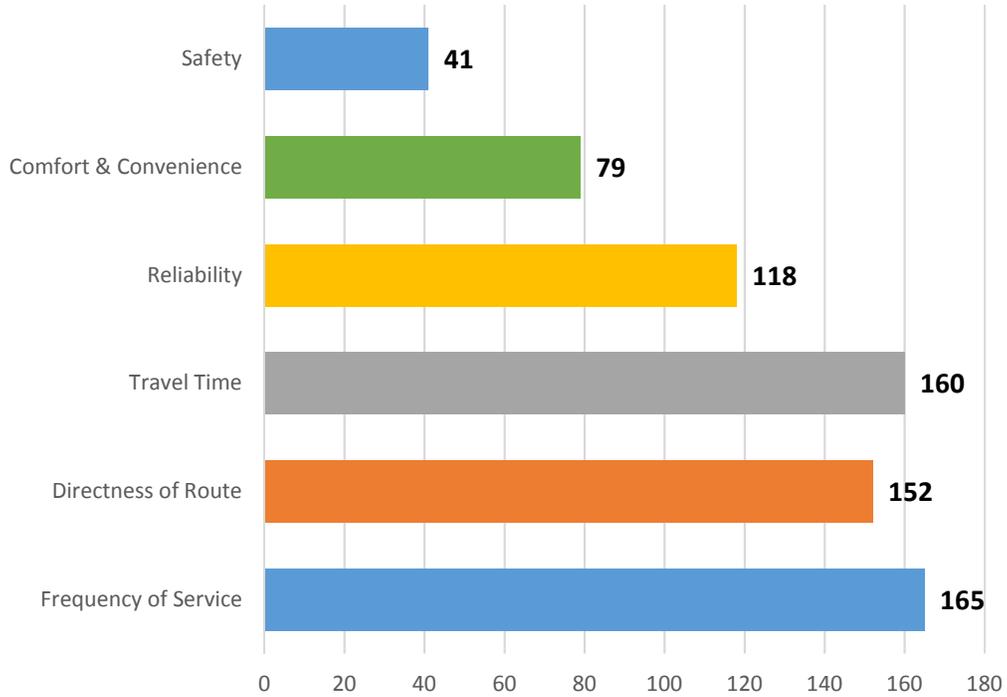
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frequency-of-services	directness-of-route	travel-time	reliability		

Question 5: Are there barriers that discourage you from using transit for your daily travel needs? Please select all that apply.

frequency-of-services	directness-of-route	travel-time	reliability	comfort-convenience	
frequency-of-services	directness-of-route	travel-time	reliability		
	directness-of-route	travel-time			
frequency-of-services	directness-of-route				
frequency-of-services	directness-of-route	travel-time			
frequency-of-services	directness-of-route	travel-time	reliability		
frequency-of-services	directness-of-route	travel-time	reliability	comfort-convenience	safety
frequency-of-services	directness-of-route	travel-time	reliability		
frequency-of-services	directness-of-route	travel-time	reliability	comfort-convenience	
frequency-of-services	directness-of-route	travel-time			safety
					safety
frequency-of-services	directness-of-route	travel-time	reliability	comfort-convenience	safety
frequency-of-services			reliability	comfort-convenience	safety
frequency-of-services	directness-of-route				

Question 5: Are there barriers that discourage you from using transit for your daily travel needs? Please select all that apply.

Frequency of Service	165
Directness of Route	152
Travel Time	160
Reliability	118
Comfort & Convenience	79
Safety	41



Question 6: Are there other items affecting your decision to use transit? Please Specify.

Are There Other Items Affecting Your Decision To Use Transit? Please Specify

no response

no response

No, I use transit regularly and am quite satisfied with the service.

All buses need GPS on board --I need to know where the bus is on the route at any given time. Get out your smart phone and an app will tell you where it is. real time Currently, buses are too unreliable. I lived in

Like using my car. I would only consider using bus if I could not afford a car.

Printed schedules are not user friendly. Route 5 Briarwood Fairhaven is a good example: nowhere on the route map are the beginning and end points indicated with a blue box !!! Like a map showing the highways from

no response

Clear or obstructed sidewalks, shelter while waiting, real-time information on bus location and ETA, crowding, lighting inside the bus, cost.

price

I can imagine it is feasible but after using public transit in other major cities that offer subway service,

Saskatoon's unreliable and COLD (in the winter) system is not appealing.

I do use transit for most of my daily commute. I would be happier if it didn't take so long to get from the west end up to Attridge. And I work in a church on Sunday mornings and can't use transit that day (it doesn't start

no response

waiting outside in -30 or colder for extended times.

If I lived out of town (as some friends do) or in an underserved area (again, as friends do) and worked in, say, downtown - a spot to leave your vehicle and take the bus would be fantastic. Calgary has several major LRT stops with this option that my family that way take advantage of.

no response

no response

no response

no response

I have no other choice but to use transit. The buses are filthy & not very well cleaned. Some of the transit operators are rude, ignorant, disrespectful to the passengers. There is no respect to seniors & people who have disabilities. These people with strollers expect a senior or a person with a disability to move because they have strollers, Strollers should not be allowed on transit buses. What makes people with strollers so special, over a senior or a person with a disability> for myself Im a person with a disability & Im sick & tired of being discriminated against because of people with strollers.

Older adults need to be able to walk from the bus and lack of snow clearance makes that an issue.

no response

bus stops are open, and services are limited, so its not possible to stand outside in cold weather for a long time

I use Transit every day. I just wish it didn't suck so much.

no response

The extra \$.10 it now takes to get on the bus

no response

No car

Question 6: Are there other items affecting your decision to use transit? Please Specify.

Lack of direct routes.

no response

Up until about 3 years ago I took the transit, but I found the bus driver going from the Bay and down 20th St. drove like a "bat out of hell". The bus was crowded in the a.m. and I could not stay upright. I use a cane. I literally flew into people's laps. I have not used the buses since.

As a senior, I use transit because it is cheap and as a retiree cost saving is more important than time saving.

no response

There are so many people who ride the bus that make the ride uncomfortable. I used to ride the bus all the time when going to university and I never once saw a driver take control and kick off people who were acting like jerks.

no response

no response

It would be nice if the city had better communications channels specifically for transit (eg/ set up another twitter account just for transit) that they can update frequently with delayed routes, and other pertinent information

A huge help would be the addition of GPS tracking to buses, and smart software to detect when the buses will actually be at their stops (eg/ nextbus.com). I know this is 'coming soon' but you've said this for the last year. Like Google Maps Transit, this is taking a long time to implement.

lack of route knowledge by drivers on rare occasion I ride the bus, every driver should have a transit app to refer to. I made a very conscious decision to live in an area that I can walk or bike to do 99% of my requirements

I have been happy to use and support transit for most of the many years that I have lived in Saskatoon.

Unfortunately, it takes too long to get to some areas of the city with transit.

City transit not adapted to minus 30 for 6 months. Sidewalks and shelters icy or have mountains of ice blocking access

Bus drivers not courteous - to young people, seniors and minorities

As stated in question 5, I take the bus BY CHOICE to and from work Monday to Friday for just about 3 years to Innovation Place. Majority of the buses seats are damaged, dirt, visibly old and worn or the cushion is not fixed to the metal brackets. The plastic backs are damaged. Buses smell like dirt, body odour or pot. I have ridden buses in major cities including Vancouver, Montreal, Edmonton and Calgary and they seem to keep up with the maintenance and cleanliness.

It's faster and less expensive for me to walk or cycle.

no response

In general, public transit is too much of an after thought. You construct neighborhoods and roads using old models that cater to cars and then try to fit a transit system into that development. To be truly progressive you need a new model with an integrated plan that rebalances the needs of all commuters.

I currently use the bus to travel to and from work. At the end of day (about 1630h) I find that my bus arrives either 4 minutes early or 10 minutes late, depending on the driver (not on road traffic). Frustrating in general, doubly so in cold weather.

Question 6: Are there other items affecting your decision to use transit? Please Specify.

I use transit to commute to work for environmental reasons and we chose our neighbourhood because of the transit routes. However, these have since been changed and it has increased my commute time from 17 minutes to 25+ minutes because I now have to transfer downtown, which is causing me to rethink my use of transit. I do not use transit for any other purposes because it is inconvenient and slow.

no response

no response

no response

I really dislike overcrowded buses where passengers must stand and end up packed in the aisles as the bus fills up - if not for this and the low frequency of service I would prefer transit to driving for my daily commute.

no response

locations the transit takes a person to needs to be expanded

Mostly just directness of route, i wish there was a park and ride, i would def take the bus then.

Cost would be good value if I had good service, but with the poor service offered right now, I feel the cost is too high.

no

as mentioned before

no response

I need to carry a lot of gear with me to work - it would be difficult to do on a daily basis.

Needing to go to multiple destinations w/ bags, etc.; need to run errands around town.

no response

For certain occupations a personal vehicle is required as meetings can take place at various times throughout the day at locations where transit is not viable. Travel time door to door would be the largest factor for most commuters. This would include wait time at the stop, travel time, and time spent for transfers. ie. waiting at the UofS then going downtown.

The lack of a bus shelter at the downtown terminal, especially during the winter. Winnipeg has a number of heated bus shelters along the routes, can that be explored?

also - there should be parking hubs for those commuting from neighbouring communities.

As a professional who owns a car, I take the bus because I'd like to get more cars off the road and biking in the winter isn't fun. However, I can not count the number of times that buses have come more than 5 minutes early or more than 10 minutes late. People like myself don't or won't use transit because of this unpredictability. Cities like Vancouver provide real-time GPS data so that users can know exactly when that bus will arrive. I think Saskatoon desperately needs to target audiences other than low socioeconomic status individuals and undergrad university students to get on buses, and in order to do so the quality of service needs to be substantially increased. Have buses run more frequently. Put up shelters to keep people out of -30 temperatures, and make transit reliable by connecting with a service like "Next Bus" so people will know when their bus is coming.

I take transit to work because I work downtown. If I worked anywhere else, my travel time would be 1 hour! East side to West (ie - Wildwood to Confed is an hour on the bus. That would be too long of a commute.

no response

We choose to live 20-25 minutes walk from work and school, so bus (wait plus ride) takes longer than walking. Also, service outside of "business hours" is poor.

Question 6: Are there other items affecting your decision to use transit? Please Specify.

It's frequently late, it takes three times the amount of time to get places, the bus i take comes every half hour so I'm either really early for my duties or late. Also, particularly on the 13 there is one man driver, large salt and pepper beard, who is UNBELIEVABLY rude, racist, and unprofessional. He consistantely, I'm talking every time he's driving the bus, makes me uncomfortable. There was one instance where he spit out of his window onto a car parked a little bit out of the designated parking spot. Unbelievable. He has even parked outside of the Tim hortons drive thru, got out of the bus, and went inside. When people leave the bus he frequently laughs at them or comments disrespectful things about them. There is also plenty of drivers who park at the mall and go in when we are already running late, spend ten minutes inside doing what have you, and then come out. How can anyone get anywhere on time when the commute time is changing daily and drivers often have no sense of urgency. I fully understand that the drivers need to stop, take bathroom breaks, or get a drink, but when the trips make everyone on the bus significantly late, that upsets me. I hope once i finish my education either the transit system is greatly improved or I never have to ride it again.

Freezing waiting for a bus does not appeal to me. My car starter does. If there was a gps on the bus that you could tell how far away they were etc, that might help me feel more in control of how long I freeze for, and when I might get home.

I need my vehicle for work purposes

Cost. Passes should be cheaper... it should be cheaper to use a pass than it costs to drive and park.

So many not sure where to start.

Transit is a major City liability and the whole system needs a new branding for it to attract new users. Currently those that use the transit system are University students only because they can't park on campus and they are given a Upass no matter if they use it or not, high school students (this number could go up if the School Boards would remove free student parking), challenged people, low income and elderly. I would bet for all those that work downtown only 2% take transit. There wasn't a greatest enough incentive for the corporate bus pass to be successful. You read in the paper they want more people to take the bus but for the last few months (even last month) the cost of taking the bus keeps going up. You need to find someone strong enough to stick their neck out and stripe the bus network down to the basics and make is cheap to ride and reliable to the majority of riders (not the whole city). There are too many stops, I wish their was a direct to downtown bus in my neighbourhood. Stopping at the university is needed but it sure adds a longer commute to my bus ride. More bus shelters. Notification boards if the bus is delayed on transit stops. Get the bus drivers to design a new system.

no response

price- lower the price to make it more attractive--when parking downtown is cheaper than the bus -of course people will drive.

I have witnessed drivers being very rude to students, when they request information. And when students call the information center, they have been hung up on. They don't run on time and they sometimes don't do the loop that goes right past the school. They let them off at the corner and tell them to walk.

Question 6: Are there other items affecting your decision to use transit? Please Specify.

The private motor vehicles that constantly impede the progress of public transit bug the hell out of me.

I like transit in all its many forms and have used transit of various kinds in many cities and rural areas around the world. I use transit in Saskatoon regularly and I much prefer transit, walking and biking in any weather -- especially downtown and within my neighbourhood.

However, in order to be able to function entirely without a private motor vehicle in Saskatoon, I need a transit network system that takes me from wherever I am to wherever I need to be in a reasonable time whenever I need to go. This is currently not the case, so I would like to reverse your question. It is much more important to ask: What does it take to create active transportation and public transit networks that meet all of my needs while simultaneously reducing motor vehicle traffic to make the city pleasant and safe?

Mainly that it is more convenient to bike, walk or, when needed, drive.

Unreliable

no response

Downtown bus mall.

no response

no response

no response

I have been able to arrange my life so 95% of my trips can be made by walking, the remainder are done by cycling or car/taxi. If I want to replace walking with transit I end up replacing a 30 min walk with a 20 minute wait and a 10-15 min bus ride. If I want to replace a car trip it is more likely to be a 20 min trip gets replaced by a 50 min trip that may not get me there when I want so I have to leave up to an hour early to accomodate the infrequent service

no response

Fares are a bit high for the service offered.

no response

I find if you take the bus downtown, the bus route going to downtown doesn't come back to that street to pick you up. When you want to go home, you usually have to walk to the terminal on 23rd to caught your bus home.

Now that I am retired I don't travel often and since I have already paid for my vehicle registration I might as well use it.

When I found out how much a bus trip costs nowadays, I was shocked. I haven't kept up to date with the price changes over the years. I remember paying less than a dollar when I was a university student in Regina.

I use it every day, but the above are discouraging. The buses are very dirty in the interior compared to other cities. The windows are covered with advertising which is an insult to passengers. Overcrowding is a problem. Buses are very old and some are exceedingly uncomfortable and do not hold very many people. Bus stops are in horrid condition winter and summer.

In order for me to purchase a bus pass, I would need a great transit system for all my shopping and recreational needs.

no response

Lack of convenience. Parking and driving are easy options right now. Transit should be the easiest option.

Question 6: Are there other items affecting your decision to use transit? Please Specify.

I live and work in areas that mean I access many things on foot or by bike out of choice. Transit services are unlikely to become a priority for me.

I think there are some cultural barriers to encouraging transit use by the masses. It seems as soon as you can drive you stop taking the bus. There's an assumption that it's not cool and it's not convenient for most people living far from the core.

Shuttling my children around and also I have to attend meetings away from the office frequently so I rely on my vehicle.

There is a complete lack of real-time information about the location/status of each bus. I can't believe that Saskatoon is so far behind other major centres. This is an embarrassment.

Preference to bike.

The main reason preventing me from using transit in my daily workbook home travel is that local busses do not get me close enough to my office.

safety and reliability are main concerns.

There needs to be clearer communication of what days there will be multiple buses running on the same route. Passengers may think that they've missed a bus that is arriving early, not knowing that another bus is on its way.

increasing bus fares

Cost. Cost cost cost. It's still more economical to have a parking spot downtown than take the bus when you own a car, and until that changes, the bus will never be the transportation method of choice.

buses in peak time are typically very crowded

Some of the buses look very old with worn out chairs and graffiti on the chairs-not very attractive. A cleaner bus will be more attractive. Better customer service attitude by bus drivers will be a good look too. While there are some nice and courteous bus drivers here in Saskatoon, some are just rude to customers; get impatient or make snappy remarks at customers. I believe all the bus drivers should be trained on proper customer service behavior/attitude and should be trained on cultural sensitivity as Saskatoon is growing more with people from different cultures.

For the amount of money transit charges, the tax payers do not get good value at all from transit. For example, morning traffic is bad but the buses fly down the streets and get to their stops sometimes ten minutes early and keep on going. This happens when different drivers are always on the routes, you can never get any consistency to time the stops. I'm not saying I show up late, but come on, getting to the stop ten minutes early is reasonable to expect the bus to still come. Communication is poor between the drivers. They are super late on days of bad weather, you are waiting 30 - 60 minutes past the scheduled stop times to see your bus.

I do use public transit, but only to get to the university. To go anywhere else becomes very time consuming and unreliable. Also, the buses are less reliable on the weekends.

no response

Is faster to walk than take the buss. Express busses ONLY cater to the UofS. Why do I always see large empty busses driving around? Why can't people walk a few extra blocks to take a bus? We need a park and ride and bus lanes for people to even start thinking about taking a bus.

no response

As stated the #1 route from my house to my office downtown is fantastic! Outside that going virtually everywhere else is unusable, time consuming, and painful.

Overcrowding

Question 6: Are there other items affecting your decision to use transit? Please Specify.

Cost - the value of transit is not commensurate with the quality of service. Buses don't arrive and there is no communication with transit riders to let them know what is going on. I understand weather delays but there must be some way to let people waiting out in the cold know about delays and cancellations. It is also not a good option for me if I need to be on time or have an important appointment. I just don't feel that I can rely on the bus service to be consistent. I would be happy to pay a bit more for rapid transit or at least more reliable service.

I have to use transit as I don't own a vehicle but if I did, I would sooner drive. Buses are frequently stuffed full with hardly any room. Drivers can be extremely rude at times. There are some drivers that drive recklessly.

- Price, the price keeps going up but there is no corresponding increase in value. The service is still unreliable (the 17 I take home from the UofS every weeked at 5:20 comes anytime betwee 5:20 and 5:50 multiple times a week) and lacking modern feature

More frequency of routes into the late evening hours for the 3 - 11 workers - pleased see my comments below.

I used to have one of the best routes in the city from Caswell Hill to the UofS and it also worked for my shift (3:00 to 11:00pm) until the Transit started making changes. I am in the far northeast corner of the campus and was able to catch the #4 bus 2 blocks from my building at about 5 mi. to 11:00 -- it was a direct route for me all the way to Caswell Hill which I had about a block to my house. This route put me home by 11:30 pm. It was great. Then the transit decided not to run that #4 on the hour (only on the half hour after 7:30) so now my option is to wait to 11:30pm and be home at midnight or walk 20 minutes to Place Riel and catch the #80 (which used to be a direct route but now is a transfer downtown) and then I have to walk about 3 1/2 blocks to get home. A half hour at night is a lot of time and I would rather be at home than waiting for a bus. You're not making any improvements - you've make things worse. That 11:00 #4 was a busy bus - full of Preston Crossing staff, UofS staff and students.

no response

Obviously the cold temperature in the winter

no response

no response

no response

Not really.

I take the bus every day, and the kinda service we get from drivers and so on the passes shouldn't be going up all the time.

The advertisements on the windows prevent me from focusing my eyes on the scenery to get a proper feel for the motion. This results in motion sickness headaches. In addition to that, the stuffiness of the air in the bus makes me want to purge. Opening a window only to have a guy get up and close it on me got me into an argument with him. Worse yet is how the highly placed hopper windows that are in reach of yourself don't send the fresh air to you directly. Sometimes I had to get off of the bus before my destination to rid my sick feelings. The approval of ads on the windows is a "kick in the teeth" to bus riders. It is a fad that went in and out of style on business vans in 1995. I have stopped riding the bus for these and more reasons.

Have to walk almost 15 minutes from my house just to get to the stop to take #5 Briarwood from fair light/diefenbaker

The service to the Evergreen area is very disappointing. Many students drive to school because of the poor bus service.

no response

Question 6: Are there other items affecting your decision to use transit? Please Specify.

There is no quick transit from the center mall terminal to Sutherland. The areas are quite close but it takes an hour via bus transit due to having to bus to place riel and then transfer to go back.

not really. Directness of route affects the time it takes to get from A to B. e.g. from 17th street to the tennis dome on Mc Kercher

I'm quite surprised that Question 5 doesn't include a box to check for "Cost". I definitely weigh the cost of the fare versus if I can manage making it to my destination in some other way.

Frequency of services: The routes ending early on Sundays has definitely caused me grief in the past. As well as the post-6:00 infrequency of routes.

Comfort and Convenience: This is more of a problem in the winter time, but even at the Centre Mall Transit Terminal, it is difficult to wait for a bus while also waiting inside. Now, the mall would probably rather not encourage people to wait in the building, but in that case, being that it is a transit terminal, it would be so nice if there was a warming station of some sort.

