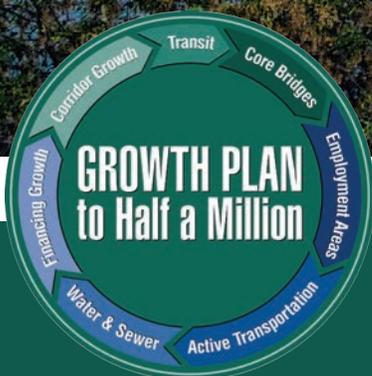


Fall 2014

# ENGAGEMENT SUMMARY REPORT #3



February 2015

Prepared for the City of Saskatoon by Urban Systems Ltd.



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# 1 INTRODUCTION

## 1.0 Introduction

In February 2014, the City of Saskatoon completed the first round of public engagement for the *Growth Plan to Half a Million (Growth Plan)*. Community members were asked to provide their input on the general direction of long-term plans for the *Growth Plan's* core initiatives of Corridor Growth, Transit and Core Bridges. The input received during the first round of engagement, outlined in the *Winter 2014 Engagement Summary #1*, informed the possibilities that would be explored for the *Growth Plan's* core initiatives.

The second round of *Growth Plan* public engagement occurred from November 20 to December 7, 2014. This round of engagement presented the possibilities for the *Growth Plan's* core initiatives, as well as information on its supporting initiatives of Employment Areas, Active Transportation, Water & Sewer and Financing Growth. The public was asked to provide input for each of the core initiatives, as follows:

- For Corridor Growth, we sought input on areas being considered for prioritized redevelopment in Saskatoon.
- For Transit, we sought input on the proposed Future Transit Plan, which outlines service features and Bus Rapid Transit (BRT) alignment.
- For Core Bridges, we sought input on four potential strategies to manage the movement of more people across Saskatoon's core area bridges.

This report summarizes the input received during the second round of public engagement and will be used to refine the recommended options for Corridor Growth, Transit and Core Bridges, as well as implementation priorities for these core *Growth Plan* initiatives.

**WELCOME**  
**Growth Plan to Half a Million**



# 2

# ENGAGEMENT ACTIVITIES

## 2.1 City-Wide Workshops

Two City-Wide Workshops were held on November 26, 2014, at TCU Place. The workshops were open to all residents and included both a mid-morning (10am–1pm) and an evening session (6-9pm). A workbook with detailed information and activity sheets was given to each participant as they arrived. The workbook approach provided participants the choice of working through the material during the group workshop sessions or on their own. The workbook was also available online for those who preferred to review the information independently, then provide their input either in-person or electronically.

The sessions began with an overview of the project and workshop process, followed by rotating workshops for each of the core initiatives (Corridor Growth, Transit and Core Bridges). Each workshop ran multiple times during the 3-hour sessions and lasted between 30 and 45 minutes to provide opportunity for participants to rotate through as many of the topics as they chose.

Each workshop began with an overview of the material relevant to the workshop topic, followed by facilitated small group discussions. Participants were encouraged to ask questions, engage with other participants and complete the activity sheets.

In addition to the rotating workshops, information stations were arranged around the room providing information on the *Growth Plan's* supporting initiatives of Employment Areas, Active Transportation, Water & Sewer and Financing Growth.

### Workshop Attendance

Workshop attendance was recorded using sign-in sheets, but sign in was entirely voluntary. In total, 141 participants signed in to the City-Wide Workshops, representing a relatively broad cross-section of Saskatoon's community, including:

- students,
- newcomers to Saskatoon, and;
- seniors,
- individuals from various interest groups such as Business Improvement Districts (BID's), the University of Saskatchewan and community associations.

### Input Intake Methods

The Workshops used several different methods for recording input, including:

- Workshop activities where participants used colored dots and post-it notes to provide feedback
- Detailed workbooks where participants provided feedback on activity sheets included in the workbook
- In-person dialogue recorded through facilitated group discussions

## 2.3 Other Engagement Activities

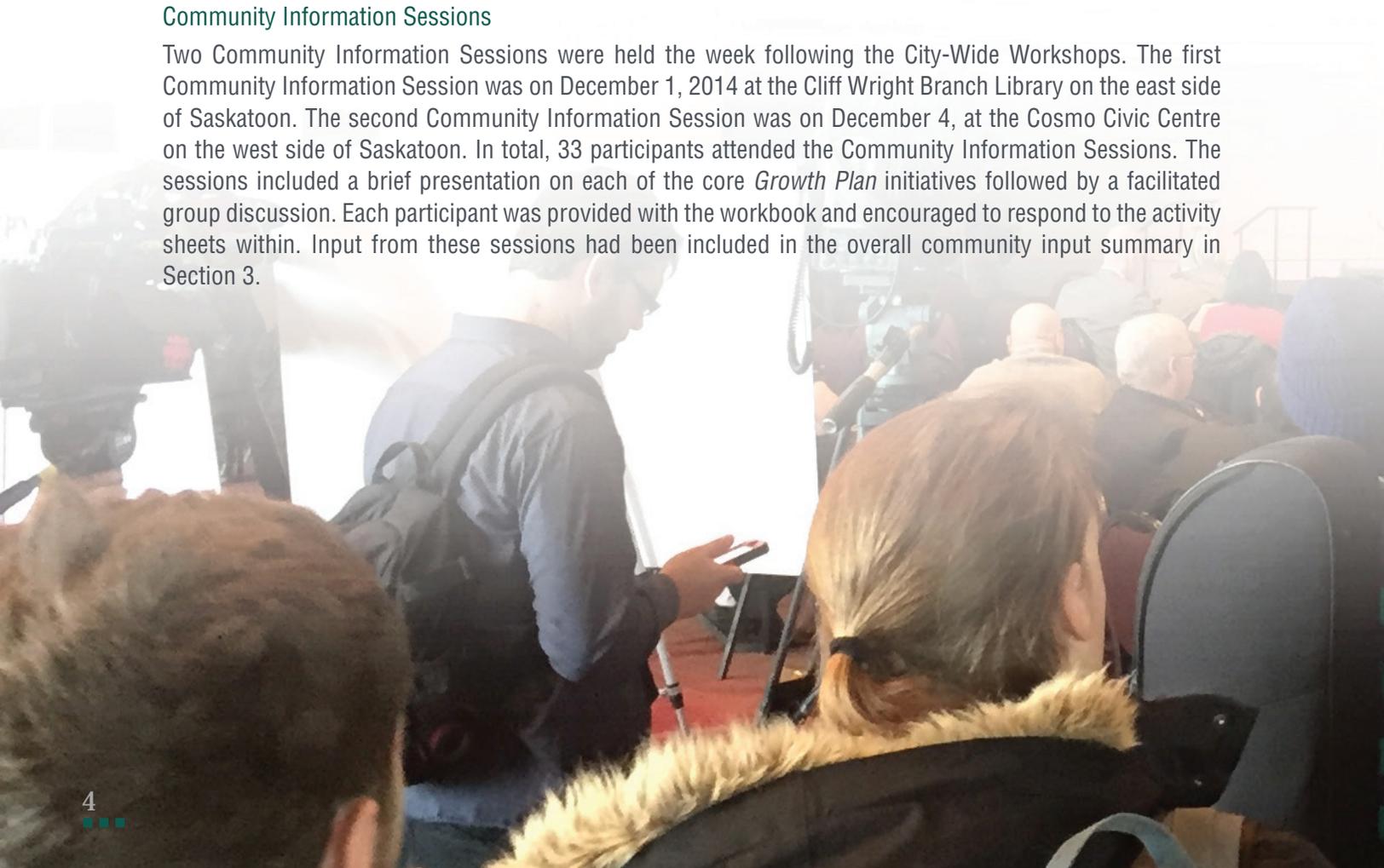
In an effort to engage a larger audience, a variety of engagement activities were hosted before and after the City-Wide Workshops, including meetings with stakeholder groups and Community Information Sessions.

### Stakeholder Group Meetings

Ahead of the City-Wide Workshops at TCU Place, the City hosted meetings with several community and stakeholder groups, including (but not limited to) the 8<sup>th</sup> Street Business Association, Saskatoon Council on Aging (SCOA), Citizen Advisory Panel (consisting of volunteers from the Municipal Planning Commission), Saskatoon Regional Economic Development Authority (SREDA) and the University of Saskatchewan Corporate Administration. These meetings followed different formats and were tailored to the specific interests of the different groups. Some took place as larger group presentations, while others offered an opportunity for in-depth table-top discussions about specific *Growth Plan* options.

### Community Information Sessions

Two Community Information Sessions were held the week following the City-Wide Workshops. The first Community Information Session was on December 1, 2014 at the Cliff Wright Branch Library on the east side of Saskatoon. The second Community Information Session was on December 4, at the Cosmo Civic Centre on the west side of Saskatoon. In total, 33 participants attended the Community Information Sessions. The sessions included a brief presentation on each of the core *Growth Plan* initiatives followed by a facilitated group discussion. Each participant was provided with the workbook and encouraged to respond to the activity sheets within. Input from these sessions had been included in the overall community input summary in Section 3.



## 2.4 Online Engagement

Several online tools were used to engage community members, allowing participants to contribute to the *Growth Plan* at their convenience. These tools included the Shaping Saskatoon online discussion forum ([www.shapingsaskatoon.ca](http://www.shapingsaskatoon.ca)), Facebook, Twitter and Email, as described below.

### Online Survey

A survey and digital workbook were available online from November 20 to December 7, 2014. The online survey was based on the information and questions outlined in the digital workbook and used the same set of questions posed to those who attended the in person events. In total, 131 surveys were submitted online. The input received from the online survey has been included with the overall summary of community input in Section 3 of this report.

### Facebook

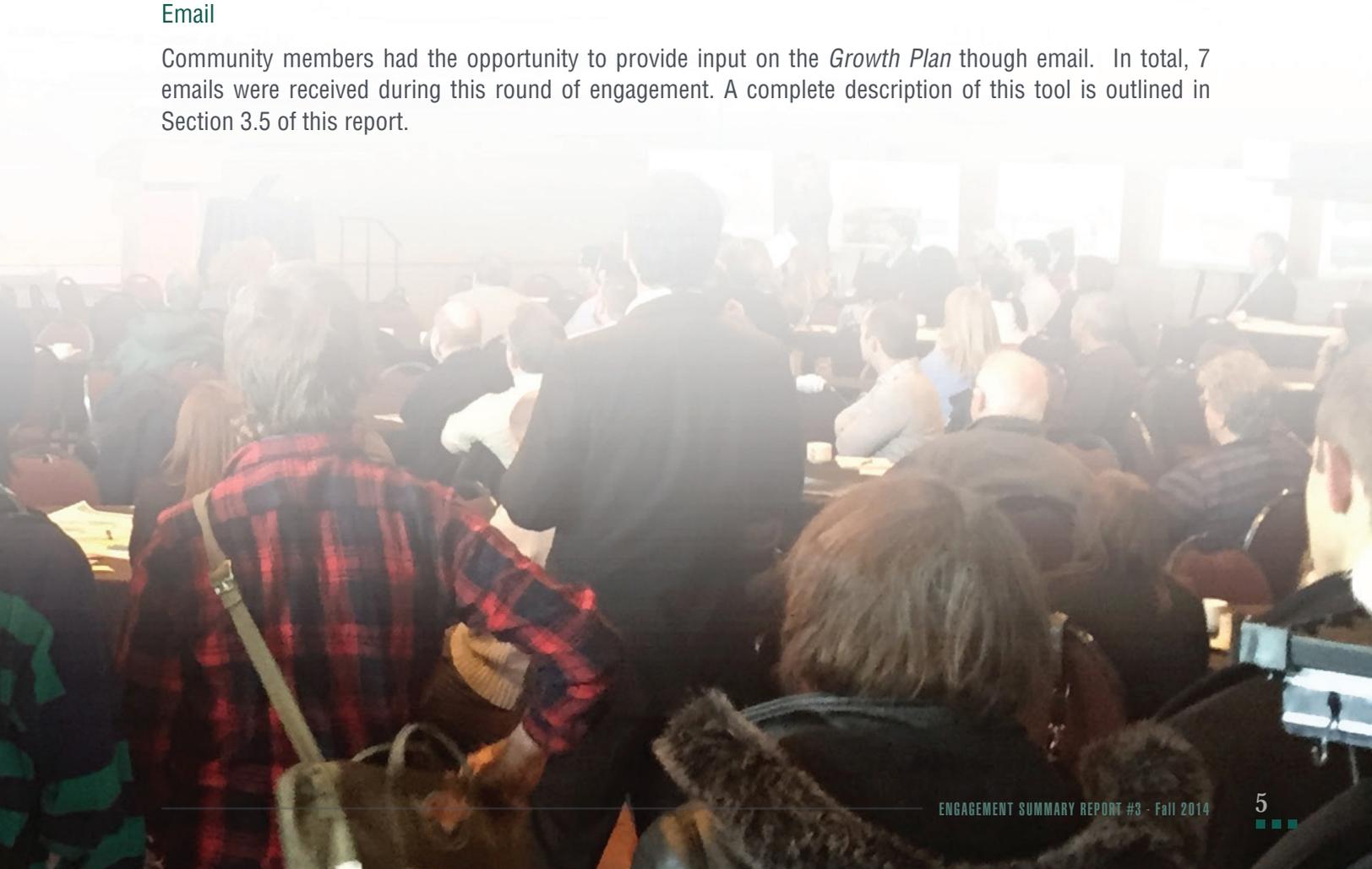
Several postings and ads promoting the *Growth Plan* and upcoming opportunities for engagement were made on Facebook, generating 203 likes, 82 shares and 88 comments.

### Twitter - Live Tweet Chat

The City's official Twitter account was used to engage the public in a live tweet chat, which took place in combination with the City-Wide Workshops. A complete description of this tool is outlined in Section 3.5 of this report.

### Email

Community members had the opportunity to provide input on the *Growth Plan* through email. In total, 7 emails were received during this round of engagement. A complete description of this tool is outlined in Section 3.5 of this report.



## 2.2 Promotion of Engagement Activities

Several channels were used to promote the engagement activities, including a *Growth Plan* video, print and online advertising, personalized stakeholder email invitations, News Releases and Public Service Announcements (PSAs). The workbooks were also posted to the *Growing Forward! Shaping Saskatoon* project website ([www.growingfwd.ca](http://www.growingfwd.ca)) one week prior to the City-Wide Workshops to promote the engagement opportunities and allow participants the chance to familiarize themselves with the material.

### *Growth Plan* Video

A 5-minute You-Tube video was released on November 13, 2014, to promote the *Growth Plan* and encourage community members to get involved in the initiative. As of December 10, 2014, the video had received 2,660 views. The *Growth Plan* video was also posted to the City's Facebook page, Twitter account and the *Growing Forward! Shaping Saskatoon* project website.



Figure 2.1: *Growth Plan* Video

## Print & Online Advertising

Engagement activities and information were advertised in several ways leading up to and throughout the second round of engagement, including:

- Star Phoenix Mobile Ads: November 12 to December 7
- Star Phoenix City Pages Ads: November 15/16, November 22/23, December 6/7
- Eagle Feather News Ad: November 7 Issue
- Eagle Feather Online Ad: November
- The Sheaf Ad: November 20 Issue
- The Sheaf Online Ad: November 16 to December 6
- CTV Online Video Ads: November 17 to December 7
- Global Online Video Ads: November 17 to December 7
- CBC Online Video Ads: November 17 to December 7
- Facebook Ads: November 12 to December 7
- Postcards (various locations): November 12 to December 4
- Posters (displayed at Leisure Centres, libraries, BIDs, transit hubs and on 162 transit buses): November 12 to December 4
- Portable Billboards to promote Community Information Sessions (outside Cliff Wright Library and Cosmo Civic Centre): November 17 to December 4
- More than 100 targeted stakeholder emails



Figure 2.2: Print Advertising

## News Releases and PSAs

News Releases and PSAs were sent to all local media outlets in the weeks leading up to the second round of public engagement, including:

- Event & Engagement PSAs: November 12, November 20, November 25, December 1, December 4, December 5
- Media Advisory: November 25



Parking Lot

What are the future plans for...?

Why are the future plans for...?

How many...?

What are the future plans for...?

How many...?

# 3 COMMUNITY INPUT ON CORE INITIATIVES

Participants in all engagement activities (City-Wide Workshops, Community Information Sessions and the online survey) were asked to provide input on the options being considered for each of the *Growth Plan's* core initiatives. The input received will be used to identify recommended options to be included in the *Growth Plan*, as well as implementation priorities. The following is an overview of each core initiative and the questions posed during this round of engagement.

## Corridor Growth

Corridor Growth is about managing growth near major corridors, like 8<sup>th</sup> Street, 22<sup>nd</sup> Street and Idylwyld Drive, in environmentally and economically sustainable ways. This piece of the *Growth Plan* will explore ways to encourage growth near our major corridors to help reduce outward growth pressures, provide more housing options close to employment areas and enhance transportation choices throughout the city.

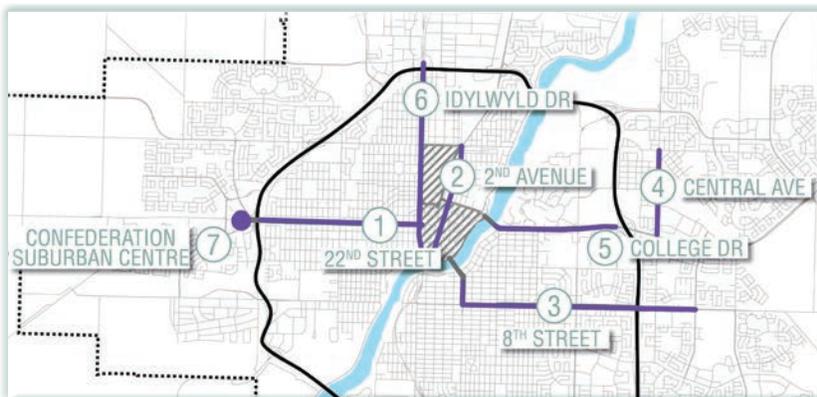


Figure 3.1: Corridor Growth Candidate Corridors

During this round of engagement, participants were presented with a shortlist of seven prioritized corridors with redevelopment potential and asked the following questions:

1. Do you support the shortlist of corridors being considered or do you think some corridors are better suited for redevelopment, urban vibrancy and rapid/frequent transit than others?
2. Did we hit the mark or are we missing anything?

## Transit

Attractive and accessible transit is essential to support mobility and growth in Saskatoon. This piece of the *Growth Plan* involves developing a long-term plan for transit that will make it more attractive to more people.

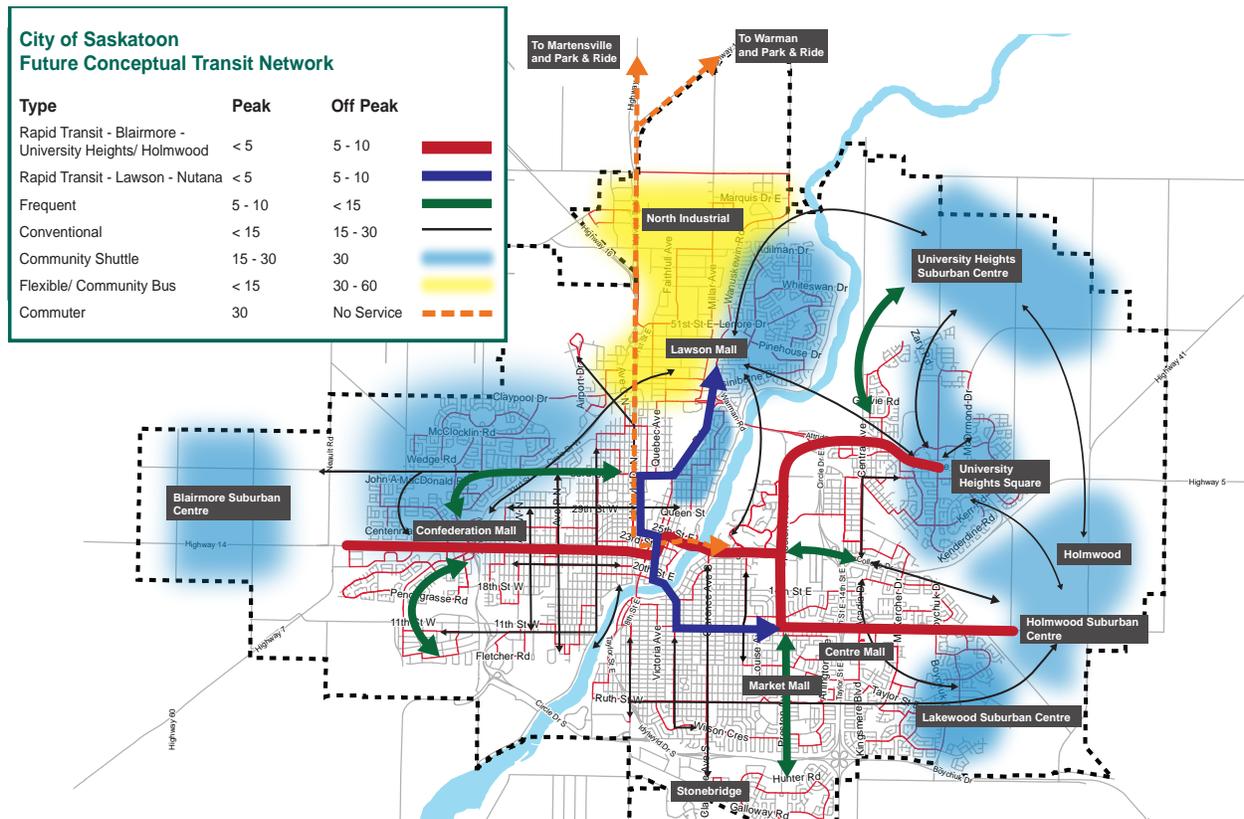


Figure 3.2: Future Transit Plan

During this round of engagement, participants were presented with a draft Future Transit Plan and asked the following questions:

1. Do you support the proposed Future Transit Plan or are there features you like and others you don't?
2. Did we hit the mark or are we missing anything?

## Core Area Bridges:

This piece of the *Growth Plan* will explore options to improve access to and from the core area of Saskatoon (within Circle Drive) and involved a review of the city's core bridges to find opportunities to balance the movement of more people across them.

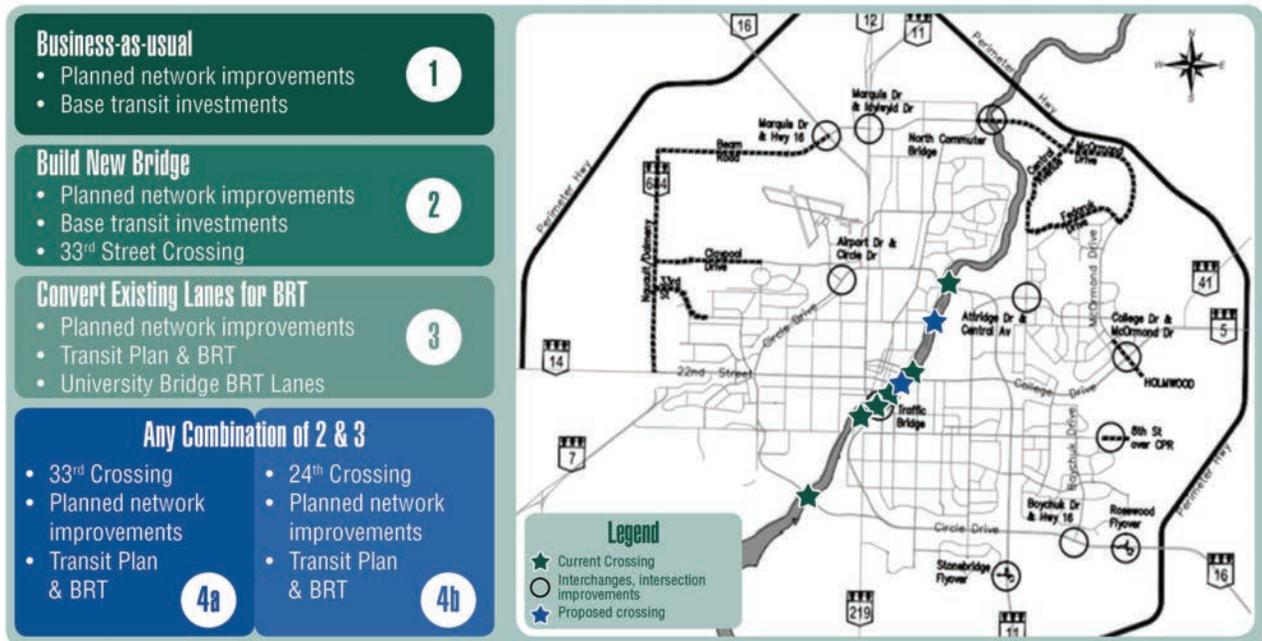


Figure 3.3: Long-term Core Bridge Management Strategies

During this round of engagement, participants were presented with four long-term core bridge management strategies and asked the following questions:

1. Which of the four long-term core bridge management strategies do you support?
2. Did we hit the mark or are we missing anything?

The input received from the City-Wide Workshops, Community Information Sessions and online survey have been collated together to provide a comprehensive overall summary of community input.

# 3.1 Corridor Growth

Participants were asked to indicate their support (high, medium and low) for each of the candidate corridors being considered for redevelopment. In general, 8<sup>th</sup> Street received the highest support and the least “low support” responses, followed by 22<sup>nd</sup> Street and Idylwyld Drive. The Confederation Suburban Centre received the lowest number of “high support” responses and the highest number of “low support” responses.

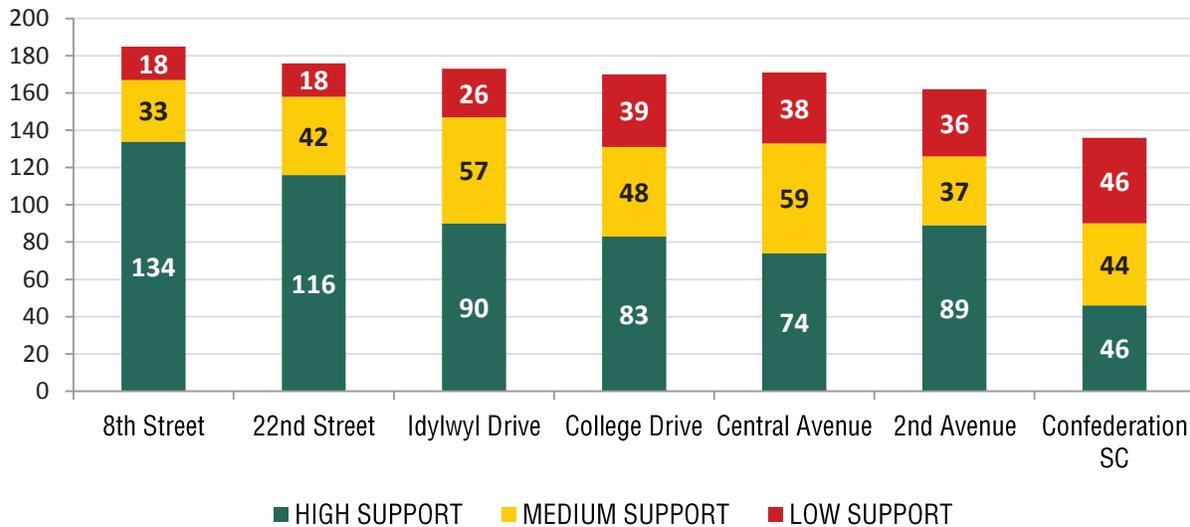


Figure 3.4: Support for Candidate Corridors

Participants were also asked to provide general comments and/or suggestions about the seven candidate corridors being considered for redevelopment. The comments have been grouped into themes and are outlined in the graph below. Examples of what we heard from the community for each of the themes are listed on pages 13 to 15.

