

Active Transportation Plan

ENGAGEMENT SUMMARY REPORT #1



October 2015

Prepared for the City of Saskatoon by Urban Systems Ltd.



EXECUTIVE SUMMARY

In April 2015, the City of Saskatoon launched the development of an *Active Transportation Plan*. As part of the *Growth Plan to Half a Million*, the *Active Transportation Plan* will help shape changes in infrastructure and support programs to encourage all of us to use active forms of transportation more often – whether for work, pleasure, or day-to-day personal travels for shopping, visiting friends and family, or running errands.

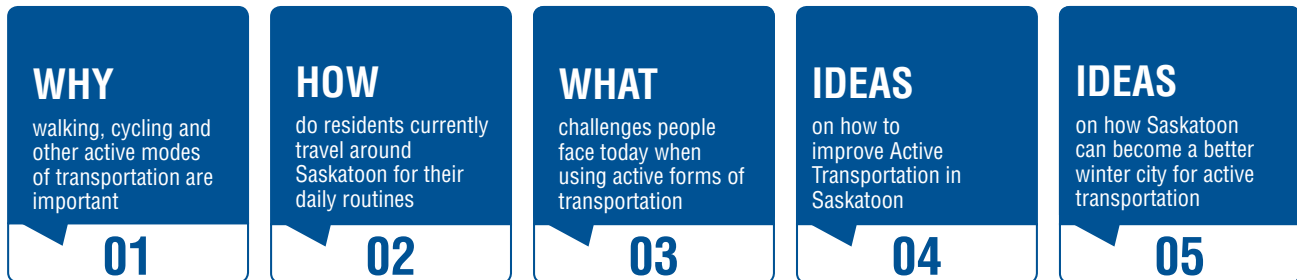
Community involvement is an important element of the *Active Transportation Plan* process and will help to ensure the final plan meets the varied needs of our diverse community. The first round of public engagement extended over two months from April to June, 2015 and engaged over 2,000 Saskatonians.

Designed to make it easier for community members to become involved in the process, this first round of public engagement included a variety of events and activities for residents to participate in. Community members were encouraged to have their say online and through in person events including:

- A statistically valid telephone survey, involving 600 residents
- A interactive online survey, generating 1,400 survey responses
- Three Questions of the Month, resulting in over 250 responses
- A drop-in public event, reaching approximately 150 residents

- Direct engagement with residents at nine pop-up booths held across Saskatoon
- A stakeholder workshop, involving 43 community members representing a variety of interest groups

These events and activities engaged a fairly wide cross-section of the population, collecting input on the following topics:



Through the various engagement activities we heard that:

- Active transportation is important to Saskatonians because it improves health, allows users the ability to travel to the places they need to go, avoids traffic congestion, is fun and enjoyable, is good for the environment, and is more affordable than travel by car.
- Residents are already using active forms of transportation, with 1 in 5 telephone survey respondents saying active transportation is the method they use most often to commute to work or study.
- Residents face a number of barriers that prevent them from using active forms of transportation, including the distance of the destination, facility maintenance, safety concerns, and limited time. Lack of infrastructure was also seen as a barrier by participants when describing challenges related to biking in Saskatoon.
- Participants would walk more often if sidewalk maintenance improved year-round, more sidewalks and off-street pathways were constructed, and if crossing the street was easier and more comfortable. As well, participants would bike more often if bicycle lanes were physically separated from traffic.
- Improved strategies and standards are needed for snow removal, along with improved enforcement and awareness around the City's snow removal policies within the community for Saskatoon to become a better winter city for active transportation.

The statements above highlight a snapshot of what we heard from Saskatonians during the first round of engagement for the *Active Transportation Plan*. The input collected will be used to develop a vision for active transportation in Saskatoon, including goals, objectives and targets, as well as a draft pedestrian and bicycle network plan, currently being developed. The vision and draft pedestrian and bicycle network plan will be presented to the public and stakeholder groups during the next round of public engagement for the *Active Transportation Plan* in the Fall, 2015.