Reliability: I have been using Saskatoon Transit for almost ten years, so I've had my fair share of late, early, and completely nonexistent buses. But it would be really nice to have those electronic bus notification thingies at some of the major stops. I'm talking about the things that tell you how much time approximately before the bus arrives. I often use phone and go, but that just tells you when the bus should theoretically arrive, and is not helpful at all if the bus arrived early and already passed you, or if it's running late and you have time to find warmth elsewhere...etc...

no response

Not really. Some routes are too infrequent and the schedule becomes too inconsistent for the service to be reliable.

require a vehicle for work purposes

comfort as detailed in previous question, secondly safety is crucial, so often the drivers don't give people time to sit down before taking off. I, a senior, have had a nasty spill once and other close calls. Also it would be so nice not to have to do the University tour every trip on most buses. Liked the fast bus that used to go down 8th street

no response

The biggest deterrent is the uncertainty of whether a bus will be late or even early. I also believe Saskatoon Health Region employees who live in Saskatoon should be subscribed to transit passes for a fee. This would increase transit revenue while addressing the parking issues at the hospitals. Routes could be developed which better service the health region facilities.

More bus shelters would be nice

Why does it seem that all buses heading to the east side from the downtown terminal go to the U. of S.? It makes the trip so much longer, and not everyone is a U. student or employee.

Why are some ancient, sometimes seemingly unheated buses, being used in the winter? The no. 12, for example.

Why is there no immediate response and correction to schedule errors - and why do they happen at all? For example, the no. 12 bus heading north from downtown at 6:44 p.m. does not exist, yet it's been on the on-line schedule since last fall. And there should be a 6:44 bus heading north.

Why does the bus terminal office close at 5:30 when bus passengers are waiting in the frigid cold for a bus that is 30 minutes late, and there is no one to give waiting passengers any information or assistance?

Question 6: Are there other items affecting your decision to use transit? Please Specify.

The bus has become too expensive. Registration and gas are equal to that of a monthly bus pass, but with much more convenience and takes an hour out of my travel time. Also, services stop too early I find, especially on Sunday.

access to information on transit services

I rely on transit 4-5 months of the year (winter). I am fortunate enough to live near a terminal station and can therefore catch a few different buses to get me to my final destination. I do not like how unpredictable the buses can be. On cold winter mornings buses can be anywhere between 5-15 minutes late or 5 minutes early. Waiting in the cold for 20 minutes is not appealing to many people.

I will always use transit but there are key issues that would make my commute easier. If we were to operate the transit system as an above ground subway and transit system I feel commuting around Saskatoon would be easier. For instance, if we had specific buses which ran up and down major roads with only a couple of stops inbetween terminals to collect more passengers or drop them off. as well as buses which only pick up and drop off at mall terminals around the city, yes that means circling the city using circle drive. Feeder buses would go between terminals and major roads.

Route No 1 (one) Should NEVER have the 'step buses' because of the number of seniors using the Route with walkers. Terribly hard to climb the steps for seniors!

no response

lack of amenities in bus stations such as adequate shelter and warm up stations,
the amount of time it takes to wait in the cold for a bus to show up

no response

no response

Generally nothing else affects my decision to use transit. I think that the transit is the best, and a safe way to travel. I think it would be nice to see the transit come closer to stopping at the parks and leisure centres such as the Field House and the Forestry Farm. I used to walk thru the culvert off of Forest Drive in Sutherland to get to the Forestry Farm and a closer walk might be nice. The suggestion to make a closer stop to the Forestry Farm was brought up to the director a few years ago and he said that it didn't increase visitors but I think that it still wouldn't hurt to try , the bus goes by the entrance anyway , making a loop in there for a stop wouldn't take long.

My current job requires constant travel from one area of the city to another, several times a day.

Most transit stops are quite unappealing (unattractive, cold, lack of information, lack of seating) and often under lighted. Existing bus shelters are often dirty. Perhaps flag down pickups during the winter would help as well, as they might partially compensate for infrequent of unappealing bus stops.

The state of the bus mall in winter (never cleared) and security after dark. Buses appear to be cleaner than when I first moved here (2006) as they seem to be cleaning the inside now as well as the outside.

Time of arrival. Many of the routes to downtown arrive right on the half hour or hour, exactly when the workday starts, which means it is impossible to get to work on time unless you leave a half an hour early! Even a slight offset of 10 minutes, would make transit more do-able. This change would not even require more resources!!!

no response

no response

Question 6: Are there other items affecting your decision to use transit? Please Specify.

i should be able to buy a bus pass for any 3 consecutive months, not jan,feb,march. and april, may june etc. i may need to use the bus feb, march and april. why not stagger the departures from place riel to downt town by a couple minutes. for example most busses leave at 5minutes past the hour. how about 5, 7, 9 past the hour.

It's horribly unreliable.

It's not affordable.

I really hate how you can't see out the windows anymore - Ads cover up your vision.

I do not take the transit at night at all. The downtown hub is dark and deserted. I do not feel safe and it is not reliable or convenient. I have to take a taxi or depend on a ride.

I would like to see more transfer options. It is not convenient to switch buses downtown and then have to go back up north.

Some bus drivers need to be reminded to not be in so much of a hurry as to compromise safety. All passengers need to be given the chance to be seated. Another safety issue is be aware of where the obstacles are. Stop where it is clear and not immediately in front of the snowbank. SOME drivers need some basic education or reminder in customer service.

I do appreciate the need to adhere to the schedule and do recognize that is a mutual responsibility to sit down as quickly as possible. But waiting a few seconds is not going to make the bus late.

The rudeness, arrogant & unprofessional drivers. Your transit operators should be involved in mandatory classes in customer service skills before pursuing transit operators.

Frequency of service especially at night means that a car is still required for social and shopping purposes. It is a hard sell to ask people to purchase and maintain a car and then take transit to work.

We actually use transit exclusively and face issues with getting anywhere outside of work hours especially on Sundays.

Bus stop

Not enough local bus stops in our area ,Taylor street and transfers not connecting at times

insufficient time @ destination before return trip must be made; times & routes affect the time available @ destination before return trip is necessary;

drivers not dressed for winter so have the heat up too high

personal schedule and parental responsibilities of getting kids to and from activities - sometimes I do not have the time needed for transit between when I can leave work to when I need to be home & leaving again. This is outside of the City's control! I mention it as it is a factor when I am deciding if I can ride the bus to work that day

I am a daily user of transit in the winter, but I find that when the buses run only every hour after 7pm, I can feel somewhat unsafe waiting outside downtown for a long period of time in such low temperatures.

I should and will use the bus to get to concerts and activities at CUC. I have just been too lazy.

Question 6: Are there other items affecting your decision to use transit? Please Specify.

The route system is absolutely atrocious. No one in their right mind is able to use the transit system to get anywhere in a timely manor. The rates are more expensive then most Canadian cities and the service is by far the worst I have ever used anywhere in the world. The city needs to focus on making the service actually usable opposed to raising prices and altering already useless routes. Lowering the rates and making it possible to get anywhere in the city in less than 30 minutes would not only provide benefit to those who already use the system but also would attract others who do not use the system from driving and paying astronomical prices for downtown parking.

Cycling is simply faster, easier, and cheaper.

I have no choice - I DO USE TRANSIT AND HAVE USED IT SINCE 1979. Buses are FILTHY. I would never wear anything nice on our buses. There are the odd drivers that are rude and shouldn't be driving the bus if they do not like people. Majority are fine and I can point out approximately 6-8 that are superior drivers and beautiful people.

Rapid transit of a design which incorporates rail, overhead, subway and the like is the ultimate best answer. A paradigm thinking shift is needed. Endeavoring to enhance current bussing as the core service will not be the ultimate best answer. Was the South Bridge constructed to accommodate such transportation as rapid rail, etc? And will future bridges be built to accommodate such a shift in the 'new' paradigm of 'people movement' ?

i use it i have no car, expensive. we need service like calgary c trains. bus drivers being horrible,

The train yard in Sutherland has trains that will block a bus for a whole hour.

The evening accessibility- all of a sudden the buses only come ever hour. I can't use the bus as my reliable form of transportation when it only comes every hours and some routes end at 11 pm

Also the cost! It cost too much. If it was reliable & I used it as my main source of transport it would not be saving me money - it would only be saving the environment, just is a good reason to use the bus but serious how do people afford it? The low income pass is hard to qualify for and not that much of a saving.

Also in the winter there are not enough heated places to wait. In Edmonton they have a cold weather bus policy, below a certain temperature the bus stops at every stop. That way if a person is waiting in a store/house/behind a tree because it is so cold the bus won't just drive them by.

no response

no response

The transit system should have buses running every 15 minutes during peak periods. Sherwood park, a hamlet in Alberta with 1/3 the population has done this for 10 years. With the extra money from the graduate students upasses, there is no reason that the city shouldn't be able to afford it. I also suggest that the route 4 should be split into 2 routes. Given it's size, it is too often late in the winter. When buses break down, dispatch should be notifying patrons waiting at the stop. Like this, transit is unappealing

it makes me mad when a 30 min ride turns into an 1.5 hr trip. When the bus I am on is just coming in just as my transfer is leaving the terminal and it's a 30 min wait for the next one. Then when I get on that one it's 20mins before he leaves the terminal making like I said a 30 hr trip an hour and a half. Reliability, dependability and time travel are the reasons I am rarely taking the bus. It's easier to save the money other wise spent on the bus and just put up with the high prices at the corner store. I get a ride from someone when I am able.

Question 6: Are there other items affecting your decision to use transit? Please Specify.

Polite, courteous and knowledgeable drivers are rare. At least a smile or greeting of some sort instead of frowns. They should be able to answer basic questions about arrivals, departures, etc instead of the standard 'I don't know' response I receive from many drivers. Shouldn't make customers feel like they're a bother. Fares go up, quality of service going down. Buses should run on time and make better connections with other buses.

All of the following items lack. Vancouver for example has the same amount of tax that we have, but their infrastructure is so much better. Our buses are loud, unreliable and never come on time. Not to mention they only come once an hour after 5 and once an hour all weekends

no response

Customer service from bus drivers. I would say the majority of the time I have had great service from bus drivers, but a few times stand out. There have been 2 times where I was waiting for the bus early in the morning (in winter it is dark), and the bus was not slowing down, so I essentially jumped in front of the bus, with them nearly hitting me. Both times, both drivers kind of laughed about it and said "oh, I didn't see you there". The stop is directly under a street light, although there are trees which may block their view (the trees are bare in winter).

Second, the new system on the bus is intimidating for new users. I have seen new people ride the bus, not knowing how to use the scan machine, and drivers get annoyed with them. I watched someone ask for a transfer, and wait for the driver to give it to him, and the driver in quite a rude voice said "are you going to grab it?". These things definitely make the bus a not friendly environment to ride, and I know of more than one person who has tried using the bus, but stopped due to this reason. Additionally, one person told me they called to complain about it, but never did receive any call back.

Third, bus times are fairly inconsistent. I usually take the bus at 7:07am. I have seen the bus come and go at 7:04am, and have it come as late as 7:16am. That's a huge variance, especially so early in the morning, and even more so when it is -40 with the windchill (one of the 7:16 times was on one of those mornings).

Fourth, at peak times, some of the buses coming/going to University are beyond packed. I value having some personal space, and I value not getting elbowed every time the bus goes over a bump. I have also been rejected getting on a bus because it was too full.

Need covered heated/cooled bus hubs at major connection points e.g. downtown bus mall and at large malls. Need bus shelters on 8th st and 14th Street particularly in winter. would help to have more shelters around many areas of shelters.

Cost! Services are either stagnating or declining and cost continues to rise. It's a catch-22, I know, but we have one of the highest fares in the country.

no response

As a student, the bus pass is a big factor

Getting from Exhibition area to Blairmore for work purposes takes one hour and 15 minutes, when it is a 10 minute drive. This could be fixed with express transit. Taking the bus is my last choice for work.

I really don't like the routes ending in loops. It is horribly inconvenient if you are going the wrong way and discourages me from using transit in those areas.

Frequency of service is a big one. I feel that buses should run more often during the 'off' hours. I think service would be used more often by people who use their vehicles in daily work commuting, but use the bus for other uses (going shopping, attending events, going to different areas, visiting friends, etc.)

Question 6: Are there other items affecting your decision to use transit? Please Specify.

Cost is huge -- our whole family would love to have transit passes...but it would cost us upwards of \$400 a month for us all to have passes. Ouch.

it is expensive, having it be 3.10 is an awkward amount of change to find.

no response

no response

Other than those listed above (it takes me 50 minutes to travel to work by bus, and I have to transfer 1-2 times but 12 mins by car, and 30-40 minutes by bike), winter is crazy so it would be good to have some sort of 'real time' service that you can gps the bus. When I dial the number on the stop it seems to just tell me when the bus is scheduled to drive by, not when it did. Maybe I am wrong on this though?

Also, can all buses be outfitted with bike racks? I would like to know for sure that I can load my bike and not wait for the bus to come before I know.

Transit is good for hub to hub service during the day. Service at night is spotty, arrival times are inconsistent, and service isn't frequent enough.

Drivers are generally somewhat nasty.

I think that the buses should have their own lanes like they do in Quebec City. The downtown terminal is unfriendly and doesn't feel safe. Actually downtown Saskatoon feels so unsafe at night.

need a vehicle for my job

I don't have a car, so i rely on it even though it takes me 45-90 minutes(depending on the time of day) to get to work (cumberland and main to willowgrove) when driving would take 15-20 minutes. The cost is ok but more frequent service would help with overcrowding at peak times and more direct routes would help with reducing travel time. Also later service 7 days a week would be appreciated by the many people who don't necessarily work a 9-5 Monday to Friday job

no response

When I get to a stop, I don't know if the bus just passed, or if it is still on the way. I often wait 5 minutes after the expected arrival time, then start walking to catch another route, only to have the bus drive by me a minute or two later! SO FRUSTRATING! Also, I take the 11 often, and at nights sometimes it stops downtown for 30 minutes. IN WINTER, WAITING 30 MINUTES FOR THE NEXT BUS TO TAKE ME THE REST OF THE WAY IS NOT OK. IT CAN GET TO -40 OR COLDER IN THIS CLIMATE. WHO DECIDED THAT THIS WOULD BE OK FOR THE ROUTE?!?!? Has the person who decided on this ever sat downtown in the evening for 30 minutes in -45 weather?

Use smaller busses for collector routes, and larger busses for express busses. The duplication of busses travelling between downtown and the university is ridiculous. You could have one bus route running every 3 minutes between them instead. My other recommendation would be a circle drive bus. To get from Briarwood to Kenderdine I have to go downtown. A stopping at Preston Crossing, multiple stops on 42nd street, stop at Confed, then around to StoneBridge area, then around to Circle Centre at 8th, and run it in both directions, low frequency.

It's actually quicker and cheaper for me to drive and park downtown than take the bus. If it was more expensive to park, or cheaper and quicker to take the bus I would in the winter. In the summer I bike downtown.

Poor bus connections

Question 6: Are there other items affecting your decision to use transit? Please Specify.

I would like the ability to see where the bus that I'm waiting for, is located, via gps. I shouldn't have to wait ten minutes at a bus stop in -40 weather in this day and age because the bus is running late. I use transit because owning a vehicle is expensive and finding parking is often a nightmare. I appreciate that a bus can often drop me off closer than anywhere that I could park a vehicle. I also work with people living in poverty with multiple health issues. I would like to see greater empowerment in their lives through increased availability of transit, and decreased barriers to other public services.

used to be able to get to work in auto mall on brand road from market mall in about 9 minutes, now it takes 30 minutes with a transfer at a busy intersection with no bus shelter, or 1 hour if I go down town, also workers in the auto mall south industrial have bad service

no response

Where to begin.... bus wraps should not cover windows. Period. Buses are not cattle cars... humans need to see out...

Increase the budget and the ranking. .. why not post the ranking???? If its still a d post it!! Get more investment funding. .not subsidies. ..

One hour service on Sunday and after six in the evening make it a pain in the ass to try and get anywhere.

Cost

no response

childcare, access to school in case of emergency

Invest in light rail. Buses are from the 1950's.

overcrowded buses

It's not part of the thinking process.Public transit would be the absolute default to if I didn't have vehicles, couldn't catch a ride, or to cheap to take a taxi!

Would agree with Q#5 that it would be all of the above that are barriers.. obstacles...issues etc.... but public transit can't compete with the car... and the the flexibility, choosing your routes and times.... quick access.. controlled travel times...reliability.. comfort and convenience.. safety(both the vehicle and not riding in a crowded bus with who knows who nowadays!)

no response

no response

no response

Bad experiences. One of the coldest days this winter, the Riversdale bus pulled up to stop on 3rd. Ave. near 21st & didn't even open it's doors - just pulled away. 3 of us were left with little choice but to walk. Unacceptable!

I require my car for appointments outside the office,.

Question 6: Are there other items affecting your decision to use transit? Please Specify.

Bus drivers are nice. But, one gets the impression of being a second class citizen with the advertising that obscures windows, the lack of bus shelters and benches, the garbage, dirtiness and graffiti in what shelters there are. Please make a consistent, clean, and comfortable space for people to wait for their buses. Also, you really need to use a plain language approach with any written information. Right now the stuff posted is filled with jargon and difficult for many riders with low literacy skills and low English language skills to understand. Why not have some the main messages translated into Hindi, Chinese, French, Russian, or whatever languages are dominant here. Also, the cost of transit is very high and a real barrier for new immigrants, refugees and many Aboriginal people. I think the buses should be FREE and cars more heavily taxed as they are the ones wearing out roads, requiring the snow removal and patching etc. Why not have a FREE FRIDAY the first Friday of the month to see how this works and if this makes a difference to ridership numbers. And, I've heard the ride to the north end is a nightmare- takes over an hour of standing room only on the bus as it circles around and around to pick up one person here, a few there etc. FINAL point, why not reward the bus by having a bus only lane on busy streets- maybe even during rush hour?? This works in many places, even smaller cities like ours. Thank you very much for asking for this input by the way!

my need to use a walker to get up 3 step buses

Public transit is quite expensive.

no response

Half the bus drivers are fantastic, friendly, helpful people. I understand that it's a tough job that can be hell on your back. However, if people are going to use transit, drivers have to be polite to everyone, not just skinny white girls (seriously, I'm starting to get creeped out). They need to provide information to the best of their knowledge when asked. They need to let people off at the front of the bus, not force them off the back, in a pile of snow or slush, especially when the person has disabilities. They need to leave on time and do their timechecks, keeping disappearances to a minimum. The city can help by providing workable shifts that give drivers time to eat and take a break. Drivers also need to be polite, not rude and passive aggressive.

No, I do try to use it as much as I can.

Though it doesn't affect my decision to use transit, it does annoy me immensely to be waiting for the light to change to let me cross College Dr. at Monroe as my bus goes rolling through the intersection on the other side of the road. That light can change almost instantly (if you hit the button at 6:30pm), but I have stood there for over 5 minutes waiting for that walk light to change after the button has been pushed.

See question #2

Don't need to use transit - we live close enough that we can walk to work. We have only one vehicle and we make it work. There is also a bad reputation about using transit - only used by the poor, elderly, marginalized, or First Nations people. It is very negatively stigmatized to use it if you are white, middle-class and in your 20's or 30's.

I hate waiting outside in the winter, I like to be in control of when I go to and leave a place, I know when I drive myself I am guaranteed to get there on time

no response

Mostly the trip time (i.e. to work: 8-10 minutes by car, vs 45 minutes to walk and catch the bus). Biking is faster than the bus for me, but hard in winter!

Question 6: Are there other items affecting your decision to use transit? Please Specify.

Customer service: most bus drivers are nice, but some are NOT. There have been a few times in the past years where I have barely made it to the University terminal on time to catch the 13 Broadway due to the 80 City Centre running behind schedule and even though the bus driver of the 13 was just beginning to pull away from the terminal, he could see me clearly as I was in front of him and he was driving towards me, I waved my hands at him in a desperate bid for him to stop for me so I wouldn't end up late for work, and he looked at me, shook his head in a "no" motion and drove off! And there was NOBODY on his bus! I think it's ridiculous that I have to leave my house in Erindale at 7:30AM to make it to work on Broadway & Main by 8:30AM, and then this guy won't let me on the bus so I end up getting to work at 9:00AM. It takes me 25 minutes to ride my bike to work, or I can pay a ridiculous amount of money for terrible service that takes at least double that, if not three times that, it's crazy.

its not frequent enough. and its hard because its not very direct I would rather just bike.

transit isn't a convenient alternative to using the car when it take twice as long to get to where you want to go and still have to walk several blocks (20 min) to final destination. winter time wait at bus stop can be uncomfortable due to weather and the unknown arrival time of a late bus.

the fact that transfers - a necessity in a city as spread out as ours - are so inconvenient. Often busses leave without waiting for others to arrive. This is when frequency, directness, and travel time all become an issue - especially when I then have to wait 30-60 longer for a bus that didn't wait for me to transfer.

I work on Grasswood road so there is no transit option available to me. I am forced to drive my own vehicle and am hesitant to cycle because my route would have me go on Clarence and the overpass in Stonebridge has no place for a cyclist. No bike paths, just streets full of gravel because the city doesn't sweep them for cyclists. I popped my bike tire 3 times in a month when I use to bike to work in the North Industrial area.

no response

no response

I believe in transit and use it unless I can walk or cycle. I oppose the recent increase in cost because it should be inexpensive AND who has an extra dime? And it should be increased to 15 minutes almost everywhere. And people encouraged to take it, even if it requires additional investment to get them used to it.

no response

often it is just faster and more convenient to ride my bicycle.