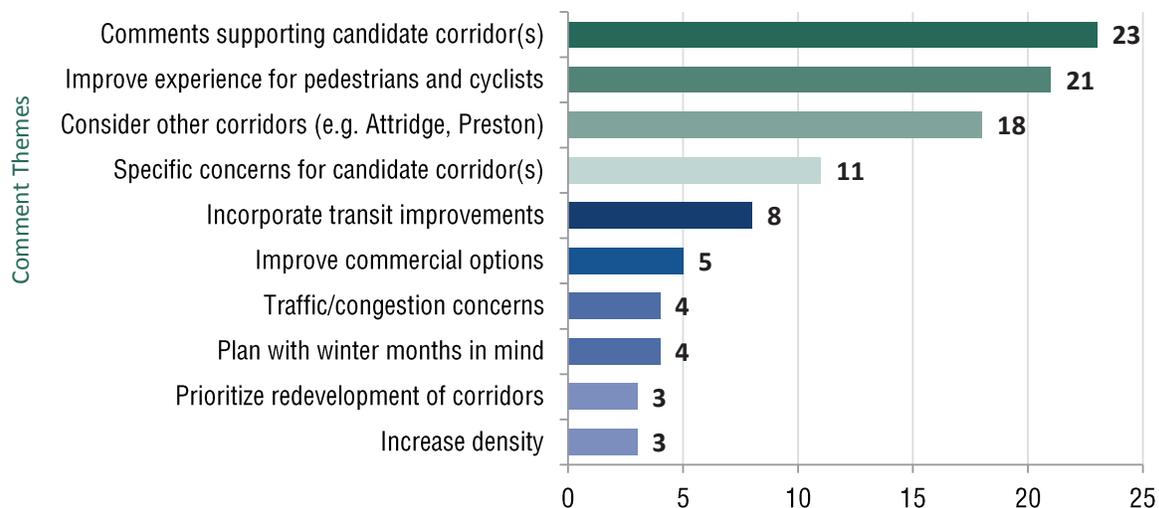


Figure 3.5: Corridor Growth Themes

### 3.1.1 WHAT YOU SAID

#### Theme 1: Comments supporting candidate corridor(s)

- College Drive has the best potential for improvement due to the high residential population in the area. It will only grow as College Quarter fills out.
- Yes, all of these seem ripe for redevelopment. If Saskatoon could turn these streets into corridors like those shown in the drawings, that would be amazing. Please do that!!!!
- It would be really nice to have a street that is vehicle free. 2<sup>nd</sup> Avenue might work best for that, at least for 3 or 4 blocks.
- In all cases I would support proposals where the key elements involve a reduction in vehicle traffic and transfer to other modes of transportation. As a cyclist and pedestrian who frequent the 8th street area I see huge potential to make the area more pleasant and livable.

#### Theme 2: Improve experience for pedestrians and cyclists

- What about bikes? Create a proper north/south bike pathway system and make separated bike lanes on all growth corridor streets. This is a low-cost and effective way of getting cars off the road!
- Find ways to integrate the bike lanes with the sidewalks in congested areas or create one-way streets in those downtown areas to create a better flow of traffic including bicycles.
- New corridors should promote pedestrians, cyclists, and public transit. In front of Midtown should be considered for a pedestrian street.



Figure 3.6: City-wide Workshop - Evening Session

- Good choice of corridors. - be sure to include lots of green space, increase biodiversity. Please go beyond trees surrounded by metal grates. That is treating trees like accessories and furniture rather than elements of functioning ecosystems. Native plantings could be incorporated - flowering plants and grasses to provide habitat for native pollinators.

### Theme 3: Consider other corridors (e.g. Attridge, Preston)

- If the new bridge goes into 33<sup>rd</sup> and Spadina, 7th Avenue should be looked at as it will become a much more important road.
- I think 33<sup>rd</sup> Street is a good corridor for density and commercial activity.
- Any thoughts on Lorne, Preston, 33<sup>rd</sup> Street?
- 20<sup>th</sup> Street has great potential for gathering places.

### Theme 4: Specific concerns for candidate corridor(s)

- Confederation and 22<sup>nd</sup> Street are excellent options for growth. 2<sup>nd</sup> Avenue, Idylwyld and Central Avenue are already crowded and unable to accommodate increases without significant infrastructure investment.
- 2<sup>nd</sup> Avenue has too many businesses reliant on parking and foot traffic to make a corridor beneficial.
- Still do not understand how Confederation Suburban Center fits into this list. Something in this area may be needed for the network but it does not seem to fit the requirements. The proposal to include 2<sup>nd</sup> Avenue in the list would significantly change the current street functioning.
- College Drive redevelopment assumes in part that the University is willing to give up research lands. As one of the users of those lands, I hope that never happens.

### Theme 5: Incorporate transit improvements

- Increasing quality public transit would be the first step in reducing traffic.
- Taking BRT (or better/more historical and accessible, trolley), Victoria Bridge to 8<sup>th</sup> Street would carry the same benefits of connecting 8<sup>th</sup> Street and downtown along Broadway but expand the potential area for Broadway business while not reducing the traffic volume on a core bridge.

### Theme 6: Improve commercial options

- Less traffic and better commercial on Central Avenue
- More reliable and frequent bus traffic and more “person” shops

### Theme 7: Traffic/congestion concerns

- Whatever is done on College Drive it must not impede the movement of traffic as congestion is already a problem. Pedestrian overpasses should be considered to eliminate some pedestrian crossing to improve traffic flow.
- Traffic congestion is the biggest issue. Central Avenue is far more utilized now that the North-East has expanded so much. With the train at the intersection of Central & Gray clogging up the traffic so many times throughout the day - and often at peak travel times - I see a huge need for change. I like the redevelopment that has already happened on Central, but more can be done.

### Theme 8: Plan with winter months in mind

- Yes - as long as you take into consideration the four seasons, places to put snow when shoveled or plowed.
- How does this plan incorporate our winter city? Will there be any incentives to encourage public spaces for winter (i.e. a Copenhagen model)?

### Theme 9: Prioritize redevelopment of corridors

- Not all can be developed at the same time. 8<sup>th</sup> Street should have highest priority (followed by 22<sup>nd</sup> Street), as it has high potential for development and is the most immediately doable option. It also provides key support for the proposed BRT plans.
- All proposals have merit, but the type of redevelopment may be quite different for each, and the order of redevelopment is also important. Since I support the proposed BRT network, many more transit passengers are required to make it viable. Therefore, begin by densifying 8<sup>th</sup> Street, closely followed by 22<sup>nd</sup> Street to support the RED BRT-line

### Theme 10: Increase density

- Saskatoon should build higher into the sky. What I'm trying to say is that Saskatoon should build skyscrapers for offices, apartments, and hotels. We should also build an amusement park.
- 2<sup>nd</sup> and College should be top priority as they are closest to the core and already have some residential mix, although they need more density.

## 3.2 Transit

Participants were asked to indicate their support (high, medium and low) for the different features within the draft Future Transit Plan. In general, implementing bus rapid transit east-west and north-south received the strongest support.

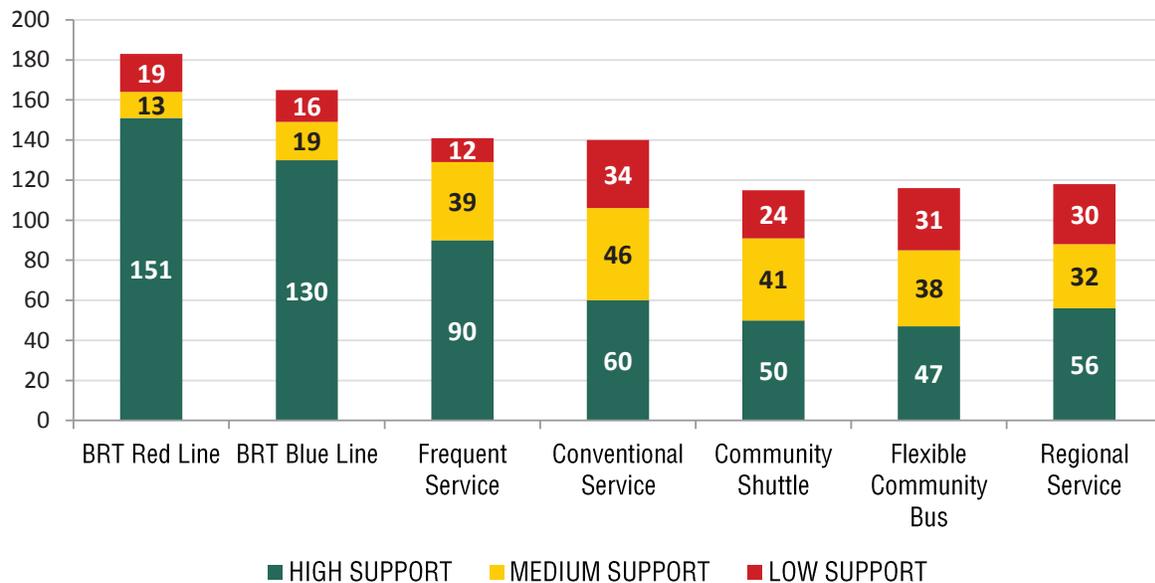


Figure 3.7: Support for Future Transit Plan

Participants were also asked to provide general comments and/or suggestions about the proposed Future Transit Plan. The comments have been grouped into themes and are outlined on the graph below. Examples of what we heard from the community for each of the themes are listed pages 17 to 20

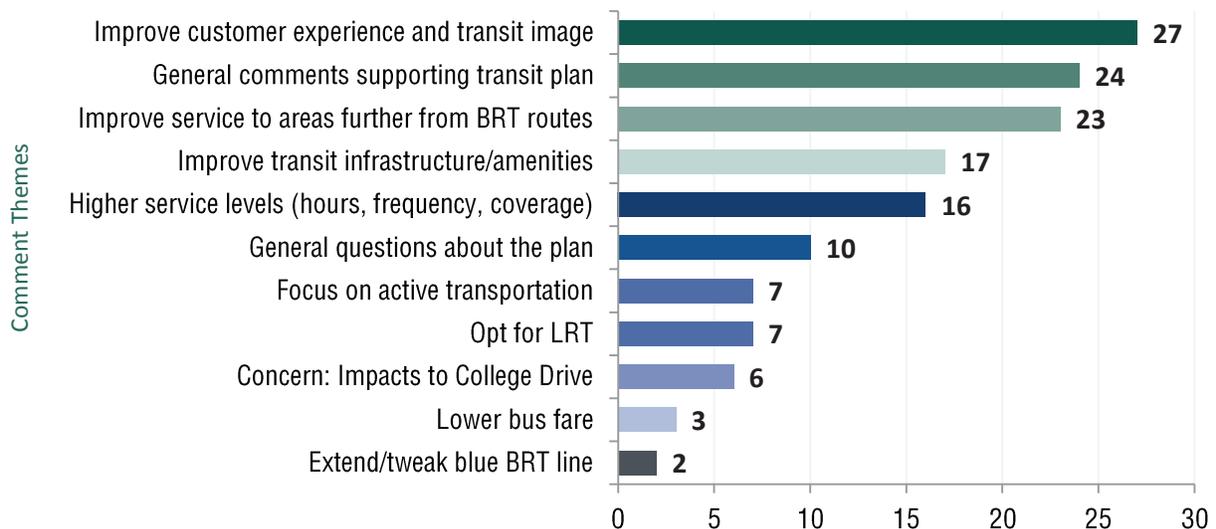


Figure 3.8: Future Transit Plan Themes

### 3.2.1 WHAT YOU SAID

#### Theme 1: Improve customer experience and transit image

- Promotion of public transit
- Rider experience needs to be improved - do away with ads on all the windows on the buses - people can't see our properly when light is in a certain direction.
- Goals for transit - add "Image" to this list.
- Part of the plan to increase ridership is to improve the transit customer experience. These improvements need to be identified and an action plan be identified.

#### Theme 2: General comments supporting transit plan

- BRT needs to be implemented quickly and efficiently.
- Yes, yes, yes! Please do this! Especially just having the Red and Blue routes to get people quickly downtown. It would be so obviously smart if this was in place for developers to build mixed use developments front on 8<sup>th</sup> and 22<sup>nd</sup> if this was in place. And it would create the opportunity for 8<sup>th</sup> and 22<sup>nd</sup> to actually be nice streets to spent time on, instead of being the desolate areas that they are now.
- This is a much better plan. Frequency is crucial to making this work.
- Shuttle buses and Warman & Martensville good idea.



Figure 3.9: City-wide Workshop - Day Session

### Theme 3: Improve service to areas further from BRT routes

- Better support to the industrial areas in particular those that are adapted to the actual work shifts of the workers in the area, work with the employers to find out when people need transit. The busses in these areas generally start too late for people with 6-7am start times so they are not an option.
- More/extended Frequent Service routes needed, example the green route on College Drive should be extended - It only goes between 2 major roads!
- The community shuttle idea paired with rapid transit lines is spot on. The only doubts I have are in some of the connections, such as the need for conventional service between areas that seem to be linked by community shuttles and rapid transit such as University Heights and Holmwood or the University Heights Suburban Centre.
- Travel times and accessibility still seems like a barrier in Exhibition/Avalon/Riverdale/Holiday Park (implement community shuttles?).

### Theme 4: Improve transit infrastructure/amenities

- There needs to be infrastructure to make a BRT effective. It's not just a matter of adding more buses or changing the routes to increase frequency. If there aren't proper (insulated, attractive, safe, clean, comfortable) bus waiting places more people will NOT want to take the bus. Standing in snow banks being hit by flying slush from cars on busy roads treats transit users like second class citizens, rather than rewarding people for taking cars off the road.
- Provide lots of amenities and services at the BRT stations. Make all bus stops attractive, comfortable and accessible (my current bus stop is not connected to a sidewalk).
- Tracking your bus.
- Improved comfort and safety at bus stops.



### Theme 5: Higher service levels (hours, frequency, coverage)

- Increase all routes to 15 minutes daytime hours and 30 minutes after 6pm. Longer hours. Keep as many existing routes as possible with increased frequency.
- Yeah, transit time is what deters me from taking the bus, so better service is important.
- Please consider increasing “peak hours” e.g. weekend evening service, better Sunday hours, later evening times (9pm not 6pm for limited service).
- Is it possible to add buses when the students go to school or back home from school? I saw many students waiting for the bus in the cold weather.

### Theme 6: General questions about the plan

- It's difficult to comment on the proposed system without understanding what the cost impacts are. And how do the community shuttles work? Are they really less money to operate in areas with less demand considering they still require the same amount of staff-hours?
- What communication strategy do you have planned for route changes and BRT implementation?
- How will University be integrated into BRT lanes?
- Is there any idea at which point 24 hour bus service becomes necessary? Is this a consideration as we near half a million?

### Theme 7: Focus on active transportation

- More multi-modal accessible transit there is, the more users there will be since they are serving different people going different places.
- How does this link to the active transportation network? Can there be a park and ride for bikes to the BRT stations/stops? Or will there be a place to put bikes? I like being able to put bikes on the front of buses but then I get nervous having to constantly keep an eye on my bike (especially if the bus is full and I cannot stay at the front of the bus).

**Theme 8: Opt for LRT**

- Saskatoon should put in an underground/ above ground train cars like we use to have back in the day.
- I believe we should be planning to implement passenger rail sooner rather than later. Specifically light rail transit. Calgary and Edmonton starting planning for rail and reserving corridors when they were around the size of Saskatoon. I realize that BRT is helpful to prove the routes and gain ridership but I believe that with an LRT, way more people would be inclined to ride public transit. Including myself. This is true in many other cities and countries. People just seem to like a permanent way better than buses. That's my 2 cents but I know of many others who feel the same way.

**Theme 9: Concern: Impacts to College Drive**

- College drive cannot have a dedicated bus lane. Congestion is bad enough already with three lanes.
- The plan looks good. However, I worry that there is nothing about routes along College Drive or otherwise linking Broadway/Nutana with the University.

**Theme 10: Lower bus fare**

- The bus fare is more expensive that most cities. It won't attract many people if there are more buses - \$2 will be a good price.
- This is a good plan. I support trying to gain more bus riders. I worry that some people might be against it due to the price. However, keep in mind that many of the new Saskatoon citizens will pay for better transit. Giving customers relief on bus fares, or knowledge that they will not grow quickly in the future will provide happiness.

**Theme 11: Extend/tweak blue BRT line**

- Perhaps the Blue Line could use some tweaking on the north end.
- Also, the so-called north-south line doesn't go south of 8<sup>th</sup> Street, and it seems all the east-side focus is on that. I think there is benefit to establishing a line that runs south further along Broadway or Lorne Ave for both future growth and to cover more of the city.



Figure 3.10: City-Wide Workshop - Transit Station

### 3.3 Core Bridges

Participants were asked to indicate their support (high, medium and low) for each of the long-term strategies being considered to manage travel across core area bridges. The option for a new river crossing at 33<sup>rd</sup> Street alongside BRT lanes on the University Bridge received the strongest support. Maintaining 'Business-as-usual', where we maintain the base transit system and complete the road network projects already identified, received the lowest support.

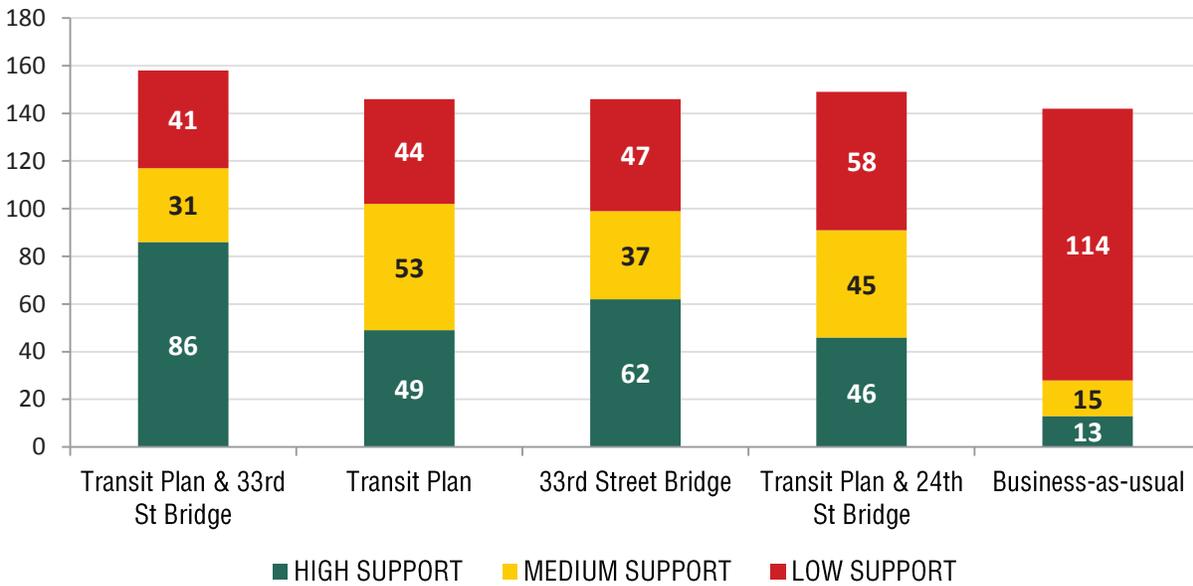


Figure 3.11: Support for Core Bridge Strategies

Participants were also asked to provide general comments and/or suggestions about the core bridge strategies being considered. The comments have been grouped into themes and are outlined on the graph below. Examples of what we heard from the community for each of the themes are listed on pages 22 to 24.

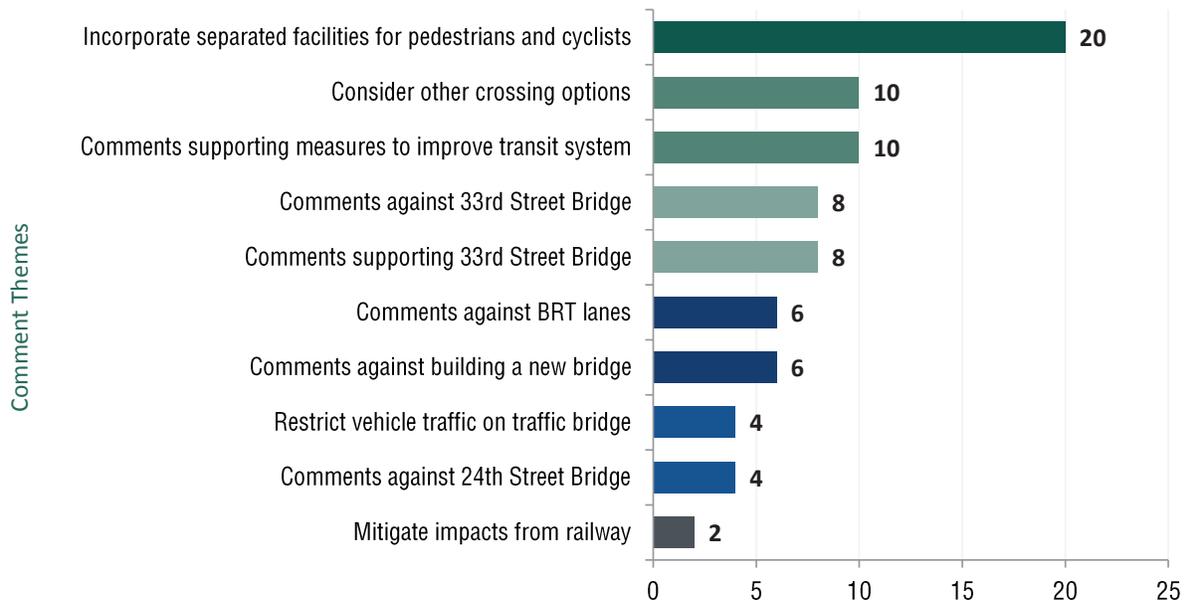


Figure 3.12: Core Bridge Themes

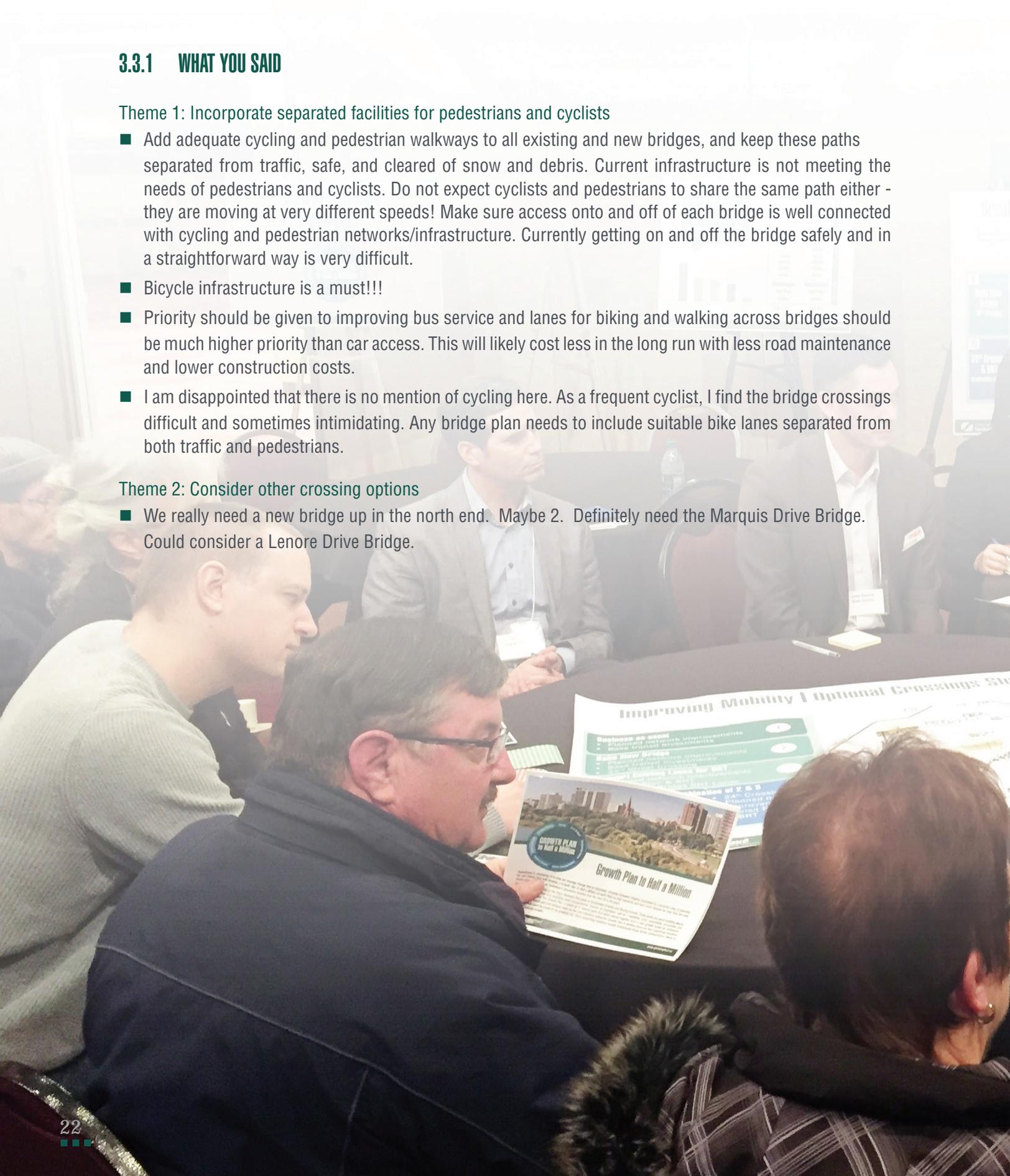
### 3.3.1 WHAT YOU SAID

#### Theme 1: Incorporate separated facilities for pedestrians and cyclists

- Add adequate cycling and pedestrian walkways to all existing and new bridges, and keep these paths separated from traffic, safe, and cleared of snow and debris. Current infrastructure is not meeting the needs of pedestrians and cyclists. Do not expect cyclists and pedestrians to share the same path either - they are moving at very different speeds! Make sure access onto and off of each bridge is well connected with cycling and pedestrian networks/infrastructure. Currently getting on and off the bridge safely and in a straightforward way is very difficult.
- Bicycle infrastructure is a must!!!
- Priority should be given to improving bus service and lanes for biking and walking across bridges should be much higher priority than car access. This will likely cost less in the long run with less road maintenance and lower construction costs.
- I am disappointed that there is no mention of cycling here. As a frequent cyclist, I find the bridge crossings difficult and sometimes intimidating. Any bridge plan needs to include suitable bike lanes separated from both traffic and pedestrians.

#### Theme 2: Consider other crossing options

- We really need a new bridge up in the north end. Maybe 2. Definitely need the Marquis Drive Bridge. Could consider a Lenore Drive Bridge.