The following Engagement Summary provides a detailed overview of the first round of public engagement for the *Active Transportation Plan*.



CONTENTS

1.0 Introduction	1
2.0 Engagement Activities	3
2.1 Telephone Survey.	3
2.2 Metroquest: Online Interactive Survey	4
2.3 Public Event	5
2.4 Stakeholder Workshop	6
3.0 Online Engagement	9
4.0 Raising Awareness	11
5.0 Community Input	15
5.1 Stakeholder Advisory Committee.	15
5.1 Telephone Survey.	15
5.2 Metroquest: Online Interactive Survey	17
5.3 Public Event	31
5.4 Stakeholder Workshop	34
5.5 Question of the Month	40
6.0 Summary & Next Steps	43
Appendix A: Exit Survey & Postal Code Data	
Appendix B: Promotion of Engagement Activities	
Appendix C: Online Engagement	
Appendix D: Telephone Survey Results	
Appendix E: Raw Discussion and Activity Input	



1 INTRODUCTION

The City of Saskatoon is developing a comprehensive *Active Transportation Plan* as part of the *Growth Plan to Half a Million* initiative. The *Active Transportation Plan* will help provide more choices for moving around Saskatoon by identifying and addressing community and infrastructure needs for cycling, walking and other modes of active transportation.

On April 22, 2015, the City launched the first round of public engagement for the *Active Transportation Plan*. This round of public engagement extended over two months and engaged thousands of Saskatonians. The engagement process was intended to introduce the *Active Transportation Plan* to the community and obtain feedback on the following topics:

WHY walking, cycling and other active modes of transportation are important 01	HOW do residents currently travel around Saskatoon for their daily routines 02	WHAT challenges people face today when using active forms of transportation 03	IDEAS on how to improve Active Transportation in Saskatoon 04	IDEAS on how Saskatoon can become a better winter city for active transportation 05
----------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------

Through this round of engagement, we have heard from over 2,000 Saskatonians on these five topics, including:

- 600 telephone survey responses
- 1,400 online survey responses
- Over 250 responses to our three Questions of the Month
- 150 participants at the first *Active Transportation Plan* drop-in public event
- Direct engagement with residents at nine pop-up booths held across Saskatoon

The input received has been summarized in this report and will be used to inform the direction of the *Active Transportation Plan* as strategies and concepts are developed and to identify under-represented stakeholder groups that will be targeted for further engagement during the second round of engagement.