Frequency is the biggest problem. Layovers downtown are also terrible, and wouldn't be necessary with better frequency. Directness is an issue on some routes. Reliability is currently awful, but wouldn't matter as much with better frequency. With low frequencies, missed connections matter too much to rely on transit.

No direct route to RUH. Takes way too long.

no time to make connections.

Essentially, the city isn't built for an effective transit system, and that's why nobody uses it. It's not for lack of desire for many people. It's simply that running errands and getting to work is much more time consuming when taking transit. Rather than waiting and trying to coordinate transit routes, driving can get all of your stuff done in half the time or less.

Not timely and direct enough

Drivers are too quick on the gas pedal.

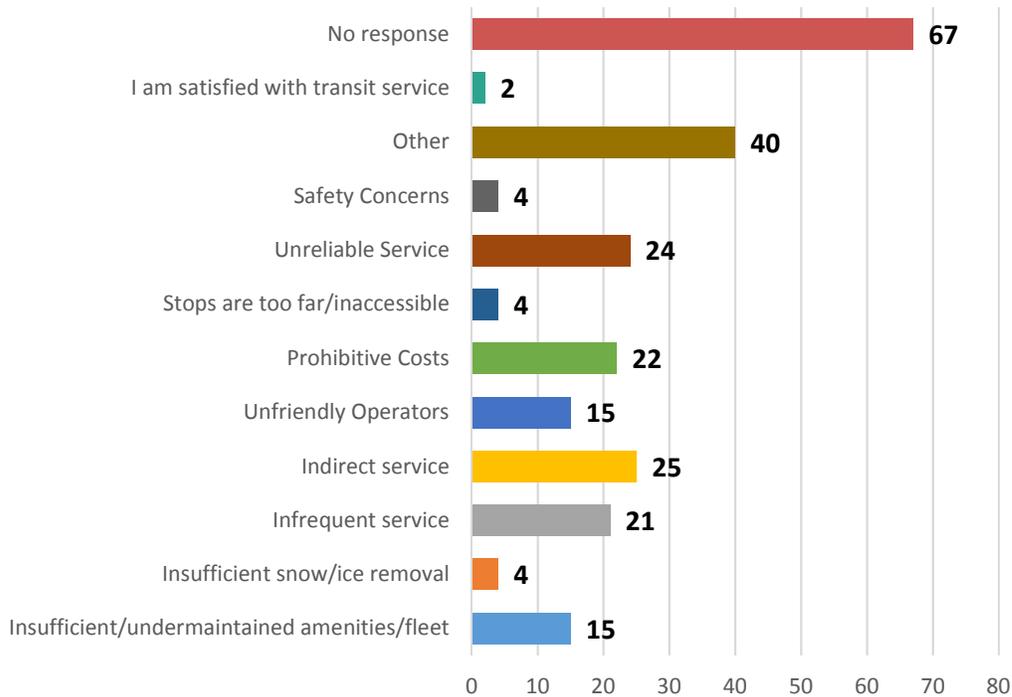
All of the above barriers rate very high in how much they pose barriers.

Question 6: Are there other items affecting your decision to use transit? Please Specify.

Specific comments on comfort and safety- very difficult to exit the bus at the rear, especially when elderly or with children or when there is snow on the sidewalk. Remove signs telling people to exit at the rear. No advertising on windows - it is very difficult to see through the ads when the sun is at a certain angle. The interior of some buses are very unappealing- old and grungy- not a pleasant ride. Place guards beneath the rear exit. I slipped once on the snow and my foot went partly under the bus! Interior of the bus is often filled with tatty notices, some of which are VERY unwelcoming in tone. Make sure bus numbers are visible I,e, clean! - especially the rear numbers. Winter weather is a huge deterrent to taking the bus.

Question 6: Are there other items affecting your decision to use transit? Please Specify.

Insufficient/undermaintained amenities/fleet	15	3	5	23
Insufficient snow/ice removal	4	1	0	5
Infrequent service	21	7	0	28
Indirect service	25	7	3	35
Unfriendly Operators	15	3	1	19
Prohibitive Costs	22	8	0	30
Stops are too far/inaccessible	4	0	0	4
Unreliable Service	24	12	1	37
Safety Concerns	4	3	1	8
Other	40	0	0	40
I am satisfied with transit service	2	2	0	4
No response	67			67



Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

What areas of the city do you think would benefit most from improved transit services like increased frequency enhanced stops and priority treatments? Please please specify the areas and why you think they would benefit

no response

Should have direct routes to stop at front door of all hospitals and leisure centres

no response

no response

Bus routes used by students should be given top priority. Hourly buses, even on Sundays, are insufficient; missing one means standing in the cold for an hour.

Increased service - North industrial - while I don't work there, several family members do who advise there are very few routes that access the north industrial, stops are far from businesses, and buses don't run early enough for them to arrive on time. Enhanced stops - hubs and high-traffic stops, i.e. downtown, malls, etc. Signs displaying arrival and departure times in easy to read formats. Heated waiting areas for the busiest hubs, and an overhead shelter at every hub and busy pickup areas. Priority treatment - USE CIRCLE for rapid access to areas of the city. Have buses that only go on circle and exit just to get to hubs, where local routes radiate out from, for faster transportation around the city

no response

Living in the west end, I'm close to stops for the 50 & 60, and then connect to the 70 & 80 downtown. Apart from the lengthy travel time, I've been quite happy with the service.

no response

University area

downtown area

highest living area for university students

highest living area for commuters to downtown

no response

Mayfair, Caswell Hill & Hudson Bay Park The Transit was taken out of our area 7 years ago & every year it just keeps getting worse. As for a Rapid Transit to the University from 33rd Street. Have a bus run from Confed Mall go down 33rd & have stops at Ave, P North Ave. H. North & Ave. D north go straight down 33rd Str. East to 2nd Ave. to 25th Street & go up the University Bridge right to Place Riel every 30 minutes,

More bus shelters, Also warm up are in the downtown are, Clearer buses.

Field House

Broadway to university

Broadway to Stonebridge

University heights

no response

Areas with large student populations. Lower income areas.

no response

no response

People have said they do not have direct downtown service but I do not know which areas they live in.

no response

no response

North Industrial area. There are so many people who work there are so few bus routes.

**Question 7: What areas of the city do you think would benefit most from improved transit services?
Please specify the areas and why you think they would benefit.**

no response

Stonebridge. The area only has one bus and doesn't cover half the area.

North industrial area as lots of people work there and those who have to take the bus are constantly late

Eventually they lose their jobs because of this.

no response

Poorer areas and places with lots of apartment buildings, northern end so people can get to work easier and don't need to take a vehicle

Why is there only two routes (4 and 13) that go through innovation place? I have worked there since 2001 and the transit has only improved slightly in 5 years. Thank god the bus actually goes through the park now. There are over 2 thousand people of all different social economic status that work there (immigrant workers that maintain the cleanliness of the park to CEOs. Why can't you have more of the upper management be interested in taking transit?)

no response

I think the North industrial area could be better served by transit as a destination. I live in the North east part of town and a bus ride to the North industrial area takes over 1 hour with one transfer and for that reason, I don't take the bus.

Evergreen - 1.25 hours to get to downtown, how is this acceptable?

Clarence Avenue. Warman Road. Central Avenue.

Buses always fill up to capacity when passing through the university. Obviously that is one place where improvement needs to be made.

east and central north area.

no response

The areas that take people to work like the university, downtown business, west side businesses, Stonebridge, etc.

Northeast downtown, a mecca for students, immigrants and seniors, would benefit from enhanced stops and priority bus lanes. To be specific, the corridor bounded by Spadina Cr, 22nd Street E, 3rd Ave N, and 25th Street E would benefit from enhanced stops and priority bus lanes.

Your new neighbourhoods: Stonebridge, University Heights, Willowgrove, Rosewood. It would be nice if these new neighbourhoods had access to great transit service right away - encouraging new residences to make use of the service right away, rather than settling into the habit of driving.

any area that has a large number of commuters traveling to the core daily.

The corner of Millar Avenue and English Cres could use a shelter for the staff that catch the bus there.

The service to the North end of the city needs to be rethought. Millar Avenue and Circle Dr was a terrible area especially before Christmas. It took from catching the bus at Millar and English Cres at 4:30pm until after transferring thru the downtown terminal to reach home at 7pm one Friday evening, a 3 hour trip after leaving work at 4pm.

Commute from newer suburbs

All areas need improvement, but the most crucial routes are those that would take cars off the road. Convenient routes from the suburbs would be most beneficial as people in inner city neighbourhoods use less vehicles by nature. Also convenient routes to grocery stores from residential neighbourhoods would be ideal.

**Question 7: What areas of the city do you think would benefit most from improved transit services?
Please specify the areas and why you think they would benefit.**

no response

Frequent rapid transit from a Park n Ride station at or adjacent to major shopping centres in all quadrants to and from University could dramatically improve the abysmal parking situation at RUH

All of the major corridors would benefit from increased frequency of service. This would allow people in the densest parts of the city to catch a bus when it is convenient to them and not have to schedule their lives around the bus schedule. Suburbs and outlying communities (like Warman and Martinsville) should have express routes into downtown and the U of S. This would decrease the number of personal vehicles on Saskatoon streets, decreasing emissions and the reducing the stress on parking resources.

no response

no response

Really, all areas. Routes to (and from) the U of S would be a good place to start (but I may be biased as a student; when I did take the bus there were extra buses in the morning which were still packed, and getting a bus home was very unpleasant due to overcrowding).

no response

All areas

Most newly built neighbourhoods have higher population and density than existing suburban development in the previous decades. I feel these neighbourhoods could have direct service to Downtown and U of S. Neighbourhoods like Stonebridge, Hampton Village, etc.

no response

willowgrove to downtown - better routes please. I live off Muzyka and have to transfer and they don't wait for each other. At minus temperatures - not good. almost an hour ride

no response

Probably the areas that have workers from downtown, the university, and Innovation Place living there. Unfortunately they aren't all concentrated in one neighbourhood.

Downtown could be better served by improved service all over the city. Maybe if people saw taking the bus downtown as a viable option, there wouldn't have to be so many ugly parking lots beside our beautiful buildings.

no response

Park and ride to move people from suburbs (Stonebridge, Hampton Village, Willowgrove, Evergreen, etc.) to downtown/malls/university.

Higher density areas and central nodes (suburban centers) should have increased services such as park and ride facilities. This would allow residents of a sector to make the relatively short drive to their sectors hub, and then take a frequent and very direct route to their destination. It may also be beneficial for these direct routes to be exclusive to reduce waiting times in transit. (ie. stopping at the U of S)

no response

Everywhere.

More direct buses that go from each Major Bus terminal to down town with less stops between.

Wilwood mall to university Place Riel to Down Town terminal with very few stops between. 20 minutes should be the maximim that you should be on a bus to get to a main terminal.

Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

There is a need for a bus route that travels north/south on Preston. My kids, who currently do not take the bus, have the option of a 43 minute or 48 option with three transfers. Creating a route that goes along Preston (Market Mall) to 8th (and beyond) would enable them to take the bus to school. A route from Stonebridge to College, then campus, makes sense. Why stop there? :) A bus that went from College and Preston to Preston crossing, then all along Attridge would be spendid as well.

I don't know. My commute (Varsity View-Downtown) seems to be well covered as others. I would rather see better care of existing stops more than enhancing only certain ones.

Everywhere. More frequent busses would greatly improve the publics view of transit. These issues need to be fixed on all fronts, not just in some areas.

Areas where health professionals/hospital staff/workers live; Willowgrove for sure.

no response

North Industrial because so many people work there.

There needs to be rapid transits to all growing areas of Saskatoon. Not just 22nd Street and 8th Street. The north industrial area needs one and Stonebridge and Evergreen. The city is growing fast on the east side and to have only one rapid transit line will not serve the demand of growth.

no response

all areas need improvement

It takes over an hour to get to Stonebridge Mall from Lakeview.

Over an hour to get to Preston Crossing

These are busy shopping malls. Quicker services might get rid of some of the cars.

Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

Currently my greatest need of transit is from my residence in Wildwood to a residence in Silverspring, but I drive there due to the slowness of transit. My greatest current use of transit is, therefore, from my residence to downtown and the university.

Any area or need that currently creates huge motor traffic volumes needs to be identified and solutions found to replace that need with transit, walking and biking. The sparsely built office/business area with large parking lots and no nearby housing in the north end of the city seems to me a particularly poor design that actually encourages car traffic while also being difficult to service by transit. Most of the same offices could easily have been accommodated immediately above ground level retail space and below residential units in multi-use high-rise buildings along all the existing major corridors, where these same offices and businesses would be well served by transit and local residents.

It is extremely important to recognize that I cannot (nor can most other people) predict where I need to go and when I need to go. However, whenever the need arises I need a transit network system that provides the necessary service.

Paul Mees in his excellent book "Transit for Suburbia: Beyond the Automobile Age" discusses the ways to achieve a comprehensive transit network and provides some illuminating examples.

It seems to me that a system of fast and frequent radial trunks that are frequently intercepted by local loop lines might provide a network of sufficient coverage and frequency at an affordable cost. In addition, the twice-daily high volume rush-hour traffic to and from work and school needs to function exceptionally well, as does all-day access to hospitals, leisure centers, libraries, shopping, the airport and zoo, and all other public and semi-public facilities. Access to enhanced stops is extremely important in our harsh climate.

no response

Downtown and college dr and 8th street. More students and get to school easily less parking needed

Major, rapid transit corridors East-West and North-South with relatively frequent feeders would make a huge difference. I often end up waiting up to 40 minutes to take a bus that takes me another 20-30 to ride. This is silly, since I can walk the distance in 20-25 minutes.

no response

develop park and ride facilities for commuters coming from the north, south, east and west of the city

no response

no response

Every where, it is universally terrible service, I find it silly that I use transit regularly with ease whenever I travel, in cities where I don't know the language, or know my way around and it is easier to use than in my own home city.

no response

1) Downtown to Broadway. There are several bus choices but many of them leave within a couple of minutes of each other. If they were staggered there could be a bus every 10 minutes. 2) Many large employers begin business at 7:00 but bus service doesn't run early enough for people to take transit to work.

**Question 7: What areas of the city do you think would benefit most from improved transit services?
Please specify the areas and why you think they would benefit.**

no response

no response

no response

Everywhere inside the circle needs to have more frequent and convenient service at all hours including evenings. Many suburbs are not set up to accommodate efficient transit and should just have direct service transit making it much more costly and difficult to encourage people other than students to use it.

no response

no response

East west corridor down 25th. Access to various suburbs in south and north.

no response

Better and quicker service to the downtown, university and the north end.

I think express buses with more direct routes are needed for both outer suburbs and also inner city areas. The suburbs still need park n'ride stations to allow this or ridership still won't be present in large numbers.

All areas require greater frequency, particularly as the current system requires passengers to transfer, when making long trips.

Not familiar with transit system.

I would like to see a study done on transit from the bedroom communities such as Warman and Martensville.

in larger cities everyone uses public transit (I always used it other cities until I moved here). In saskatoon there is an obvious car culture. I would guess that those currently using public transit are lower income, seniors and students. Prioritizing their needs would be easier than changing the dominant cultural norms about driving everywhere.

There is a definite need for a faster and more massive means of RT from the far west of the city. The Hampton Village could benefit from better transit. Hampton and confederation dwellers could take short bus rides to the major station on 22nd which would take all passengers rapidly to the city center and university. I think that the north end would greatly benefit from a rapid transit system. There are too many single vehicles traveling down Warman road, making it a dangerous, unattractive, and fume filled travel route. The north-east side of town will soon require better transit. A fast moving system down McOrmond road would benefit neighborhoods on both sides (Evergreen and Willowgrove as well as any further developments on the east).

Rapid transit absolutely needs to be a more attractive choice than driving private vehicles. Right now it is not.

no response

A previous video showed huge movement from South to North and back during a workday. Assumedly, it's currently served by Circle Drive. A major transit corridor needs to be implemented for that population, especially the population in Stonebridge. The Saskatoon Transit video seems to put a large priority on areas that currently see high volume, since those are the areas that are currently well-served, and would understandably give more volume, and create a self-perpetuating cycle of information.

North industrial area - there has been a lot of development there and new jobs but access to that area by transit is quite limited.

The suburban areas of Saskatoon.

Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

I think that companies that offer shift work in the north end, for example, should maybe make a deal with transit to get buses around their places during shift changes in the evening or something. This way it would expand the ridership for #14 and/or #25 routes in addition to the people who already use them.

Clarence - lots of university and high school students take the bus on this road.

Preston - lots of students take the bus on here as well

22nd street - important east west transport line. breaks down barriers between the east and the west, especially if connected with eighth street.

Stone Bridge. The only bus that runs in the new areas is the 17 and it only runs every half hour do if your transfer bus is running late your late for work because you have to wait 30 min. There should be some sort of express that goes over circle south maybe leaving from confed mall.

The entire city would benefit if we had a bus system that worked!

no response

The entire city. Any time I use google maps to check routes from my location to somewhere I want to go, the total time is greater than 1 hour and 20 minutes. Particularly Circle, and 51st. I personally would also like to see the frequency of the #1 be increased from every 30 minutes to every 15. If I do not have any other buses within a 8 block radius, so if I miss my bus I am now 30 minutes late.

Buena vista area- more direct routes to the University

Better service from new neighbourhoods like university heights and the north industrial/Silverwood and south side new developments directly to central transit services in core neighbourhoods is necessary. I would be wonderful to see a real effort put into the downtown terminal to make it a pleasant place to be and easier to use in all seasons. I would be more likely to take the bus for errands in further neighbourhoods if there was a reason to go to the downtown terminal or if it was enjoyable to be there.

I take the number 5 bus. It is fine very early in the morning but around 9, there is virtually no seating left when I get on at Acadia and 14th and there is still a long way to the university. Also, the 5 does not stop at every stop when the university only bus runs. It should stop at every stop. People do not want to have to change buses more than once when there should be no reason for it.

UofS, it gets quite congested at the bus stops at Place Riel.

Well, working out in the far northeast corner of the UofS campus and working the evening shift, there has been a severe lack of good bus service in the evening hours. The transit screwed with the No. 4 route which left Preston crossing about 5 to the hour. I could catch it 2 blocks from my building and be directly home in half an hour. Now we have to walk 20 minutes at night to Place Riel to catch other busses - my bus now being the 80 which I have to transfer downtown to another 80 to get home at the same time. I also have to walk more than twice as far at night to get to my house. Because the transit screwed with the times the No. 4 now only runs on the half hour therefore if I catch the 11:30 I don't get home until midnight. So please consider all the staff and grad students that work evenings in the outskirts of the campus also the staff at Preston Crossing - the 11:00 bus was always full - do any of you ever ride the busses when you make these stupid changes to see actually how many people are on a bus? Are you at all trying to service the cities largest employer? Please note as we'll, parking rates at the UofS are going up again -- with better transit some of us would like to give up driving!!!

Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

You must improve frequency on the UofS campus and not just from Place Riel -- you've got to get better service back out towards Innovation Place. I would love to take the transit all the time -- the UofS will be again increasing our parking fees -- but I need better service. I hope you have a closer look at adding some more times rather than only once an hour for the #4 late in the evening. There are a lot of grad students working late also who would love to have more frequent service.

The mayfair area would benefit from improved transit because buses are late and not enough stops

I think the suburbs would benefit the most but I don't live there so I am not sure, but from what I have heard about stonebridge the transit stops very early, is not frequent and this makes using public transit difficult.

Wildwood would benefit, infrequency of buses to get to transit hub (Circle Centre Mall) is an issue.

Therefore, I drive to work (downtown).

I haven't been on enough bus routes to know.

Somehow to notify transit users of a late bus or if it's not coming. My daughter has had a bus not come at all to the Mall at Lawson Heights on the way to the University at least twice in two months

Early morning the Broadway bus is always packed due to University Students and of choice people like myself going to work. As mentioned before, it would be nice to have the buses running every 15 minutes during peak time instead of every 30 minutes.

Durning busy times the bus that goes out to walmart (4) should come out that more, and not just the # 4 either, other buses should go out there too.

Increased frequency after night classes at University, but I don't care about that anymore.

More stops on fair light drive for #5 can work, especially for #5 briarwood around fair light and olmstead, since there is no stop for it there, it is either 15 minutes away by coop on fair light or you have to take #5 fair haven, which increases the travel time by 20 minutes. it is very inconveninet

Evergreen - it is a quick growing area with many university students.