- In option 4a [33<sup>rd</sup> St bridge and BRT lanes], consider making the new bridge at Queen Street, rather than 33<sup>rd</sup> Street.
- Bridge is needed on Lenore, connecting to Central Avenue. This will help congestion on the North Circle Bridge and Attridge Drive
- South Bridge?

### Theme 3: Comments supporting measures to improve transit system

- I am only in support of a new bridge if transit is going to be prioritized.
- Invest in new buses. Upgrade bus stops-they are horrible. Build bus terminal in downtown-the situation now is a joke. Get bus lanes to use only by buses in peak hours. And build bus stops off side the road so stopping bus does not hold entire traffic behind it when people are getting in and out!!!!
- Business-as-usual would be utter gridlock... there needs to be a massive investment in transit, and quite likely a 33<sup>rd</sup> street bridge.
- Dedicated BRT lanes seem like the cheapest, most effective way to ensure faster transit, greater ridership and less traffic delays on the downtown bridges as for every bus worth of riders several cars can be taken off the road. Adding another bridge without dedicated BRT lanes on both the new bridge and the University Bridge would merely be undermining the city's own goal of decreasing traffic on the bridges.

### Theme 4: Comments against 33<sup>rd</sup> Street Bridge

- I live in City Park and have serious concerns about having a 33<sup>rd</sup> Street Bridge Crossing. There is already a significant amount of traffic that comes through this residential area, particularly at rush hour and when there is a train at 33<sup>rd</sup> & Idylwyld. Many of our City Park children attend school in North Park and must cross 33<sup>rd</sup> Street which would be a serious safety concern with increased, 'thru traffic'.

- I worry about the impact on property values and lifestyle in City Park with a new bridge here. We bought because it was a quiet area.

#### Theme 5: Comments supporting 33<sup>rd</sup> Street Bridge

- A bridge crossing at 33<sup>rd</sup> would draw vehicles from both University Bridge and Circle Drive Bridge improving the flow on both those bridges and making transit more efficient.
- Make sure good for pedestrians. Provide opportunities for bikes. 33<sup>rd</sup> Street Bridge opens most options for infill development.

#### Theme 6: Comments against BRT lanes

- The bridges are congested already. Dedicating one lane to transit especially University Bridge would result in gridlock, chaos and road rage.
- It would be my opinion that BRT lanes would only help public transit, not the general public. That space (lane) dedicated to public transit would be better service to the general population as a travelling lane.

#### Theme 7: Comments against building a new bridge

- I'm not sure why we have to replace the supposedly lost lane capacity from BRT with a whole new bridge. Seems like a ridiculous expenditure that only furthers car-reliance.
- Do we really need another bridge? I wonder if we can start changing the mentality of Saskatonians to significantly reduce single car occupancy.

#### Theme 8: Restrict vehicle traffic on Traffic Bridge

- Traffic Bridge - make it pedestrian and cycling only, NOT cars
- Build a new bridge and leave the traffic bridge as a pedestrian/ bicycle bridge therefore make river landing a pedestrian friendly area and not have to worry about crossing the bridge to get to the Meewasin.

#### Theme 9: Comments against 24<sup>th</sup> Street Bridge

- BRT lanes are an important goal. The University Bridge is a scenic landmark that should not be obscured by a companion 24<sup>th</sup> Street Crossing.
- New bridge at 24<sup>th</sup> Street is a nice idea, but, College Drive is not setup to support the increased traffic. The bridges would simply be backed up anyways.
- I am wary of the 24<sup>th</sup> Street crossing idea as that would put a lot of strain on College and downtown from motorists who are simply passing through.

#### Theme 10: Mitigate impacts from railway

- Either make overpasses at all railway crossings or get the railways (mostly CP) out of the city. Do not have even a single track level railway crossing on any of the streets near the bridges. Sell municipal bonds to raise the money for both bridges at once.
- Stop railway traffic on 33<sup>rd</sup> Street.

## 3.4 Other Stakeholder Engagement

The City answered requests for presentations by several organizations within the community, including:

- 8<sup>th</sup> Street Business Association
- Broadway Business Improvement District (BID) Board
- Bus Riders of Saskatoon Group
- Business Improvement District Directors (Broadway, Downtown, Sutherland and Riversdale)
- Citizen Advisory Panel (volunteers from the City's Municipal Planning Commission)
- City Manager's Presentation to Community Leaders
- In-Motion representative, Saskatoon Health Region
- Take Your Kids to Work Day
- Saskatoon Council on Aging (SCOA)
- SREDA (Saskatoon Regional Economic Development Authority)
- University of Saskatchewan Corporate Administration Representatives
- University of Saskatchewan Planning 101 class

Each session was tailored to the audience and included both group presentations as well as in-depth table-top discussions. An overview of some of the themes touched on during these engagement discussions is outlined below and a summary of general input is provided in Appendix E.

### Corridor Growth:

- Incentives are needed to encourage redevelopment
- Streetscaping will be a key component of corridor redevelopment
- Need to keep head offices and major offices in the downtown
- Maintain accessibility to 8<sup>th</sup> Street by car
- This initiative supports aging-in-place

### Transit

- General support for dedicated BRT lanes
- Need to improve Transit customer experience and reliability
- Align transit improvements with streetscaping and corridor redevelopment
- Needs of different user groups must be considered in service design (e.g. senior, students)
- Transit must be affordable

### Core Area Bridges

- Comment regarding growing pains when implementing BRT on University Bridge
- 33<sup>rd</sup> Street bridge should be a neighbourhood-style crossing

## 3.5 Digital Engagement

Several digital tools were used to engage community members including the Shaping Saskatoon online discussion forum ([www.shapingsaskatoon.ca](http://www.shapingsaskatoon.ca)), Facebook, Twitter, and Email.

### Facebook

Four Facebook event pages were created to promote the City-Wide Workshops and Community Information Sessions. Facebook ads and postings to the City's Facebook page timeline were also used to drive traffic to the event pages and online survey. In total, 203 likes, 82 shares and 88 comments were generated through Facebook. For a complete list of related Facebook views and comments, see Appendix B.

### Twitter

Community members were also engaged through the City's official Twitter account (@cityofsaskatoon) using the hashtag #yxegrowingfwd. A live Tweet Chat was used in conjunction with the City-Wide Workshops to facilitate an online discussion around the possibilities being considered for the *Growth Plan's* core initiatives. For a complete list of related Tweets, see Appendix B.

### YouTube

To date, the City has produced six public-facing videos, which are housed on YouTube and embedded on [growingfwd.ca](http://growingfwd.ca). The videos received over 4,400 views by the end of this round of engagement. The most high-profile of the videos was Saskatoon's *Growth Plan to Half a Million* video, which received 2,660 views during this timeframe. The *Growth Plan* video provides an overview of what the *Growth Plan* is and how it will contribute to growth and development in Saskatoon.



Figure 3.13: Growth Plan Video

## Email

Feedback was also received by email, either through the Contact Us form on the project website or through direct contact with project team. The email feedback received has been included in Appendix B.

## Growingfwd.ca

Growingfwd.ca is a central online location for information. Visitors to the site are able to keep up-to-date on the progress of the project and learn about opportunities to become engaged. One week prior to the City-Wide Workshops, the workbook and online survey were available on the Growingfwd.ca and the Shaping Saskatoon Forum. A subscription-based email newsletter provides real-time updates to subscribers and an email intake form sends requests for more information directly to the project team. By the end of this round of engagement over 750 people had subscribed for updates. The following graph shows how interest in the newsletter subscription increased since project launch.

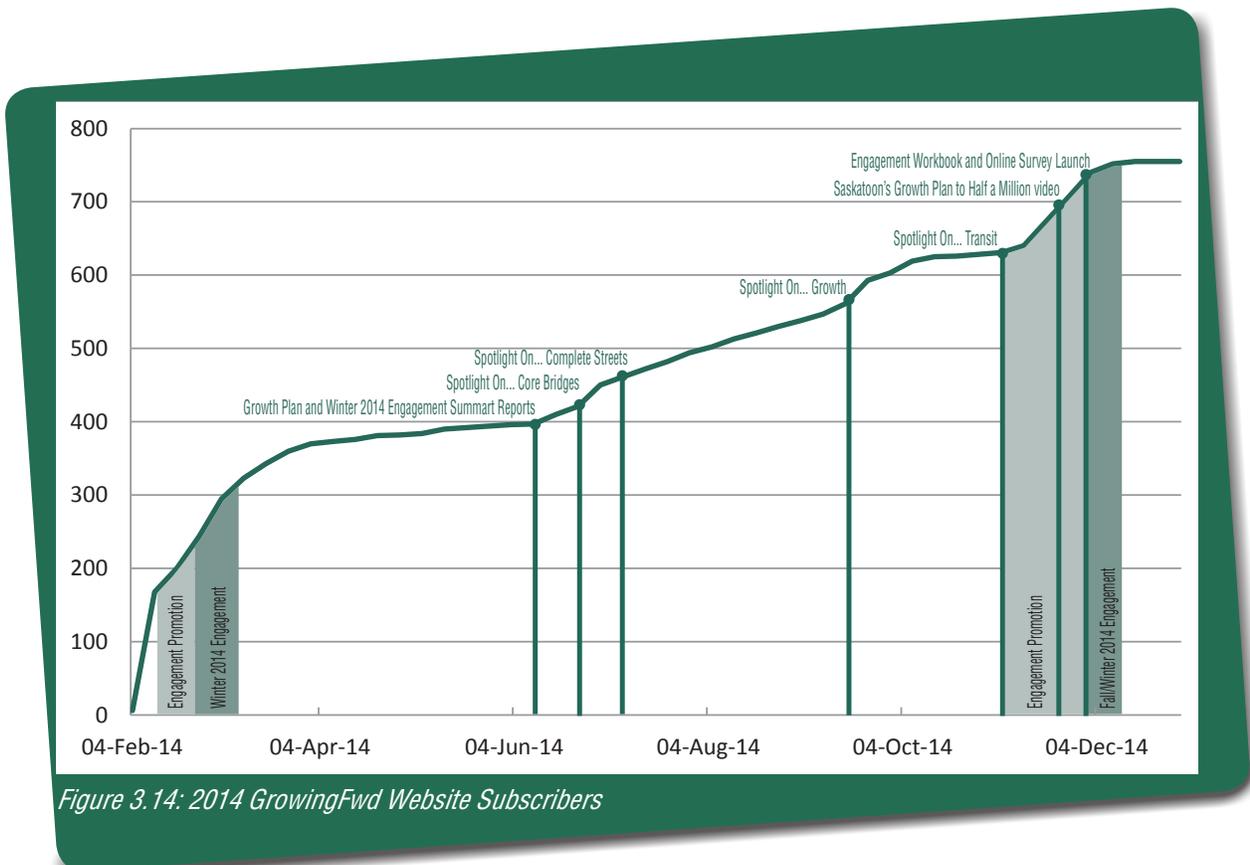


Figure 3.14: 2014 GrowingFwd Website Subscribers





Opportunities and Challenges (by topic)

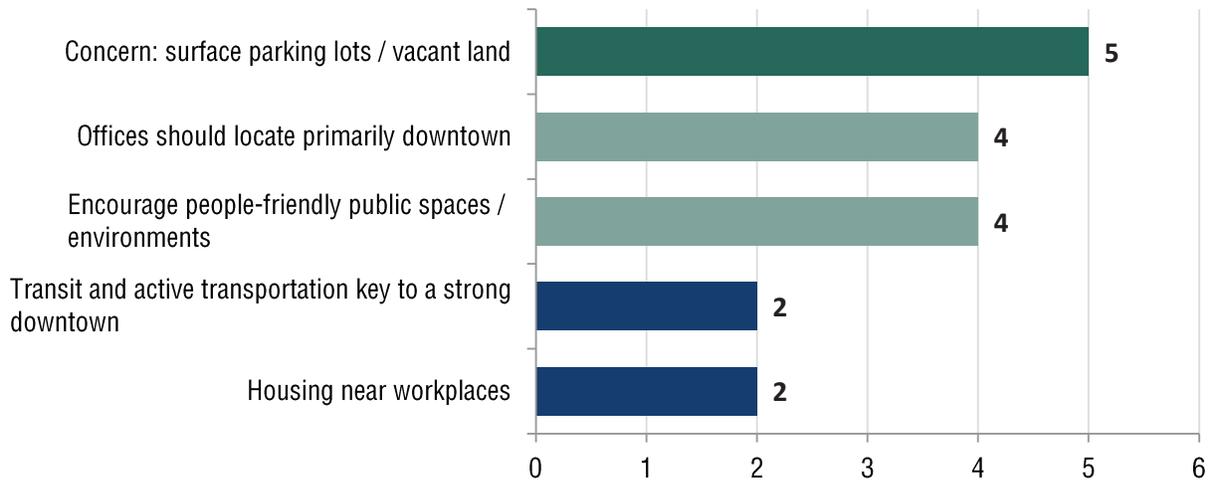


Figure 4.2: Downtown Opportunities & Challenges

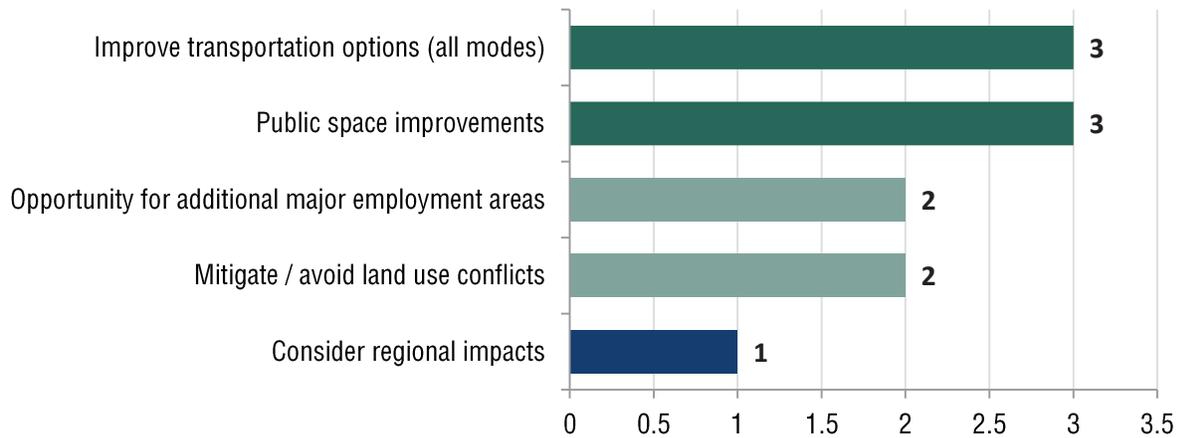


Figure 4.3: Industrial Areas Opportunities & Challenges

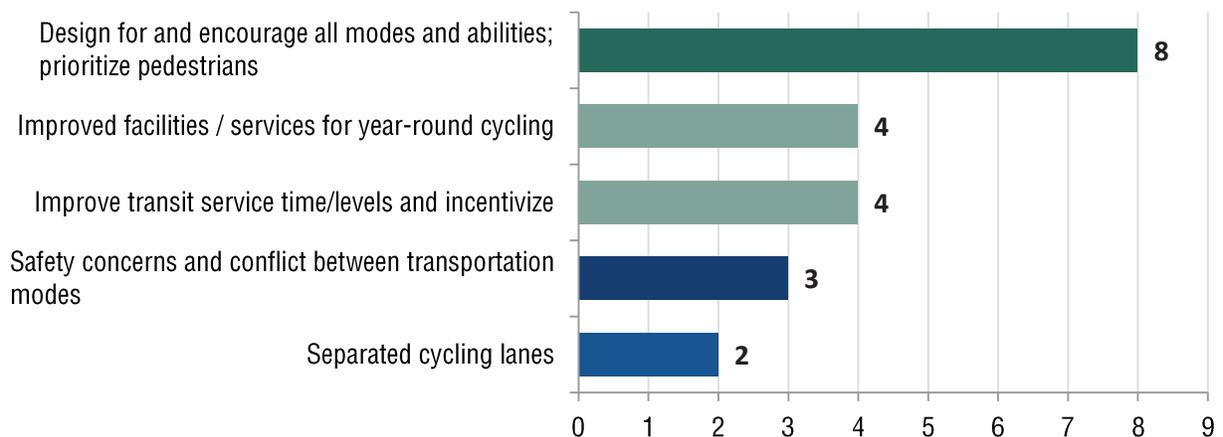


Figure 4.4: Transportation Options Opportunities & Challenges

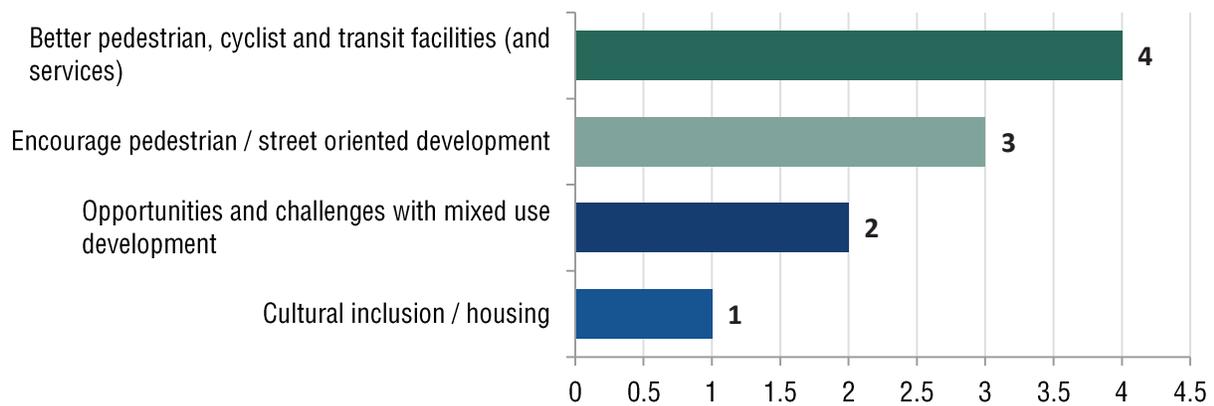


Figure 4.5: Major Corridors Opportunities & Challenges

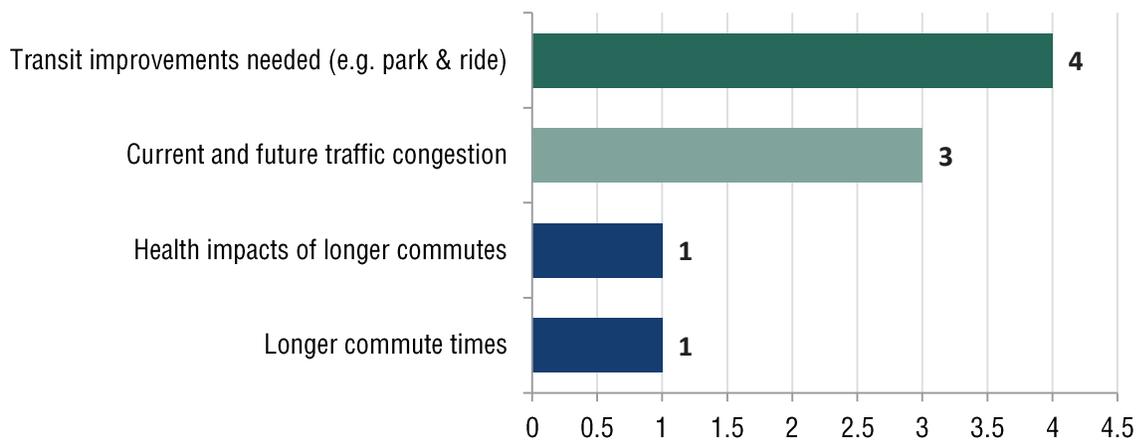


Figure 4.6: Commuting Opportunities & Challenges

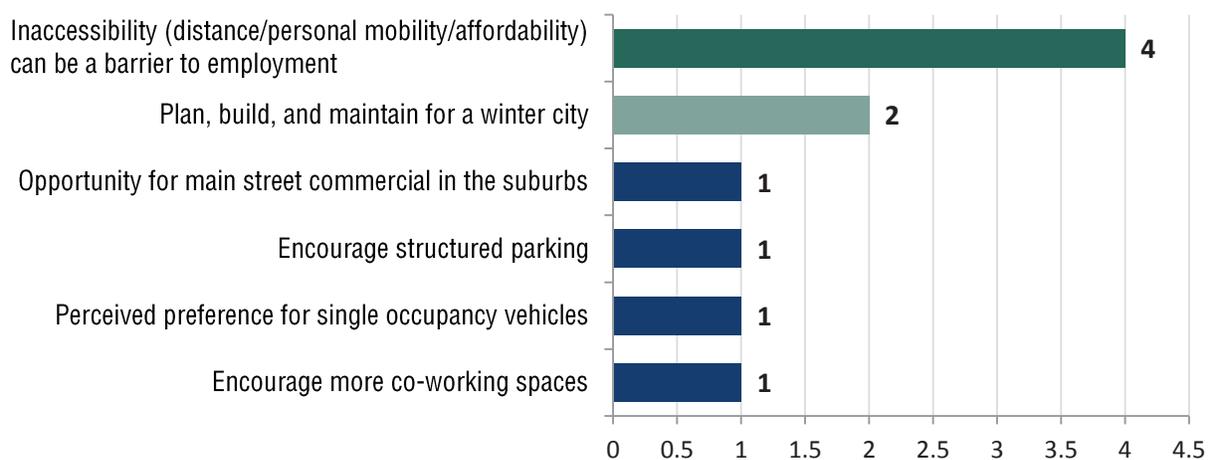


Figure 4.7: General/Other Opportunities & Challenges

## Discussion Themes

### Theme 1: Transit

- Improved service levels and user experience in employment areas (including downtown)
- Prioritize transit over automobile use
- Programs to encourage transit use – park & ride, incentives, employer subsidies, safety improvements
- Employment areas should support BRT

### Theme 2: Active Transportation

- Design for active transportation (pedestrians in particular) should be the priority
- Public space / infrastructure improvements are necessary (particularly in industrial areas and downtown)
- Ensure that active transportation options are maintained year round (e.g. snow clearing in cycle lanes)
- Accessibility is a potential barrier to employment

### Theme 3: Development/Built Form

- Encourage opportunities to work closer to where you live (mixed use, distribution of employment areas)
- Mitigate/avoid land use conflicts
- Development oriented toward street

### Theme 4: Downtown

- Keep certain uses focused Downtown rather than in suburban areas (e.g. head offices, professional services, street-oriented retail)
- Better use of land – encourage redevelopment of surface parking lots and vacant parcels
- A strong Downtown is key for a future transit system and core bridge network

### Theme 5: Transportation

- Traffic congestion and commute times are likely to increase
- Encourage alternatives to single occupant vehicles



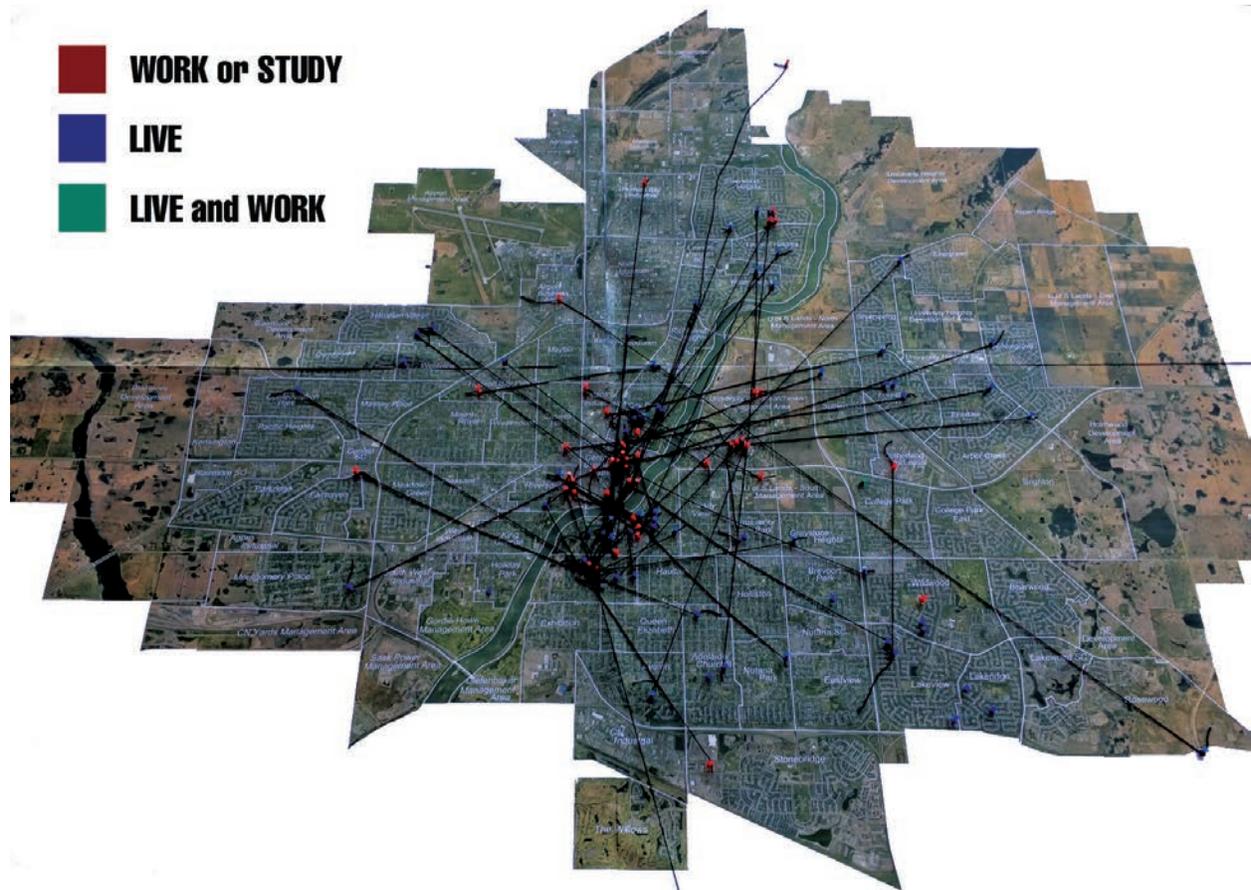


Figure 4.8: Work-Live Map - City-wide Workshop Day Session





# 5 NEXT STEPS

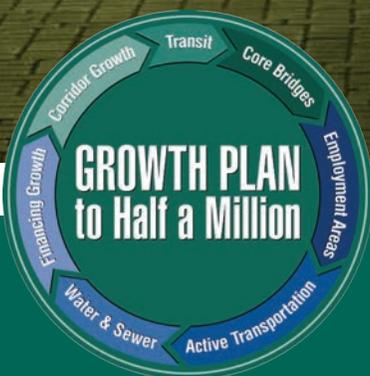
With the second round of engagement for the *Growth Plan* complete, we are now working to refine the recommended options for the core *Growth Plan* initiatives. There are some important decisions to be made. The hundreds of comments and suggestions we received from the community will help us to develop a preferred plan for managing growth. We will be back in from February 25 to March 18, 2015 to discuss the recommended *Growth Plan* and to hear what you think about potential implementation priorities.

Thank you to everyone that has contributed to the process so far. We look forward to hearing more from the community as we build a new model for growth in Saskatoon!