The Montgomery area just south of 11th street in the SW. There is one route that goes through the neighborhood (23) which is fine, but being a university student I have to transfer at Confederation and it takes over an hour to get to school. It would be nice to have a route that goes to the University (for example allowing the 3 or 5 to come into the area).

no response

It's difficult for me to say since I don't really know what exists for the new areas now

A second bus on 8th Street, from Preston to Broadway/Clarence would be nice. Relying only on the #2 after Preston can be rather inconvenient, especially in the evenings when it only comes once an hour.

no response

Outlying suburbs could have more smaller buses, more frequently, that take riders to more central hubs. Freeing up the larger buses for more central routes through the university to downtown.

all

Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

Buses, despite new long ones, are usually crowded so as a senior I try to go when it isn't peak hours for safety.. 22nd street to Confed is difficult and that shelter and bus stop is deplorable at Superstore, both summer and winter and at peak times there (with students) I have felt unsafe (seeing possible drug deals, etc) and try to avoid school let out times for my travel.

Fairhaven should have a direct link with downtown instead of having to stop by Confederation mall first.

Increased frequency along 8th street, a few more stops along Idylwyld (or express buses stopping at all Idylwyld stops).

not sure

At present I only take the bus to and from work and to and from downtown.

I used to take the bus from the north end to the Circle and 8th bus mall, but it got to be too time-consuming and inconvenient.

no response

all areas

no response

If done correctly, all areas of the city would see improved service and once this occurs ridership would improve. I also feel the transfer system could be phased out if the cost per ride was reduced to lets say \$1 with less per child or senior. Passes should also be available to persons on disability or assistance.

no response

no response

no response

no response

no response

I have had some problems around supper time when some of the buses start going on evening schedules but generally I think the frequency is adequate.

I think the corner of Millar Avenue and English Cres could use an enhanced stop.

I think that the timing of the #1 Wildwood stop at Market Mall could use some adjusting. If you are travelling thru there during the day, you often have a wait as long as 5 - 10 min. and if you are just trying to get to Wildwood mall, it can be frustrating.

not sure

22nd Street: frequent buses might compensate partially for its unappealing nature to pedestrians and cyclist. College Avenue and logical extensions to cater to university students. Student residential area concentrations could be studies to find out where these extension might best be located. 8th Street, Broadway, 4th Avenue loop or corridor: Because of the number of people shopping or going to or from work. I studying the best locations for these transit corridors the City should keep in mind on only current use, but future use and target infill and new development to these corridors.

It appear upcoming changes will fix my main concerns in this area (currently the #12 and #14 follow each other through City Park). Adding the #4 through City Park will provide me door-to-door service from home to work (huge improvement for me personally).

Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

We are considering moving to Silverspring and I was surprised to see it would take 40 minutes to downtown.

no response

Riversdale, Rosewood, Evergreen, Willowgrove, Westmount/Mount royal, Stonebridge.

most areas that run every 30 minutes should be increased to 15 between peak hours. all buses should run the day time schedule until 8 pm. also 30 minutes on Sat. and Sunday. and start earlier.

Any of the major routes to major employers and the downtown core. There isn't a culture of taking the bus. It's a class problem - people don't want to take the bus because it's used by poor people, students, elderly. In other cities, there's much more a culture of not using your car and using public transport. Make it harder for people to use their cars. Improve bus services so that people want to use the bus! Faster, more reliable, friendlier drivers, more frequent, cleaner, etc.

I work at the Saskatoon Field House and although I may have good mobility, my clients do not. There is a stop on College but no longer a corresponding stop heading downtown. If you move the existing one (which is no longer in use) to the other side so the buses can stop before they turn into the University it would be most helpful. Or have the #50/60 or #6 come right into the loop at the front entrance. Right now, you have to go into the Campus. In the winter, this is at least a 10 minute walk for ME, impossible for a lot of seniors, many will not come at all.

Don't forget about the North/South - especially along SIAST (College Students are important too) and to Lawson Heights.

Also the North Industrial. I am not happy is only hourly most of the day.

The areas of Caswell Hill, Mayfair & Hudson Bay Park. Every year the city & transit are making the transit less accessible for seniors, working people & students. When is the city going to start treating people in these areas with respect instead of making these areas as the forgotten parts of the city????

Areas outside of the downtown core that have multiple condos/apartments. These people are the most likely to not have a vehicle and are concentrated providing the best use of transit resources. We live in a 46 unit building beside 9 other buildings all with at least 30 units. Extending the 70 route down Lowe Road would take pressure of the 80 route and enhance service for approximately 300 units.

All areas of industrial park, millar avenue. Lots of workers and it would benefits to those who are not driving

East side

1)the entire length of 8th Street 2)Broadway

3) 3rd Ave. as part of the renewed interest in downtown development

4) bus access to The Field House

the core areas of Saskatoon - people with lower socioeconomic status rely on having accessible and good transit service for getting to/from work, groceries & other amenities

-also outside of the core areas, consider where there might be clustering of a lower SES (where newcomers might be settling, etc); as there are increasingly mixed housing options in new developments (with various price points), having good accessible transit options here as well (you could collaborate with external stakeholders who collect this type of data to determine this)

**Question 7: What areas of the city do you think would benefit most from improved transit services?
Please specify the areas and why you think they would benefit.**

Those with the highest population of university students.

8th street needs more frequent stops and well as the north industrial area. With a majority of the population working in and around the north industrial area there is little to no transit that commutes people to work. If you want more people to use public transit you have to make it available to them.

Every area in the city should benefit from transit without question. Why would a city focus on one over another specific area. The entire city needs to be accessible from any other point. There are thousands of cities smaller and larger than ours that achieve this why can't ours?

Suburban areas

#13 Broadway from Lawson to the U of S and #13 Lawson Heights from U of S to Lawson Heights. I would like to see that bus running all year round. People do shop at Preston Crossing you know and during the summer #13 runs peak hours. You tend to cater to U of S students only - REMEMBER THERE ARE PEOPLE THAT SHOP IN THIS CITY AND NEED 13 to run all day long. Otherwise we have to go down town and then transfer like idiots. This is not acceptable. It should take 15 minutes to Preston Crossing not 3/4's of an hour.

Areas like Rosewood and other such outlying locations would very much benefit from improved transit services. Also consideration needs to be given to such transit services connecting places like Warman and Martensville with the city of Saskatoon.

route 3 needs earlier busses and more often.

Outlying areas such as evergreen or stonebridge could use service until midnight and on Saturdays and Sundays until midnight so that people who work at late hours don't have to walk a half hour to an hour in cold or high snow conditions to get to a bus. In evergreen if the sidewalk has high snow drifts, people have to walk on the side of the road for the 20 minutes it takes them to get to that bus stop on Nelson and Lowe, which is dangerous when it's dark and people are speeding. sometimes when they didn't expect to have the blowing winds which cause the high drifts they will miss the bus making them wait 50 minutes for the next one, or on Sunday when they have to walk the rest of the way because they missed the last bus and you have no cab fare.

I personally choose to live within walking distance of downtown/broadway because I want to walk everywhere except in the winter. If the transit system was improved I would not own a car. I would walk in nice weather and take the bus the rest of the time. I would use the bus to get home from the grocery store, go to church, etc. But despite living decently close to downtown the bus system is not reliable.

Personally I think people living closer to downtown might be the most likely to use the bus system regularly. They are paying more to live closer to downtown because they want the busy, convenient, and upclose lifestyle. They also are more likely to be summer bikers/walkers and would consider using the bus as their winter transport.

the area's discussed in plan are my choices already

In addition to the ones stated on the video (university and employees in the core) add low income housing areas AND areas that have a moderate to high density of seniors. These people tend to be the ones that don't have vehicles and may utilize the services more than they currently do.

Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

All of Saskatoon would benefit from increased frequency during peak periods, but particularly the 4 and longer routes. If a bus is down, patrons are often forced to wait a half hour so a bus that takes a half hour to get anywhere, making us very late. The 4 often seems to have broken down buses, this needs to be addressed as well. Bus drivers should also not be allowed to leave stops ahead of schedule. This strands ON TIME patrons at the stop. I have seen buses 8 min early but even 3 is too much.

I think holiday park would benefit from increased frequency. Even some of the areas that have half hour service rather than 15 mins like the dart buses.

no response

East side and more frequent buses to university from Clarence Ave.

no response

I live in Briarwood, and I have been hearing on the radio a few times, and see the city touting the 'downtown direct in 30 minutes, from anywhere in the city'. I would love for someone to show me how I can get from Briarwood to downtown in 30 minutes (Google shows me 45 minutes if I stayed on route 5 and didn't transfer). Sure I could somehow make my way to the lakewood down town direct, but then i'm tacking on at least another 20 minutes of walking time, as from where I live, that route is not close.

Areas where clusters of university students rent.

University-- volume and central location

Stonebridge-- high student population that needs to be on time for classes

north end industrial-- LOTS of people driving alone in big vehicles every day.it's silly.

no response

no response

Increased Frequency in the evenings. Express routes to all city areas not just UofS.

no response

Concentrating in the core area is always beneficial, but also it might be worth looking into commuter buses with park n ride for surrounding communities.

Residential Areas. And getting high school students to their schools more directly

I hear a lot of people complain about getting to and from work in the north end. that is takes too long and there aren't busses later in the evening

Silver spring area would benefit from a more reliable service, as you can't count on the bus coming on time and therefore have to leave much earlier for appts or work.

I actually catch the bus on 8th street and McKercher and it is very poorly serviced. I was shocked to hear that some stops are currently getting buses every 15 minutes because my stop is on the intersection of two major roads and it only gets buses every half hour. More frequent service to that stop would be a great idea.

north end

Suburban areas and the most recent neighbourhoods within Circle Drive.

no response

Well just getting quickly - in a smaller bus run more often to downtown would be great. These big honking buses don't seem to work. Smaller is better and they should have designated lanes.

**Question 7: What areas of the city do you think would benefit most from improved transit services?
Please specify the areas and why you think they would benefit.**

no response

Evergreen!! For a neighborhood that is supposed to be "green" and friendly to alternative transportation, it's bus options are terrible!

no response

EVERYWHERE on sundays. Sunday service is worse than brutal. HOURLY BUSES? REALLY? Also, why doesn't the buses run until bars close so people can get home safely?

Between downtown and the University in particular. One high frequency bus instead of 18 different routes. I remember the 11 Express that went from the West End to downtown. Do that again, and do the same on 8th Street: Confed-Downtown Express, and Circle Centre at 8th-Downtown Express.

Increased frequency on Cumberland or Clarence ave (or both) would make a huge difference for people living South of Temperance Street.

Blairmore. It is a new area and growing. There are lots of townhouses and condos already and coming still. There needs to be a direct downtown/U of S route from Blairmore. Otherwise, you can take the 4, which goes completely out of the way before getting downtown, or you can wait for 50/60 to come, but they stop at every stop between Confederation Mall and downtown/U of S.

I think the entire city should experience improved transit services, once efforts have been made to address the reasons why there is decreased ridership in some areas. This is a public service, it is not intended to make a profit. It is intended to serve those that need it most, and I don't think it is accomplishing that completely. It is also intended to address traffic congestion and environmental protection. By only increasing services to certain areas, it would not be doing this to the fullest potential. Enhanced amenities to be considered in as many bus stop locations as is possible also, not only at rapid transit stops.

south industrial and auto mall area, Stonebridge to circle park and market mall and to down town

no response

Another direct to north end indus... one for miller... another for faithful. . 50 minutes plus on the bus is absurd.. really. ..

I think the North Industrial with 15 minute interval would be good.

All. I lived in the Caribbean for a few years. They have an impressive mini bus service. A maximum wait of 3 minutes. Each bus is privately owned and operated. It was convenient and inexpensive.

All areas that people live. They need reliable transit to go to and from their necessary destinations.

I see high transit use along 8th street, some enhancement or amenities at those stops would improve rider experience.

no response

North end, core neighborhoods (older neighborhoods that had good service in the 80's) neighborhoods with high populations of high school/university aged populations

Those who have no option but to default to public transit. Inner city and where U of S or SIAST etc. likely live and need the bus.

no response

Thinking more regionally would help. It would be great if living in Warman or Martensville didn't require you drive in to work.

no response

no response

**Question 7: What areas of the city do you think would benefit most from improved transit services?
Please specify the areas and why you think they would benefit.**

Do not know

22nd street- many people use the bus along this route already

please have the number 3 bus go all the way to Confed mall terminal again!

8th St., Broadway

Downtown, the revitalized area of 20th including the farmers market, and Broadway.

City Park, Nutana, Riversdale, Caswell Hill

Core areas of the city such as Confederation Park and Sutherland. Lots of students and newcomers live in these neighbourhoods and they aren't as established. They'll stay home if they don't have a convenient way to get around. Transit is for the people. It is not intended to be a fundraiser for the city.

New developments at suburbs that rely on cars.

My route 4! My bus is packed during peak times (I usually catch it at Gray Ave and Fitzgerald St. at 7:15 am) with people standing front to back by the time we leave the stop at Central Ave. and Rossmo Rd.

Then we have to squeeze on more people at Preston Crossing. In the evening (I usually catch it at 4:35-5:00 depending when the 4 gets to College and Monroe), the group getting on at Place Riel fills the bus right up front to back and in the last week, the driver has had to apologize to some waiting passengers who wouldn't fit on the bus and were left at the stop. Those people then have to wait another half hour for another route 4 bus.

Any area where walking distance before and after transit is 4 blocks or more.

no response

direct "commuter" transit from suburb areas (stonebridge, hampton, willowgrove...) to downtown

priority: people getting to major businesses in timely fashion so working middle class more apt to use it (mall, cameco, downtown,)

I think the #4 route could be increased to every 20 minutes or have express options.

no response

Attridge area (Silverspring, Erindale, Willow Grove). Right now the 80 is the only bus route that services Kenderdine, the 70 only goes as far as Berini Drive. With all of the new condo developments East of Kenderdine that have popped up in the last year or two, a bus needs to come down Kenderdine more often than every half hour in peak times.

more dense neighborhoods and universities and high schools

transit in morning from east side (Briarwood, College Park, Sutherland) to north side (Lawson heights, north industrial, airport) without having to go thru downtown first. reverse direction in

afternoon/evening. also would the city ever consider having a bus circle the city on circle drive and stop at the shopping malls & airport as an express route.

Montgomery/fairhaven needs a direct link to downtown because it already takes 2 busses and a possibility of missing a transfer to get to what a 10 minute drive down 22nd could accomplish.

Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

The North Industrial area because there are so many people who travel there for work. Saskatoon only caters to the university and it is a shame. All the workers are in the North! I did not own a car before and I used to take the bus to work and would be left waiting in

-30 with no bus coming. Had to routinely wait an hour, no signs telling me when the bus was coming or why it was late. Ruined my quality of life. Now I have a car and work on Grasswood Rd and vow to never work in the North Industrial area or take public transit, unless things change. At lunch there were no parks, not even a sidewalk. Big semis and trucks blasting by and spraying dust and gravel.

north industrial getting to and from work can be a hassle somedays. the 14 seems to get the short end of the stick (quality of drivers, buses and keeping the scheduled times....

no response

Nutana - lots of traffic already and increased frequency would encourage people to use it more. Areas around high schools.

no response

no response

Core areas need better frequency to end the reliance on timed transfers downtown.

All

The west end such as confederation park to have a faster way to make connections and go downtown.

The DART is a joke: it's schedule, hard to make transfers.

The suburbs, especially the newly developing areas, would benefit from transit services. For example, my brother and I live in Evergreen. He has to drive to St. Joseph's high school right now to connect with a reliable bus route as the Evergreen route doesn't run late enough to get him home from school when he needs it to. But, I'm sure that will change when this area develops more.

West of River - not as many car owners and more pedestrian traffic

20th Street lost the 15 minute service, I was not a happy camper, thats for sure.

suburban centres, neighbourhood centres

8th St. Only one bus goes all the way from Circle to Broadway. Need more bus stops and better and more shelters. Have you ever waited for a bus on 8th St when it is minus 28 when there is NO shelter? !

**Question 7: What areas of the city do you think would benefit most from improved transit services?
Please specify the areas and why you think they would benefit.**

LEGEND	Shortcut		Count
No Response (nr)	nr		66
Other (o)	o		55
University (Uni)	Uni	University	32
Downtown (dt)	dt	Downtown	26
		North Industrial	
North Industrial (NI)	NI		18
		Stonebridge	
Stonebridge (st)			
	st		16
8 th Street (8 th)	8th	8th St	10
		Broadway	
Broadway (bw)	bw		7
Evergreen (eg)	eg	Evergreen	7
		North End	
North End (ne)			
	ne		7
Willowgrove (wg)	wg	Willowgrove	5
Other (o)		Other	55
Warman			
	Warman		5
Preston	Preston		5
Martinsville			
	Martinsville		4
Clarence	Clarence		4
Wildwood	Wildwood		4
22 nd Street (22 nd)	22nd		4
Hospital	Hospital		3
University Heights (uh)	uh		3
Mayfair (may)	may		3
Caswell Hill (ch)	ch		3
Field House (fh)	fh		3
Low income areas (li)	li		3

Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

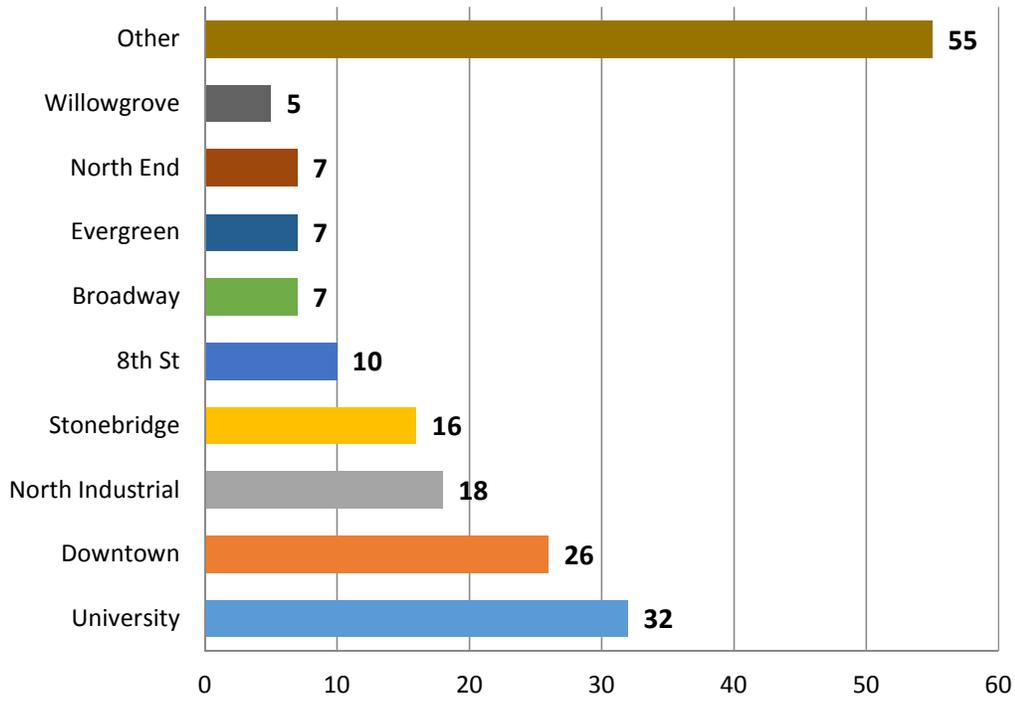
Innovation Place (ip)	ip	3
College	College	3
Silverspring	Silverspring	3
Confederation Mall (cm)	cm	2
Montgomery	Montgomery	2
Fairhaven	Fairhaven	2
City Park	City Park	2
Briarwood	Briarwood	2
Confederation Park	Confederation Park	2
Lawson Heights	Lawson Heights	2
Leisure	Leisure	1
Forestry Farm area (ff)	ff	1
Lakeview	Lakeview	1
25 th Street (25 th)	25th	1
Hampton Village	Hampton Village	1
Circle Centre Mall	Circle Centre Mall	1
Lawson Heights Mall	Lawson Heights Mall	1
Walmart	Walmart	1
Fair Light Drive	Fair Light Drive	1
Idywyld (id)	id	1

Question 7: What areas of the city do you think would benefit most from improved transit services?

Please specify the areas and why you think they would benefit.

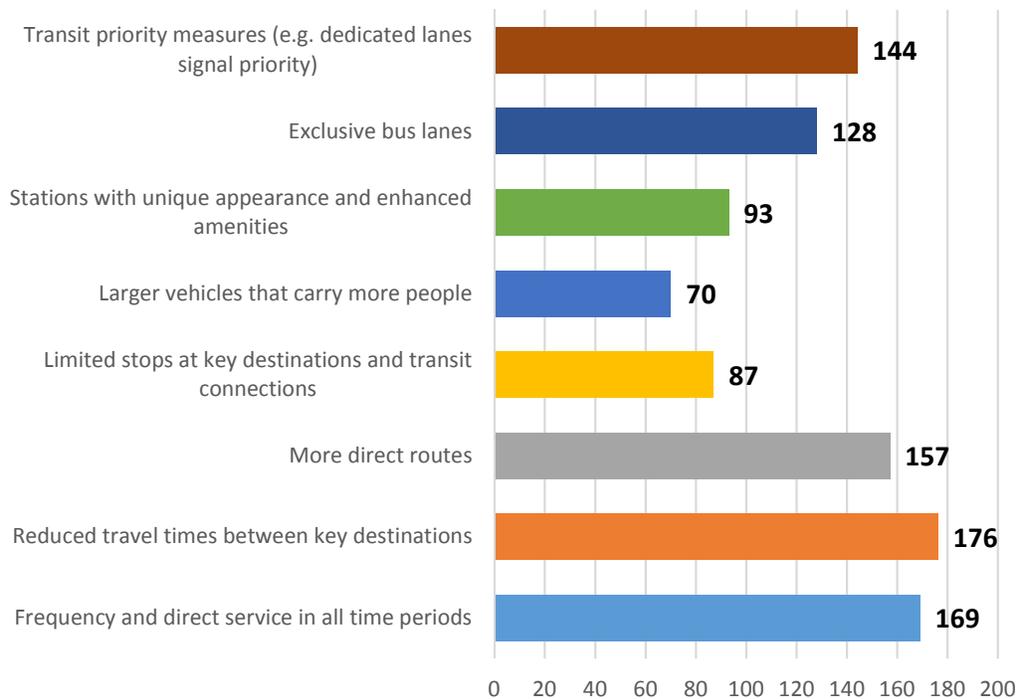
Hudson Bay Park (hbp)	hbp	1
Lowe Road	Lowe Road	1
Industrial Park	Industrial Park	1
Rosewood	Rosewood	1
Holiday Park	Holiday Park	1
Cumberland	Cumberland	1
Blairmore	Blairmore	1
South Industrial	South Industrial	1
Sutherland	Sutherland	1
Attridge	Attridge	1
Kenderdine	Kenderdine	1
Nutana	Nutana	1
20 th Street (20 th)	20th	1
Central Ave	Central Ave	1
Buena vista	bv	1
Riversdale	Riversdale	1

**Question 7: What areas of the city do you think would benefit most from improved transit services?
Please specify the areas and why you think they would benefit.**



Question 8: Which rapid transit features do you think will be most important for rapid transit in Saskatoon? Please select all that apply.

Frequency and direct service in all time periods	169
Reduced travel times between key destinations	176
More direct routes	157
Limited stops at key destinations and transit connections	87
Larger vehicles that carry more people	70
Stations with unique appearance and enhanced amenities	93
Exclusive bus lanes	128
Transit priority measures (e.g. dedicated lanes signal priority)	144



Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

Are there other features that you think will be important for rapid transit in saskatoon? Please specify

no response

no response

Public education about the benefits of transit.

paperless(electronic) transit passes, cell phone integration,

no response

Elevators for the elderly and handicapped

no response

Real-time information on location and ETA.

no response

A direct route to Credit Union Centre.

no response

Park and ride options would be nice -especially if there is somewhere the is covered for the winter.

alerts/tracking of late arrivals, ensuring the bus is never more than 60 seconds early. But mostly - fast transportation, limited stops (clearly indicated to the public), direct routes to and from major hubs.

no response

how long it takes to get from one place to another. Usually I can bike places faster than taking the bus.

no response

no response

Better buses that are kept cleaner. More newer buses that have heat & seats that are not torn. Better accessibility for seniors & people with disabilities. More buses that lower the steps.

Reduce the need for parking in city core.

no response

no response

no response

no response

no response

no response

Better police of riders, also drivers and other customers service more training in customer service and customer understanding and interaction. Also understanding the needs of the customer.

None that are already mentioned.

no response

I have never taken rapid transit, but I have seen it on TV. It seems to me it would be a great deal for working people.

Using multiple regular buses rather than articulated buses during peak hours could make for greater flexibility. Too bad transit can't do what the railways do--add cars for additional traffic!!

learn from larger cities (Vancouver, Calgary, etc.) spend the necessary money to reduce major updates in the future. plan ahead

no response

no response

no response

Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

Quick service between key point is the most important point. If people in traffic can see that the rapid transit provides quicker service, they will be more likely to use it.

historical or important buildings should NOT be affected nor parks. go underground

I think it is time for Saskatoon to start planning for rapid transit. I have been on the Marta in Atlanta, Georgia USA in the past. I still have my Marta card from the first visit and my Breeze card from the last time. The system there is the best in the world. I have travelled on others and think that safety is a concern.

My other concern is that the Transit drivers be consulted for their input into decisions. It is my impression that in the previous changes back in 2000 that they were input was very minimal.

I also think that the city and the transit union should be doing more to lobby for transit support for a National Transit Strategy. The CUTA report did an excellent job of documenting the needs of transit and more of it needs to be implemented.

Definitely need to build light rail or tramway before we are larger to manage travel routes and manage growth directions

Cost effectiveness

Not having the university students dictate what is important destination. What about the ridership groups that take the bus when university is not in session. Not everybody needs to go to the university.

Being cost competitive with other modes of transportation.

no response

no response

no response

A hub and spoke system that requires transferring downtown (or at another hub) to cross the river will not enhance service for people who live in the City's core. Lines should overlap between downtown and the U of S to provide the best service.

no response

no response

no response

no response

no response

more roads from area to area NOT everything going down town IE: Lakeridge to Erindale or University heights

park and ride from large shopper centers or malls.

Heated bus shelters! It's not fun waiting 15 minutes for a bus in -30 weather.

prepaid options so you just hope on or off and don't wait to pay.

Just the amount of time it takes to get from one hub to another - and you can't have dedicated lanes downtown - there is no space - and bus drivers need to quit running red lights - I have seen that so much lately it is ridiculous

no response

Cost - as long as the cost is reasonable and the service is good it should be a viable option for people working in areas where parking is costly or limited and traffic is congested (example: downtown, university, hospitals, Innovation Place).

Light rail system to move people from Warman to downtown or another bus mall.

no response

Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

With respect to signal priority for transit, an argument could be made for improving the signal timing and coordination of transit corridors. ie. 8th Street, College Drive and 22nd. This could be achieved by reducing the green time on minor intersections along these roadways.

no response

no response

Rapid transit should drop off at each major bus terminal.

no response

dedicated bridges! :-)

A bus tracking system so we don't have to be waiting in the cold for ten minutes while the bus is blocks and blocks away.

A lot of health care workers are in Willowgrove. We work odd shifts at odd times. If there was a hospital shuttle type route, that ran 60-30 mins before the 12hr shifts start (0730-1947 & 1930-0747 for RNs), and for at least 60 mins after it ends (we're not out on time, ever); you might get more from WG & similar areas.

There is limited parking at hospitals, we need to walk in unsafe situations to get to our cars after long shifts. The RUH parking is all under review. There is a possible market in health care workers at RUH, City & St. Paul's Hospitals.

where one of my children take the bus, of course in minus forty weather they are freezing waiting for the bus to come to them, she's a university student

Faster boarding.

Park and ride options, if you take transit you should be rewarded (maybe a small property rebate). Start thinking like Airmiles and how Westjet took AirCanada's business away.

Small buses for feeder routes to rapid transit. Parking areas for car drops at main access points. Possible commuter setup in cooperation with Warman and Martinsville.

cheap rates

Students workers and seniors are your future riders. Make their riding experience great. Ask the future malls to make heated entrance ways available. Like at the U of S

Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

From a purely economic perspective, it should be recognized that a highly paid driver operating a bus full of passengers that is stuck in traffic is extremely costly both for the city and the passengers. Not only does an awful lot of people in the bus wait their precious time, but two very expensive city assets (the driver and the bus) are not available to transport other people thus also stuck on bus stops along the route.

The entire system must be weather proofed. The vehicles must be able to operate reliably and on schedule in all conditions. All passenger facilities (eventually each stop) must be weather proof. Excellent opportunities for transfer between rapid transit and local lines are extremely important. All transfer stops must be safe, well lit and protected from the harsh elements. Electronic displays showing the time of arrival for the next few buses, as well as any disruptions in service are also helpful. Online and cell phone apps will be exceedingly helpful.

Instead of requiring the driver to check payment of fees or building expensive enclosures to facilitate prepayment of fees, entry and exit through all vehicle doors could be allowed, with several ticket "dispensers" spread throughout the vehicle supplemented by random spot checks conducted by separate personnel who "flood" the vehicle and issue expensive "fines" to cheaters. Ticket "dispensers" could also be placed at each busy stop. The city might also contemplate forfeiting fees altogether (perhaps initially on certain lines to test the effect on ridership). It should be noted that this kind of "subsidization" is not without precedence in Saskatoon. All taxpayers already "subsidize" motor vehicle traffic, because individual cars do not pay user fees. For example, 8th Street only requires one lane in each direction for transit; the other four lanes are in fact subsidies for private motor vehicles. A lot of transit could be provided by placing a ten-year moratorium on the construction of already planned motor vehicle arterials (at least 200 million) and grade-separated intersections (at \$30 million a pop), and redirecting all that money to public transit,. After that time period, we could re-evaluate the need for these motor vehicle facilities (at least some of the need may have vanished by then).

Cheaper fares, or perhaps very good bonuses for multiple tickets or passes.

No I think that's good for now

Service that can be anticipated and tracked. Having the current GPS location of my intended mode of transportation would be a HUGE benefit, reducing outside wait time in terrible weather and allowing me to communicate and predict my schedule more accurately.

no response

more bus shelters; real-time data on bus arrival times

no response

BEING ON TIME

you need to have longterm service so that people can actually rely on integrating it into their lives. I would never move any where that I needed to use the bus, even if the current service was good, because I have know confidence that it wouldn't be taken away after I came to rely on it.

no response

Heated bus shelters.

as I mentioned before use smaller buses in none rush times

Signs at each stop that inform you times of stops at that particular stop, and possibly a map of the route.

no response

Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

no response

no response

no response

Bike and stroller friendliness (at certain non peak times)

no response

Probably important to make it more convenient to the masses. Target large employers (civic employees) to encourage transit use.

The main stations need to be heated in the cold winter months.

Safe, enclosed stations for waiting.

no response

no response

Make it an easier choice than driving. Unless the average person can see that its more advantageous to use it you will never get the masses to give up driving and make this type of transit economically viable.

Warm and sheltered stations.

no response

Separated through-ways or bus lanes. Without them, the bus will always be slower and less convenient than a car, and together with the higher cost of taking the bus, no one will take it if they can afford to own a car.

no response

Buses with signs that illuminate more or that is readable more during night and day time. Buses with voice recordings that tells the name of the street before the bus gets to a designated stop. These features will be great for the visually impaired.

Also extending the time buses stop running for people who work late and for weekends when people have to be out late. This can help limit drinking and driving cases.

Transit has a bad reputation for being very unreliable. This has to change before people would consider taking transit more often.

no response

no response

no response

no response

Get from one neighborhood to another quickly.

no response

More information based infrastructure - digital signs that signify next buses, delay notices, transfer info etc. Make the system easier to use for everyone.

no response

- GPS tracking of buses and an app that allows you to see where the buses are. This would allow people to deal with a little variability in bus transit times.

- More round trip times. Most routes have turn around time of 30 minutes. It is difficult to

Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

Not really sure.

The #4 shouldn't be picking up all the high school kids that's what the special buses are for, I'm tired of getting on a bus full of high school kids and not able to sit after being in my feet for over 8 hours a day.

A passenger train going over or under stuff instead of a holdup for people that are not on the train having to wait for it to pass. Trains are also dangerous at street level because misjudgement on the part of pedestrians and car drivers have little hope of the train stopping short.

Smaller buses at not so busy travel times and the ability to add carriages on to them at busy times i.e multifaceted buses like in Vancouver
Reliability!

HEATED shelters

Keep it clean, inviting, accessible and easy to use.

Include a degree of electrification (PHEV buses, all electric buses, or trams) or CNG buses.

Better communication about bus status (GPS accessible by phone; electronic indicators at key stops stating times of next buses).

Keeping the Traffic Bridge open to vehicles

If you truly want to make rapid transit the first choice of citizens, it must be fast and clean and safe and convenient. It is easy to study what works in major cities who have mastered what works and what doesn't. For example, the book Strap Hanger (or Strap Hangers) details the rapid transit systems in several major cities, detailing what works best.

Take the advertising off the windows so that people can see out. You cannot read the street signs through those windows with the advertising on. I thought the contract had run out with Rawlco, and that when the contract was going to be renewed, there would be no more advertising on the windows in the future. I believe the future is now!

I don't think the rapid transit stations need to have enhanced amenities but they should be near major stops and have adequate signage. In the Marta in Atlanta, Georgia, USA, the stop is adjacent to the World Congress Centre and is well signed making it easy access back to a hotel or shopping. I had options in Atlanta to visit the Atlanta Botanical Gardens and I could have taken the Marta and transferred to a bus to get to the entrance of the Gardens; I choose the other option to take the Marta to the bus link and enjoy the walk the rest of the way.

not sure

Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

When the City is considering dedicated lanes, or rapid transit lanes, they might only apply to certain sections of specific street where bottlenecks are identified.

If you can't maintain the locations you currently have (downtown for example), why would adding more to it help. Not enough population in Saskatoon to warrant rapid transit.

Is the park-and-ride concept being used at all? In other words, can you drive to a hub (if you are not really walking distance) and then get on the rapid transit?

Places to park your car before getting on. This would encourage commuters to stop driving to the centre of the city and/or other major centres.

Washroom facilities, good shelter and good lighting. I will not take the bus at night if I can help it, especially from downtown.

How do you ensure this is safe at night especially in the rougher areas.

Instead of destroying the transit in Mayfair, Caswell Hill & Hudson Bay Park start bringing in Rapid Transit in these areas? Quit catering to the people who are on welfare on 20th & 22nd streets.

Stop changing bus routes

nodes/stations of rapid transit consider that people will want to cycle from their neighborhood there (bike parking, bike accommodations on transit).

Ability to take bicycles and pets on these forms of transportation - similar to larger cities such as Vancouver or Montreal. I applaud Saskatoon for having a bike rack on each bus!

I think reliability and travel times are the most important. Especially in our harsh winters. There is nothing worse than waiting outside for your bus in minus 40 only to find out that the bus was 15 minutes early or late. People would rather call a cab or not take the bus at all when there is a chance you will have to wait up to 45 minutes for a bus to come just to make sure you are there when it decides to show up.

Improve the number of stops in local areas and increase frequency to a minimum of 10 minutes no matter which neighborhood. Have more simple routes that go directly to the BRT. Without improving these routes the BRT is utterly useless and you might as well cancel the whole project. Lower the prices and make it more attractive to everyone. Rich or poor. Once the system is more established slowly raise the price to recover initial costs. You must make this system more favorable than driving for it to be popular. The city already has a bad reputation for its transit system and it needs to be revived.

None that I can think of at the moment.

needs to be like train

They split the 70 and 80. It makes absolutely no sense for someone to transfer from the 80 to the 80 to get to work.

Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

Heated bus shelters like i saw in Edmonton in the main terminals

One way bridges during peak times.

Bus lanes are a must for Saskatoon.

Park and ride. It would probably mean having to work with the malls or buy property, but if I could drive my car, and park it in a bus specific lot (ie. had security cameras so there is some peace of mind), I would be more inclined to do that. Currently, I would not want to park my car in a mall parking lot, unattended, for 40+ hours a week. If a park and ride was implemented (again, some sort of more secure than an open mall lot), and there were frequent direct transit from the park and ride to downtown, I could see more people jumping on board.

Transit priority measures.

Stations that are equipped to handle winter conditions. Priority snow clearing on transit routes and careful placement of shelters/stations to maintain accessibility for seniors/ persons with disabilities.

Easier connections to transfer buses.

With rail the fact that it can and I would say hopefully would be underground would make getting around in winter much easier.

cost. the cheaper it is, the more riders there will be.

bike racks?

Get rid of the bus mall downtown.

Clean and friendly.

A park-and ride option, for people coming into the city from acreages or the airport

Use the high volume articulated buses only during peak periods. I see them driving around empty mid day.

The disparity in costs between parking and transit are huge. I know there would be a lot of complaints if parking fees downtown were raised but if the transit fees were lower than the parking fees I think people would reconsider driving downtown and be more likely to take transit.

It's most important to save people time to and from work/school.

Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

Larger vehicles might be nice, but I think having two buses could also serve the same purpose.

Again GPS locator would also be greatly appreciated, as well as buses that are well heated. It seems like the smaller buses (like the one that is often used for route 11 is very cold inside).

rapid transit is needed but not at the cost of regular older neighborhoods and their needs, but with the growth rapid transit is needed, to university and to city center, regular buses can not make trips in a timely manner if you want to cover a large distance, with city growth its taking longer and longer, regular traffic congestion is slowing down buses, and compound bad weather and poor road conditions and there are delays, missed trips, etc

Please just start with priority lane merging. Really. What is so difficult!? Busses need to enter traffic not wait for it...something is fundamentally wrong with city management if this one thing cant be accomplished...

Cost and subsidies

use some of the abandoned rail lines where they can help to move people.

Light Rail.

All of the above in Q#8. It would need to edge out my car before I would ever consider. I would also have to plan better because I wouldn't have the car at my fingertips. A system to the London tubes or Vancouvers would be something to consider for all of the above, having ridden both!

There decision to run large buses during 'non-busy' times should be looked at closely. Many time one sees a very large bus running half empty.

I lived in Sweden for awhile and one thing they did to improve reliability of the bus service was privilege the bus over all other forms of traffic - this included dedicated lanes but also sensors in the buses that tripped a left hand turn signal at traffic lights, for example, so they basically only ever stopped to drop people off or pick them up.

Again, please consider and weigh equally all the experiences of being a bus user. The shelters and benches and cleanliness are very important. As a regular bus user I see new immigrants struggling with groceries and toddlers standing in snow banks by busy roads with shelters that are full of garbage and can't fit many people. Also, there are many older people using the bus who have no where to sit while waiting for it. The buses themselves are well maintained and clean inside which is very nice- thank you for your work keeping them clean.

accommodation of walkers will be more important as Baby Boomers start using them; that transit does not just whiz down these corridors destination stops are possible

More people would use the rapid transit and therefore less parking would be required in the business district. These parking spaces could be used as green spaces or fore cafes.

While I'd love to see the streetcars return, be extremely careful with our beautiful river valley.

Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

To manage intelligent growth you need to be saving for light rail now. Look at Edmonton. Light rail will determine where to grow.

Nothing new, but Ottawa's Transitway is fantastic and Calgary has a decent feeder system of local routes for the C-Train.

Free and available parking at major terminals on the outer rim of the city.

that is appeals aesthetically to the middle class and isn't seen as a lower class form of transportation.

Indoor "waiting stations" at key locations that are heated

Doesn't need to be frequent in all times, but from 7-6 it should be.

having pay-ahead tickets, safe and warm shelters would be great. Frequency is key too!

Punctuality is super important, as well as ensuring that the bus drivers are displaying the correct route name when they arrive at a terminal. On occasion some drivers neglect to change the route name displayed on the bus at the correct time, leaving some people guessing whether they're chasing the right bus, if someone was from out of town it would be totally impossible for them to know which bus was which.

later hours on fridays/saturdays - many people are out an about these hours and if you want to expand ridership, cater to those populations and keep them safely off our streets (Im thinking students with intoxicated levels - id rather see them safe on a bus than any alternatives)

Digital signs at all stops letting riders know when the bus is coming, and if it is delayed. Warm areas to wait in the winter.

Honestly, I think the other important feature will be public education. They need to know what a great service rapid transit offers them. They need to know how to use rapid transit and they need an easy to use "trip planner" service. Ignorance is what will keep people away.

Frequency, frequency, frequency, frequency. All the time. Night time, daytime, weekends.
Look at cities that actually planned ahead

Anything that improves directness of route, reliability of service, and convenience/effectiveness/time savings-ness of services. Otherwise driving is still more effective.

I am opposed to dedicated bus lanes; in favour of signal priority.

Increased Access Transit buses

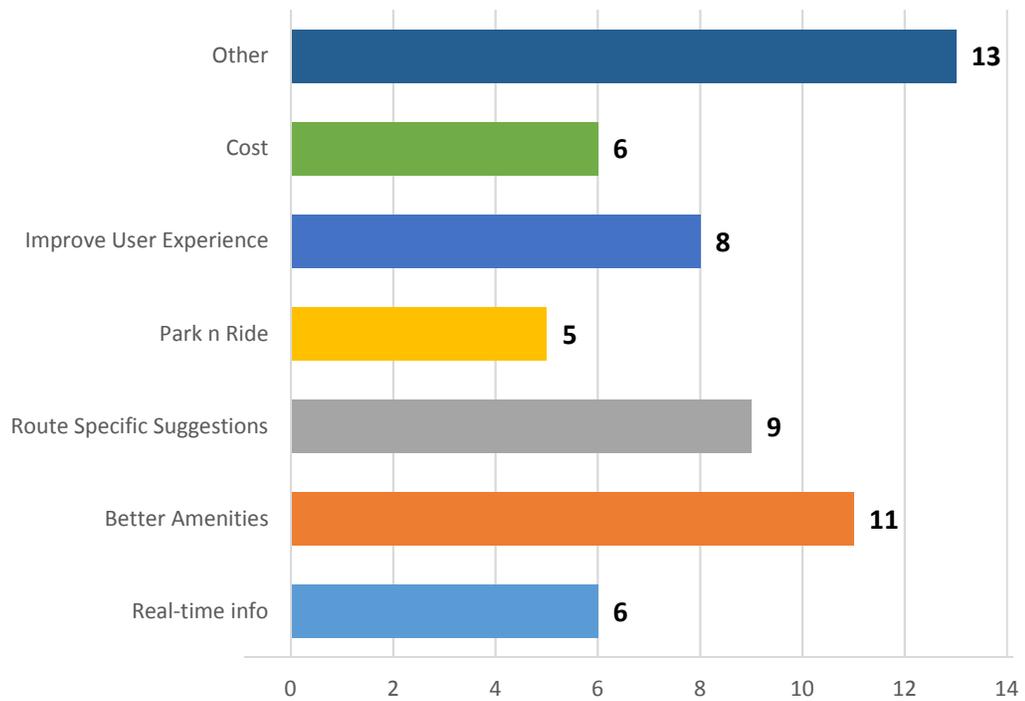
The regular transit needs to be improved to support rapid transit. Better coverage, reliability, stop facilities and customer service - the status quo won't cut it even with rapid transit.