Fall 2014

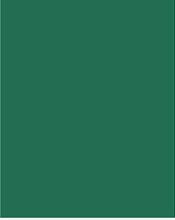
# ENGAGEMENT SUMMARY REPORT #3 APPENDICES



February 2015

Prepared for the City of Saskatoon by Urban Systems Ltd.





# Contents

## Appendices

Appendix A: Exit Survey

Appendix B: Digital Engagement

Appendix C: Community Information Sessions Q/A

Appendix D: Raw Workbook & Survey Comments

Appendix E: Other Stakeholder Engagement

Appendix F: Employment Areas



# Appendix A

## Exit Surveys



# Exit Survey

Participants at the TCU Workshops and Community Information Sessions were encouraged to fill out exit surveys so we could better understand how the event was received by participants and how future *Growth Plan* can be improved. In total, 95 surveys were received and the results are shown below.

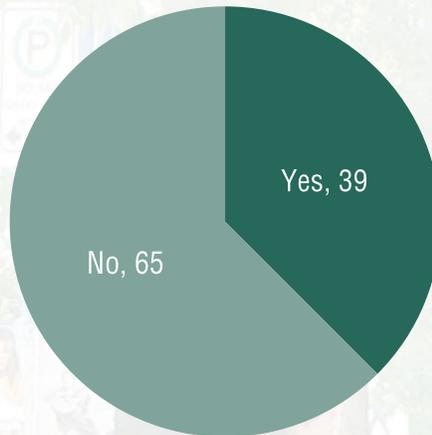
## How did you hear about this event?



Thirty-seven (37) respondents indicated they heard about the events through other channels, including:

- School/ University
- A presentation to SCOA
- Teacher
- “I contacted the city and they invited me to attend”
- Eco Quest
- On the bus
- Word of mouth promotion
- LINC program
- At MPC
- Email (from City, and/ or Community Association)
- Meeting with the City
- Charlie Clark and Mairin Loewen
- Planet S Magazine
- Library

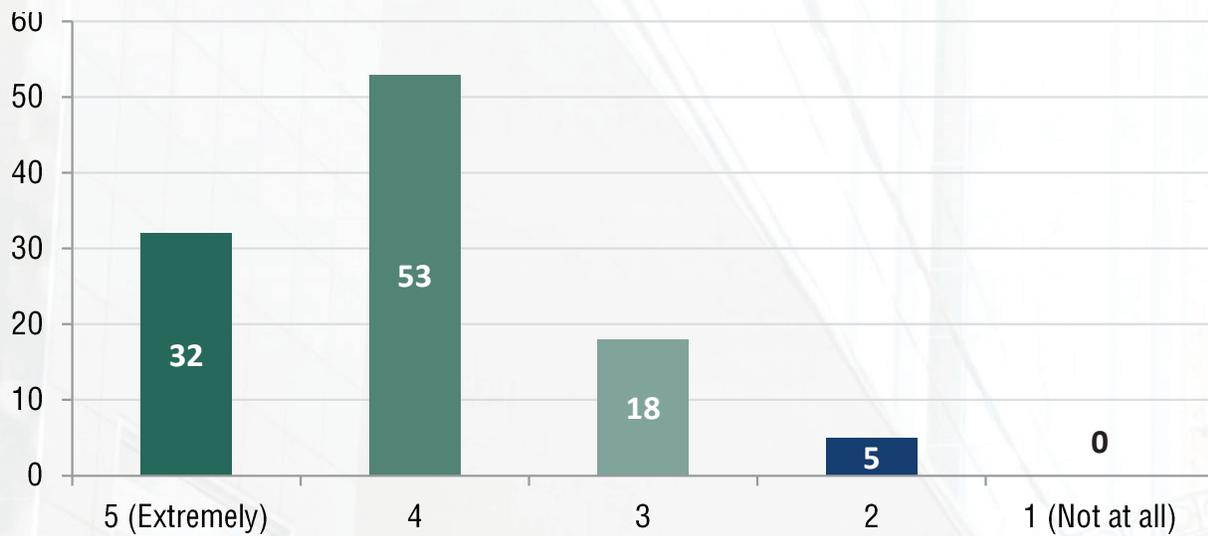
## Have you attended any other *Growth Plan* events?



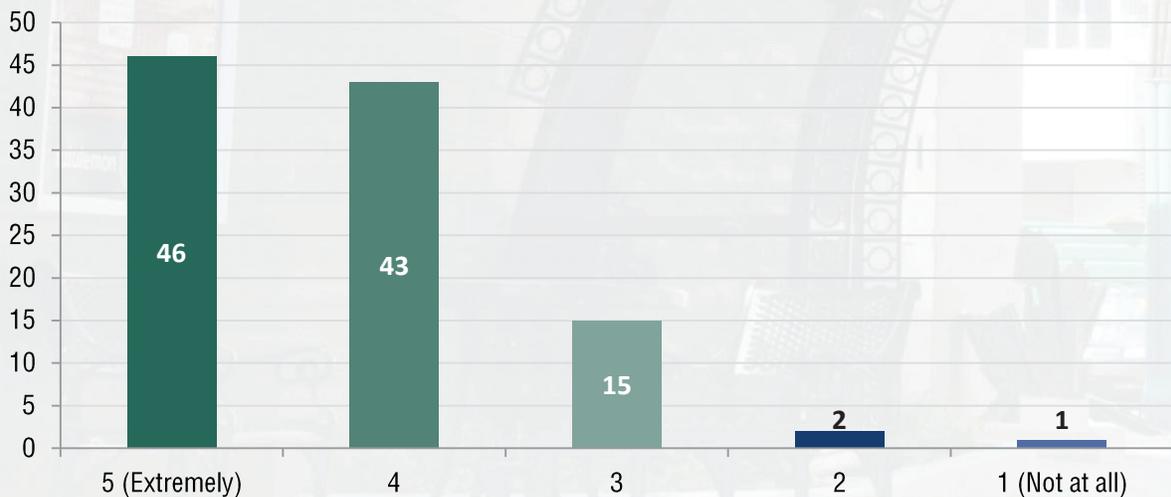
Those who have attended other *Growth Plan* events were asked to indicate which event(s) they have attended previously. Responses include:

- Moving Around -Feb Event
- Rapid Transit
- The one at TCU Place a year ago
- 1 year spent at SCOA office
- I attended the Saskatoon Speaks event
- The one on 11/25/14
- Bridges and Transit
- SCO A, Parks and Recreation, housing
- Last winter here at TCU
- The first one
- Feb open house
- Strategic planning
- Several years ago in Bess
- I'm on the advisory committee
- Feb 2014, reviewed info on the Growing Forward website
- Feb 2014, Saskatoon Speaks
- Early 2014 @ TCU
- The first public event
- Attended the City Center Plan & Protected Bike Lane
- Plan
- Previous one
- All
- Master Plan for Parks and Recreation

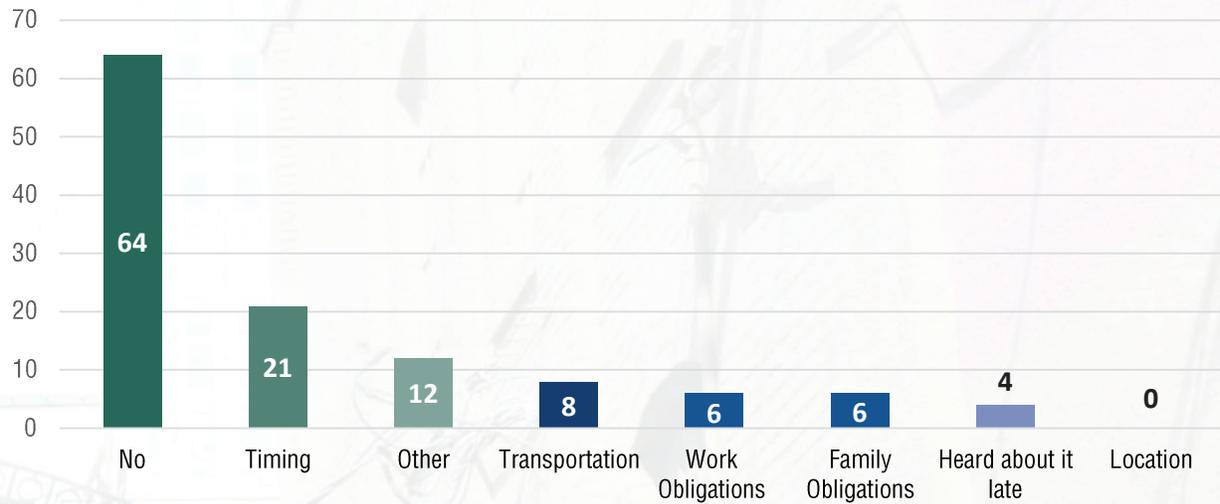
## Did you find the information useful?



## Did you feel you were given the opportunity to share ideas and/or express any concerns?



## Did you face any challenges in attending today's event?



Those who faced “other” challenges attending the event were asked specify what challenge(s) they faced. Responses include:

- Weather
- Parking permits
- We had to get permission to attend with students
- Could not stay for all 3 hours
- Parking downtown - access, time
- Parking (costly)
- While it started during normal dinner time, it would have been necessary to end very late if it started later, so it was okay

# What did you enjoy about the event?

## Prominent Themes

- Attendees enjoyed the open conversation, the ability to participate and express their opinion.
- Information was easy to understand, and everything that was addressed left attendees satisfied.
- The interactive nature of the meeting, made it fun and memorable.
- The ability to speak liberally about important City issues.
- Unique discussion format, and informal nature of the meeting.
- Staff and professional presence at the event.

## Examples

- I was engaged and was allowed to talk back and forth with staff.
- The opportunity to learn, meet others and share ideas. The school kids!
- I enjoyed the interactive workshops where there was space to participate, comment and ask questions.
- The interactive pin and string map was fun, interacting with a diverse range of people who move around the city differently, workshops, snacks.
- I liked how we broke up into small tables with a facilitator - made it easy to ask questions. I also appreciated how open to ideas they were and that they were honest if they didn't know the answer.
- Display boards, lots of city employees to speak with, good format, good handout, coffee and food.
- Organized, good venue, great explanation, opportunity to contribute online, continue to provide workshops!
- The venue.
- The school kids.
- Seeing and being around people (of all ages) who are passionate and concerned about the issues.
- The staff; being able to talk to people in management, staff were organized and knew lots of information.
- The conversation and hearing others perspectives.
- Students voices were taken seriously, great visuals.
- The opportunity to talk face to face to the people actually creating/ designing the plans.
- Space for discussions and facilitation and in depth presentations.
- Open dialogue, good vision, invitation to contribute.
- The staff and people attending.
- The workshop set up and the informal environment that the facilitators allowed, felt like there was enough time allowed for questions and the city was interested to hear the public opinion, great input by both the city and the citizens.
- Q & A, stickers, sticky notes, comprehensiveness.

- 
- Lots of real new information on transit plan and bridges and costs.
  - Presentation by Allan & maps
  - Table discussion format was good. The information provided by the “consultants” was good. It was nice to see different options presented and not “this is what it is”. Also, interesting to hear the questions and comments of other participants.
  - Interesting to see map of where people live and work.
  - Student voices were taken seriously.
  - Enthusiasm from staff and attendees.
  - Talking transit and plans for the city.
  - The interactive parts.
  - Very interesting.
  - To see the maps of where people live, work, and commute.
  - Format was good.
  - Fits with other cities experience (e.g. Curitiba, Brazil –pioneer in BRT).
  - Learning about probable plans.
  - Other options for public transit.
  - Appreciated the handouts and presentation.

# Is there anything we could have done to enhance your experience?

## Prominent Themes

- At times, speakers were difficult to hear.
- More time, so people could ask questions and so people could come and go as they please.
- A shorter introduction to the presentation.
- The event was under promoted; attendees commented on the low turnout during the evening TCU workshop.
- Smaller discussion groups to allow for more questions.
- More time to ask questions and go to all 3 stations.

## Examples

- Given workbooks in advance. I came with my ESL class and it would have been good to discuss vocabulary and familiarize ourselves with the city areas in advance.
- These events need to be more international in engagement inviting specific representatives of important groups in our city who use and need these services (First nations, newcomers, mobility, poverty, homeless, demographics, etc.).
- Presentation in the beginning was less engaging than workshops, some groups within the city feel underrepresented.
- I really liked the interactive parts (e.g. the map your route activity) so there could have been more of that kind of opportunity to participate.
- It was difficult to hear table facilitator at the corridor discussions - group was large.
- More time to ask questions.
- Financial discussion -taxes; changes needed in bylaws; crossings and overpasses?? (infrastructure issues) but I did enjoy and was not snowed by the info.
- More explaining what we have to do to help.
- It was a bit hard to hear the breakout session people (big group, loud room).
- Speaker at the small groups could have maybe had a mic for discussions, hard to see big screen (dark room).
- The event was underrepresented by all of Saskatoon's groups.
- Given the workbook in advance to become familiar with the material before discussing it.
- Financial discussions.
- 3 Stations, 2 sessions. Left me wanting a full 3rd session, have workbooks available before session.

- 
- Profession/ Discipline should be on staff ID cards (Planner, Engineer, etc.). This event was under promoted. Not enough people were aware of this event.
  - I would have liked to participate in all 3 workshops, not just a choice of the two.
  - Smaller groups/ better facilitation (there were a few who talked way too much), treating the core as lesser than due to low socioeconomic status helps nobody.
  - It is not easy for some people to speak up in large groups -smaller is better for that purpose.
  - More timing to discuss, limit question time if cutting into group discussions too much.
  - Increase the planning scope of decisions. No chance to learn or comment on the 'big' planning decisions.
  - The programming could have started earlier (e.g. 6:15 as originally scheduled rather than 6:30).
  - Staff should have had their discipline on ID cards.
  - Ability to participate in all of the workshops.
  - Too much noise.
  - Have workbooks available before the session.
  - Could have started earlier.
  - Visuals were too complex.
  - Speakers were inaudible.



# B

## Digital Engagement



# Facebook Comments

Post Details Reported stats may be delayed from what appears on posts X

**Saskatoon City News**

December 4 at 10:20am · 🌐

Our Growing Forward, Shaping Saskatoon! team will be at the Cosmo Civic Centre tonight to talk to you about plans for growth. Here's More info: <http://owl.li/FmANY>

**City of Saskatoon – Growing Forward!**

Information Session December 4, 2016:00 pm - 8:00 pm Cosmo Civic Centre  
 3130 Laurier Drive Saskatoon Canada Cosmo Civic Centre, 3130 Laurier Drive 6  
 to 8 p.m. (Presentation at 6:15 p.m.) Loading Map.... Cosmo Civic Centre3130  
 Laurier Drive - SaskatoonEvents 52.1345987 -106.72152690000001

GROWINGFWD.CA

330 people reached

Boost Post

Like · Comment · Share · 🍷 2

🔗

<b>330</b> People Reached		
<b>2</b> Likes, Comments & Shares		
<b>2</b> Likes	<b>2</b> On Post	<b>0</b> On Shares
<b>0</b> Comments	<b>0</b> On Post	<b>0</b> On Shares
<b>0</b> Shares	<b>0</b> On Post	<b>0</b> On Shares
<b>1</b> Post Clicks		
<b>0</b> Photo Views	<b>1</b> Link Clicks	<b>0</b> Other Clicks 📊
<b>NEGATIVE FEEDBACK</b>		
<b>0</b> Hide Post	<b>0</b> Hide All Posts	
<b>0</b> Report as Spam	<b>0</b> Unlike Page	

Post Details Reported stats may be delayed from what appears on posts X

**Saskatoon City News**

December 1 at 9:19am · 🌐

As we continue to grow, you have a say on how you live and move around the city. Join us tonight at Cliff Wright Branch Library (1635 McKercher Dr.) at 6:15 for a Growing Forward! Shaping Saskatoon presentation and discussion! <http://owl.li/F9skg>

**Shaping Saskatoon**

Saskatoon is changing. It is how we manage change that is important. Public engagement is now underway to evaluate the possibilities for the Growth Plan's core initiatives of Corridor Redevelopment, Future Transit and Core Area Bridges. Please review

SHAPINGSASKATOON.CA

1,186 people reached

Boost Post

Like · Comment · Share · 🍷 3

🔗

<b>1,186</b> People Reached		
<b>5</b> Likes, Comments & Shares		
<b>3</b> Likes	<b>3</b> On Post	<b>0</b> On Shares
<b>0</b> Comments	<b>0</b> On Post	<b>0</b> On Shares
<b>2</b> Shares	<b>0</b> On Post	<b>2</b> On Shares
<b>9</b> Post Clicks		
<b>0</b> Photo Views	<b>8</b> Link Clicks	<b>1</b> Other Clicks 📊
<b>NEGATIVE FEEDBACK</b>		
<b>0</b> Hide Post	<b>0</b> Hide All Posts	
<b>0</b> Report as Spam	<b>0</b> Unlike Page	

Post Details

Reported stats may be delayed from what appears on posts X

 **Saskatoon City News**  
November 26 at 4:06pm · 🌐

Missed this morning's #yxegrowingfwd event? Not to worry! The second event starts at 6 pm at TCU Place! <http://owl.li/EXfZU>

805 people reached **Boost Post**

Like · Comment · Share · 🍷 4

**805** People Reached

**4** Likes, Comments & Shares

<b>4</b> Likes	<b>4</b> On Post	<b>0</b> On Shares
<b>0</b> Comments	<b>0</b> On Post	<b>0</b> On Shares
<b>0</b> Shares	<b>0</b> On Post	<b>0</b> On Shares

**11** Post Clicks

<b>0</b> Photo Views	<b>5</b> Link Clicks	<b>6</b> Other Clicks 📄
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**NEGATIVE FEEDBACK**

<b>0</b> Hide Post	<b>0</b> Hide All Posts
<b>0</b> Report as Spam	<b>0</b> Unlike Page





Saskatoon City News

November 26 at 8:34am · Edited ·

Miss yesterday's Growing Forward events? Don't worry! You can still participate in the discussion and take our survey online here: <http://owl.li/EVrYn>



Saskatoon's Growth Plan to Half a Million

Saskatoon in changing. It's how we manage change that is important. Let us take you on a tour of what Saskatoon's Growth Plan to Half a Million could look li...

YOUTUBE.COM

2,463 people reached

Boost Post

Like · Comment · Share · 8 4

Jennifer Taylor, Paul Hyunbai Ji, Randy Buchi Santiagogo and 5 others like this. Top Comments



Write a comment...



Dean Loucks The only thing growth of the city has done for me has increased my property tax by 40% over 10 years.

Like · Reply · 4 · November 26 at 11:29am



Adam Ornawka Imagine if Saskatoon had corridors with smooth efficient traffic flow. Imagine if busy arteries like Cirlice Dr north Idylwild didn't have a traffic light every 150 yards. Imagine if traffic flow was engineered and directed instead of congested with lights. Imagine if new neighborhoods had park and ride stations with express routes downtown and to university. Imagine if the city planners would realize that having 400 people ride bikes isn't worth losing lanes for traffic all over the city. Imagine if the city put gravel out when it snowed and took it off in the spring when it melted. Imagine if the cities growth funded it's self so our taxes wouldn't have to go up 10% a year (don't forget the road levy). Imagine if urban planners, engineers and developers thought to leave space between the street and sidewalk in new neighborhoods to plow snow on to instead of having to haul it away (or worse do nothing with). Imagine if contractors were held accountable for roads that don't make past a year before falling appart. Imagine if we had more marked police cars reminding people to check their behavior instead of having ghost cars lurking around speed limit changes on freeways so our police costs wouldn't be out of control. Imagine if car hating city bureaucrats would realize that more time driving and less time sitting idle is a way to reduce emissions. Imagine if building moratoriums would have been put in to allow for the building of ramps and overpasses at key intersections.

Like · Reply · November 27 at 12:32pm



Pamela Darlene And corporatized public services!

Like · Reply · November 26 at 4:13pm



Pamela Darlene higher and higher taxes?! give me a break!

Like · Reply · November 26 at 4:10pm

2,463 People Reached

57 Likes, Comments & Shares

15 Likes 8 On Post 7 On Shares

27 Comments 4 On Post 23 On Shares

15 Shares 1 On Post 14 On Shares

152 Post Clicks

0 Photo Views 72 Link Clicks 80 Other Clicks

NEGATIVE FEEDBACK

0 Hide Post 0 Hide All Posts 0 Report as Spam 0 Unlike Page

Post Details

Reported stats may be delayed from what appears on posts X

**Saskatoon City News**  
November 20 at 11:38am · 🌐

Want to have your say about the City's Growth Plan? Come join us at TCU place on November 26. <http://owl.li/EC2TR>  
You can also participate online here: <http://owl.li/EC30C>  
Curious about what this plan is about? Check out <http://www.growingfwd.ca/>



550 people reached **Boost Post**

Like · Comment · Share · 🍷 9 🗨️ 1

**550** People Reached

**11** Likes, Comments & Shares

<b>9</b> Likes	<b>9</b> On Post	<b>0</b> On Shares
<b>0</b> Comments	<b>0</b> On Post	<b>0</b> On Shares
<b>2</b> Shares	<b>1</b> On Post	<b>1</b> On Shares

**19** Post Clicks

<b>12</b> Photo Views	<b>5</b> Link Clicks	<b>2</b> Other Clicks 📄
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**NEGATIVE FEEDBACK**

<b>2</b> Hide Post	<b>0</b> Hide All Posts
<b>0</b> Report as Spam	<b>0</b> Unlike Page



**Saskatoon City News**

November 14 at 10:11am · 🌐

Have you heard about the City's Growth Plan? Are you going to participate in the upcoming events? You should, because your ideas are important! Here's info on the events: <http://owl.li/EhIJE>

Want to learn about the growth plan? Check out [growingfwd.ca](http://growingfwd.ca) or watch this video!



**Saskatoon's Growth Plan to Half a Million**

Saskatoon is changing. It's how we manage change that is important. Let us take you on a tour of what Saskatoon's Growth Plan to Half a Million could look li...

YOUTUBE.COM

45,248 people reached



Boosted

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Sarah Nunweiler, Jason Derrek Bartsch, Tracie Weinrauch and 131 others like this.

57 shares



Write a comment...



**Cathy Brown** I've yet to talk to anyone that's happy it is growing to 1/2 a million.

Like · Reply · 7 - November 14 at 12:37pm



**Saskatoon City News** Hi Cathy - we cannot stop people from moving to our city, but with the right planning, we can make the growth as comfortable as possible. That is why we are hosting these events. We want to make sure we get as much input as possible to make sure we allow for growth in a way that the majority of people can be happy with. Like - Commented on by Jane Caulfield [?] - November 17 at 3:27pm



Write a reply...



**Stevie Lee Blunder** why are you planning to grow the population when you can't even provide reliable transit for those of us already here?

Like · Reply · 1 - November 16 at 3:56pm



**Saskatoon City News** Hi Sandy - a huge portion of the growing forwrd plan includes major improvements to transit. Have a read here: <http://www.growingfwd.ca/.../growth-plan.../shaping-transit/>



**City of Saskatoon – Growing Forward!**

GROWINGFWD.CA

**45,248** People Reached

**287** Likes, Comments & Shares

**166** Likes | **134** On Post | **32** On Shares

**61** Comments | **40** On Post | **21** On Shares

**60** Shares | **57** On Post | **3** On Shares

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**0** Photo Views | **360** Link Clicks | **736** Other Clicks

**NEGATIVE FEEDBACK**

**23** Hide Post | **0** Hide All Posts

**0** Report as Spam | **0** Unlike Page





**Ryan Stensrud** I moved away from my hometown of Saskatoon due to the out of control rental/housing market. Sad to leave, but now I'm in Winnipeg, where there's actually such a thing called rent control!

Like · Reply · 7 · November 15 at 11:12am



**Lana Kurz** maybe they should work on snow removal first!

Like · Reply · 7 · November 14 at 11:48am



**Jessa Alston-O'Connor** Please don't become suburban sprawl. There are parts of Calgary with character and soul but what strikes me every time I go there is thepink suburbs after suburbs, box mall after box mall, long commutes, dead neighborhoods outside the downtown where nothing is walkable everything requires a car. That is not the kind of city I ever want Saskatoon to become. Parts of Saskatoon are already feeling very cookie cutter development and box mall already, with little walkability or independent businesses areas built into new sub divisions. Population growth is great, but density and a mix of business and residential is essential to creating walkable vibrant communities instead of cookie cutter cold developments. Very curious what models Saskatoon hopes to adopt as the population grows!

Like · Reply · 4 · November 17 at 9:21pm



**Saskatchewan Chrome** I agree with all the comments. Master what you have now. Saskatoon was more enjoyable as far as traffic and housing was concerned 10 years ago. Perfect place for a Slow Movement. If we wanted bigger, we would have stayed where we were.

Like · Reply · 4 · November 14 at 4:40pm



**Scott Ziegler** You are welcome to go back. Because the new Saskatchewan is booming, prosperous and moving forward. See Ya.

Like · 3 · November 14 at 5:19pm



**Harvey Smith** Why is there more old age pension people on welfare and more people at the soup kitchens u ever listen to the news

Like · 3 · November 14 at 9:50pm

[View more replies](#)



Write a reply...



**Stephen Damm** The word boom is used far to liberally in regards to Saskatoon. This boom has been happening for a few years now and only business prospers. Prices have never been higher and our infrastructure has never been so taxed. This city is bleeding the long time citizens dry while promoting business growth... So when do I see a benefit?

Like · Reply · 3 · November 17 at 5:03pm



**Grant Moberly** Having lived in Saskatoon for ten years and now Calgary for fourteen I can't stress that citizens need to get involved in that kind of growth plan. Calgary took about 25 years to reach 500k from Saskatoon's current size ... about what is forecast for Saskatoon. We did it by maintaining world class green space ... the best public riverbank parks and trails in Canada and very low property taxes. Don't settle for less Toon Town.

Like · Reply · 3 · November 17 at 12:31pm



**Jason Machinine** The only thing that grows well in this city is the debt. Then the taxes.

Like · Reply · 3 · November 15 at 8:11am



**Robin Baerg** Complete joke. Growth plan? Haven't even got the population we have now figured out.

Like · Reply · 3 · November 14 at 4:06pm



**Lana Kurz** and buses next

Like · Reply · 3 · November 14 at 11:48am



**Teresa Kuntz Gilroy** We can barely handle this many!

Like · Reply · 2 · November 17 at 10:44am



**Cory Wanner** The city may reach 500,000, but the City administration had better pull their heads out of the sand on developing the services required for a city of that size and sustaining them for the long term. I have been here for a decade and every year my property taxes have gone up dramatically but the services have become worse. Snow removal is a total and complete joke, pot holes in most of the streets, unions manipulating the citizens, the inability to make and create a budget and "pet projects" of a vocal minority taking priority over the hard working people who pay for all of this. The Mayor and council will be up for reelection within a couple of years and they had better take a serious look at the concerns of those who work and live here, otherwise they will all be looking for new careers.

Like · Reply · 2 · November 16 at 10:50pm



**Larry Morse** This is a Joke, we don't have adequate roads for 250M let's be proactive instead of reactive. Just Dumb

Like · Reply · 2 · November 16 at 12:24am



**Gary Shaw** I hate crowds. I'm leaving in the spring, selling my house and moving...enjoy your 500k?

Like · Reply · 2 · November 14 at 9:31pm



**Jeffrey Crawford** Paul Hillsdon

Like · Reply · 1 · November 16 at 10:15am



**Jonathan T. Muyres** Raise the speed limits.

Like · Reply · 1 · November 15 at 10:56pm



**Jeff Penner** First should start off with cleaning house in city hall first, then get proper planners that have experience in actual city growth! Just a disaster the way things are going!