We need to keep warm while waiting for the bus.

I think as the city grows that buses should have their own routes separate from regular car traffic. This way buses and cars never encounter each other - giving buses a big advantage in frequency, speed and convenience. This is a big project, but should be part of a 10-20 year plan.

Question 9: Are there other features you think will be important for rapid transit in Saskatoon? Please specify.

Real-time	6
Better Amenities	11
Route Specific	9
Park n Ride	5
Improve User	8
Cost	6
Other	13



Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

**Are there other corridors that you think should be examined for rapid and frequent transit services?
Please explain why**

Preston. Lots of people. high schools, U of S

no response

no response

No, these seem like good routes to start with.

none I can add

I think routes you suggest are good

no response

no response

You need a west side - north industrial route to get people to work and back. The other major commuter route is east side - downtown.

no response

no response

Going around Circle Drive, avoiding downtown altogether.

no response

NOT BROADWAY. It's busy enough once you're north of 8th st, and the back-to-back school zones slow traffic even more during the day. Investigate Preston or Cumberland as an alternate - still close, better serves the Univ. crowd. As I've mentioned a few times, I particularly like the idea of using Circle as the quick access from hub to hub (Lawson, Centre Mall, Confed, and a few new ones in recently developed areas) with more local routes radiating out from there. A couple N/W and E/W buses would help connect hubs as well, but again they need to stop infrequently (with clear signage) instead of at every stop like the DART's do downtown.

no response

no response

no response

Preston, attridge to college to the west side. I am biased because this is the area where I work but I feel is also neglected. There is only the 4 that takes you from the east to west for those areas and its seems like the longest route that can easily be taken off its schedule because of trains and rush hour traffic. If I want to take a bus to the nearest hub I have to take the 4 or 13 to university or walk because there is no bus that stops on preston southbound past the preston crossing big box mall. Nothing stops at 108 anymore. Also why does the 4 and 13 run so close together barely 10 minutes between them and sometimes they are right behind each other if one is running late. Stupid!!!!!!!

no response

no response

On 33rd Street West going to all areas including Mayfair, Hudson Bay Park Dundold. In all of these areas there are people from all walks of life that take the transit system. Seniors, working people students from the University, SIAST, High School Students & public school students. The Route 4 is packed with people at all times going to Blairmore & Willowgrove when are we getting better service???

Broadway to Stonebridge.

no response

no response

Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

no response

Attridge

no response

no response

North to South down Ave H and Ave P on the west side and also Lorne Ave to Idylwyld Drive and South circle drive bridge and 11th St west.

no response

no response

It would be good to extend BRT from College Drive to 25th Street East because of the dense population in the NE Downtown.

preston ave.

attridge drive (in the future)

no response

no response

?Clarence Ave, Central Ave

As a student at SIAST, having an improved stop at the main Kelsey Campus, would encourage more people to use transit.

buildings & parks must not be affected, The system should blend in to the scenery not BE the scenery, as in Calgary

I agree that a rapid transit along 8th street would be a good idea. At this time, there is no bus that goes from the freeway all the way down 8th street the way the Express bus used to.

Light rail direct to airport and another to Martensville

no response

Anything would be a good start. Eventually you would want to connect the BRT on 8th to the university on Clarence or Preston.

no response

no response

I can't think of any.

no response

no response

I think Central Avenue and the Sutherland area should be examined for rapid transit. Rapid transit could also serve the University Heights area including Evergreen where there will be a high population density.

no response

no response

yes from area to area NOT all downtown

Downtown is a useless to many people during the day.

no response

Clarence, Preston, Taylor, 51st Street, 33rd Street.

no response

Don't know rest of city well but from Willowgrove down College Drive to downtown not stopping at u of s for a long time would be nice

no response

none that I can think of at this time

No, so long as other routes intersect at key transfer points.

51st Street, Millar Avenue.

Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

no response

no response

Clarence Ave. Circle Drive as less lights to slow down transporting between terminals

no response

Nothing specific that I can think of. Can the bus corridors be moved off of the main car-oriented roads? Is there a reason buses have to go on those roads rather than, say, one block over? I realize this may require road construction.

no response

McOrmond is going to be the main exit/entry to Willowgrove, Evergreen, Aspen Ridge, Erindale/Arbourcreek, Forest Grove etc all at once.

Attridge is atrocious. This is also a main artery for the same areas.

2 highschools, all the elementary schools, and basic work day traffic make the area gridlocked at rush hours.

no response

no, these are good.

Central Avenue, McOrmond Drive, McKercher Drive, 33rd Street West

Attridge dr. Possibly Clarence.

westside direct to Stonebridge via the new bridge

Super stores or the large malls should be given more consideration for the workers at those malls and the people using them.

Any big business like City Hall, where the employees have to pay for parking, should encourage busing. For an employee to stand in the cold, he is going to have to have a big savings.

The northeast sector needs rapid transit of some kind. The current routes through Sutherland are slow and railway crossing frequently disrupts service. Using Preston Avenue (all the way south or just from College Drive) and then Attridge Drive might provide a suitable route. In addition a ring route would also be helpful. Circle Drive is poorly designed for transit, but the next ring out, McOrmond Drive and the proposed North Commuter Parkway, must be designed for rapid transit.

Cumberland Ave.

108th Ave.

Routes to rapidly, frequently connect our suburbs to the U and downtown (e.g. Erindale, Briarwood, Stonebridge/Henge, ...)

No I think that's good for now

Perhaps Preston from Market Mall to Preston Crossing. It would capture much of the University travel, school travel (Holy Cross and Walter Murray), Innovation Place business travel, and commercial travel at both ends.

no response

Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

Possibly along Clarence out to Stonebridge, seeing that it is an area that is rapidly growing.

North south along Clarence to Stonebridge.

Attridge across a new 33rd Street Bridge.

All major shopping and entertainment hubs need easy quick transit.

no response

no response

no response

no response

I think access to Clarence from the University bridge and vice versa should be by rapid transit only except for emergency vehicles. This would make the bridge flow better and reduce traffic along a street that is not designed to be the thoroughfare it is .

no response

no response

no response

I think that these are good choices.

Boychuk drive and McOrmond road connecting with College Drive or 8th street should also be examined. I think these suburbs will benefit from fast direct transit to center.

Being proactive rather than reactive to set these growing neighborhoods up for effective public transit will help Saskatoon Shine.

no response

Circle Drive as a rapid transit corridor would be an interesting idea in the future. In Warsaw, the freeways often are used as rapid transit corridors, and then a stairway connects the separated grade road bus stop to a local route.

The same is true with Ottawa, as there's no easier way to get between some of the stops on the transitway. If Circle Drive (now that it's completed) can be used as an alternate corridor between North, South, East, and West without having to go through Downtown, and could be used as a rapid transit corridor for feeder routes in all parts of the city, it might be a huge draw for those that otherwise are stuck in traffic on Circle Drive who live in the South and work in the North.

Ottawa and Minneapolis build up their shoulders on their freeways to use as bus lanes during rush-hour traffic

no response

no response

not off the top of my head

no response

no response

no response

no response

Any and all major connectors between neighborhoods should be considered. Travel to any area through public transit should be quick and easy. (key areas missed: Stonebridge, Erindale, Sutherland, Circle)

no response

Those options would suit my needs and those of my family very well.

Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

no response

no response

How about 33rd??

no response

no response

I can't think of any.

no response

no response

no response

Not sure for myself, as mentioned I use the Broadway one, and it is always packed.

no response

It might all be in vain because people use cars for the need to carry stuff(food, supplies for work, supplies for their house, and everything else that people need when they venture out into the city.

no response

no response

no response

no response

More routes between the west side and north

Can't think of any others!

from the east side (willow grove,evergreen,tec.) direct to university

Cumberland or Preston avenues

no response

I would think areas where there are senior residences like by Farmers market, Market Mall, direct to Stonebridge shopping should be considered.

no response

no response

not sure

no response

no response

Why these corridors. Are you trying to move people along those corridors because they shop there? I don't think these may be the best corridors. Think about how people move in our city first.

Preston Ave. Preston connects Preston Crossing, the University/Innovation Place, 8th Street and Stonebridge.

the roads you have identified as well as a few others should be used as a rapid transit type system. As the city is expanding a terminal should be set at the outskirts where a feeder bus connects to. Ask local business when times for employees are needed as well as customers.

no response

I think there should be rapid transit out to Stonebridge because south of there, there are many dwellings on acres, and it would be a good idea to have a parking area for these people to leave their vehicles for the day, so they could catch the transit

no response

no response

no response

I think that these are good routes to start. Personally I hope that the route going north along Idylwyld Drive will be far enough for the growth that is going on in the area.

Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

Preston Avenue, from Stonebridge to the field house or Clarence from Stonebridge to College, these could be good feeder routes.

If the City continues to develop high density housing or employment centres in the suburban areas, perhaps one key street could be identified in each location, say the suburban centres, to feed into the rapid transit corridors.

no response

Clarence Avenue is becoming busier as it now goes all the way to Stonebridge.

I think the bridge crossings are key. Avoiding sitting in traffic on a bridge is a major motivator to using transit.

no response

I think a BRT is a good idea but I don't think our city is quite big enough.

no

Warman/Osler, etc. -- the communities lying outside of the city. Have rapid transit to parking lots near the city. People can park their cars closer on the edge of the city to avoid the morning and afternoon gridlock. What about Stonebridge, and other new areas which will continue to grow and develop? New schools will need to be built soon.

Yes. Along 33rd Street from Idylwyld going west to Confederation Mall.

no response

no response

no response

no response

something N-S on the east side of the river? maybe Preston Avenue which would connect with Warman Road?

These corridors seem adequate.

I think these are a great start!!

stonebridge and rosewood are two massive neighbourhoods that are under constant development. With out direct routes to these areas (or routes at all as it currently is) It put more cars on the roads and less funding into our transit system. We need to facilitate these new areas before it becomes an issue and plan for the future.

Every heavily populated area needs a BRT station which links to a central hub. If the system is to be relied on and used it absolutely must service every large area.

North-South should have something along Preston or Circle to catch Sutherland people.

North-South non stop from Lawson Heights and South on Warman Road.

no response

no response

Not sure here

33rd street ?

This is what I see also same idea

no response

33rd street

Taylor

19th or 20th streets and Avenue h, 11th street from the water plant to Montgomery.

no response

No I do not have any ideas.

Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

no response

I think that is great that those roads are being considered, but weren't they already? To me, the problem is not the main roads, but getting people to them. I use 8th street from the market mall terminal. And from the marketmall terminal to downtown is fine. The problem I have is getting from my house to marketmall. To the airport!!

With increases in passenger use at airport (over 1 million people a year and projected to increase) should have bus services from airport to hotels around airport and to city center hotel area. Would reduce traffic at airport and cost for passengers. Would provide alternatives for people to have other convenient options for picking up passengers.

no response

no response

no response

no response

no response

Circle Drive (between Millar and Ave C.) and 51st Street

Attridge Drive to North End, so that people working in the north end could effectively live in areas like Briarwood, Silverspring, Evergreen

no response

East west along Taylor would be beneficial as it takes a few buses and a lot of time to get to an area that isn't that far away.

8th street definitely should be examined for rapid transit. Not only are there apartment buildings which house lots of university students, but also there are lots of stores and restaurants along 8th.

no response

no response

no response

Broadway area to downtown. People who choose to live way out in the boonies obviously have chosen to drive a personal vehicle everywhere they go. Stop urban sprawl !!!

no response

Attridge Drive starting at Mcormand going through to Preston Avenue all the way to Stonebridge to connect the north and south eastern neighbourhoods

easy accesibility to Campus and Innovation place from areas like the Mayfair area

Perhaps you could have buses that go from transit hub to transit hub over the new circle drive bridge? Say from the confed mall to the centre at circle and 8th, without stopping? The bus could just do that route, back and forth. This would allow people who have to get across town to do so quickly, and then they could catch a bus at those transit hubs to get them the rest of the way on their trip. Currently going from say diefenbaker to boychuck can take forever. If we had one route to skip around town like that, it would be a really quick trip.

These are very key. Please due this.

Clarence And Cumberland. Many students live between these streets and a lot of the residents commute downtown or to the university. Better service would make for more transit use.

The neighborhoods on the edges of the city need direct rapid transit.

I think those routes should be addressed, and that routes that are ultra-rapid, using circle drive would be extremely beneficial to people living on extreme ends of the city.

Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

how about a circular route hitting main areas of circle drive so that people don't have to go down town if they want to go from Lawson to confed, or confed to circle park, or circle park to Lawson, just a thought!

no response

If your going to do it regardless of what people want and say.. and know it will be a very tough sell to give up the car culture in North America..especially Saskatoon..then pilot these two with BRT and measure your hypothesis...Such as if we build it people will come!!

no response

no response

Clarence and/or Preston seem logical as they connect more of the city than Broadway.

no response

no response

What about Preston avenue? You have a neighbourhood of thousands in Stonebridge and others all along that street that leads to the commercial area on 8th St, the University and the Field House.

no response

I think these areas are good ideas for rapid transit as they are major routes with key destinations in the city.

no

no response

No comment, it's a good start.

Attridge Drive is likely to become more congested as development proceeds on the east side of town and Central Ave. services a lot of bus riders.

no response

no response

preston ave

20th street

attridge/circle north

no response

Those sound good. I think getting from one area to another quickly - civic centre to civic centre, or a bus heading down main areas -- all down taylor street for example would help for those not heading downtown or to university.

Again, the new developments East of Kenderdine need more direct service to and from the University.

There are a lot of university students in that area and that number will continue to grow, and right now the 80 City Centre double length bus is packed with people in the morning, even though there is also a direct university route that runs at the same time.

no response

Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

no response

no response

North-south Clarence to stonebridge and grasswood road. Isn't it obvious why? More people live and work in stonebridge now and it is growing still. Also it crosses 8th street, another hub for workers and shoppers.

It would be nice to have a bus that went east-west in the north. Currently i have to take the 70 silverspring to downtown then the 14 to work. Why couldn't there be a bus that went across the city in the north?

no response

no response

no response

no response

High frequency (but not BRT) needed on 20th St, 7th Ave, Central Ave, 33rd St

no response

I live off of John A Macdonald road and a rapid transit system down 33rd street with connections to the confed terminal would be appreciated. Especially since I only have one bus to catch and poor service at night and on sunday

None that I can think of. From what I've seen, transit frequency isn't as much of a priority as some of the other things I've mentioned. However, I haven't ridden the bus in a few years and I haven't ridden it from most places in the city, so don't use my experiences as a marker.

8th and 22nd are good MAJOR routes; 20th, College and smaller arterials should also be considered for more frequent services

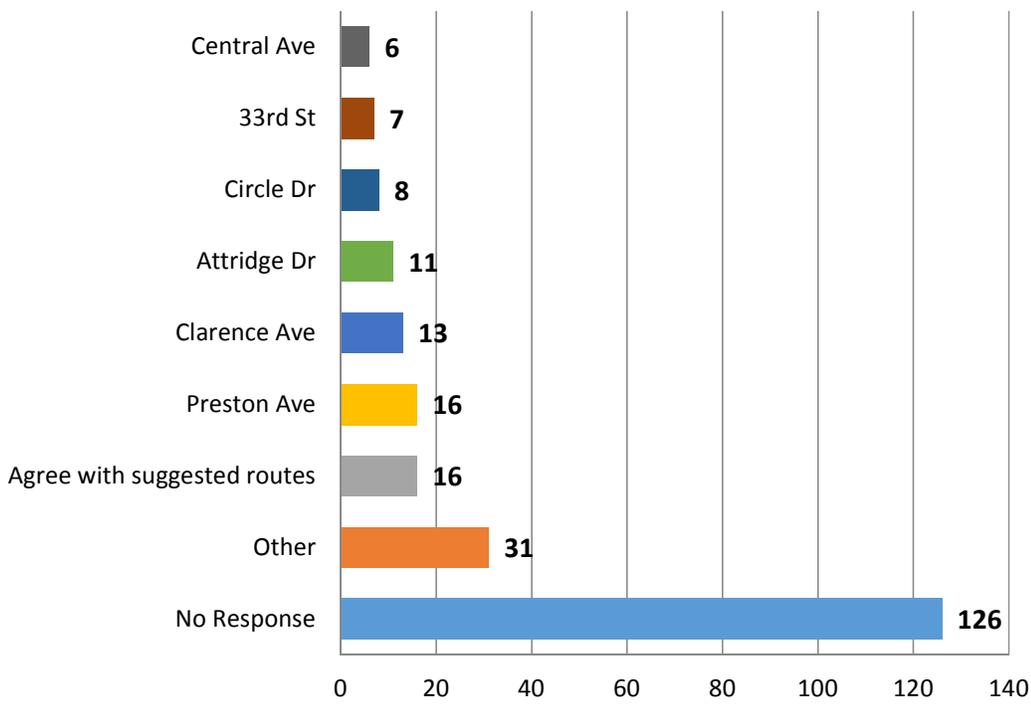
No I can't think of any, but I would like to see the city planners somehow ensure that the regular bus routes have excellent access or connection to the proposed BRTs. That can be points of entry such as we have now - downtown and mall terminals or have their own stops. Wow this is a tough one. Can it also follow the Co-op, City Bingo, or Dakota Dunes model of customer transportation.

Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

Corridor	Shortcut		Count
no response	nr	No Response	126
Other	o	Other	31
Suggested Routes	sr	Agree with suggested routes	16
Preston	Preston	Preston Ave	16
Clarence	Clarence	Clarence Ave	13
Attridge	att	Attridge Dr	11
Circle Drive	cd	Circle Dr	8
33rd Street	33rd	33rd St	7
Central	Central	Central Ave	6
Stonebridge	st		5
Cumberland	Cumberland		4
College	College		4
Taylor	Taylor		4
20th Street	20th		4
McOrmond	McOrmond		4
Warman	Warman		3
8th Street	8th		3
Broadway	bw		2
Ave H	aveh		2
Airport	Airport		2
51st Street	51st		2
West Side to North Ind	wsni		1
Ave P	avep		1
25th Street	25th		1

Question 10: Are there other corridors you think should be examined for rapid and frequent transit services? Please explain why.

Martinsville	Martinsville	1
Sutherland	Sutherland	1
University Heights	University Heights	1
North Industrial	NI	1
McKercher	McKercher	1
108th Ave	108th	1
University Bridge	ub	1
Boychuk	Boychuk	1
East Side to University	esu	1
Idywyld	id	1
Bridge	Bridge	1
Osler	Osler	1
Rosewood	Rosewood	1
19th Street	19th	1
East to West in North	ewn	1
Kenderdine	Kenderdine	1
22nd Street	22nd	1
TOTAL		293



Question 11: What core area bridge options do you think should be explored to accommodate this growth?

What core area bridge options do you think should be explored to accommodate this growth?

explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

Additional crossing is needed now as well as for future rapid transit

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
other

Restore Victoria for vehicles

explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

rebuild the traffic bridge and worry about the north bridge when there is actually a neighborhood on the other side of the river that it goes to.

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

silly question, none of the options are acceptable

widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

Convert Victoria to a motor free park bridge

Question 11: What core area bridge options do you think should be explored to accommodate this growth?

explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
do-nothing-and-leave-the-core-bridges-as-they-are
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
other

widen-existing-or-planned-bridges
widen-existing-or-planned-bridges
widen-existing-or-planned-bridges
other
other

other

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other
widen-existing-or-planned-bridges
explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
other
widen-existing-or-planned-bridges

several of above in combination

Plan for complete neighbourhoods

Combination of approaches. A new bridge at 33rd Street is likely to far from the primary destinations of commuters destined for downtown. A new bridge at the 24th Street location could be beneficial. If this bridge was built to a four lane standard 3 lanes could be used as a one-way couplet with the existing 25th Street bridge and the fourth lane on each bridge could be used for dedicated transit. The challenge will be with the intersection treatment of College Drive / Clarence Avenue on the east side. but opportunities exist to use southbound Clarence to tie back into the 8th Street transit corridor.

Consider a bicycle and pedestrian bridge

North bridge

All except do nothing

Question 11: What core area bridge options do you think should be explored to accommodate this growth?

widen-existing-or-planned-bridges
other

This question indicates that traffic demands across the core area bridges are expected to double over the next 30 years. I assume you are saying that the number of people traveling across the bridges is expected to double. The challenge here of course is to ensure that this doubling of people does not translate into a doubling of private motor vehicles. Consequently, we want to place all that growth in transportation (and most of the current traffic) onto Public Transit and other forms of Active Transportation. Moreover, if half of the people travel from the suburbs (where they now live) towards downtown (where they now work), and half from downtown (where they will live) towards the suburbs (where they might work), we will have paying customers on the transit system going both ways at the same time. If more traffic lanes (especially for transit) are indeed required across the river, however, I think a bridge from 24th Street running parallel to University Bridge might work much better than a bridge feeding cars along Victoria Avenue and 3rd Avenue. The absolutely critical issue is that Re-furbish the Victoria bridge for dedicated pedestrian and biking lanes and dedicated rapid transit.

other

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

Widen university bridge and open Victoria as pedestrian and bike bridge to get that traffic off Broadway who I would allow better traffic flow

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations

Question 11: What core area bridge options do you think should be explored to accommodate this growth?

explore-alternative-crossing-locations

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

other

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
explore-alternative-crossing-locations
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
widen-existing-or-planned-bridges
do-nothing-and-leave-the-core-bridges-as-they-are
do-nothing-and-leave-the-core-bridges-as-they-are
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

widen-existing-or-planned-bridges

We will need both new pedestrian and rapid transit bridges in combination with improving the existing vehicular bridges and added a new bridge to replace the old traffic bridge but not in the same location. Also lane control during rush hour should be explored as done in all other major cities.

Convert traffic bridge to cycle/pedestrian traffic

Currently it would be nice to see the old Victoria Bridge rebuilt for one things. That would help with the traffic currently on the Broadway Bridge and Sid Buckwold Bridge I think.

Question 11: What core area bridge options do you think should be explored to accommodate this growth?

other

Don't plug up the lead in and out with stores and traffic red lights, put stores on the adjoining street. One can turn into the area if desired.

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
do-nothing-and-leave-the-core-bridges-as-they-are
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

Replace the Traffic (Victoria) bridge with a pedestrian- and cyclist-only bridge

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

Introduce a toll to discourage vehicular traffic into and out of the downtown core. Build more residential areas in the downtown core and also a grocery store or two.

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

Do not limit the Traffic Bridge to cyclists/pedestrians only.

other

create alternatives to motorized traffic: save money, reduce pollution, improve health

widen-existing-or-planned-bridges
explore-alternative-crossing-locations
other

Widen bridges and have flexible lanes during rush hours. When widening it is likely to lose the pedestrian lanes. Build a smaller "two lane" pedestrian bridge beside or under (like Circle South)

do-nothing-and-leave-the-core-bridges-as-they-are
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
widen-existing-or-planned-bridges
explore-alternative-crossing-locations
explore-alternative-crossing-locations
explore-alternative-crossing-locations
explore-alternative-crossing-locations
widen-existing-or-planned-bridges
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations

Question 11: What core area bridge options do you think should be explored to accommodate this growth?

do-nothing-and-leave-the-core-bridges-as-they-are
other

explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

Not sure.

1) bus only lanes on some of the bridges; 2) improved pedestrian and cycling options (with a focus on improving cycling access on & off the bridges); 3) active transportation-specific bridge? I would suspect that cyclists would go a bit out of their way to use a dedicated bridge for active transportation (especially if ease of crossing, and ease of accessing the bridge were focused on); 4) consider where putting the pedestrian and cycling infrastructure on new bridges...is underneath the best place (hidden from sight/perceived or actual safety issues, falling debris/dirty. etc)

other

Encourage other forms of transportation

explore-alternative-crossing-locations
widen-existing-or-planned-bridges
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
other
widen-existing-or-planned-bridges
explore-alternative-crossing-locations
other
other

Provide bridge infrastructures

one way only bridges
I think rapid transit should have it's own road and bridge, using that right hand third lanes on main roads for it wouldn't be missed

explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit

Question 11: What core area bridge options do you think should be explored to accommodate this growth?

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
do-nothing-and-leave-the-core-bridges-as-they-are
widen-existing-or-planned-bridges
widen-existing-or-planned-bridges
explore-alternative-crossing-locations
explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
do-nothing-and-leave-the-core-bridges-as-they-are
other

walking/biking/transit bridge

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other
widen-existing-or-planned-bridges
other

Rebuild Victoria Bridge!

walking/ biking bridge needed

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
other

REVERSIBLE LANES

im not sure about this. I am concerned that widening existing or planned bridges would only contribute to increased automobile traffic.

explore-alternative-crossing-locations
widen-existing-or-planned-bridges
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
widen-existing-or-planned-bridges
explore-alternative-crossing-locations
explore-alternative-crossing-locations
widen-existing-or-planned-bridges
widen-existing-or-planned-bridges
other

whatever happens, the Traffic Bridge should be converted to a cycling/pedestrian bridge

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit
explore-alternative-crossing-locations
do-nothing-and-leave-the-core-bridges-as-they-are

Question 11: What core area bridge options do you think should be explored to accommodate this growth?

other

make the future Traffic bridge a pedestrian and cyclist only bridge! We have lived fine without that access for cars for 3 years! Bring life to downtown and River Landing with making that one bridge free of cars. Or, if need be, only accessible to emergency vehicles by having motorized bollards that can be activated by the police/ambulance/fire only. Please, it's time to think in big city ways- think beyond the car and imagine a way to cross the river that is efficient and fast for cyclists and pleasant and relaxing for pedestrians. this issue is not dead- there are still a large group of voters who want this badly!!

other

your 2,3.4 points

widen-existing-or-planned-bridges

Build a pedestrian & cycle bridge to alleviate vehicle traffic

other

widen-existing-or-planned-bridges

new briidge for light rail, connecting airport to downtown, to campus, to one location north of there.

other

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit

Widen and explore

other

widen-existing-or-planned-bridges

widen-existing-or-planned-bridges

other

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit

widen-existing-or-planned-bridges

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit

explore-alternative-crossing-locations

explore-alternative-crossing-locations

other

How about a ferry across the river?

widen-existing-or-planned-bridges

other

Discourage cars from going downtown. Repair the Victoria Bridge for buses and pedestrians.

other

Introduce reversible lanes that handle changes in traffic flow

explore-alternative-crossing-locations

Question 11: What core area bridge options do you think should be explored to accommodate this growth?

other

Only build a transit bridge, and put it north of University Bridge (e.g. Queen St) to preserve views between Broadway and University Bridges

explore-alternative-crossing-locations

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit

widen-existing-or-planned-bridges

other

Traffic Bridge notes are listed above; 24th street one way and 25th Street one way is interesting; 33rd street could extend across river too.

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit

other

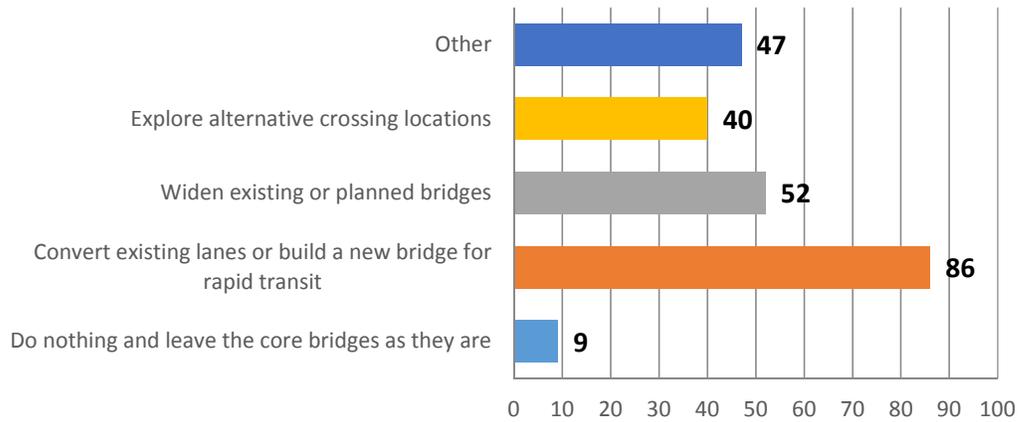
do what makes sense - don't you have "experts" working on this. Are these decisions based on a survey?

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit

convert-existing-lanes-or-build-a-new-bridge-for-rapid-transit

Question 11: What core area bridge options do you think should be explored to accommodate this growth?

do-nothing-and-leave-the-core-bridges-as-t	Do nothing and leave the core bridges as th	9
convert-existing-lanes-or-build-a-new-bridg	Convert existing lanes or build a new bridge	86
widen-existing-or-planned-bridges	Widen existing or planned bridges	52
explore-alternative-crossing-locations	Explore alternative crossing locations	40
other	Other	47



Appendix

D

Other Feedback

This is a summary of the open discussion forum posted to the Shaping Saskatoon website on January 27, 2014.

Forum Question

What is most important to you as our city grows to half a million people?

Forum Description

Share your ideas on how Saskatoon should grow to half a million people!

This forum will end on March 21, 2014 so we can use your input to guide the development of specific options for Growing Forward! Shaping Saskatoon.

Please watch www.growingfwd.ca over the next few months, as we will be posting more information about how we move around and grow to half a million people.

Idea 1: The City of Saskatoon must commit to housing affordability as the first principle of urban planning

[Karen Kobussen](#) about 1 month ago

The ultimate test for any urban planning policy is in fact, the extent to which it contributes to improving the standard of living for Saskatoon residents, while reducing poverty levels. For economic growth to be sustainable, we must recognize that people are moving here for a higher standard of living. Employment and income opportunities are greater today than ever before. If our housing costs continue to escalate due to public policy decisions, however, much of the economic gain for individuals and families is a wash. As Saskatchewan enjoyed the largest increase in median household income of any province between 2006 and 2011, house prices escalated well beyond incomes. The net effect is that the lower-cost detached house has become a thing of the past. The higher house prices that developed between 2006 and 2012 are estimated to have disqualified approximately 20 per cent of Saskatoon metropolitan area households from purchasing the average price existing house. In the more expensive new house market, it is estimated approximately 15 per cent of households that would have qualified for mortgages in 2006 would not today because of the higher prices. Throw in increased rent costs and increased utility costs, and you have the start of a seriously unaffordable city in which to live.

[Rob Brown](#) about 1 month ago

I see the signs that say, "Saskatoon Shines." And I acknowledge that it does, for some. But for many others, Saskatoon has more of a dull, muddy glow. Saskatoon is seriously beset with problems, most of which are related to poverty — illness, poor housing, lack of education, too much education, and so much more. We recognize some of those; we know some of those are there, but we have no plan to deal with them. We need to make sure that Saskatoon Shines for everyone.

[Travis Kieluk](#) about 1 month ago

It's not clear to me why the cost of rent has increased by as much and as quickly as it has. It is clear that a high number of people know there is an affordable housing shortage but not so many know the legitimate

reasons for this shortage if any. One can always say that it has a little to do with greed but I would like to challenge someone with more insight into the economics to comment.

[Nik MacD](#) about 1 month ago

What would be really nice is if the city actually started paying attention to the rampant bedbug problem infesting most of the apartment buildings that are priced reasonably. It's time to start holding landlords/property mgmt. companies accountable. Oh look, I just got another rent increase notice. Guess I have to start paying for the bedbugs' room & board now.

[Elishah Stilborn](#) about 1 month ago

Another thing that has been rising in Saskatoon is the cost of public transit. In a few days, the monthly Go-Pass will take another jump to 81.00 per month for adults. In accordance with high rent, high bills and the cost of living, that's a big jump! For a lot of people who take the transit, myself included, our wages are staying the same but our means to get to and from work and/or school are rising in price. I don't see the need to raise it every year (or so) and I don't see what the extra money is going towards. Transit is supposed to be affordable for all, but if it keeps going up, I might just have start using a car or a bike because that may end up being cheaper in the long run! I want to support the transit system and encourage others to take transit with me, both in support of my city and the environment, but it's getting harder and harder.

[Peter Gravlin](#) about 1 month ago

Saskatoon has advantages and beauty to the envy of most cities. Much more could be made of this with some creative adjustment of how we transport ourselves. Nutana has become a de facto parking lot for downtown workers who logically choose to park in Nutana and walk across the bridge to work. While logical for them, this practice is to the detriment of Nutana as a neighbourhood. In the long run, public transit must become a more logical choice for downtown workers to make instead of parking in Nutana. Also, and not restricted to Nutana, a serious look at one way streets and/or one side only parking on many residential streets should be undertaken. I believe that many streets that are now virtually impassable in winter and not much better in summer, would be greatly improved with these types of changes.

[Jon Ellis](#) about 1 month ago

How is it we fail as a community to always be asking and answering how can we be helping each other to be the best we can be - without fail or exception?

Today, in Saskatoon, the capitalist system is clearly, irrevocably failing its indigenous peoples as well as those who are coming lured by the promise of solid employment but are finding instead crumbling infrastructure, long cold Winters, and an absence of safe and affordable housing. Saskatoon has this one short moment of industrial might, but in the year 2014 all indicators are showing that this moment of opportunity will stand as irrefutable proof of the indictment leveled by Karl Marx's The Communist Manifesto:

“[I]n order to oppress a class, certain conditions must be assured to it under which it can at least continue its slavish existence. ... The modern laborer ... instead of rising with the progress of industry, sinks deeper and deeper below the conditions of existence of his own class. He becomes a pauper, and pauperism develops more rapidly than population and wealth. And here it becomes evident that the bourgeoisie is unfit

any longer to be the ruling class in society. ... It is unfit to rule because it is incompetent to assure an existence to its slave within his slavery. ... Society can no longer live under the bourgeoisie; in other words, its existence is no longer compatible with society.”

[Karen Swan](#) about 1 month ago

Poverty is rampant, and it seems that the powers that be in Saskatoon want to blame poverty on the poor. Did you know that if you give a poor person \$100, they will spend it - BECAUSE THEY HAVE TO. If you give a rich person \$100, they will probably do nothing with it, because it doesn't matter to them. What that tells me is that people who live paycheck to paycheck are putting MORE into the economy than those who can afford to do nothing with that \$100. Rent (even in low income units) is very high. I fear living in a box on the side of the road soon, because I simply will not be able to afford rent. And my health actually suffers because of poverty, since I cannot afford the proper nutrition to get healthy. Yet, people look at me and say that my poverty is my fault because I'm poor, lazy, unmotivated, and play on being sick. (I'd like those people to live in my body for a week, and tell me what the truth is.) Affordable housing is not a \$350,000 "entry level" home for sale. It is rent that doesn't get to \$1000 in a low income unit - especially when a person's income is \$1400 a month. And, living in such a place shouldn't mean you have to put up with neighbors who get treated for bedbugs every month, either. Poverty is not a disease. Poverty is a choice that lawmakers make to inflict on the citizens. It could be changed with a shift in policy and attitude.

[Peter Gravlin](#) about 1 month ago

I just don't buy the argument that Saskatoon needs a new motor vehicle bridge in place of the Victoria Bridge. There are already three bridges giving vehicular access to downtown. If one goes out of service, the other two can handle it. More importantly though, is the concept of encouragement of non motor vehicle transport downtown, and a huge part of that is safe pedestrian/cyclist access from Nutana. As it is now, the bridge system acts as a discouragement for non motor vehicle access from Nutana, and more's the pity. I am actually suspicious of the city's proclamation that the Victoria Bridge was unsafe even for non motor vehicle crossing, but assuming the verisimilitude of the proclamation, why not save the tax payer millions of dollars and build a new bridge that serves a truly progressive purpose and helps to put Saskatoon on the map that counts, instead of pushing us further onto the dark side?

[Jennifer Gelowitz](#) about 1 month ago

Not only affordable housing but also proper roadcare! Potholes for one half of the year, ruts and ice for the other half is detrimental to our growth. Snowplows should be out in force during a snowstorm, not after all the snow has accumulated on the roads and people getting to work have gotten into a ton of accidents because of this lag between storm and clearing. Also if taxes are getting jacked up like they are, something should be shown for it! The horrible "snow clearing" we've received as of late, and the fact no one at City Hall listens to the people when we were opposed to the new art gallery, when the money being used for that bottomless pit could have been put towards keeping roads and bridges in better shape!

[Jennifer Gelowitz](#) about 1 month ago

And a website that's more user friendly! I just typed all that above in the that first text box, and it was a search box! What a waste of time!

[Lee Thomas](#) admin about 1 month ago

Updated: March 21, 2014

Hi Karen,

Thanks for the idea on how Saskatoon should grow to half a million people. Affordable housing is certainly a key consideration for any successful municipality. While Growing Forward! won't focus directly on that issue, it will identify and prioritize redevelopment potential along Saskatoon's major corridors to: - Create and enhance complete communities with a variety of housing choices; - Improve access to employment and amenities; and, - Improve mobility options for people along these corridors, as well as city-wide.

I encourage you to come out to our event on February 25th at TCU Place from 10-1 or 6-9 to provide your input on how we evaluate and prioritize redevelopment opportunities along our key corridors. If that does not suit your schedule, we will be livetweeting the event (#yxegrowingfwd) and there will be opportunity to take part online.

For more information on affordable housing in Saskatoon, please go to www.saskatoon.ca and look under 'A' for Affordable Housing.

Regards, Lee Thomas Project Manager, Growing Forward! Shaping Saskatoon

[Lee Thomas](#) admin 29 days ago

Hi Elishah,

The cost of transit has been increasing not only in Saskatoon, but comparably in other cities of similar sizes. Annual fare increases reflect the increased costs of operating transit resulting from inflation.

Unlike investments in roads and other infrastructure, cost recovery from the bus farebox has become a measure of effectiveness for most transit systems. Transit revenues contribute to 39% of Saskatoon Transit's operating budget, which is fairly consistent with other similar Canadian cities. The City contributes to 59% of Transit's operating budget and the remaining 2% is contributed by the province.

Transit funding and user costs are certainly issues to be discussed as we look to isolate barriers to transit use today so we may work towards a future transit system that is an attractive choice for our daily needs. I encourage you to join us at our February 25th event at TCU Place from 10-1 or 6-9, for our event livetweet at #yxegrowingfwd or online at www.growingfwd.ca to take part in this discussion.

Regards, Lee Thomas Project Manager, Growing Forward! Shaping Saskatoon

[Lee Thomas](#) admin 29 days ago

Hi Peter,

I couldn't agree more! Growing Forward! is about having a rethink of the transportation opportunities and choices provided in Saskatoon. This conversation will begin with Transit and later evolve to include Active Transportation.

Your observation regarding the benefit of one-sided parking on narrower residential streets is quite interesting. The Traffic Management Group is currently working on a Traffic Management Plan for the

Nutana area that you may find quite interesting. Please feel free to contact Justine Nyen, the Traffic Safety Engineer leading the Nutana area project, if you have any comments or questions (justine.nyen@saskatoon.ca).

Thanks for your thoughts and keep contributing! We will be back here on Shaping Saskatoon on February 25th with more questions and ideas for your consideration.

Regards, Lee Thomas, Project Manager, Growing Forward! Shaping Saskatoon

[Lee Thomas](#) admin 29 days ago

Hi Jennifer,

We know that Saskatoon is changing and it is how we manage this change that is important. If we keep our eyes open and proactively plan for this change, we will be in a better position to navigate the challenges associated with rapid population growth that have occurred in some of our neighbouring cities.

Growing Forward! will help guide civic investments for the next 30 to 40 years by addressing Growth along Major Corridors, Transit, Rapid Transit and Core Bridge needs. This initiative is an opportunity for you to have your say on specific options and action plans for Saskatoon.

So while the City recognizes that it takes a lot of work to do to maintain our daily lives and a thriving municipality, we are also looking to plan ahead so our growth is sustainable, affordable and maintains a high quality of life for Saskatoon's citizens.

Regards, Lee Thomas, Project Manager, Growing Forward! Shaping Saskatoon

[Lila Wagner](#) 23 days ago

My family is all-Albertan, but I've lived in Saskatoon for over 35 years. It has only been very recently that I've stopped using a mantra that I developed a few decades ago: Saskatoon plans for...five years ago and not for fifteen years hence.

Although I finished my high school in Edmonton/St. Albert, I visited in Calgary when the 1960's Calgarian expansion swallowed up vast amounts of farmland south of the actual buildings. Edmonton, however, was hemmed in by Sherwood Park and St Albert. When I moved to Saskatoon, I hoped that planning would prevent the egregious Alberta errors. But, instead I discovered that the "Circle Drive" was only 3/4's finished because it seemed important to get all that through traffic routed towards downtown. Hence my mantra, but forward planning was further complicated by the "love for CP Rail" that kept the main tracks going right through the heart of the city (what a great corridor for LRT--as you see in Calgary and Edmonton).

[Beverley Kinshella](#) 22 days ago

This is my first comment - hopefully it won't upset too many! I am a little concerned with the snow that is piled on my crescent. The city because of pressure from some came and grated our crescent, court etc but pushed all the snow to the side of the road. As we all know WE can not put snow on the side of the road from city sidewalks - have to be shoveled into our yards. My concern is we are on a slight hill in my

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crecscnt and this hard icy snow is pushed all along the sidewalk and blocking the drains and when melting starts where does the water go? Is the city coming to remove all these 4 ft piles?