Like · Reply · 1 · November 14 at 7:41pm



**Saskatchewan Chrome** Who is responsible for the west bound circle drive access at Lorne and the one at 33rd? I can think of a few more death traps as well. They don't work now, what's it going to look like with another 250k trying to get around?

Like · November 15 at 5:59am



Write a reply...



**Linda Bargewell** great ideas for our city.

Like · Reply · 1 · November 14 at 6:05pm



**Saskatchewan Chrome** I hope the city is reading the comments and planning on addressing the concerns. Otherwise it's not much of a democracy

Like · Reply · November 17 at 5:17pm



**Don Meister** While doubling in 30 to 40 years sounds impressive, it's not realistic. This plan is one that guarantees failure. Try planning for doubling in 20 years so you have a chance of success!

Like · Reply · November 17 at 8:34am



**Chad Simpkins** Time to stop thinking small and think BIG

Like · Reply · November 17 at 8:22am



**Chad Simpkins** 500000 let's go for a 1000000 I want it bigger

Like · Reply · November 17 at 8:22am



**Biden Greg Cathy** I plan on attending, I would like to see what city planners are up to

Like · Reply · November 16 at 9:30pm



**Ryan Tyerman** You can't take care of what you have now let alone adding more people. Just plain silliness.

Like · Reply · November 16 at 5:43pm



**Riad Ammari** these are standard changes which HAVE to be made, don't make it sound like you care about people lol

Like · Reply · November 16 at 4:51pm



**Jonathan T. Muyres** Raise the speed limits.

Like · Reply · 1 · November 15 at 10:56pm



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**Riad Ammari** these are standard changes which HAVE to be made, don't make it sound like you care about people lol

Like · Reply · November 16 at 4:51pm



**Dan Davison** there"s no room for the people that"s here right meow.mini vans parked in the middle of the street Cause that"s what they did in there Country .....really.....

Like · Reply · November 16 at 4:18pm



**Steve Penner** So much potential...

Like · Reply · November 16 at 12:16am



**Melanie Konkin Sydiaha** Where will the extra 30,000+ children go to school?

Like · Reply · November 15 at 9:21pm



**Sharon Hughes** When I was there, it was about 200 000 during the school year

Like · Reply · November 14 at 9:36pm



**Jj Tooley** Make a better bypass should b the first thing

Like · Reply · November 14 at 9:16pm

...

Write a comment...



**Robert Badger** Who cares half of us will be dead by 2045... Enjoy the Bridge I helped pay for people of the future!!!

Like - Reply - 17 - 28 November at 00:04 - Edited



**Trevor Pippin** Reducing congestion and moving traffic more efficiently? Lets start by having left hand turn lanes that actually have a left hand arrow! It's pretty far out there but it just might work. LOL

Like - Reply - 15 - 29 November at 17:20



**Blair Blandford** or ones that blink longer so more than 3 cars can get through that left arrow especially through rush hours and crappy road conditions

Like - 4 - 1 December at 18:02



Write a reply...



**Ryley Gutek** Only 31 years? If I still live in Saskatoon by then I'll celebrate by jumping off the new bridge. ✕

But you never know, things could do a 180 and Saskatoon could actually start getting nicer again by then.

Like - Reply - 9 - 28 November at 12:05



**Aaron Tressel** Where we're going, we won't need roads!

Like - Reply - 4 - 3 December at 21:36



**Abeyot Fisha** OMG! Are you kidding us? Do we need to wait 30 years from now to see this kind of bridge? Come on, this is Canada.

Like - Reply - 4 - 29 November at 19:05



**Pete Zbetnoff** How about fixing our roads on the side streets first in the old neighborhoods and the ancient sewer systems

Like - Reply - 3 - 1 December at 20:48



**Kristina Church** They have to fix nutana by the river back first before all those houses fall into the river... Though who knows if they will ever happen either

Like - 3 December at 10:28



**Grant Scott** Growing at a break neck pace.

Like - Reply - 2 - 27 November at 19:16



**Andrew Easton** How about instead of a new bridge, or roads, or anything else, we invest in a rapid transit system that plans for the future of saskatoon. Lets build some type of light rail system that can rapidly move people without the needs of cars. If our city is ... [See More](#)

Like - Reply - 1 - 5 December at 22:35



**Chris Yobb** Do the people complaining about today's current roads and congestion understand that we'er in this situation due to poor planing 30s years ago? The hole point of this is to plan for the future as to prevent this from happening again.

Like - Reply - 1 - 4 December at 13:39



**Natalie Byrnes** but the plans seem short sighted - where's the north end bridge ?

Like - 1 - 6 December at 14:48



**Chris Yobb** Please tell me your not serious!

Like - 6 December at 15:00



**Chris Yobb** <http://www.cbc.ca/.../saskatoon-gets-116m-for-bridge...>

[http://www.saskatoonhomepage.ca/city-looks-to.../itemid\\_21](http://www.saskatoonhomepage.ca/city-looks-to.../itemid_21)

Like - 6 December at 15:05



Write a reply...



**Matt Manly** Hopefully we have a different mayor!

Like - Reply - 1 - 2 December at 23:31



**Keesha Toulejour** The mayor of Saskatoon is pretty decent you know..

Like - 4 December at 21:42



Write a reply...





**Ben Sutherland** The more roads we build the more people will use cars and drive. Lets invest in public transit and bike lanes, that is the best way to alleviate traffic congestion.

Like - Reply - 1 - 2 December at 15:38

...



**Chris Thiessen** How about getting rid of the bike lanes

Like - 6 December at 00:31



**Ben Sutherland** Why?

Like - 6 December at 01:19



Write a reply...



**Joel Collicott** LOOL 2045

Like - Reply - 1 - 1 December at 00:29



**Ryan Godlien** Idiots. Get with the program. This city is soooo far behind and going no where very quickly!!

Like - Reply - 1 - 30 November at 22:46



**Brandi Anne** This is absurd

Like - Reply - 1 - 30 November at 10:13



**Rachel Elaine Bahsler** Will I be able to ride my scooter across the bridge. I'm gonna be at least 80

Like - Reply - 1 - 29 November at 18:20



**Duncan McIntyre** Landon Teague Grant Scott

Like - Reply - 1 - 27 November at 19:16



**Zach Meldrum** We'll be on World War VIII before this is even relevant

Like - Reply - 2 - 30 November at 17:20



**Cody Edwards** Thats exactly what I thought too , like wont the world be ended by then ?

Like - 7 December at 07:10



**Rusty Semmler** A new bridge instead of new roads! What a smart idea! \*NOT

Like - Reply - 2 December at 13:53



**Jonathan Walton** How about them taxes?

Like - Reply - 1 December at 18:33



**Kevin Kuntz** I've actually worked near Saskatoon for maybe 1 year out of the 5 I've lived here, due to the Wall government's union busting tactics... No gain in it for me except higher taxes and an empty house most of the time.

Like · Reply · 6 December at 08:01



**Jeff Dyer** There's going to be people on Mars before this bridge is built.

Like · Reply · 5 December at 18:29



**Catlin Rieljohnmorin Matheson** I got a better idea then a bridge... How about fix the roads and don't raise the taxes... We don't need a BIGGER art gallery. When the first tax raise purpose was to fix the roads, didn't even do that... Ya might as well raise them to 12% with that kind of stupid idea

Like · Reply · 5 December at 11:26



**Josh Derak** I might be dead by then...

Like · Reply · 4 December at 20:25



**Blackie Rhode** That's our mayor for you. 😞

Like · Reply · 4 December at 12:55



**Robert Peterson** Maybe a few overpasses so less are killed

Like · Reply · 2 December at 18:02



**Bibek Shrestha** Can we dedicate the one for all pick up trucks with their brave drivers/high driving culture? Then my family can be in piece on the wintery road. Great plan indeed!

Like · Reply · 2 December at 19:51 - Edited



**James Norman Arngrimson** ...

Seriously?

Ugh.

Like · Reply · 29 November at 18:43



**Byron A Wagner** Pfffft ill be in a nursing home when that happens lmao

Like · Reply · 29 November at 17:03



**Lorin Enns** Slow down Saskatoon. Moving at breakneck speed.

Like · Reply · 29 November at 14:52



**Jonathan Eder** This is simply disgusting.

Like · Reply · 7 December at 00:25



**Mike Labelle** All members of city council need to be fired.

Like · Reply · 6 December at 21:26

# Twitter Comments



**Amanda Guthrie** @amandaraegu3 · Nov 26

Glad to see smart economic thinking & strat planning at #yxegrowingfwd. Growth doesn't pay for itself or inherently make progress for #yxe



**Amanda Guthrie** @amandaraegu3 · Nov 26

#yxegrowingfwd



Expand



**Amanda Guthrie** @amandaraegu3 · Nov 26

At #yxegrowingfwd, great activities for giving input #yxe





**City of Saskatoon** @cityofsaskatoon · Nov 26

@eeebstn Hi Lee-sorry to hear about your transit probs tonight. The plan would include increased stop times (5-15 mins) #yxegrowingfwd

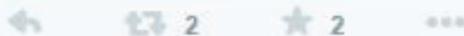
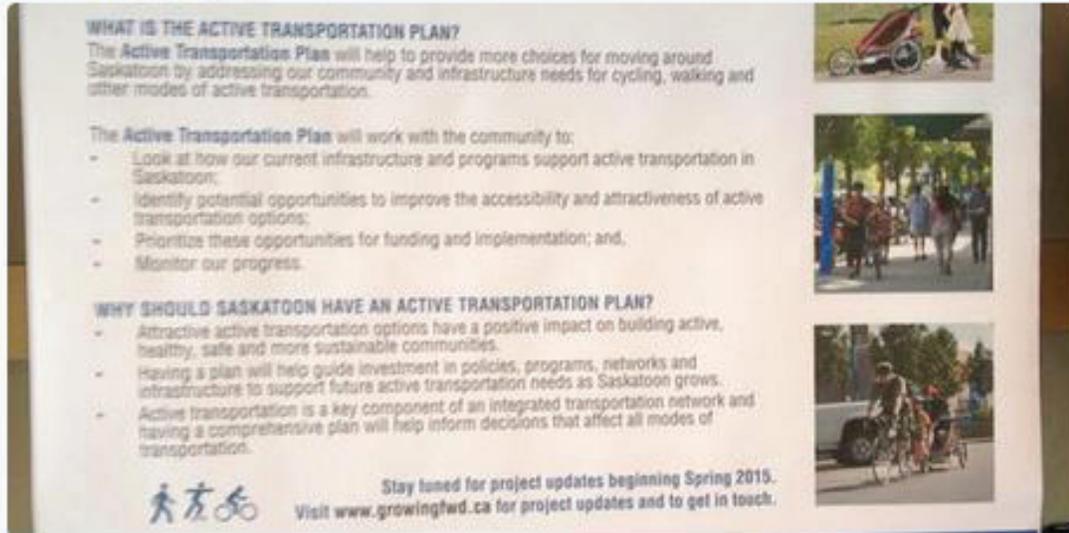


[View conversation](#)



**City of Saskatoon** @cityofsaskatoon · Nov 26

While we aren't talking about active transportation tonight, it is part of the larger #yxegrowingfwd plan!



[Expand](#)



**Charlie Clark** @charlieclark6 · Nov 26

We are expecting the study analyzing the costs of infill vs. sprawl in March 2015. I first put an inquiry in on this in 2007 #yxegrowingfwd



**Stephan Simon** @yxSimonSays · Nov 26

YAY! #yxecc @cityofsaskatoon proposed budget #yxetransit replace each bus once every 81 years. Yes, 81 YEARS. #yxegrowingfwd





**Charlie Clark** @charlieclark6 - Nov 26

Growing Forward workshop underway now. Come down to TCU. Heard good feedback from this afternoon #yxe #yxegrowingfwd



← ↻ 1 ★ 2 ...

Expand



**City of Saskatoon** @cityofsaskatoon - Nov 26

We're looking for your ideas on plans for corridors, bridges & transit. Join us at TCU, or online: owl.li/EXyr6 #yxegrowingfwd



**Stephan Simon** @yxeSimonSays - Nov 26

Budgeting money to improve #yxetransit #yxegrowingfwd #yxec

**0584 TR-ADDITIONAL BUSES**

Project Status	Open	Year Identified	2010
Project Type	GROWTH AND CAPITAL EXPANSION	Manager	Walter Plechl
Asset Type	Transit Buses	Est. End Date	-

**Project Description**

This project provides for the expansion of the in-service fleet to provide new service to new and existing subdivisions, the University of Saskatchewan, high schools, or to provide additional service on routes with capacity problems.

**General Comments**

The current cost of a new articulated bus is \$750,000 and the cost of a new conventional (low floor) bus is \$450,000. The cost of a new mid-sized low floor bus is \$150,000.

Project Detail	Budget 2015	Plan 2016	Plan 2017	Plan 2018	Plan 2019
<b>Expenditure/Funding (000's)</b>					
<b>GROSS COST DETAILS</b>					
Funded Additional Buses Purchases	0.0	0.0	0.0	450.0	450.0
<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>450.0</b>	<b>450.0</b>
<b>FINANCING DETAILS</b>					
TRANSIT CAPITAL PROJECTS RESERVE	0.0	0.0	0.0	450.0	450.0
<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>450.0</b>	<b>450.0</b>
<b>Incremental Operating Impacts (000's)</b>					
	Budget 2015	Plan 2016	Plan 2017	Plan 2018	Plan 2019

Expand



**Stephan Simon** @yxeSimonSays · Nov 26  
 @BtrTransitYXE #yxegrowingfwd  
[yxeSimonsays.wordpress.com/2014/10/15/the...](http://yxeSimonsays.wordpress.com/2014/10/15/the...)

**Stephan Simon**

**The 4% ?**

By Stephan Simon @yxeSimonSays

Given the current lockout of both the users and employees of Saskatoon Transit there has been increasing talk regarding the low level of public transit usage in Saskatoon. Local journalist Phil Tan...

[View on web](#)



**City of Saskatoon** @cityofsaskatoon · Nov 26  
 Did you know it takes only 3 buses to move 100 people around? That's a lot of cars off the road! [ow.ly/i/7J5nY](http://ow.ly/i/7J5nY) #yxegrowingfwd

← ↻ 7 ★ 2 ...



**Better Transit YXE** @BtrTransitYXE · Nov 26  
 About to start workshop roundtables on corridor growth, core bridges, transit - guess which one I'll be at? #YXEGrowingFwd

← ↻ ★ ...



**Better Transit YXE** @BtrTransitYXE · Nov 26  
 Steiner: Also need to consider employment areas will be, how that affects travel #YXEGrowingFwd

← ↻ ★ ...



**City of Saskatoon** @cityofsaskatoon · Nov 26  
 One option is to build a new bridge at 33rd. Another is to convert the university bridge: [ow.ly/i/7J4Lb](http://ow.ly/i/7J4Lb) #yxegrowingfwd

← ↻ 1 ★ 3 ...



**Better Transit YXE** @BtrTransitYXE · Nov 26  
 Steiner: Options include new 33rd St bridge, converting Uni bridge lanes to BRT, new 24th St bridge, combination #YXEGrowingFwd

← ↻ ★ ...



**City of Saskatoon** @cityofsaskatoon · Nov 26

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← ↻ 1 ★ 3 ...



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Steiner: Options include new 33rd St bridge, converting Uni bridge lanes to BRT, new 24th St bridge, combination #YXEGrowingFwd

← ↻ ★ ...



**City of Saskatoon** @cityofsaskatoon · Nov 26

After hearing from residents, the plan also looks at bridges. Building new or repurposing current bridges. #yxegrowingfwd

← ↻ ★ 1 ...



**Better Transit YXE** @BtrTransitYXE · Nov 26

Steiner: Rapid transit would be on University Bridge #YXEGrowingFwd

← ↻ ★ ...



**Stephan Simon** @yxSimonSays · Nov 26

Without the will to implement, plans are pointless #yxec #yxegrowingfwd

← ↻ ★ ...



**Better Transit YXE** @BtrTransitYXE · Nov 26

Steiner: Last event saw interest in providing rapid transit capacity across river through dedicated lanes or bridge #YXEGrowingFwd



**Better Transit YXE** @BtrTransitYXE · Nov 26

Steiner: BRT plans include east-west 22nd-College route, north-south Lawson-Broadway #YXEGrowingFwd

← ↻ ★ ...



**Better Transit YXE** @BtrTransitYXE · Nov 26

Steiner: Also looking at community shuttles for low density areas, regional services to surroundings communities #YXEGrowingFwd

← ↻ ★ ...



**City of Saskatoon** @cityofsaskatoon · Nov 26

Areas for growth around major corridors identified by residents include 22nd, 2nd & Idylwyld [ow.ly/i/7J3Uv](https://ow.ly/i/7J3Uv) #yxegrowingfwd

## Shortlist of Major Corridors for Growth

Seven corridors that could be enhanced to support growth and contribute more to the vibrancy of surrounding communities have been shortlisted for further consideration and review.

1 22nd Street    2 2nd Avenue    3 8th Street    4 Central Avenue

5 College Drive    6 Idylwyld Drive    7 Confederation Community Centre

City of Saskatoon | growing forward  
www.growingfwd.ca



**Better Transit YXE** @BtrTransitYXE · Nov 26

Steiner: heard that "need to get basics right" for transit systems before "enhancing" #YXEGrowingFwd



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Steiner: heard that "need to get basics right" for transit systems before "enhancing" #YXEGrowingFwd



**Better Transit YXE** @BtrTransitYXE · Nov 26

Steiner: Identified 7 corridors with potential for growth, including 8th, 22nd, 2nd, Central, College, Idylwyld #YXEGrowingFwd



**Better Transit YXE** @BtrTransitYXE · Nov 26

Steiner: previous events asked about vibrant streets, both existing and those that have potential to be vibrant #YXEGrowingFwd



**Better Transit YXE** @BtrTransitYXE · Nov 26

Video: "Great cities such as ours don't stand still" #YXEGrowingFwd



**Better Transit YXE** @BtrTransitYXE · Nov 26

Video: imagine if we can all get around our city safely and easily, regardless of age, ability etc #YXEGrowingFwd



**Better Transit YXE** @BtrTransitYXE · Nov 26

Video: imagine 15 min bus frequency, comfortable and warm shelters, BRT #YXEGrowingFwd



**Better Transit YXE** @BtrTransitYXE · Nov 26

Video on growth - making the case to encourage growth along major corridors #YXEGrowingFwd





**Better Transit YXE** @BtrTransitYXE · Nov 26

Steiner: Active transportation a "supporting initiative" for growth (hope they include @SaskatoonCycles in the discussions!) #YXEGrowingFwd



**Better Transit YXE** @BtrTransitYXE · Nov 26

Steiner: 75K new residents to be accommodated through strategic infill inside Circle drive #YXEGrowingFwd



**City of Saskatoon** @cityofsaskatoon · Nov 26

John Steiner, from Urban Systems, says this plan is not only long-term, but also a plan to take action in the short term. #yxegrowingfwd



**Better Transit YXE** @BtrTransitYXE · Nov 26

Turning over to John Steiner of @spirit\_of\_urban - shoutout to grade 8 Eco class in attendance #YXEGrowingFwd



**Better Transit YXE** @BtrTransitYXE · Nov 26

Roads, bridges, water also on the agenda today #YXEGrowingFwd



**Jeff Jackson™** @YXEguy · Nov 26

He's a Leader! MT @cityofsaskatoon: Alan Wallace, Director of Planning & Development, welcomes everyone ow.ly/i/7J2n3 #yxegrowingfwd



## Email Feedback

---

From: Jim

Sent: Thursday, December 04, 2014 5:13 AM

To: Thomas, Lee (CY - Planning and Development); Schulz, Chris (CY - Planning and Development)

Subject: Urban Systems Contact Submission

Message Body:

What happened to last years tax increase for remove snow? Why is that needed again? What happened to that money? The snow was removed once! Nothing left??

--

This e-mail was sent from a contact form on Urban Systems (<http://www.growingfwd.ca>)

---

From: Natalie

Sent: Wednesday, November 26, 2014 9:31 PM

To: Thomas, Lee (CY - Planning and Development); Schulz, Chris (CY - Planning and Development)

Subject: Urban Systems Contact Submission

Message Body:

I would like to comment on the options being considered for the bridge crossings. I am concerned that adding a crossing at 24<sup>th</sup> street would negatively impact residents enjoyment of the trail system along the river. Adding more traffic into a relatively small physical area is not appealing. That area already sees high traffic congestion and detracts from what should be a source of pride for the city-a walkable/bikeable beautiful river valley through our downtown core.

I would encourage movement forward with the plan for a crossing at 33<sup>rd</sup> street.

--

This e-mail was sent from a contact form on Urban Systems (<http://www.growingfwd.ca>)

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From: Thomas, Lee (CY - Planning and Development)  
Sent: Thursday, November 27, 2014 8:12 AM  
To: Anthony  
Subject: RE: Urban Systems Contact Submission

Good morning, Anthony.

Thank-you for pointing out that typo. We will have it revised shortly.

Regards,  
-LT

Lee Thomas | tel 306.975.3110  
Project Manager, Growing Forward! Shaping Saskatoon  
City of Saskatoon | 222 3<sup>rd</sup> Avenue North | Saskatoon, SK S7K 0J5  
lee.thomas@saskatoon.ca  
www.saskatoon.ca | www.growingfwd.ca

-----Original Message-----

From: Anthony  
Sent: Wednesday, November 26, 2014 5:29 PM  
To: Thomas, Lee (CY - Planning and Development); Schulz, Chris (CY - Planning and Development)  
Subject: Urban Systems Contact Submission

Message Body:

I was reading the “Growth Plan to Half a Million” (Corridor-Growth-Workbook.pdf) and, on page 8, the example of “22<sup>nd</sup> Avenue” is given.

Please explain where “22<sup>nd</sup> Avenue” is. It’s not on my map of Saskatoon. I’ve lived here for over 30 years and have never heard of “22<sup>nd</sup> Avenue.”

Thank you

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This e-mail was sent from a contact form on Urban Systems (<http://www.growingfwd.ca>)

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From: Thomas, Lee (CY - Planning and Development)  
Sent: Tuesday, December 02, 2014 3:58 PM  
To: Mel  
Subject: RE: Urban Systems Contact Submission

Hi Mel,

Thank-you for your suggestion. It prompted some really good discussion with the Transit Maintenance Manager today! What I have learned from this discussion is two-part:

- 1) Repeatedly shutting down and restarting large diesel bus engines (such as at all scheduled timepoints on a route) does quite a bit of harm, reducing the engine lifespan and increasing the amount of time a bus is off-road for maintenance. This in turn impacts our ability to deliver service and meet capacity needs.
- 2) Interestingly, a diesel engine at idle doesn't burn all that much fuel and the smoke that you see is mostly soot rather than NOx emissions. For our new buses, there are several components to the self-cleaning emissions systems that actually require the bus to stay running. So repeatedly shutting down and restarting the buses (at scheduled timepoints on routes) would likely increase emissions as the operation of their emission systems would be interrupted.

So thank-you again for your suggestion. It started some discussions today that I found to be particularly enlightening, as I hope you do, too. Please continue to follow the progress of the Growth Plan and keep providing your input.

Regards,  
-LT

Lee Thomas | tel 306.975.3110  
Project Manager, Growing Forward! Shaping Saskatoon  
City of Saskatoon | 222 3<sup>rd</sup> Avenue North | Saskatoon, SK S7K 0J5  
lee.thomas@saskatoon.ca  
www.saskatoon.ca | www.growingfwd.ca

From: Mel  
Sent: Monday, December 01, 2014 10:48 AM  
To: Thomas, Lee (CY - Planning and Development); Schulz, Chris (CY - Planning and Development)  
Subject: Urban Systems Contact Submission

Message Body:

Hi,

I'm wondering if, in addition to improvements to transit services, consideration has been given to making transit greener. Specifically, I'd like to see Saskatoon Transit implement a no idling policy during moderate to warm climates (roughly May to September). There is no need for buses to stay running when they are waiting at stops or the bus malls and the weather is nice. Eliminating the idling of multiple buses over many months and many minutes would certainly be a cost-effective strategy, and good for the environment to boot. Many other North American cities have such policies in place. I think this is a very simple, sensible, and responsible policy.

Thank you for your consideration of this idea.

Mel

This e-mail was sent from a contact form on Urban Systems (<http://www.growingfwd.ca>)

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December 3, 2014

RE: "Growth Plan to Half a Million" – Workshop at TCU Place November 26, 2014  
Attention: Transportation Committee/Core Bridges/Rapid Transit/University Campus

To whom it may concern,

I am a courier in the City of Saskatoon, and based on my professional opinion and my experience in dealing with traffic congestion in the City of Saskatoon, I feel compelled to offer a solution to help improve traffic flow from east to west across the city and to also suggest an option for Rapid Transit. My proposal is to build a Core Bridge at Queen St and I am suggesting that by utilizing 108<sup>th</sup> Street (which already has an overpass on Circle Dr.).

This proposed routing would be created through the University area, providing much more efficient traffic flow to Royal University Hospital, City Hospital, Campus and SIAST. It would also act as an alternate route to and from downtown and to north industrial area.

This Queen St. Core Bridge proposal will greatly alleviate the congested traffic that exists on College Dr., and Attridge Dr. Due to the addition of some 300+ new homes in Holmwood and WillowGrove, it is imperative to establish an alternate route for traffic, as College and Attridge Drive simply cannot take any more traffic. Commuters from Sutherland, Forest Grove, Erindale, Arbour Creek, Willowgrove and Holmwood would be able to access more effectively using 108<sup>th</sup> St. thus alleviating the traffic that currently exists on College Dr. and Attridge Dr.

The proposed route will also provide a solution to Rapid Transit Service for students and staff at the University of Saskatchewan as well as SIAST. This route will offer an improved, badly needed alternate route for emergency service to and from RUH and City Hospital. Currently, College Drive is the only access for emergency vehicles to access the 2 hospitals. In my daily driving routines I have observed many ambulances that are delayed due to the terrible traffic on the University Bridge. Obviously, his plan requires co-operation from the University - but to their advantage, it will also improve the traffic service for staff and students on campus, at Innovation Place, as well as staff at RUH. We all know that the University is seriously in debt and this plan would help to create land sales if the City finds it necessary to purchase land from the University. More importantly, the University will also be able to provide Rapid Transit with more efficient access to and from the University from all sides of the city.

Based on the two proposal as outlined in the material provided at the Workshop at TCU Place, this Queen St. Core Bridge Proposal has many more advantages than what has been suggested for crossings at 24<sup>th</sup> St. or 33<sup>rd</sup> St. Neither of these proposals offer a solution to the terrible traffic woes that exist on Attridge Dr. and College Dr. and the University Bridge. I will comment more on this later in this letter.