[Lee Thomas](#) admin at March 17, 2014 at 3:49pm CDT

Hello Lila,

Thank-you for taking the time to add your thoughts to the Growing Forward! discussion.

I am very glad that you have decided to change your ‘Saskatoon plans for...’ mantra! Since the city is surrounded by vast areas of undeveloped land, there have been few constraints to outward growth. However, the City has made a concerted effort to reimagine its suburban developments to create new neighbourhoods that are more sustainable, and provide more options for where people choose to live & work. Efforts are also being directed at neighbourhood and strategic infill throughout existing areas (City Centre, North Downtown, U of S) to balance growth and opportunities for living. Growing Forward! Shaping Growth will focus on redevelopment along major existing roadways to support these other infill strategies and help to draw more people inward as we continue to grow.

Growing Forward! is also looking to rethink how we move around Saskatoon, particularly within Circle Drive. With an anticipated doubling of our population over the next 30 years, we can expect roughly twice as many people moving around the city. So how do we move more people, rather than just more cars? This naturally leads to a discussion of our transit system and the services expected in a growing city.

While we are just getting started with these discussions, I encourage you to keep an eye on www.growingfwd.ca over the next few months, as we will have more information coming out regarding how we move around and grow to half a million people. Based on the input we are receiving right now, we will be developing specific alternatives for Shaping Growth, Transit and Bridges to be considered by the public this fall.

Regards,-Lee Thomas, Project Manager, Growing Forward! Shaping Saskatoon

[Lee Thomas](#) admin at March 17, 2014 at 3:50pm CDT

Hello Beverley,

Thank-you for your comment. As the Growing Forward! initiative is not focusing on snow removal programs, I have forwarded your comment/enquiry to the City’s Public Works group for consideration. For other concerns or comments related to snow removal, please call 975-2476.

Regards,-Lee Thomas, Project Manager, Growing Forward! Shaping Saskatoon

Idea: An integrated approach to a health and energy efficient community

[Michael Nemeth](#) about 1 month ago



I want to see our city grow forward progressively and avoid the issues faced by other western Canadian cities that grew past 500 000 people without much of a forward thinking plan.

To me this means serving every citizen. Affordable housing, effective public transit, walkable/bikeable communities and substantial energy efficiency programs are key aspects.

Imagine an infill community where density is well implemented. Homes would be of a modest size to keep them affordable - perhaps even in townhouse form so that energy is saved through sharing the partition wall.

The community is laid out where common services like groceries and schools are only a short walk away - giving people the opportunity to exercise and reduce their reliance on their car. Road design would put pedestrians and cyclists first.

Amongst the homes is plenty of green space and community gardening areas - to help people reduce costs and grow some of their own healthy food.

Because of the density, public transit becomes more feasible. Perhaps the community is right on the bus rapid transit line so that individuals may get to another part of the city quickly, cheaply and without the automatic need for a car. Reducing car trips reduces wear on road infrastructure.

The buildings themselves would meet high standards of energy efficiency through increased levels of insulation, air tightness and solar exposure. Much work is showing that significant efficiencies can be obtained with little to no increase in building cost. Improvements in the building envelope (as its called) save the occupant substantial monthly utility costs that are projected to only increase over the 100 year life of the building.

I'd hope this type of community would be part of an overall more inclusive and kind Saskatoon, where I can live, work, raise a family and contribute positively.

[Lee Thomas](#) admin about 1 month ago

Hi Micheal,

Frankly, I am blown away by your great vision for Saskatoon. These are wonderful aspirations that we are trying to echo in the Growing Forward! initiative. The goal of this project is to create an action plan for: - Guiding growth and redevelopment along Saskatoon's major corridors; - Making transit a more attractive

choice for daily travel needs; and, - Managing core bridges so we can responsibly accommodate growth and travel demands as Saskatoon grows.

Please keep contributing your ideas and input, particularly as we begin to discuss options and implementation plans for these themes! We are having a public event on February 25th at TCU Place from 10-1 and 6-9. If you cannot make the event, you can follow the livetweet (#yxegrowingfwd) or participate online using our summary information and surveys.

Regards, Lee Thomas Project Manager, Growing Forward! Shaping Saskatoon

[Stephanie Madill](#) 22 days ago

I very much share this view. I would like to expand it slightly as I think that more than grocery stores and schools need to be within walking distance. I would like to live in a city where all the necessities are within neighbourhoods: groceries, hardware, medical and dental clinics. I would also like to see places of employment, not just service and professional jobs, but workshops, artists and light manufacturing mixed into neighbourhoods, all held to high environmental standards of course, so that people can live where they work. Finally, I would like to see a strategy that allows people to age in place. Currently, the expectation is that once you get old, you will move into a warehouse for old people unless you have the resources to pay for care privately and a very devoted family. I would like to see various care options available in the setting of the individual's choice, and for that care to be able to change with the individual's needs, without requiring the person to move to another facility. I would like to see more integration of services for elders with children and youth services. I would also like to see services for elders that treat people as the experienced adults they are, rather than as burdens that are dependent on us for care and that deplete resources.

[Robert Judge](#) 22 days ago

I agree with pretty much everything here. I would offer that fixing the transportation mess is a big priority because once the infrastructure is dedicated exclusively to motorways, all other forms of transport are stunted. Once you have social-engineered 95% of commuters into cars, it makes it very unattractive for people to choose biking or walking. You don't have this problem with things like solar houses; if my neighbour builds an inefficient house, that won't keep me from building efficient. It's important to keep in mind, too, that the current transport system, over-reliant on cars is very expensive and subsidized mostly by property taxes. This is robbing Peter to subsidize Paul to create more congestion and health problems. Diversifying transportation will save all of us a lot of money.

[Lee Thomas](#) admin at March 17, 2014 at 3:45pm CDT

Hello Stephanie,

Thank-you for your comments.

While not at the neighbourhood scale, Growing Forward! is looking to guide redevelopment along major streets and in concentrated areas to support the vision you have articulated regarding more options for services and employment. The intent of Shaping Growth is to guide redevelopment along major streets (i.e. 22nd St, 8th St, Idylwyld Dr and 33rd St) to offer more choices for how we live, work and play. This will

encourage areas in established parts of the City to meet more of our daily needs and become attractive places to be.

Regarding aging in place, the City is working with the Saskatoon Council on Aging (SCOA) on the Age Friendly Saskatoon Initiative. Based on your comment, I think you may find this initiative and other SCOA services quite interesting (www.scoa.ca).

Regards, -Lee Thomas, Project Manager, Growing Forward! Shaping Saskatoon

[Lee Thomas](#) admin at March 17, 2014 at 3:46pm CDT

Hello Robert,

Thank-you for insight regarding the dedication of road infrastructure to specific forms of traffic.

It certainly is very difficult to go back and attempt to retrofit dedicated infrastructure to other uses like transit, bicycles or pedestrians. This is part of the conversation we aim to have for Growing Forward! Shaping Transit, where we will assess what is actually needed to get and support the transit system that is desired in Saskatoon. This conversation will be supplemented later on with stronger consideration for cycling and pedestrian needs when the Active Transportation Plan starts up.

While we are just getting started with this discussion now, I encourage you to keep an eye on www.growingfwd.ca over the next few months, as we will have more information coming out regarding how we move around and grow to half a million people. Based on input we are receiving right now, we will develop specific alternatives for Shaping Growth, Transit and Bridges to be considered by the public this fall.

Regards,-Lee Thomas, Project Manager, Growing Forward! Shaping Saskatoon

Idea: Age-Friendly City

[Penny McKinlay](#) 25 days ago

I have always been a pedestrian and a frequent user of public transit. However, this past year things changed as I required both a hip replacement and back surgery. All of a sudden I was using a walker and obtaining a handicapped parking permit. And I learned, the hard way, that Saskatoon could do a lot more to assist people with mobility handicaps so that they can maintain an active lifestyle and participate fully in community activities.

The walk lights are way too short - it's almost impossible to cross the street on a walk light if you're using a walker or a cane.

Public transit is no longer a good option as there are very few benches or shelters to make it easier to wait for a bus, and the bus drivers often don't park close enough to the curb to make it easy to exit the bus.

A handicapped parking permit does little good if there are no available parking spaces. I stopped going downtown or to Broadway or Riversdale as I couldn't be sure I'd find a parking spot close to where I wanted to go. Nelson, BC, is an awesome place to visit if you have a mobility disability as they reserve one

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parking spot on each downtown block (as well as in front of government buildings) for people with a handicapped parking permit. This made it possible to find a parking spot close to where I wanted to go. I'm quite happy to pay for parking - I just want to be confident that I'll be able to find parking where I need it.

[Lee Thomas](#) admin 22 days ago

Hi Penny,

Thanks for your honest feedback. Your post touches on a key component of the Growing Forward! initiative, which is the development and adoption of a Complete Streets Policy.

Our Complete Streets Policy will help to ensure that streets are designed for all users. For existing streets, this means ensuring that everyone can cross the street safely and have access to the infrastructure they need to reach their destination, like sidewalks and pathways. For new streets, this means that all users are considered during design so they are accommodated in a safe, attractive and comfortable manner. So when you write about an uncomfortable user experience, such as walk lights that are too short, you are describing an experience where a street may not be meeting the needs of all its users.

I have forwarded your comment on to our Transportation design team for consideration. I also encourage you to keep providing your input here or through www.growingfwd.ca.

Thanks,-Lee Thomas, Project Manager, Growing Forward! Shaping Saskatoon

[Ralph Sharman](#) 15 days ago

comment...My comment would be more appropriate as a new idea perhaps, but it seems three new ideas are enough and no more are being accepted.

Your posting deals with one aspect of quality of life in our city. The others also, to a certain extent, deal with issues concerning quality of life.

My new idea would have been to set a new overall paradigm that replaces what seems to be the task of "managing" the community with the older goal of "servicing" the community. From garbage collection, to the loss of lovely houses, the city administration has put the interests, wishes, and well-being of individual citizens as a lower priority than efficiency. To be specific, the lovely building Bethany House was demolished because the city parks department wouldn't accept it as a ski lodge in Kinsmen park. The city would not issue permits to transport another house at the corner of Sask Crescent and college drive. It was destroyed. Cosmo industries provide quality employment for the mentally challenged but they were bullied into accepting a deal where they would have to work with unsorted materials. (read broken glass in the paper). Now they may not even get that. The method for getting sidewalks cleared is to pass a law threatening any home owner for non compliance. The method for discovering non-compliance has been to encourage neighbours to rat on each other. This hasn't been working all that well though. Might it be because most citizens would rather find a more friendly way?

My point is this. Before you begin to build, get your priorities straight. Quality of life for all the citizens should be the first priority. Up to now, it has not been.

[JACK BLACK](#) 14 days ago

I WAS GONNA MOVE TO SASKATOON BUT SASKATOON CITY NEWS FACEBOOK PAGE IS FULL OF RACIST COMMENTS. I DON'T WANT TO MOVE TO A RACIST CITY.

[Ralph Sharman](#) at March 09, 2014 at 6:35pm CDT

I would urge you to look at the city rather than facebook comments before you condemn us for being racist Mr. Black. I haven't seen any racist graffiti around, I have seen people of many different races and cultures living and working together here. We are blessed to have thriving ethnic restaurants and grocery stores. Currently, on 8th Street one can see a sign advertising a whole goat for \$100. From Walmart to Market Mall I see smiling faces in head scarves and turbans. You won't find a finer casino and golf course than the ones run by our Whitecap Reserve just outside the city and linked to the city with a free bus service.

[Ralph Sharman](#) at March 09, 2014 at 6:37pm CDT

Pursuant to my first post, today I heard an interview on the CBC program Tapestry with a man who wrote a book that coincides with my ideas of where planning for the future city should begin.

I have cut and pasted some information on it below.

Charles Montgomery lives in Vancouver. He traveled the globe, and when he returned home he knew one thing: that the design of a city can help us believe that every human being is sacred. Montgomery is the author of Happy Cities: Transforming Our Lives Through Urban Design.

[Lee Thomas](#) admin at March 17, 2014 at 3:44pm CDT

Hello Ralph,

Thanks for your input and book reference.

Growing Forward! is looking to specifically address how we move around and how we encourage people to continue coming inward (rather than pushing them outward) for some of their daily needs as we grow to half a million people. The themes of Corridor Growth & Redevelopment, Transit and Core Bridges are the first pieces that will fit into the Growth Plan to Half a Million. Later discussions will include Active Transportation and Employment Areas (planning for where people will work).

While Growing Forward! is not addressing all of the issues you identified, such as recycling or sidewalk clearing, it is looking to guide growth so we can maintain and/or improve quality of life for citizens of Saskatoon. By introducing more choices for living & working along major streets and providing more desirable alternatives for transportation throughout the City, the Growth Plan to Half a Million will set our direction and allow for continued work on the rest of the pieces impacting quality of life and services in Saskatoon. For more information on other City initiatives related to quality of life, please refer to the City of Saskatoon Strategic Plan.

Please keep an eye on www.growingfwd.ca over the next few months, as we will have more information coming out regarding how we move around and grow to half a million people. Based on the input we are

receiving right now, we will be developing specific alternatives for Shaping Growth, Transit and Bridges to be considered by the public this fall.

Regards,-Lee Thomas, Project Manager, Growing Forward! Shaping Saskatoon

[Ralph Sharman](#) at March 18, 2014 at 6:27pm CDT

Thank you for taking the time to elucidate your goals for this forum Lee. My mention of recycling and sidewalk clearing was more to illustrate my main point, which is that all planning should begin with the welfare of all the people. You seem to be focussing on infrastructure and of course roads, pathways and multi-story structures must be built. My concern is that large projects can sometimes be planned for a majority of citizens while leaving out the needs of the minority. Just for fun, let's contemplate one question: Should needle exchange programs be centralized or distributed over the downtown area? (wink)

Idea: Street repair Efficiency

[Travis Kieluk](#) at March 19, 2014 at 9:50pm CDT

Common sense would suggest that poorly planing a trip to the hardware store will more than likely mean multiple trips back to that same hardware store. You could end up spending as much on gas as you did on your project. Whether an attempt is being made to spread the wealth or not is not the right approach to road repair. This past summer (2013) work crews started and completed repaving of the most deteriorated stretch of #16 west of Saskatoon. Within the City limits we've seen an all out and random assault on pothole repair. How many trips to the same intersection does it take to complete repairs on potholes? The answer is definitely more than one in Saskatoon. Inefficient and wasteful come to mind? The City has enough workers out and about each day that we shouldn't need a pothole hotline. There are times when I've seen multiple people driving along in one City vehicle. How about getting one of the passengers to file out a pothole report to and from there destination. The resulting information could be plotted on a City map according to severity. Then repairs could be done based on major roadways with the highest speed and the most repairs needed, next could be major roadways with lower speeds needing the most repairs etc. Stop wasting tax payers money by sending out crews to repair 1 of 5 potholes and then 3 weeks later sending another crew to fix another 2 at the same location. Finish the job in one trip. The money saved on gas alone could go towards better road repair.

Appendix

E

Twitter

Growing Forward, Shaping Saskatoon!

During the two Growing Forward, Shaping Saskatoon! events on February 25, many Saskatoon residents contributed to the conversation via twitter. Here is a collection of these tweets.



YXE Bus Rider(s)
@yxebusrider

**Make downtown bus terminal more aesthetically pleasing.
Encourage condos/apartments/student housing/cafes.
[@cityofsaskatoon](#) [#yxegrowingfwd](#)**

 19 HOURS AGO



YXE Bus Rider(s)
@yxebusrider

**[@cityofsaskatoon](#) from any bus mall one should be able to get
downtown w/in 15min. Every 15 min. It's attainable.
[#yxegrowingfwd](#)**

  @amandaraegu3 · A DAY AGO



YXE Bus Rider(s)
@yxebusrider

**[@cityofsaskatoon](#) Under/overpasses at railway x-ings.
[@cityofwinnipeg](#) has rail in downtown without interfering with
traffic [#yxegrowingfwd](#)**

 20 HOURS AGO



YXE Bus Rider(s)
@yxebusrider

Design new areas to be walkable (catwalks etc), plan around bus routes & have more than one way in and out. [@cityofsaskatoon](#) [#yxegrowingfwd](#)

 20 HOURS AGO



YXE Bus Rider(s)

[@yxebusrider](#)

[growingfwd.ca](#) Great event today! Attend today or tonight! Thanks for listening [@cityofsaskatoon](#) [#yx](#) [#yxegrowingfwd](#) [#yxetransit](#)

 A DAY AGO



Reche McKeague

[@rechemck](#)

[@cityofsaskatoon](#) Real time GPS of where the buses are - esp in winter. No standing around wondering when it will arrive. [#yxegrowingfwd](#)

  [@yxebusrider](#) · A DAY AGO



Rod Orr

[@RodOrr](#)

Tie-ins with the Local Area Plans need to be added so it's relevant to people where they live/work/play. [#yxegrowingfwd](#) [@cityofsaskatoon](#)

 A DAY AGO



Rod Orr

[@RodOrr](#)

While we plan on Growing Forward to a New Normal what about the existing train track corridors in the city? [#yxegrowingfwd](#) [@cityofsaskatoon](#)

 A DAY AGO

 **Terryfic Cleaning**
@TerryficClean

@cityofsaskatoon street cars

 A DAY AGO

 **Kate**
@KateDufour

@cityofsaskatoon to create space for LRT downtown make all DT streets one-way streets. LRT&buses must be more frequent.
#yxegrowingfwd

 21 HOURS AGO

 **Tod Pidhaychuk**
@Tod_Saskatoon

@cityofsaskatoon Convert abandoned railway spur lines into walking/bike paths especially in North industrial areas

 19 HOURS AGO

 **Jason Collins**
@jsquee

@cityofsaskatoon Bus route signage is poor. "Downtown Direct 2" when leaving downtown?! Wtf? Why not "Circle Centre Express"?

 17 HOURS AGO

 **Jason Collins**
@jsquee

[@cityofsaskatoon](#) Heated (even slightly) wait areas at common stops.

 17 HOURS AGO



Jason Collins

@jsquee

[@cityofsaskatoon](#) GPS on buses so I can track when my bus is arriving and open up to third parties for better route planning and tracking.

 17 HOURS AGO



I like 42 too

@ilike42too

[@cityofsaskatoon](#) increased frequency and making it cheaper than actually owning a car

 19 HOURS AGO



Dan Purschke

@deltalfanovembr

[@cityofsaskatoon](#) dedicated lanes and signal priority

 20 HOURS AGO



Robin Wagner

@wagner_robin

[@cityofsaskatoon](#) a bus route that only stops at bus hubs so you can cross the city quicker than many stops to get across

 A DAY AGO



Levi Flaman
@CrashMurphy

@cityofsaskatoon Light rail lines. Buses are antiquated, and still held back by clogged road traffic

A DAY AGO



Andy Korvemaker
@akorvemaker

@cityofsaskatoon Dedicated bus lanes (or HOV lanes). Takes over an hour for my commute. Took an hour in (much bigger) Ottawa. #yxegrowingfwd

@TheStarPhoenix · A DAY AGO



amandafortin
@fortinac

@cityofsaskatoon quicker/ more direct routes. I live a 5-10 minute drive from campus yet sit on the bus for half an hour

A DAY AGO



Tyler Reinheimer
@TeeReins

@cityofsaskatoon make Circle Dr in to a true 'circle' and bypass the commercialized area. It will improve round city transportation

A DAY AGO



Big Sham
@bigsham3

@cityofsaskatoon Extended hours on the weekend. Garners trust in the system, and less drinking and driving. #yxegrowingfwd #winwin

  @TheStarPhoenix · A DAY AGO



Lynette Suchar
@mycreativefling

@cityofsaskatoon Bike lanes, a good metro system, neighbourhoods not suburbs w/ box malls, waterfront as destination point w/cafes, shops...

 A DAY AGO



Heather M. Ross
@mctoonish

@cityofsaskatoon improve transit services, develop more multi-family housing closer to core, improve access for bikes/ peds.
#yxegrowingfwd

 A DAY AGO



KLE Kaz
@ihmurria

@cityofsaskatoon better routes, show up on time, extended service Fri & Sat night (for going out & coming home), but mostly better routes

 A DAY AGO



No surprise that the transit suggestion board is overflowing **#yxegrowingfwd**
pic.twitter.com/Sa31IYj6To

 JONATHAN DERWORIZ @PUNKPLANNER · 14 HOURS AGO



Troy Davies' Shirt
@TroyDaviesShirt

streetcar that runs from 8th st down Victoria, across the bridge and connects down to the farmers market? [#yxegrowingfwd](#) [#severalbirds](#)

 15 HOURS AGO



Derpy McGee
@elizabutt

How abt buses ever 15 min and then every half hour after 7 so I dont ruin an entire night just to go shopping for 15 minutes.

[#yxegrowingfwd](#)

 16 HOURS AGO



Max FineDay
@MaxFineDay

[#yxegrowingfwd](#) cant forget [#uSask](#) students, who make up roughly 30% of [#yxe](#) transit ridership. Need transit strategy that works 4 us. [#USSU](#)

 16 HOURS AGO