Please follow the attached map as a reference to the following:

1. For vehicular traffic and Public Transit that is travelling from the eastern subdivisions to the University and Downtown, they would exit off at Circle Drive North and then enter 108<sup>th</sup> St. heading west. This will decrease traffic flow on College Dr. and Attridge Dr. from all subdivisions in the east giving the commuters an optional route to Campus, downtown and northbound. (Refer to the black broken lines)
  - a) Attridge Traffic; exit on Circle S. and then exit west on to 108<sup>th</sup> St.
  - b) College Drive Traffic: exit on Circle Dr. N. and the exit on new freeway entrance at 108<sup>th</sup> St. and then west.
2. Once on 108<sup>th</sup> St., (refer to the Red Lines) this would become a four lane divided route that would cross Preston and then continue west on Perimeter Drive in the University/Innovation Place area. (There is sufficient width to accommodate 4 lanes and besides, this area is currently used as a snow dump in the winter and open field in the summer and could be easily moved further north if necessary).

3. Rapid Transit could have a new terminal near the existing traffic circle on Innovation Blvd. where students and staff would then transfer to shuttles that would take them to the various locations on Campus and to RUH.
4. After crossing the new Core Bridge at Queen Street there would be NO exit at Spadina Crescent and traffic that is travelling west would cross over Spadina and traffic would exit at 7<sup>th</sup> Street, either for the City Hospital or for northbound traffic.
5. Parking on Queen Street and 7<sup>th</sup> Avenue would not be permitted, so that 4 lanes of traffic would be possible in either direction. (Additional parking is badly needed in this area and a solution to this would be to build additional of 2 or 3 levels of parking on the City Hospital (old and new) properties, thus greatly improving parking in the City Park Area.
6. Passengers, who wish to continue downtown, would use Queen St. and then turn left, at either 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> Ave.
7. For commuters who wish to travel to the north industrial area would turn right at 7<sup>th</sup> Ave. N. and avoid train traffic by going to Warman Rd. or they could continue west on King St. all the way to 29<sup>th</sup> St. W and junction at Idylwlyd Drive.
8. For commuters travelling back to the eastern subdivisions at evening rush hour, they would utilize the Queen St. Core Bridge and Perimeter Rd/108<sup>th</sup> St. route, thus alleviating traffic congestion on 25<sup>th</sup> St., College Dr. and the University Bridge.

In Summary, here are some advantages of a new Core Bridge at Queen St:

1. Shorter and faster travel across the city to destinations on Campus, Royal University Hospital, City Hospital and SIAST and to downtown, westbound and northbound traffic.
2. Reduction of traffic on College Dr. and Attridge Dr. offering commuters an alternative route for travel to and from the in the eastern subdivisions.
3. New Rapid Transit Route to University and to SIAST offering frequent service to reduce travel times between key destinations throughout the city.
4. Alternate route for Emergency Ambulance and Police south to Royal University Hospital (refer to BLACK line extending south after crossing the bridge).
5. Improved access to and from University/ Innovation Place avoiding the railway crossing problems that exist with the train traffic on 1<sup>st</sup> Ave, N and Preston Ave N.
6. More cost effective than either 24<sup>th</sup> St. or 33<sup>rd</sup> St. Core Bridge proposals

RE: Options Outlined in “Growth Plan to Half a Million”:

After attending the Workshop on “Growth Plan to a Half a Million”, I was not impressed with the proposed 24<sup>th</sup> St. and 33<sup>rd</sup> St. Core Bridges proposals or Rapid Transit solutions. As a courier driver I have too many reasons to mention in this letter, why either proposal is unacceptable. However, in short:

24<sup>th</sup> St. Proposal: This proposal makes absolutely no sense. If we have a “log-jam” already on the downtown core at peak times, “why would you throw more logs on? There is no way that Rapid Transit could be introduced if we already have a serious traffic flow problem on 24<sup>th</sup> , 25<sup>th</sup> and College Dr. How is a bridge at 24<sup>th</sup> St. going to alleviate congestion on College Dr. if traffic eventually ends up on College Dr.?

33<sup>rd</sup> St. Proposal: Unless there is a way to be rid of the existing railway tracks and crossings at 1<sup>st</sup> Ave. N and Preston Ave. N. It is absurd to even add additional traffic to this area. Once the train arrives, you will only create more traffic congestion at these crossings. Also, once you cross east on to the University property, how will traffic flow to Preston be routed? The 33<sup>rd</sup> St Core bridge route will not alleviate traffic congestion travelling east towards Attridge Dr. and College Dr.

I would like to share many more thoughts with you about the advantages of the Queen St. Core Bridge proposal and I look forward to assisting in any way that I can.

Kindest regards,  
Harold

cc. City of Saskatoon: Don Cook; Alan Wallace (Planning and Development), Nick Bakker(Transit)  
University of Saskatchewan: Colin Hartl.(Traffic)  
Saskatoon Health Region: Jackie Mann/Dan Florizone  
MD Ambulance: Gerry Schriemer  
Cityclerksoffice@saskatoon.ca (Charlie Clark)

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December 2, 2014

Testimonial for the Growing Forward Process

I had originally invited various groups to take part in a targeted focus group for newcomers for the Recreation Master Plan last week (Nov.26). (I requested the participation of individuals with a relatively high speaking and listening level of English). There was some confusion given all that was going on with the City that same week and one of the teacher's ended up taking her class to the Growing Forward consultation in error. I felt badly that she missed the targeted focus group and asked her for feedback on her groups experience at TCU as it was a perfect opportunity to hear what they thought of it. Here is her feedback :

*The response to my original request for participation in the targeted focus group:*

Hi April.

My name is Zoe, I teach ESL. I have ten students in my class - all fit the criteria you gave and I would like to bring them as a class practice. If you have space for us please confirm by sending us the details and any background prep we need to read.

Thank you for offering an opportunity to put our English to real practice,

Kind Regards

*When I asked for feedback on their experience of the Growing Forward process this was her response:*

The students loved it.

They say, they felt honored that their inputs were considered important. One student said she felt an over whelming sense of ownership and belonging towards the City of Saskatoon after the sessions, and the rest of the class said she was expressing what they also felt. During the break away sessions I recommended that they mingle with other participants instead of clustering together as a class.

They went off in pairs and joined different groups. My observations were that they contributed confidently and passionately.

They have become closer as a group and some who were quiet in class are now talking freely.

The majority of students in my class left management jobs in their first country and the workshops drew them back to management level analysis and discussion, which they seem to have found stimulating. I will be looking for more such opportunities for the class from now on.

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# Community Information Session Q&A



# Community Information Session Q&A , Cliff Wright Library

## General Discussion Themes

### Corridor Growth

- Streetscaping (aesthetics) to make places more appealing
- Relationship between redevelopment and urban sprawl
- Relationship between development and transit/transportation

### Future Transit Plan

- Comfort of and enhancements to transit amenities
- Feeder services, not just BRT
- Accommodating capacity needs
- Park-n-Ride

### Core Area Bridges

- Relationship between network capacity and BRT/Transit
- Bike friendliness of bridge infrastructure

### Other Items

- Active Transportation Plan needs to be integrated with all!

## Facilitated Q&A

### Corridor Growth

**Question 1:** I'm confused by the term "corridor". Please explain this. And is this meant to just reflect Transit routes?

**Answer:** A corridor reflects the road, sidewalk, buffer and adjacent developments. It's the broader consideration of how the road works with development and vice versa. Linking and integrating transit with land uses is a significant part of how a corridor operates. The concept of integrating transportation and development decisions is what's driving the Growth Plan.

**Question 2:** Mayor Nenshi warned us about urban sprawl and suggested that we contain ourselves. Is this [Growth Plan] initiative a solution to urban sprawl?

**Answer:** This moves the needle. Our current ratio of growth is 80% in new development and 20% in infill. We're looking to move this to a 70/30 split. Sprawl... the city tends to wear that label and it's not a fair tag. Saskatoon is becoming associated with sprawl and this isn't entirely appropriate. Our new neighbourhoods

are much denser with a greater mix of land uses than what we've seen in the past. Our greatest risk of sprawl is on the fringe of City Limits due to the price of land around Saskatoon and the appeal to live close to the city but not in it. So we are looking to implement initiatives to understand and limit this sort of development, but more can certainly be done.

**Question 3:** The last round of public engagement discussed the downtown core and its importance to Saskatoon's success. But I only see 2<sup>nd</sup> Ave [in the priority corridors]. Why?

**Answer:** The downtown core is being addressed as part of the City Centre Plan and is a fundamental component of our growth planning. For targeted Corridor Growth (outside of the City Centre Plan) and transit, we are looking at 2<sup>nd</sup> Avenue, as well as 3<sup>rd</sup> Avenue where we expect BRT to run.

**Question 4:** We're talking about making Corridors more attractive. Is greenspace part of this?

**Answer:** Yes, this is very important and is being addressed in part through our commitment for streetscaping along these corridors and throughout the City Centre.

**Question 5:** Downtown and around midtown the trees are being removed. These were attractive corridors—will we address this?

**Answer:** Maintenance of streetscaping is costly and this can be a failure of streetscaping when we can't afford to maintain it. We may need to look at different support models where we acknowledge private interests and contributions to the streetscape.

#### Future Transit Plan

**Question 6:** We need to feed the Bus Rapid Corridor with suburban residents. Other cities have allowed private enterprise to establish feeder bus services that work on a neighbourhood level to connect to public transit services, such as dial-a-bus to your house, shuttles, etc. I live a 10 minute walk from the nearest bus stop... and I think a privatized shuttle would work to get me from my home to a main public transit service. Will the City consider privatizing some services or are we trying to do this all ourselves?

**Answer:** A localized service layer consisting of community shuttles is being imagined as part of the proposed Transit Service Plan. This is a service that would provide community service and connect you to other services, like BRT. Right now, we are imagining this as a City service.

**Comment 1:** Our current method of stopping at the malls is nice... its close to the mall and lets us wait inside where it's warm. New malls should have better accommodates and access for transit riders. We need to relocate bus stops so amenities are more accessible. Consider Preston Crossing... stores are far away from the bus stop and the bus rider has to wait at / cross a busy intersection to wait - it sucks to walk around.

**Question 7:** What does an enhanced bus station look like?

**Answer:** We heard from the public during our last engagement that amenities need to be comfortable, clean, protected, safe, informative (schedule and arrival info). All of this means there is less need to wait.

**Question 8:** Buses on Cumberland going to the UofS are regularly full. I don't see much change in service proposed for this route. I suggest 5-10 minute service instead of 15-30 minute service.

**Answer:** This will stay as conventional, but there will be more buses and frequency to meet demand.

**Question 9:** Can you take BRT all the way down 8<sup>th</sup> Street, or do you need to transfer from the red line to the blue line?

**Answer:** There will be a parallel service [to BRT] to take you down 8<sup>th</sup> Street. A conventional service.

**Question 10:** Are there plans for park-n-ride for BRT?

**Answer:** Yes. This came up quite a bit in our last discussion. We're looking into this for suburban areas. There are good places to do this and locations will be considered on a case-by-case basis.

### Core Area Bridges

**Question 11:** Has the City considered charging for bridges?

**Answer:** Not yet. This may come later once we understand our infrastructure needs.

**Question 12:** Rivers exist. Calgary and Edmonton have them, as well. What lessons have we learned from larger cities with rivers?

**Answer:** We need to ensure that we have redundancy in our bridge system. We only have 5 core bridges now, so we're in trouble if there is an accident or a blockage and demand on other bridges is pushed. This is evident right now as our bridges are at capacity during peak hours. This is why we need the Traffic Bridge for relief capacity.

**Question 13:** Have we been sourcing best practices from elsewhere? Are our number of bridges per capita comparable and do we REALLY need ANOTHER?! Can we do more to decrease traffic on bridges?

**Answer:** Yes. We are looking at strategies, like option 3, to move more people and not necessarily just more cars. To increase the efficiency of our network.

**Question 14:** Why not make the Traffic Bridge transit-only?

**Answer:** When Traffic Bridge options were considered, the decision was made to accommodate all modes of travel. Also, looking at the best transit corridors, the Traffic Bridge isn't located ideally due to a lack of infill potential AND network capacity.

**Question 15:** Is it not practical to have more bike-friendly lanes and paths (like 14<sup>th</sup> Street) that make a feeder system from each quadrant of the city?

**Answer:** That will come into play with the Active Transportation Plan starting up in the New Year, as part of the Growth Plan.

## General Questions & Comments

**Question 16:** With newer neighbourhoods, what are the plans for solar-access (east-west development)?

**Answer:** We are trying to accommodate solar-access where we can, both in new neighbourhoods with a more gridlike street system and with our infill guidelines. But there's no guarantee of solar access... for example, a neighbour's tree may block your solar access.

**Question 17:** Other subdivisions are connecting walkways and linear parks/greenways but they're using big vertical curbs that are not accessible and too hard to cross. Why are you doing this and what will you do to improve it?

**Answer:** We'll raise this at our Active Transportation Plan discussions. This may be happening due to developments happening at different times... and we're watching this now.

**Question 18:** We've made some cycling mistakes in new areas... Preston and Clarence coming out of Stonebridge have crossings on one side only. This is uncomfortable (as a cyclist) to cross the street, it's narrow and it's an obstacle.

**Answer:** We're trying to improve our facilities, new and retrofit. Watch the downtown bike lane progress.

# Community Information Session Q&A, Cosmo Civic Centre

## General Discussion Themes

### Corridor Growth

- Relationship between zoning and corridor redevelopment

### Future Transit Plan

- Feeder services, not just BRT
- Park-n-Ride
- Impact on bicycle lanes

### Core Area Bridges

- 33<sup>rd</sup> Street Bridge details and impacts
- Alternative new bridge configurations

### Other Items

- Implementation timelines
- Railway relocation out of core areas

## Facilitated Q&A

### Corridor Growth

**Question 1:** Yes some parts of 8<sup>th</sup> Street are unappealing, but some parts of 8<sup>th</sup> Street are great for living today... and people already live there. Same with 22<sup>nd</sup> Street.

**Answer:** Yes, the zoning differs along the length of both streets. The areas we're targeting are generally the portions that have zoning restrictions that allow only residential or commercial but not both. We need to implement mixed use zoning to increase the attractiveness of these areas. Like Broadway and Central Avenue in their early years.

**Question 2:** Portions of Idylwyld Drive are mostly residential. What is happening here?

**Answer:** We are commencing an Idylwyld Drive Master Plan in 2015 that starts at the Senator Sid Buckwold Bridge and extends upwards towards 39<sup>th</sup> Street. We are going to revisit old land uses, assess redevelopment and try to join Riversdale with the Downtown. This plan will likely be a 30-year plan.

## Future Transit Plan

**Question 3:** Will BRT and dedicated lanes affect cycling lanes?

**Answer:** BRT in dedicated lanes means reconstructing our corridors as well as spinoff changes in land uses adjacent to these corridors. The Active Transportation Plan will consider how we reinvest in corridors to address moving people as well as moving cars and buses.

**Question 4:** Has anyone [at the City] thought to introduce disincentives to car use, like congestion charges, that would encourage higher use of transit and other modes?

**Answer:** No. We're trying to create a system to attract more choice riders. This works hand-in-hand with corridor redevelopment, the Employment Areas Plan and the Active Transportation Plan.

**Question 5:** What is 'on-demand' service?

**Answer:** There are many options that fall into the 'on-demand' service category and some cities emphasize working with major employers to meet their shift/time-specific needs. So one option would involve us working with specific employers who have lots of employees to coordinate shuttle service to major transit system connections.

**Question 6:** Will there be park-n-ride?

**Answer:** This came up in our last discussion in February 2014. Yes. But this is something that needs more analysis to identify where the market is and where park-n-ride would be successful. But thus far, there has been lots of interest.

## Core Area Bridges

**Question 7:** With the 33<sup>rd</sup> Street bridge option, what is being proposed for changes to 33<sup>rd</sup> Street. We just lost a lane to a bike lane.

**Answer:** We haven't looked at any option in great detail yet. Once we have a better idea of the preferred option, we'll look at more detailed specifics, like traffic accommodation, cross-sections, etc.

**Question 8:** Could the 24<sup>th</sup> Street bridge be exclusively for BRT?

**Answer:** The University Bridge and the 24<sup>th</sup> Street bridge would converge at Clarence, so the proposed configuration would operate with the most simplified traffic movement. But there are other options we could consider for operations.

**Question 9:** How can we support a bridge on 33<sup>rd</sup> if you give us no details?

**Answer:** Good point. We are still at a very high level in our review and a lot of these concepts are very difficult to imagine when we're talking 30 to 50 years out. What features would you want to maintain along 33<sup>rd</sup> Street is this crossing went ahead? Please let us know in your workbook.

**Question 10:** Would the 33<sup>rd</sup> Street crossing end at Preston Crossing or would it connect to 115<sup>th</sup> Street?

**Answer:** It connects at Preston Crossing. Following the rail to 115<sup>th</sup> Street would need another bridge across Circle Drive. We'll have more details about alignment in the Spring.

## General Questions & Comments

**Question 11:** What is your guess on the odds that CP will relocate out of the city?

**Answer:** The position of CP and CN is that they are here to stay. So all of our plans are assuming that the rails stay in place and we need to focus on improving crossings.

**Question 12:** Could you put more pressure on the railways to move, especially considering the concerns with transport of hazardous goods?

**Answer:** We're working with the railways closely, especially from an emergency response perspective. Discussions are underway, but a lot of money is needed to move them because they say that we (the city) built up around them so we should pay to move them. It is hard to put pressure on a big company like this that is two levels of government above us. But as time goes on, the railway will lose customers located within the city as we expect they will start to move towards the outskirts of development. So given time, we may be able to purchase abandoned railway lines. This is a very long process that requires a number of years.

**Question 13:** What are the timelines to implement these things? For example, it sucks to cross the University Bridge during most parts of the day already.

**Answer:** Our intent is to have the Growth Plan completed by 2016. This is a 30 to 50 year plan. Corridors, transit and core bridges will have an implementation plan as part of the Growth Plan. Planning and budget are top priority. Council is anxious on transit... we have a small city transit system operating in a growing city. The hub and spoke system is a thing of the past and we need a complete redo of transit. This is not going to be easy or cheap.



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ATCUT & Co.



### Core Area Bridges Overview

**GROWTH PLAN to Half a Million**

### First Public Event | What We Heard

AN ASSESSMENT OF PUBLIC CONCERNS AND SUGGESTIONS FOR IMPROVING MOBILITY IN THE CORE AREA.

WE HEARD THAT PUBLIC CONCERNS AND SUGGESTIONS FOR IMPROVING MOBILITY IN THE CORE AREA WERE:

- Improve bridge crossings
- Improve traffic flow
- Improve pedestrian crossings
- Improve bicycle crossings
- Improve transit crossings
- Improve parking
- Improve safety
- Improve aesthetics

### Future Core Bridge Congestion

PERCENTAGE OF TRAFFIC IN CONGESTION

Year	2019	2045
Lightbridge	10%	15%
Central	10%	15%
South	10%	15%
North	10%	15%
West	10%	15%
East	10%	15%
Southwest	10%	15%
Northwest	10%	15%
Southwest	10%	15%
Northwest	10%	15%

### Break

2 Build New Bridge 3rd Crossing

3 3rd Crossing & BRT



# D

## Raw Workbook & Survey Comments

### Breaking Down the Optional Crossing Strategies

Optional Crossing Strategies have been considered with the future "business as usual" scenario that includes planned growth to help a better fit a summary of what will change for each of the optional crossings.

**What will change?**

- 1st Street Bridge** (between 2,700 vehicles per hour in afternoon peak direction)  
17% of vehicles using the 2nd Street Bridge are crossing from the west bound Green Drive. The area bridge has an additional 1,000 vehicles per hour in afternoon peak direction. Road capacity across the first area bridge area will change.
- Convert Lanes for OHT** (between 2nd Street Bridge)  
Change existing street use and use area bridge capacity by 30%. Road capacity across with area bridge increases by 30%. University Bridge has a south approach of 2nd Street with a north approach of 2nd Street. Also, existing road capacity will be used.
- 2nd Crossing & OHT** (between 2nd Street Bridge and 3rd Street Bridge)  
Road capacity across city and area bridge increases by 30%. Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%.

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### Breaking Down the Optional Crossing Strategies

Optional Crossing Strategies have been considered with the future "business as usual" scenario that includes planned growth to help a better fit a summary of what will change for each of the optional crossings.

	What are the possible benefits?	What are the possible impacts?
<b>1st Street Bridge</b>	• 17% of vehicles using the 2nd Street Bridge are crossing from the west bound Green Drive. The area bridge has an additional 1,000 vehicles per hour in afternoon peak direction. Road capacity across the first area bridge area will change.	• Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%.
<b>Convert Lanes for OHT</b>	• Change existing street use and use area bridge capacity by 30%. Road capacity across with area bridge increases by 30%. University Bridge has a south approach of 2nd Street with a north approach of 2nd Street. Also, existing road capacity will be used.	• Road capacity across city and area bridge increases by 30%. Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%.
<b>2nd Crossing &amp; OHT</b>	• Road capacity across city and area bridge increases by 30%. Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%.	• Road capacity across city and area bridge increases by 30%. Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%. Road capacity across with area bridge increases by 30%.

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## Corridor Growth - Verbatim Comments

- What about bikes? Create a proper north/south bike pathway system and make separated bike lanes on all growth corridor streets. This is a low-cost and effective way of getting cars off the road!
- None
- Saskatoon should build higher into the sky what I'm trying to say is that Saskatoon should build skyscrapers for offices, apartments, and hotels. We should also build an amusement park.
- I think making 2<sup>nd</sup> Avenue more walk friendly and cleaning up 22<sup>nd</sup> Street and making it more vibrant are top priorities. I think you need to do something with Circle Drive East as well. This area is a nightmare and somehow became a shopping and amenities hub.
- North bridge
- I think the list is great and all these corridors present great opportunities for different types of densification and redevelopment. My understanding is that since the northern extent of Broadway would remain a transit link between downtown, college drive and 8th street that the increase in transit frequency would carry over to this area as well but the pre-existing density and livability is why it's been left off. I definitely think the Broadway between the bridge and 8th will need much more frequent transit in the future and that it should remain the transit link in this regard.
- 2<sup>nd</sup> Avenue. Fantastic this is surely the heart of Saskatoon.
- College Avenue has the best potential for improvement due to the high residential population in the area. It will only grow as College Quarter fills out.
- Traffic congestion is the biggest issue. Central Avenue is far more utilized now that the North-East has expanded so much. With the train at the intersection of Central & Gray clogging up the traffic so many times throughout the day - and often at peak travel times - I see a huge need for change. I like the redevelopment that has already happened on Central, but more can be done.
- Support should be considered OFF of direct arterial roads, a cascading outlook to redevelopment off of major traveled ways, similar to what is currently employed on Broadway, with main street and following north/south roads also facilitating development. The Broadway bridge is our least congested bridge in Saskatoon for this exact reason. Remove people from the "arterial" roads, and onto the connecting corridors to battle traffic congestion and increase walkability/biking within the area.
- Boychuk can be a nightmare these days. Especially where it meets circle drive.
- Because of the high traffic nature of rapid transit, place them on streets that are currently busy, primary roads. Placing them on slower-pace roads like 2nd Ave or Central could negatively impact the pace, feel and aesthetics of these streets, could take away from the business-friendly atmosphere, and make it more difficult or less safe as a pedestrian or cyclist.
- This is the most difficult "survey" I have ever had to fill out...

- Seems to cover most of the city especially East and West
- You've identified these corridors as existing arterial roads with large vehicle volumes. You also recognize that there are significant restrictions given the existing built environments. (Idylwyld as an example) Would these proposed corridors change if the criteria was expanded to include public space that was not already consumed by vehicle traffic. After all it's people not cars that we're trying to grow.
- Whatever is done on College Drive it must not impede the movement of traffic as congestion is already a problem. Pedestrian overpasses should be considered to eliminate some pedestrian crossing to improve traffic flow.
- I don't know enough to see these questions. I care about transit and about the future of the city but couldn't attend the one day you had the events because I only heard about it a couple of weeks before and my schedule is set at least a month in advance. I like the sounds of the plan that I read about in the workbooks but I also don't feel like I know enough and I don't want to just vote based on what is most convenient for me personally because that doesn't seem fair or helpful.
- Missed
  - Not all can be developed at same time. 8th Street should have highest priority (followed by 22nd Street), as it has high potential for development and is the most immediately doable option. It also provides key support for the proposed BRT plans.
  - All proposals have merit, but the type of redevelopment may be quite different for each, and the order of redevelopment is also important. Since I support the proposed BRT network, many more transit passengers are required to make it viable. Therefore, begin by densifying 8th Street, closely followed by 22nd Street to support the RED BRT-line. 2nd Avenue "redevelopment" has to be sensitively done due to the high heritage value of the current streetscape, but improving the pedestrian experience and cycling access would be helpful, and taking the existing back lanes into use would be beneficial. Placing offices and residences on top of the extensive commercial areas in Confed would be excellent. College Drive is the east highway entrance to Saskatoon (as 22nd is the west and Idylwyld is the north entrance). High volume of motor vehicles does not make for a pleasant active transportation experience; therefore AT on quiet side of buildings lining these streets. Consider leaving a large chunk of the University lands as a future Central Park (like in New York)
  - Yes, all of these seem ripe for redevelopment. If Saskatoon could turn these streets into corridors like those shown in the drawings, that would be amazing. Please do that!!!!
  - Increasing quality public transit would be the first step in reducing traffic. Find ways to integrate the bike lanes with the sidewalks in congested areas or create one-way streets in those downtown areas to create a better flow of traffic including bicycles.
- Attridge
  - Confed and 22<sup>nd</sup> are excellent options for growth. 2<sup>nd</sup>, Idylwyld and Central are already crowded and unable to accommodate increases without significant infrastructure investment.

- The only huge red flag for me is the glaring absence of bike/multi-modal transportation infrastructure --or any mention of incorporating it into corridor development. I don't doubt it's being considered, but I'd feel better about these plans knowing cycling infrastructure will be taken seriously as a measure to reduce traffic and pollution and encourage healthy & active lifestyles.
- With respect to development outside these corridors, I am not in favor of development of Victoria Ave for increased retail between 8th Street and the River.
- 20<sup>th</sup> Street West to Ave. H or P.
- Any development on college can not negatively impact traffic flow. In fact pedestrian crossing should be replaced with pedestrian overpasses.
- Rapid snow removal is vital to attract people to any area. Since we don't have boulevards on most streets to hold snow rather than current mounds that take up half a lane of traffic in each direction, figure something out. How quickly will snow be removed from common areas?
- You have done work on 22nd Street? It still looks terrible. 2nd avenue has had enough work done to it. College Drive is fine, the university does not need any more attention. The go cart track on Idylwyld Drive is an eyesore. Confederation is and always will be a dump, so why waste time and money in that area?
- Looks good!
- 33<sup>rd</sup> Street
- More roads into evergreen.
- Yes - as long as you take into consideration the four seasons, places to put snow when shoveled or plowed
- Talking BRT (or better/more historical and accessible, trolley), Victoria Bridge to 8<sup>th</sup> Street would carry the same benefits of connecting 8th Street and downtown along Broadway but expand the potential area for Broadway business while not reducing the traffic volume on a core bridge.
- Make sure they are high quality corridors with lots of animation and amenities.
- Second Avenue has too many businesses reliant on parking and foot traffic to make a corridor beneficial.
- Still do not understand how Confederation Suburban Center fits into this list. Something in this area may be needed for the network but it does not seem to fit the requirements. The proposal to include 2nd Ave in the list would significantly change the current street functioning.
- Future corridors (eg. McCormond Road) should be designed now to accept more/different traffic.
- Transit based for all.
- I do wonder why 33rd Street is not on this list. I feel it could have a similar feel to the current changes happening on 20th Street from 2nd Avenue to Idylwyld, and from Idylwyld down to Circle.
- Urban redevelopment is a great idea. Much much better than spreading outwards. It makes a city much more livable and reduced dependence on cars. I would love to be able to bus, walk and bike more easily.

- Central Avenue is already too narrow and congested as one of the few crossings of the railway between Sutherland and the growth on-going from Silverspring, Evergreen, Willowgrove, Erindale. Better to invest in one more crossing of the rail yards (overpass at McKercher & 105th?) and alleviate traffic on Central before attempting a corridor revitalization there. Not yet clear how the South Bridge and traffic re-routing from Highway #7 via 11th Street will cut down 22nd Street traffic. May see proportionately more local traffic on 22nd now rather than through-traffic, and the business development in that corridor seems less certain than other more affluent corridors that function as destinations for people from across and outside of the city. Many are happy to avoid 22nd now that the South Bridge is in place.
- Good choice of corridors. - Be sure to include lots of green space, increase biodiversity. Please go beyond trees surrounded by metal grates. That is treating trees like accessories and furniture rather than elements of functioning ecosystems. Native plantings could be incorporated - flowering plants and grasses to provide habitat for native pollinators. Keep buildings no taller than four stories high. There is evidence going back to the 70s showing people's well-being and mental health decline as residential and work place buildings exceed four stories. Besides that they block the sun and given the state of modern architecture, are ugly. Regardless of the part of the city you are designing for you need to take climate and climate change into account. Take solar aspect into account for example. Stop treating rainwater like a waste and start treating it like the resource that it is. In the corridors have places where people can buy local fruits, vegetables and products, for example, farmers' markets. Be sure to make corridors amenable first to safe and pleasant walking, second to safe and pleasant cycle, then rapid transit, lastly other vehicles. If Saskatoon were a more walkable, bicycle safe (with dedicated separated bike lanes), with great public transit we could reduce the numbers of cars on the streets.
- 33<sup>rd</sup> Street
- Get the railways ( mainly CP rail) out of Saskatoon immediately. Start negotiations and pay them whatever it takes. What is the point of having rapid transit when it has to stop at railway crossings at random times during the day. When redeveloping streets allow enough room for future interchanges.
- Before City Council makes this decision, they should perhaps look at who they will be hiring to do the planning. What a joke most of the ones done lately have been - makes me sick to think of how many tax dollars were spent on some of the exits - just as an example - merges from 22nd St exit to Circle Drive East - Circle Drive to Warman Road.
- I feel like 2nd Ave is already well developed, has good streets, parking, pedestrian access, and beauty. I feel like there is an opportunity to develop 33rd street from Idylwyld to Ave H.
- It would be really nice to have a street that is vehicle free. 2nd avenue might work best for that, at least for 3 or 4 blocks
- Yes you did hit the mark
- In all cases I would support proposals where the key elements involve a reduction in vehicle traffic and transfer to other modes of transportation. As a cyclist and pedestrian who frequents the 8th street area I see huge potential to make the area more pleasant and livable. College Drive redevelopment assumes in part that the University is willing to give up research lands. As one of the users of those lands, I hope that never happens.

- Where are the data supporting the 'preliminary strengths' chart? It is hard to believe what is being shown. Why is the Confederation Suburban Centre on the list and the barren wasteland that is downtown not? With the relatively low population and abundance of vacant lots, it is shocking that this isn't featured here (beyond 2nd Ave). Bringing essential services (like a grocery store) to this area of the city should be a priority.
- I think the city should have a minimal role in what I see as a commercial issue. Speculators and developers buy properties, raze them and then wait for the tax payer to bail them out with civic money in the form of incentives.
- If the new bridge goes into 33rd and Spadina, 7th Avenue should be looked at as it will become a much more important road.
- Good choices.
- 1. How will these principles be expanded to the individual neighbourhoods. It seems like many neighbourhoods no longer encourage a local environment (no coffee shops or access to food or restaurants). It seems like Nutana is a great example of a livable neighbourhood whereas Erindale has not amenities in the neighbourhood. People have to drive to University Heights Suburban Centre for meals. I wonder if it is possible to encourage more local business owners in these areas too so we have more restaurants like the Rook and the Raven rather than Original Joes. 2. How does this plan connect to the BRT and Active Transportation plan? 3. How does this plan incorporate our winter city? Will there be any incentives to encourage public spaces for winter (i.e. a Copenhagen model)? 4. What are the types of consultations to be used for individual neighbourhoods? It is important not to perpetuate gentrification that is happening in areas like Riversdale. Consulting with the community and getting a first voice of what people would like to see there and how they would use the space is very important. The thought of sense of place is a bit of a colonial idea and does not take into account the history and culture of Aboriginal communities in Saskatoon. I hope this will be considered in the next phases of growth corridors.
- 2nd and College should be top priority as they are closest to the core and already have some residential mix, although they need more density. 22nd and Idylwyld are also close to the core but lack residential, and it would seem with the traffic volume it might be hard to introduce that mix. But in general all of the corridors would be great for development. Funds, development charges, incentives, etc. should be channeled towards these more sustainable (environmentally and economically) developments rather than to perverse subsidies to suburban greenfield sprawl development.
- Remember accessibility needs.
- 8th Street has most potential. College Drive needs commercial space and mixed use, the University has such a large population it is vital to utilize.
- 33<sup>rd</sup> Street! Now a BID.
- Saskatoon could use to bridge the gap between east/west and make 22nd a celebrated street. Idylwyld is the main access to Downtown from the airport. Should try to put our best foot forward.
- Preston Avenue - strong support. Safety is a #1 priority for health, physical, noise. Manage and keep given spaces. Reduce traffic. Transit that is not giving off fumes.

- I think 33rd Street is a good corridor for density and commercial activity. 2nd Ave is healthy and could be left alone to develop ,ore organically. Idylwyld needs to be broken up as a barrier between west and downtown. I'm not sure why college drive is low for ecology? It is less dense in terms of built environment, it could be.
- Good job!
- Very supportive of multi-use transportation options that are equally prioritized and planned for. Need to pay attention with unintended effects of displacing traffic onto the local streets. Age friendly components (World Health Organization (WHO) age friendly framework components) integrated into design and streetscape. Incorporate and embrace winter and we are a winter city in design concepts (like proposed in North downtown master plan).
- I think Taylor Street should be considered because the street is wider.
- My knowledge is of the east side of Saskatoon or 8<sup>th</sup> Street.
- Central Ave. - Train railway issue.
- 33<sup>rd</sup> Street from Warman Road to Ave 1 has good redevelopment potential.
- Stop vehicle traffic on Victoria Bridge.
- 3<sup>rd</sup> Street could be a corridor to develop; changing bus terminal.
- Any thoughts on Lorne, Preston, 33<sup>rd</sup> Street.
- A more walkable/cycleable city.
- Less traffic and better commercial on Central Avenue.
- Needs to have safe biking on street and if not on Confederation Suburban Centre then on some side streets to go around it safely.
- More reliable and frequent bus traffic and more “person” shops.
- Are old areas being renewed or upgraded.
- Needs more mobility and definitely should have rapid transit lanes on the streets.
- Affordable housing for low income, in any area of the City.
- A pedestrian friendly 8<sup>th</sup> Street!!
- 21<sup>st</sup> Street between 1<sup>st</sup> Avenue and 2<sup>nd</sup> Avenue closed to traffic, used for foot traffic.
- New corridors should promote pedestrians, cyclists, and public transit. In front of Midtown should be considered for a pedestrian street.
- Bike lanes on most corridors.
- Certain businesses already exist along 8th which could be “allies” - they are already gathering places and could be nodes for streetscape improvements.

- 22<sup>nd</sup> Street should be linked strongly to the revitalization of 20<sup>th</sup>/Riversdale. Connections between the 2 are crucial.
- 20<sup>th</sup> Street has great potential for gathering places.

## Future Transit Plan - Verbatim Comments

- There needs to be the infrastructure to make a BRT effective. It's not just a matter of adding more buses or changing the routes to increase frequency. If there aren't proper (insulated, attractive, safe, clean, comfortable) bus waiting places more people will NOT want to take the bus. Standing in snow banks being hit by flying slush from cars on busy roads treats transit users like second class citizens, rather than rewarding people for taking cars off the road.
- None
- Saskatoon should put in a underground/ above ground train cars like we use to have back in the day.
- The plan looks good. However, I worry that there is nothing about routes along College Drive or otherwise linking Broadway/Nutana with the University. Regardless of transit issues in the further suburbs students will inevitably be remaining concentrated in and around the university area. More links on the east side of the river should not be eschewed for a Broadway link that requires a transfer onto a University Bridge link. If the routes for those not travelling from deep suburbia in are too circuitous then they won't get used. Areas in and around the core are where individuals more naturally oriented to transit already congregate and will continue to congregate. The core will require more than just a speedy B-line style bus in a dedicated lane in order to be successful.
- BRT needs to be implemented quickly and efficiently.
- Routes blue and red are irrelevant due to us being a winter city. People need park and ride systems employed in order to use bus service for day to day operations. Direct routes from areas that are new development and without a grid system make driving into the downtown core insufferable. Park and ride systems that are direct to downtown from Stonebridge, Willowgrove, and Briarwood are the only new routes that should be implemented. If a bus route is not more efficient in time and convenient than driving, a Saskatoon resident will not employ it, we are not Portland, New York, Toronto, or Vancouver, we have to deal with the facts that it becomes -50 here at times, busing needs to be enjoyable and easy, regardless of the weather. Shaded and green areas need to continue, as they allow for students and low income individuals to navigate the city. Those routes should continue/expand as needed.
- This is the most difficult "survey" I have ever had to fill out...
- The goals in and of themselves are fine but unfortunately Saskatoon Transit has an image problem. There needs to be a concerted effort to change the image in lock step with those physical changes. BRT may address part of the public transit issues but it alone can't address collecting ridership from the low density ever expanding periphery. This problem is exacerbated by the trend back to the centre leaving those that need public transportation the most pushed out to less expensive edges.

- College drive can not have a dedicated bus lane. Congestion is bad enough already with three lanes.
- I really think that peoples trust in Saskatoon transit was badly shaken this fall with the combination of lack of maintenance causing route closures and the strike. Steps need to be taken to restore trust or people will not consider transit as a choice even if you make all the improvements you've laid out. Better support to the industrial areas in particular that are adapted to the actual work shifts of the workers in the area, work with the employers to find out when people need transit. The buses in these areas generally start too late for people with 6-7am start times so they are not an option.
- Perhaps the Blue Line could use some tweaking on the north end.
- It's difficult to comment on the proposed system without understanding what the cost impacts are. And how do the community shuttles work? Are they really less money to operate in areas with less demand considering they still require the same amount of staff-hours?
- Missed - Sure take all the cars off the road and everyone can wait hours for buses and hours to travel around.
- College Drive can not have one lane dedicated to buses. Traffic is congested already with three lanes.
- These routes seem reasonable and feasible.
- The mixture of transit concepts is great and the routes well chosen. However, I was disappointed in the very low target for mode share (8%). For example, EVERYONE who lives in a suburb and currently parks their car Downtown all day at work should be taking transit to work (i.e., aim for 80% transit mode share for them). People both living and working downtown should use active transportation to get to work (80% mode share). Fast, reliable, clean, safe and pleasant transit in all weathers is the key, and thus requires whatever-it-takes measures on lanes and bridges plus adequate shelters and a great information system. This is not enough, however. Concurrently, private motor vehicle use (travel time and parking) MUST be made slower, more expensive, more frustrating in order to facilitate the shift to transit. If not, the required transit ridership will not materialize and the dense and frequent transit system we require will become too costly and thus fail miserably.
- Totally NOT in favor of BRT lanes.
- Yes, yes, yes! Please do this! Especially just having the Red and Blue routes to get people quickly downtown. It would be so obviously smart if this was in place for developers to build mixed use developments front on 8th and 22nd if this was in place. And it would create the opportunity for 8th and 22nd to actually be nice streets to spent time on, instead of being the desolate areas that they are now.
- Regular transit between Martensville and one terminal such as the Lawson mall one would be good.
- It must be affordable. Even greatly discounting monthly passes to make an incentive to purchase the pass might be enough to make the switch.
- I do not use mass transit.
- See above re inclusion of bicycle infrastructure.

- While these routes address current transportation concerns, they don't see into the future. If you look at larger centres, you will see there is rapid transit developed for large use areas such as airport to downtown/hotel district and arena/stadium to hotel/downtown areas. Also planning should start now for an LRT system. This doesn't mean to start construction now, but start prepping the routes it will eg: Chicago Ltrain Ohare to downtown.
- Ensuring service to the expanded north industrial area and the neighbouring communities is VERY important.
- College Drive can not support dedicated bus lanes as traffic flow is already a concern with three lanes.
- Snow issue again. Snow was knee deep in Stonebridge at 3 bus stops on Friday Nov 30. Snow was graded onto sidewalk along Arlington so commuters had to wait on the icy street for a bus. The downtown terminal was ankle deep snow- no one even lifted a shovel let alone used a bobcat. By noon it was a packed, lumpy narrow path. GET TO KNOW YOUR CUSTOMERS. Visually impaired passengers, seniors and moms carrying babies trying to navigate were struggling. It's all part of the transit experience.
- Saskatoon transit is a waste of tax payer money, as tax payers will never want to ride a bus that takes 30 min to arrive at their destination when driving themselves would only take 12 min.
- I believe we should be planning to implement passenger rail sooner than later. Specifically light rail transit. Calgary and Edmonton starting planning for rail and reserving corridors when they were around the size of Saskatoon. I realize that BRT is helpful to prove the routes and gain ridership but I believe that with an LRT, way more people would be inclined to ride public transit. Including myself. This is true in many other cites and countries. People just seem to like a permanent way better than buses. That's my 2 cents but I know of many others who feel the same way.
- Looks great!
- More bus shelters, more bus stops.
- The only thing I could think of that is of high importance to me would be the bus shelters. Are those getting some kind of an upgrade or will people be standing at a bus stop sign waiting to board?
- Looks good - questions about the dedicated bus lanes as to where the space would be found - like on Idylwyld Drive.
- Most trips I make are to/from work. If there were a convenient way to take the bus, I would consider it but the current plan looks focused on shopping trips (and those that work in retail). Getting from large residential to large business communities is the most important and seems at best an afterthought. Also, the so-called north-south line doesn't go south of 8th Street, and it seems all the east-side focus is on that. I think there is benefit to establishing a line that runs south further along Broadway or Lorne Ave for both future growth and to cover more of the city. Finally, I think that as new areas are designed, sufficient green space/drainage areas like the parks crossing through Willowgrove/Evergreen could be designed large enough to accommodate future dedicated rail or other transit while providing lots of nice green space in the meantime and still ample green space and dedicated corridors when there is enough demand to convert.
- The fuzzy "shaded areas" would need to be firmed up before I could hazard a guess as to their success.

- Provide lots of amenities and services at the BRT stations. Make all bus stops attractive, comfortable and accessible (my current bus stop is not connected to a sidewalk).
- This is a much better plan. Frequency is crucial to making this work.
- Buses are not the only solution to our transit problems. Maybe trains and other modes of transport should be looked at again.
- More/extended Frequent Service routes needed example the green route on College Drive should be extended - It only goes between 2 major roads!
- You are assuming transit ridership will increase. To date service and planning have not been adequate. It seems as with planning historically planning and service is shortsighted. I would recommend a better focus how transit can truly service residents better. Perhaps look at transit services in Brisbane Australia. Concentric routes between malls intersecting with Rapid transit etc. Beyond the strike.... Transit on a whole needs a major overhaul. Taxpayers deserve better.
- 1: Increase all routes to 15 minutes daytime hours and 30 minutes after 6pm. 2: Longer hours. 3: Keep as many existing routes as possible with increased frequency.
- Improving transit has to be the first priority.
- Please don't have every single bus go through the University. Not everyone who rides a bus is a University student or works at the University!
- I've mentioned this on other surveys, but why not look at other cities mistakes? Calgary, Vancouver, Winnipeg all have gone through growing pains... Less stops, more direct routes, more frequent service, covered or heated bus shelters.
- Frequent service that shortens travel time is priority. I really hope the bus service in Saskatoon improves significantly soon! Having improved service to industrial and outlying areas would also be wonderful.
- Red Route and Blue Route rights of way could start as rapid bus routes and eventually evolve to light rail transit. By that time (20-30 years from now) it may make sense for Blue Route to extend North to the Airport, Warman & Martensville as a commuter train, and South to Stonebridge & Exhibition along one of the wider Avenues like Lansdowne or Dufferin.
- Start improving the transit system instead of cutting routes, trying to charge higher fares (!!), and decreasing service. Make transit an essential service and treat it with respect. Increase the budget for transit, make dedicated transit lanes that are enforced. Get the railways out of the city so there are no train delays, whatever the cost. Only settle transit labor disputes by arbitration, do not trust your city solicitor for advice on labor relations. Reduce fares. Make an east and west side hub. Police patrol the hubs. Have police foot patrols around the transit hubs. Do not reduce frequency in the evening and on weekends. Make sure the buses are on time. Hire more staff. Hire a transit manager that knows what he/she is doing. Make the bus service reliable. Actually read your goals with regards to the transit system and try and implement them instead of doing the exact opposite. Improving the transit system will require money and so that means that taxes will have to be raised. Once the transit system improves to where people can trust it to get them to work on time then it will start to pay for more of its operating cost. Until then it needs a subsidy.

- The community shuttle idea paired with rapid transit lines is spot on. The only doubts I have are in some of the connections, such as the need for conventional service between areas that seem to be linked by community shuttles and rapid transit such as University Heights and Holmwood or the University Heights Suburban Centre.
- Yeah, transit time is what deters me from taking the bus, so better service is important.
- Yes.
- I am a frequent transit user. For the most part these are very good suggestions. They need, however to be paired with other growth controls that will help make transit viable. These should include: - reduced parking availability and higher prices in downtown and university - peak hour or downtown road / bridge tolls for single passenger vehicles - ambitiously, is there a room for light rail on certain corridors? A standard of 30 min service should be the norm for all routes at all times with perhaps the light industrial routes - a rapid airport - downtown bus.
- The plan is not consistent with current practice of building large, sprawling car-oriented shopping destinations on the outer edges of the city.
- Perhaps get a basic transit system up and running with decent wages, good management, dependable service and no council interference then talk about shooting for the moon.
- Hit the mark
- 1: The red route to University Heights along Preston Avenue and Attridge Drive does not provide much appeal in between destinations. Basically from the University area until you get to University Heights Suburban Centre there is nothing except Preston Crossing. It does not seem destination orientated. I wonder if using Central Avenue is a possibility? It may give people an opportunity to get off the BRT and see things. 2: What happens to the connection between the red and blue line on 8<sup>th</sup> Street? How do they connect? Will there have to be a transfer of buses (i.e. going from Superstore to Downtown). 3: I like that the blue line goes through Broadway. 4: How will this be implemented? Will it be phased? How will you ensure you do not lose ridership or interrupt basic service during this transition? 5: How will this be funded? Is there money being put aside? The burden of this system should not be based to the riders (i.e. increase fares drastically). 6: Can the next phase in March provide more of a timeline for implementation? Will the transition start in 2 or 3 years? Perhaps 10 years? Longer? 7: Designated bus lanes will help in this implementation. 8: I very much look forward to a transit system in Saskatoon that makes transit the preferable choice for transportation (rather than vehicular traffic - especially single occupancy traffic). 9: How does this link to the active transportation network? Can there be a park and ride for bikes to the BRT stations/stops? Or will there be a place to put bikes? I like being able to put bikes on the front of buses but then I get nervous having to constantly keep an eye on my bike (especially if the bus is full and I cannot stay at the front of the bus). 10: When are off peak hours? I am concerned that peak hours will end at 6pm again and on Sundays. If so, perhaps peak hours can extend until 8 or 9pm and then on weekends (Thursday, Friday and Saturday) be extended until 3am and then Sunday would be a regular day. People are out later and use the bus for more than commuting. Having this option to ride the bus home on the weekends would be a great option and would help minimize drinking and driving. 11: Will this project be measured to meet the City's greenhouse gas reduction plan? How is the environmental implication of this project considered? 12: It seems like there is not as much frequent service on the west end of the city.

13: What will the transfers look like for places like College Drive and Central Avenue (green line to black line). Will people have to cross the highway to catch the bus or will it turn around on Central Avenue and get people across the road. I think it is preferable to have the bus stop on Central Avenue rather than use the pedestrian overpass. 14: Some of the distances people have to go to reach a black line or green line seem a little far in the south (between Lorne Ave and Broadway Ave and then Ruth Street and 8<sup>th</sup> Street). Will there be a strategy to have buses connect/transfer within a few minutes at the crossing of the black lines (e.g. Ruth Street and Clarence Ave) so that if you are travelling at off peak hours you do not have to wait the full thirty minutes for each route and then end up waiting an hour. I appreciate the elimination of 1 hour buses and the minimum being 30 minutes. Please be conscious of the transfer times so that frequency can stay at a minimum of thirty minutes. 15: What measures are being taken to consider the inclusion of new neighbourhoods? 16: Is there a strategy for fleet maintenance and replacement? 17: I wonder if the community shuttles don't run frequently enough? 15-30 minutes during peak times seems like a large range.

- There should at least be acknowledgment of LRT. LRT (but not BRT) is a proven economic stimulus, and best supports efficient and sustainable (economically and environmentally) transit-oriented design. Furthermore modeling should take into account changing demographics - decreases in car ownership, drivers license rates, modal shift to active transport etc. in larger centres, and younger age cohorts. We should learn from other centres who are already at 500k and larger, and learn from the rapid changes that are already happening in society in the last decade around the world, in terms of a shift to transit and active transport.
- Current City at “F” mark (Big Fail): 1) it takes forever to wait for the bus and go rounds before destination. 2) Biking is deadly sport in Saskatoon -no dedication like bike laws. Shoulder is death traps for cyclists.
- How can huge bus ar riders be served at RUH? Need good service within the Circle to help support densification. Need food service at Innovation Place. Minimize need to transfer to go downtown or University.
- More multi-modal accessible transit there is, the more users there will be since they are serving different people going different places.
- Red line should be built as soon as possible.
- Missed need for shuttle-bus to RUH in view of limited and very expensive parking available, RUH not accessible from present bus stops on College Drive for many people.
- Did not see or hear anything about park and rides.
- I really like the center bus lane option. Good job.
- This is a good plan. I support trying to gain more bus riders. I worry that some people might be against due to the price. However, keep in mind that many of the new Saskatoon citizens will pay for better transit. Giving customers relief on bus fares, or knowledge that they will not grow quickly in the future will provide happiness.
- Pick up closer to mall stores -do not have to negotiate parking lots and closer to??
- Private owned bus runs servicing people living more than a 10 minute walk from bus pick ups.

- Are there Park and Go options at the stations?
- BRT doesn't address where I work (i.e. industrial area).
- No BRT to airport and bus station.
- Options for Park and Ride from mall spaces (?) with the City.
- Improved comfort and safety at bus stops.
- Don't affect bike lanes.
- Shuttle buses and Warman & Martensville good idea.
- Promotion of public transit.
- What about discouragement of private automobile?
- The transfer time for tickets should be more than two hours - maybe up to three or more if possible.
- More enclosed bus shelters - greater reduction for these supporting the system monthly (\$60/month).
- The bus fare is more expensive than most cities. It won't attract many people if there are more buses - \$2 will be a good price.
- Suggest to increase the frequency of bus transition.
- Is it possible to add buses when the students go to school or back home from school? I saw many students waiting for the bus in the cold weather.
- I think each bus stop needs a name, so it is easy to find the bus stop and check online. Also, the time should be 10-15 minutes for each bus.
- Wifi internet.
- Not changing the buses every time.
- Tracking your bus.
- Make taking the bus not seem classy - it shouldn't be because you can't afford other options.
- Looking forward to the new website.
- It is so important to have the stops announced so that when the windows are frosted up people can get off at the right stop.
- Have more direct bus routes instead of having to transfer downtown (I have to transfer downtown to get to the field-house from Buena Vista School).
- Make maps at bus stops so we know where the bus is going, also on the buses.
- Late buses.
- City leisure facilities need to be accessible by bus. SFH is not for anyone with mobility and visual impairments - shuttle buses?

- Match the investment to the plan - commit to major changes in transit. Do some investment and implementation so people can see and experience changes.
- Commit to a long-term plan for prioritizing transit, base plans for density, land use, infrastructure projects on that priority.
- Dedicated lanes!! YES
- Snow removal.
- Safe access to bus stops - sidewalks.
- Buses to low income housing.
- Frequent north-side service e.g. Avenue P.
- Frequent service along 20<sup>th</sup> - high need great potential for increasing ridership further out with development.
- Park and ride as suburban mall terminals in suburbs (stopgap as transit use increases).
- Space out the 75, 85, and 13 buses more.
- Are there enough frequencies inside the Circle? Seems like places where people live inside Circle don't get much service.
- Why are you changing the route numbers each year?
- Heated shelters - lengthen the transfer time.
- Why would we want to do away with a transit exchange? We need a central point for information. Also its much safer to wait with several people at night.
- More than one stop down Mckercher.
- How about using a new traffic bridge for designated transit lanes to connect to 8<sup>th</sup> Street from downtown?
- Rider experience needs to be improved - do away with ads on all the windows on the buses - people can't see our properly when light is in a certain direction.
- Part of the plan to increase ridership is to improve the transit customer experience. These improvements need to be identified and a action plan be identified.
- Goals for transit - add "Image" to this list.
- I think there should be more rapid transit in the core neighbourhoods and more reliable as well.
- Buses need way, way more frequency and definitely needs to be faster for our bus service right now.
- More frequent/reliable buses in winter.
- Need a community shuttle.
- North Industrial needs improvement - more buses, faster, more reliability

- Need sidewalks that are clean of snow and ice for people to walk to the bus stops
- How will University be integrated into BRT lanes?
- More BRT north-south potentially down to Stonebridge like the 17.
- Need to focus on alternative modes of transportation.
- Transit to perimeter parking? Saskatoon as commuter centre. Shuttle services to other points of destination.
- A bus to cross the South Bridge on Circle Drive.
- Travel times and accessibility still seems like a barrier in Exhibition/Avalon/Riverdale/Holiday Park. Implement community shuttles?
- More coverage of BRT routes and frequent routes - dedicated lanes for all rapid transit routes.
- Routes operating in communities rather than to other communities.
- There should be BRT from the airport to downtown and surrounding areas.
- As employment areas are expanded away from downtown, will transit accommodate appropriately? I feel like the proposed ideas are great but are still downtown-based. At what point does this become restrictive?
- Better transit to North Industrial? When I worked there I had no choice but to purchase a vehicle and I know of several similar experiences.
- Greater usage of transit routes on Circle Drive?
- Is there any idea at which point 24 hour bus service becomes necessary? Is this a consideration as we near half a million?
- Contingency for CP line abandonment and eventual LRT - Interlining.
- What communication strategy do you have planned for route changes and BRT implementation?
- How will phasing and costing be considered?
- Please consideration on increasing “peak hours” e.g. weekend evening service, better Sunday hours, later evening times (9pm not 6pm for limited service).
- Park and rides - buy this land soon because they can get expensive as the price of land goes up - make then pedestrian friendly with trees and heated shelters.
- Gas taxes to make people want to ride the bus more - making rider experience more attractive.
- Light rail right-of-way from Midtown to Kelsey to South Industrial to Lawson Mall to north industrial (x2) to Martensville to Warman. To drastically lower cost of LRT option in the future. Lawson Mall walkway under road

## Core Area Bridges

- No. The proposed new traffic bridge and north bridge DO NOT have proper bike lanes that are separated from pedestrians. If you don't supply this then you are making it unpleasant/unsafe for pedestrians and inefficient/frustrating for cyclists. Please separate the two active transportation modes. Please engage in better connected separated bike lanes instead of focusing on spending hundreds of millions on more roads for more cars. If you worry about future congestion first focus on improving cyclist and pedestrian infrastructure. Then you are helping PEOPLE instead of considering the smoothest route for cars.
- Aren't these questions obsolete now that we have decided to build a new north freeway bridge and replace the Traffic Bridge?
- Saskatoon should build a new bridge for less traffic Jams we have on our bridges we have now. i have designed two bridges both with six lanes. One is a suspension bridge, and a arch bridge. Both bridges are design so that their are no piers in the water, there are solar panels on the top of the arch bridge for multi color changing lights. Please email me if you have any more questions or if you would like me to send/ show you a design.
- Get a true ring road around our city, one with properly sized lanes feeding and exiting from it. Don't not have traffic lights and business turn offs every 2 blocks such as Circle from Ave C to Miller. This will be effective on many levels. This would start by reducing the amount of Semi trucks needing to take the existing Circle Drive route, which constantly plugs traffic. It pays off for motorists and the poor semi driver who does not want to get stuck in traffic anyway. People who work on the extremities of the city will also use an external ring road, thus alleviating the need to travel through the core bridges and their associated road ways. Doing so would reduce much of the traffic that currently slows down the central arteries and core bridges for not only the current population, but also for future growth as well. Our mass transit system is flawed, and there are no quick fixes. Designating bus only lanes and forcing people to take mass transit is doomed to fail and cost the city massive amounts of headaches and money. In addition, one bus carrying 30 people does more damage to the road ways than 30 light cars would, strictly due to weight. Bus ridership has not shown to even save a person money verses a economic passenger vehicle, especially if that persons time is taken into account. Mass transit has it's uses for larger areas such the university and the downtown, especially when parking is considered. Focus on key service area improvement.
- We really need a new bridge up in the north end. Maybe 2. Definitely need the Marquis Dr Bridge. Could consider a Lenore Dr bridge.
- Dedicated BRT lanes seem like the cheapest, most effective way to ensure faster transit, greater ridership and less traffic delays on the downtown bridges as for every bus worth of riders several cars can be taken off the road. Adding another bridge without dedicated BRT lanes on both the new bridge and the University bridge would merely be undermining the city's own goal of decreasing traffic on the bridges. If attempts are made to relieve traffic downtown are limited to simply making more space for traffic downtown then the clear experience from other cities has been that gridlock will only further increase. Vancouver is a great example of excellent traffic management in Vancouver proper for downtown since the amount of vehicles entering the downtown everyday has been steadily declining for decades while the number of people going downtown has been steadily increasing. Those travelling from the suburbs are another story. Saskatoon

should learn from the mistakes and successes of other cities and ensure that public transit is prioritized for getting downtown so that it starts being used and there's no need to sink more millions of tax payer money into more bridges. Otherwise fighting gridlock will become quixotic with the city's own attempts to deal with the issue being the worst factor for exacerbating these problems.

- Who is ever reading this and is in charge of this project is making this whole situation 100% more complicated than it needs to be, I have never responded to a previous “shaping Saskatoon” survey, but i am very appreciative that these exist. However, people not involved in a planning, engineering, architectural, or a business line of work have an EXTREMELY hard time understanding what any of these reports mean in real terms, both practically, and at a comprehensive level. The data created from this survey will not accurately represent the current and future problems that this city faces moving towards 350,000 people, let alone half a million. We have approved plans that will directly hinder transit with future growth past Willowgrove in the north, Evergreen is already looking like a disaster only supplementary achieved by Stonebridge, and beyond to the north east/north of Briarwood (Dundee developments should be REVOKED from planning or hiring planners for transportation infrastructure). The city by allowing developers to control road networks and lot plans has completely destroyed any further manageable respectable growth. Within less than 10 years we have turned ourselves into, from a potential “little Ottawa” into a “wanna be Calgary”, these decisions are not erasable! Less autonomy to developers and more looking into the past and implementing a modified grid system and direct public transit route program that MOVES people, not something that makes them wait at traffic lights. These surveys have become band-aids to cover the wounds of our past problems, if this keeps moving to 500,000 people at the current rate..... We will be talking about fixing problems we created today when we get to the projected population.
- Add adequate cycling and pedestrian walkways to all existing and new bridges, and keep these paths separated from traffic, safe, and cleared of snow and debris. Current infrastructure is not meeting the needs of pedestrians and cyclists. Do not expect cyclists and pedestrians to share the same path either - they are moving at very different speeds! Make sure access onto and off of each bridge is well connected with cycling and pedestrian networks/infrastructure. Currently getting on and off the bridge safely and in a straightforward way is very difficult. Add lookouts, seating and gathering spaces into design of new bridges. Make them features for overlooking and enjoying the river, not just corridors. Ensure all new bridges or repairs to existing bridges does not impact the environment negatively or have adverse impacts on naturalized areas, such as the north east swale.
- This is the most difficult “survey” I have ever had to fill out...
- It would be unrealistic to ignore the fact that our current built environment was centered around the private automobile but surely we can't be seriously contemplated the perpetuation of this outdated & unsustainable model. The City has a considerable amount of public space, most of which is designated as roads. However that public space can no longer be considered the sole domain of the private automobile. The idea of giving some of that public space to BRT is a reasonable approach to sharing public space. To suggest we spend millions more to replace that lost space to private vehicles with another bridge just shows how resistant we are to move away from that model. And if we build another bridge that empties into the central business district, where do we store all this private property in a city twice its present population? Perhaps active transportations would be fairer way to replace lost capacity of public space as well as our use of public resources.

- A bridge crossing at 33rd would draw vehicles from both university bridge and circle drive bridge improving the flow on both those bridges and making transit more efficient.
- Build a new bridge and leave the traffic bridge as a pedestrian/ bicycle bridge therefore make river landing a pedestrian friendly area and not have to worry about crossing the bridge to get to the Mewassin.
- I'm not sure why we have to replace the supposedly lost lane capacity from BRT with a whole new bridge. Seems like a ridiculous expenditure that only furthers car-reliance.
- I feel many people enjoy the serenity of 33rd Street and Spadina Crescent. The 33rd Street crossing would diminish the environmental value that Saskatoon offers and may also negatively impact residential assessments as well.
- If you are going to build bus lanes usership should have to pay
- The bridges are congested already. Dedicating one lane to transit especially university bridge would result in gridlock, chaos and road rage.
- BRT lanes are an important goal. The University Bridge is a scenic landmark that should not be obscured by a companion 24th Street Crossing.
- I want to see a huge increase in transit ridership and active transportation throughout the city and a corresponding decrease and increasingly diminishing mode share in the use of private motor vehicles. Therefore, I support whatever measures are required on the existing bridges and roadways to increase AT and Transit use. The time may come far in the future when a new bridge is required, so I do not foresee a need for either of options 4 yet. I would also hate to see the beauty of University Bridge diminished in any way. The "replica" of the Traffic Bride that is slated to be built soon is already bad enough.
- It would be my opinion that the BRT lanes would only help public transit, not the general public. That space (lane) dedicated to public transit would be better service to the general population as a travelling lane.
- Definitely support BRT lanes. It seems that building an additional bridge is likely a good idea, but I think the priority should be to improve the transit system and see how much a difference that makes.
- Spadina seems to be the overflow for connection from 2nd ave/Idlwyld and 33rd areas. creating 7th ave as a viable alternative for straight through traffic to Warman road might help. Regina's one way's seem to work well. I think it's worth considering.
- I think 33rd street bridge is only viable with this lane configuration: BRT westbound, traffic WB, traffic EB, BRT EB. 33rd and Spadina are too much of a bottleneck for heavy vehicular traffic that a bridge would bring. New bridge at 24th street is a nice idea, but, college is not setup to support the increased traffic. The bridges would simply be backed up anyways."
- We need to route trucks around the city and get them away from Idylwild to allow circle drive to function properly. Focus on growth in existing areas instead of developing new neighbourhoods. Quality of new areas is low and the price high. Learn from Calgary and grow at a moderate pace instead of rushing it.
- I imagine you're getting mostly pissy feedback, so I just want to say this whole thing is awesome. This is by far the most progressive and future-minded analysis I've seen, and I hope the solutions don't get too

watered down by the uninformed rants of the car-obsessed NIMBYists who seem determined to keep us firmly anchored in the dark ages. I look forward to the implementation of any and all of these changes. Thank you for showing people how much better this city could be!

- In option 4a, consider making the new bridge at Queen Street, rather than 33rd Street.
- Dedicated bus lanes on any of the bridges is not feasible and will only cause gridlock
- Do not award the contract to whomever built the south crossing bridge, because they are unable to build their product in the correct amount of time and the mayor is too scared to penalize them for it.
- Again I believe that we should gear our transportation planning toward rail infrastructure and reserve bridge lanes for this purpose.
- Bicycle infrastructure is a must!!!
- Yes - impressed with the number of options
- I'm not sure I fully see how the 24th St crossing would integrate with College Dr. It also brings more people downtown that may need to go into the north industrial. The other thing missed again was north-south transport. Right now people from the south side of the city traveling north have the options of Idylwyld or Warman Rd but there is no clear access to Warman Rd, you go down 1st and have to turn right somewhere and then left onto 2nd. 1st Ave should be realigned to travel all the way up to Warman, which is even more important if there is a crossing at 33rd St.
- The gain in transit rider time does not offset the reduction of vehicle rider time. As long as we have more vehicles than people in Saskatoon, transit will take last place in any contest to cars.
- My preference is to see a fully connected separated bike network that is maintained year-round before a core bridge is considered.
- I don't see options for the Traffic Bridge here. Is that a separate issue?
- Bridge is needed on Lenore, connecting to Central Ave. This will help congestion on the North Circle Bridge and Attridge Drive
- Add more shamrocks to the city.
- What about trains over/under existing road ways instead of having BRTs?
- Planning often seems reactive rather than proactive. This creates the need for having to redo projects over and over. Example: Why did we have to add asphalt to Circle Drive last summer.... It should have been done properly when it was built. Look to do projects right the first time..
- Good
- Business as usual would be utter gridlock... There needs to be a massive investment in transit, and quite likely a 33rd st bridge. Bridges further south would likely just lead to congestion in the area south of the university.
- Priority should be given to improving bus service and lanes for biking and walking across bridges should be much higher priority than car access. This will likely cost less in the long run with less road maintenance and lower construction costs.

- The 24th Street bridge idea is intriguing, but I would rather that option be set aside for a light rail transit bridge in future. Dedicated bus lanes on University Bridge would work well, after a 33rd Street bridge is constructed. Diverting some E-W traffic across 33rd will alleviate downtown traffic much better than keeping it on 25th and 24th (Option 4b). A 33rd bridge will also help get Eastern residents into Downtown and Industrial neighbourhoods via an intersection at Attridge/Preston (perhaps a traffic circle here would be a good idea to improve the flow). Conversely it will help funnel Western residents into the University, and alleviate traffic on Circle Drive north between the congested Avenue C and Warman Road section.
- We are past peak oil despite what we may think. It is time to start looking at how people can safely and quickly move about the city without relying on vehicles. If you build more traffic bridges, traffic increases. Emphasis needs to be on making it easy or at least easier to get around by walking, cycling or public transit. We need at least one core bridge that is strictly a pedestrian bridge, possible with cyclists. Any bridge or road that will cut through or disrupt natural areas should not even be considered. We need to start planning and building now for the post-oil society.
- Build both the 24th and 33rd street bridges at the same time as well as the traffic bridge. Make sure the streets leading up to the bridges are modified to handle the increased traffic flow so you don't just move a traffic bottleneck down the street. Either make overpasses at all railway crossings or get the railways (mostly CP) out of the city. Do not have even a single track level railway crossing on any of the streets near the bridges. Sell municipal bonds to raise the money for both bridges at once.
- I think a 33rd street crossing would have a large impact on traffic congestion in the city, especially during peak times. I am wary of the 24th street crossing idea as that would put a lot of strain on College and downtown from motorists who are simply passing through.
- I live in City Park and have serious concerns about having a 33rd Street Bridge Crossing. There is already a significant amount of traffic that comes through this residential area, particularly at rush hour and when there is a train at 33rd & Idylwyld. Many of our City Park children attend school in North Park and must cross 33rd St which would be a serious safety concern with increased, 'thru traffic'.
- Yes
- I am only in support of a new bridge if transit is going to be prioritized. I am disappointed that there is no mention of cycling here. As a frequent cyclist, I find the bridge crossings difficult and sometimes intimidating. Any bridge plan needs to include suitable bike lanes separated from both traffic and pedestrians. Discussions of bridges need to be tied to discussion of other strategies to control single occupancy vehicle volume such as limiting parking availability and increasing parking costs.
- The data in the summary chart are not consistent with the low/mod/high classification. This is rather misleading. You fail to present the other option, which would be to invest the funding needed to build a bridge into transit. How would travel times be impacted if the 70-100 million bridge costs were invested in transit? I strongly suspect this would emerge as an attractive option. Unfortunately only bridge-centric solutions are presented, so the community doesn't really have to opportunity to make an informed decision."
- Invest in new buses. Upgrade bus stops-they are horrible. Build bus terminal in downtown-the situation now is a joke. Get bus lines to use only by buses in peak hours. And build bus stops off side the road so stopping bus does not hold entire traffic behind it when people are getting in and out!!!!

- Bridge at 24th is a much better option than 33rd.
- Seriously, building more bridges when replacing what we have is a long term exercise. Saskatoon's traffic woes are more deep rooted than a few more bridges to create bottle necks elsewhere.
- I worry about the impact on property values and lifestyle in city park with a new bridge here. We bought because it was a quiet area.
- New 33rd st bridge with dedicated bus lanes would keep traffic flowing
- 1. How will these bridges incorporate alternative transportation (i.e. cycling, transit). Saskatoon has been growing for the car (especially single car occupancy). This is probably the most costly way to grow. There is a bridge in Vancouver that has separate lanes, for each direction, for vehicles, bikes and pedestrians. It felt like people were taken into the equation for planning. 2. How will people (not in cars) move across these bridges? 3. Do we really need another bridge? I wonder if we can start changing the mentality of Saskatoonians to significantly reduce single car occupancy.”
- As a resident of City Park, I am strongly opposed to a bridge at 33rd. Besides the fact that you will be dividing two integrated communities what about the houses located along 33rd and the brand new bike connector that was built with tax paying dollar. City Park and North Park are well connected communities and should not be separated by a high traffic 4 lane road. North Park is the only community school so a large amount of children come from City Park to attend school. Our children will not be able to walk to school if they have a four lane highway to cross. Isn't it one of the City's objectives to reduce the use of cars and promote walking and biking? I also worry about how this will affect our property values and the amount of traffic travelling down Spadina. I should hope that the city and Councillor Hill would do the right thing and kibosh this ridiculous idea.
- You can't build your way out of congesting. Adding a bridge will only induce demand until congestion returns. Peak transit mode share increase from 5% to 8% seems flawed and low. Again network effects and induced demand can apply here. Build LRT/BRT, leave single-occupant vehicles congested, and more trips will move to active transport and transit. A bridge is expensive and not cost-effective, and will merely induce demand for more single-occupant vehicle trips, until such time as those routes become congested. Learn from the models of other cities where congestion charges have been implemented, or where bridge lanes have been removed (including Saskatoon!) for significant periods with very little change in the congested periods. Trips just migrate to other times and modes, or simply disappear. Also with more people living, working and playing in the core and North Downtown, there will be less need per-capita for crossings. Much of the work being done by city planners seems excellent, the North Downtown project in particular, and elements of the Core Downtown project (although there doesn't seem to be an emphasis on increased residential in the latter), and that planning seems to incorporate current best practices, and learning from other cities. But the transport plan seems to be hampered by thinking based on models of single-occupant vehicle travel from decades past, and also hamstrung by paltry budgets. Saskatoon used to have LRT, when we had a few 10's of thousands of taxpayers. Other cities well under 500k (or with the same density in the core of the city) have LRT serving those same cores. Transit shouldn't have to beg for cash, it should be a core element of our urban development. Transit-oriented design is key, and is the most cost-effective, efficient and sustainable development. This still leaves developers and citizens able to choose greenfield suburban sprawl, but they should do so without the current perverse subsidies of the existing and planned road networks and utilities.”

- The river bank
- In my opinion, the first thing is: there are not enough snow trucks. The snow is never plowed on Cumberland Avenue. There is ice on the road. It is very slippery. I lived in a US town. The snow was plowed very quickly. The second thing is: the bus fare is too expensive. It is more expensive than most other cities. Finally, 8th Street is already very broad! There are many malls beside it. It's very hard to reshape. I prefer to open a new corridor beside 8th Street. E.g. open a new corridor south to central mall. So people can get to central mall on both sides: 8th St and new Corridor.
- Make sure good for pedestrian. Provide opportunities for bikes. 33rd Street bridge opens most options for infill development.
- 24th street engages the core community far better than 33rd street
- Consider vehicle traffic one way on car. Bridge in 4a and for 4b. With bike and working 2 way nor in value area.
- If there is a 33rd Street Crossing what will the impact be on 33rd Street Corridor? More consideration will need to be given to what 33rd St will look like from Spadina to Circle?
- Unable to tell us how options would impact property and people, so it is difficult to support any options.
- Stop railway traffic on 33rd Street
- Using existing bridge to convert from vehicle to pedestrian bridge
- Make existing bridges more cycling/ pedestrian friendly
- Integration with current neighbourhoods is vital
- Does the 33rd Street crossing need to be 4 lanes or could it be 2 lanes
- Why is the traffic bridge for cars?
- Improve walking and cycling on Traffic Bridge
- Dedicated separated bike lanes on Traffic Bridge - Better maintenance on the Traffic Bridge
- Peak hour bus lanes on the university bridge
- Invest more in maintaining and improving existing bridges
- Improve walking and cycling on Broadway and University
- Safety is a priority
- BRT lanes during peak hours
- Spend investment on existing bridges
- Improve pedestrian/cycling experience near Broadway bridge, and university bridge
- Dedicated/separate bicycle lane on new bridges - better facilities for pedestrians

- How does the 24th Street couplet connect?
- Traffic Bridge - make it pedestrian and cycling only, NOT cars
- Parking concerns DT
- Prefer 33rd Street Bridge over 24th Street (also like new Queen Street Bridge idea)
- Attbridge is already very busy
- 33rd crossing and BRT (4A) seems to be a good combination - people in the north and northwest areas of the City can get to the other-side without going into middle of the city
- University Bridge has river bank issues
- Concerned about 33rd street impacts (residential)
- What about a four lane traffic bridge?
- South Bridge?
- Traffic bridge as pedestrian and cycling only
- Landmark design is a must for any new core bridges
- Pedestrian only bridge?
- Community impacts on 33rd Street





# E

## Other Stakeholder Engagement



In addition to the City-wide Workshops and Community Information Sessions, the City gave presentations to several groups during this timeframe as outlined in Section 3.4 of the Fall Engagement Summary. A summary of general comments and input from these engagements is provided below.

## Corridor Growth:

- Incentives are needed to encourage redevelopment and intensification, like Tax Incremental Financing, parking bonusing with more flexible zoning requirements and easier processes for building permits.
  - Change will only happen if it's profitable to developers.
  - Current zoning regulations are barriers to infill and intensified land uses.
  - Be cognizant of parcel ownership along these corridors... it's easier for big chains to redevelop than family-owned or small businesses.
  - Signing regulations may need to be revised if we are intensifying developments since not all commercial units may be visible from the street.
  - Don't lose sight of soft programs to encourage community involvement. The Downtown has seen great benefits from programming that encourages people to participate.
- Streetscaping will be a key component of corridor redevelopment. City must commit not only to the initial streetscaping, but also to maintaining that streetscaping.
  - Many streets, like 8<sup>th</sup> and 22<sup>nd</sup> Street, have room for better sidewalks, boulevards and bike facilities.
  - How does a Complete Streets policy and design guide fit into this? Engagement is needed to garner support and understanding.
- Consider regulations so all major offices / head offices stay downtown.
- General concern with maintaining accessibility to 8<sup>th</sup> Street so it is easy to drive to developments (in contrast to driving downtown). But like the idea of reducing commuter traffic along 8<sup>th</sup> Street while maintaining the integrity for cars using a phased approach to corridor redevelopment.
- This initiative supports the desire (and goal) of encouraging aging-in-place.

## Future Transit Plan:

- Transit Service Plan comments:
  - Like that people can get to BRT and their connection comes ASAP!
  - Like the opportunity for in-seat connections between services, where Frequent Transit buses can use Bus Rapid Corridors to get around.
  - A strong connection between the UofS and downtown is critical to the continued success of Saskatoon's core areas. This will support the large amount of development anticipated on UofS lands, as well as redevelopment in and around the downtown.

- Side running dedicated lanes along the north side of College Drive makes sense for BRT because this provides the best/most direct service to the main destination on that corridor.
- Really like the ability for more connections to serve more destinations... but the City needs to make sure they can actually deliver on this promise! Right now, buses are often running early or late, making connections really difficult and unreliable.
- Concern that BRT lanes will impede access to developments along 8<sup>th</sup> Street and traffic flow along 8<sup>th</sup> Street.
- Concern over staging BRT and other transit improvements based on a precedent of staged projects never being completed because their funding is easier to cut.
- Ensure that streetscaping and corridor redevelopment projects are aligned with transit improvement projects. Can't have one without the other!
- Interest in seeing follow-up performance reporting by service or route. City needs to adopt a transparent and accountable reporting process.
- Seniors MUST be considered in the system's design. A system designed for seniors is accessible to all.
  - Want shuttles to major destinations (like health care services, etc.) from major mall hubs.
  - Better customer service needed for seniors. Ask operators not to take off before seniors are seated, because there is risk of falling and breaking a hip. Also, will the operator help if the senior becomes addled on the ride?
- Many students live on the west side of the river. The need to travel from the west side to the UofS must be addressed in the transit service plan.
- Ensure that you consider lessons-learned from other municipalities, like Victoria, Winnipeg and Halifax. What can we do to improve the perception of transit in Saskatoon so more people will want to support it?
- In general, to improve transit:
  - It must be affordable (STOP RAISING FARES!).
  - We need cultural change in Saskatoon to improve acceptance of the bus.
  - Customer service needs to improve.
  - Parking incentives have to be there... it must be cheaper for me to bus than to drive and park!

## Core Area Bridges:

- A 33rd Street bridge seems good to encourage development in the north Downtown and University lands. But this will need to be a neighbourhood-style crossing that is serving the needs of core areas of the city... not another Circle Drive bridge.
- Transitioning lanes on the University Bridge to BRT will be really tough... there will be growing pains as we wait for uptake on BRT.



# F

## Employment Areas



# Opportunities and Challenges - Verbatim Comments

## Your Ideas and Feedback (Board 1)

### Downtown

- Surface parking lots are poor uses of land. Policy to regulate/restrict their frequency +1
- Create people friendly environments to car oriented!
- Corporate head offices will locate in centres of cities; more amenities for residences to live near workplaces
- No parking lots (buses + walking instead)
- Make space people-friendly rather than car friendly
- Concerned about: vacancies in downtown, that downtown will lose out to other reas (professional services)
- Planning for transit, core bridges, etc, assumes a strong downtown
- Downtown should be the centre for professional services, corporate offices, and retail - not suburban areas
- Consider policies that limit office development in suburban areas
- Support innovative housing options downtown
- Too much wasted space! Create infill strategy to include commercial and residential
- Pedestrian mall between midtown and delta bess.

### Industrial Areas (e.g. Northwest Industrial)

- Land use conflict between industrial and residential
- Keep industrial areas isolated--ugly
- Provisions for efficient delivery of PW services to the community. 1 lot in each quadrant in industrial areas
- Industrial areas need transportation links to meet the needs of employees--bus needs to improve inand out of these areas.
- Add greenery
- SIDEWALKS!
- Not just sidewalks--but pathways or separate lanes for bikes
- Warman + Martensville have grown because there is so much employment in the north
- Opportunity of Blairmore for employment

### Major Corridors (8th Street, Ldlwyld Drive and 22nd Street)

- (increase in) congestion on 8th with the mix of residential, commercial and retail
- Commercial zoning facing street level along major corridors
- No on-street human engagement
- Pedestrian safety improvements needed for 22nd street west
- Mixed use/higher density
- Better pedestrian crossing over circle drive
- Hostile and unsafe experiences as a pedestrian or cyclist on 8th street
- Improve pedestrian, cyclist, and transit user experience. Reduce car from being #1 priority
- More low income rental developments along 22nd and 20th for cultural inclusion

### Commute Times

- Increase and traffic from bedroom communities into north end
- A.M./P.M. rush currently traffic in north end is very congested
- Poor public transit availability on west and north side
- Longer commute time = affects employee health
- Park and ride facilities
- Park and ride options. Park \_\_\_\_\_ malls and bus to major business areas.

## Walking, Cycling, or Using Transit to Get to Work?

- New employment areas on BRT. Make sure new areas are served by BRT
- Acceptance of winter cyclists...they have a right to be there
- Safety for winter cyclists
- Cleaning bike lanes during winter
- Conflicts between pedestrians/cyclists and traffic (going too fast)
- We need separated bike lanes!! For all ages!
- At some point everyone is a pedestrian. Design for pedestrians is the priority +1
- Work to include everyone--not either or.
- Winter cyclists should be able/encouraged to use sidewalks (except downtown) a fewer pedestrians on them.
- Youth + able bodied oriented
- Improve transit hours and locations during evenings and weekends and increased traffic times.
- Working poor need safer night transportation options
- Need separated bike lanes
- We need long-term thinking and prioritization of transit alternatives. Incentivize alternatives like buses and biking, long-boarding
- Work that subsidizes bus passes
- Sidewalks in all areas.

## Other Opportunities and Challenges

- Objective should be to “make the best use of” transportation infrastructure rather than “maximize use of”
- We are a winter city--build for it and maintain
- Build a parkour park
- Mainstreet commercial in the suburbs
- Perception: we must individually drive a single occupancy dually truck
- Neighbourhood commercial centres need to include affordable housing nearby
- Please don't put salt + etc on streets. It destroys and makes a mess of everything
- More co-working spaces
- Carpools
- City needs more/better comms & PR for transit and cycling
- Encourage more transit, cycling versus car. Improve access, and create incentives. Better for environment and less traffic congestion.
- Development of housing far away from where people work (stonebridge, evergreen). Transit challenges, immense \$\$\$ on road infrastructures.
- Support newcomers in their transition and employment - work with agencies
- Snow removal = safer roads for everyone
- Accessible parking development
- Stairs are mobility barriers to employment
- Zone more land for parkades