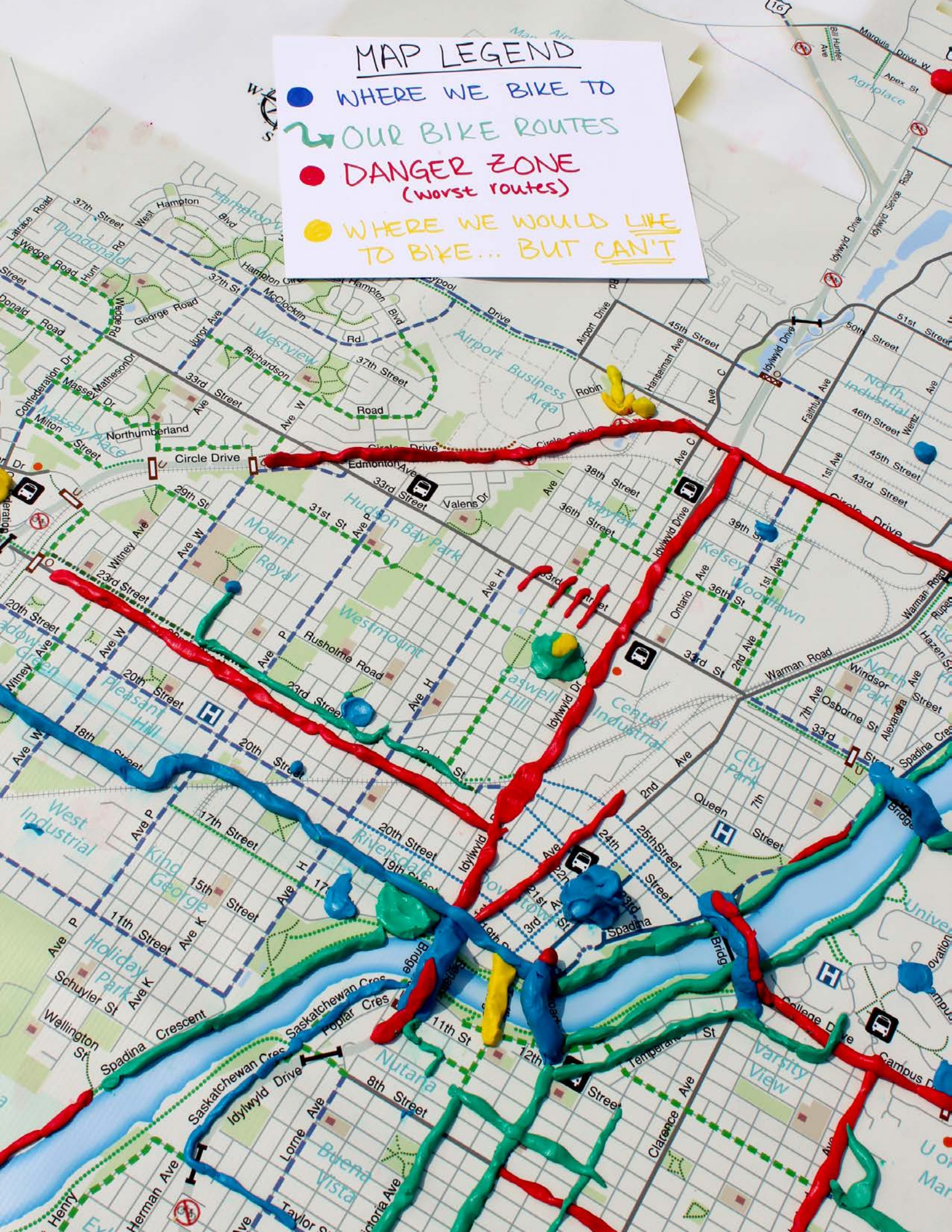
MAP LEGEND

● WHERE WE BIKE TO

→ OUR BIKE ROUTES

● DANGER ZONE
(worst routes)

● WHERE WE WOULD LIKE
TO BIKE... BUT CAN'T

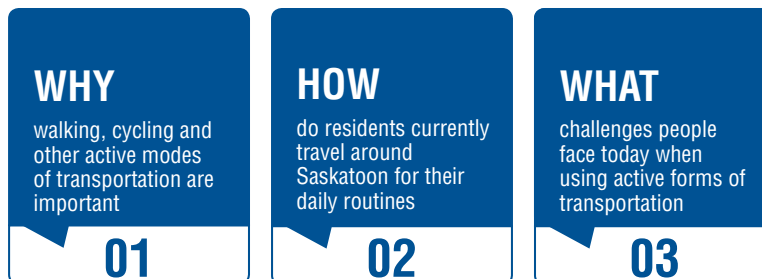


2

ENGAGEMENT ACTIVITIES

2.1 Telephone Survey

Prior to the formal launch of the *Active Transportation Plan* public engagement process, Prairie Research Associates (PRA) was engaged to conduct a random sample telephone survey. Carried out from March 12 to 31, 2015, the telephone survey was intended to understand the following:

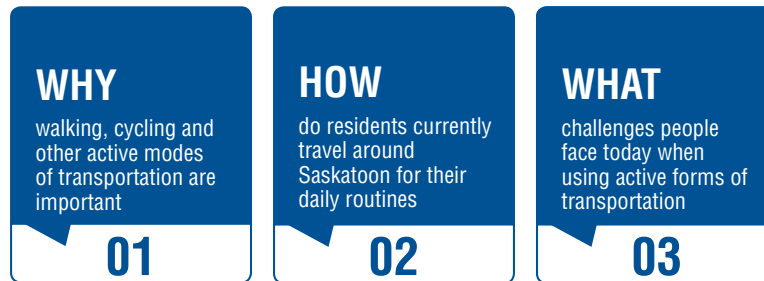


The survey, which included approximately 30 questions, was conducted by telephone from PRA's call centre in Winnipeg. The survey captured a representative sample of 600 adult Saskatoon residents (aged 18 years and older) and included those who currently cycle or walk for transportation and those who do not. To help ensure a representative sample, a random mixture of landline and cellphone numbers were used. Quotas were also established by age and area of the city to ensure a representative sample of Saskatoon's overall population was collected.

The results were compared to the 2011 Census information, and weighted to compensate for any discrepancies. The theoretical error rate of the survey is +/- 4.1%, 19 times out of 20. Key findings of the telephone survey can be found in **Section 5.1**.

2.2 Metroquest: Online Interactive Survey

An interactive survey was available online and through hardcopy for all residents to complete between April 22 and June 1, 2015. The survey was developed in collaboration with Envision Sustainability Tools (Metroquest), a Canadian digital engagement software company. MetroQuest is a web-based suite of public engagement tools used in planning processes to engage stakeholders and the public. The survey was designed to gather input from respondents on:



The online survey included an interactive map, where respondents were able to place markers on a map of Saskatoon to identify specific issues and ideas for improvements related to active transportation. Approximately 1400 residents responded to this survey. Results of the online survey are discussed further in **Section 5.2**.



Figure 2.1 Online Interactive Survey Welcome Screen

2.3 Public Event

On May 23, 2015, the City hosted the first open public event for the *Active Transportation Plan*. The event was held outdoors at River Landing from 10 a.m. to 4 p.m. Voluntary sign-in sheets and a hand held tally counter were used to record attendance at the event. It is estimated that approximately 150 residents attended.

The event included informational display panels, interactive activities and a feedback station. Members of the *Active Transportation Plan* team were also available for one-on-one conversations with residents about the plan. The public event was designed to gather input from attendees on:



The informational display panels provided attendees with an overview of the study process and purpose of the *Active Transportation Plan*, key finding from the telephone survey, an assessment of the current state of walking and cycling in Saskatoon, and information on next steps.

Participants were able to provide input and feedback on active transportation in Saskatoon through three interactive activities featured at the public event.

- The first activity consisted of three open space idea tables, where attendees communicated through words and pictures their vision for active transportation in Saskatoon and their favorite/least favourite thing about walking and cycling in Saskatoon.
- The second activity featured a 5'x8' vinyl printout of the City's cycling map. Participants were encouraged to place different colours of clay on the map identifying where they currently bike to, current bike routes and danger zones, and where they would like to bike but cannot.
- The third activity featured a 'dotmocracy' exercise where participants were asked to identify why walking and/or cycling is important to them using coloured dots.

A feedback station was also used at the public event for attendees to answer the May Question of the Month (described further in **Section 3**) and complete an event experience survey (exit survey). Hardcopy printouts of the online survey and iPad tablets were also available at the feedback station, providing attendees the opportunity to complete the survey during the event. Results from the exit survey from the public event are provided in **Appendix A**.

2.4 Stakeholder Workshop

On June 20, 2015, the City hosted a full-day stakeholder workshop for the *Active Transportation Plan*. The workshop was held at TCU Place in downtown Saskatoon from 9 a.m. to 4 p.m. Stakeholders representing various key sectors, including seniors, youth and children, persons with disabilities, and transit riders, were invited to participate in the workshop. Forty-three (43) stakeholders attended the workshop. Through the workshop, input was gathered on:



WORKSHOP FORMAT

PRESENTATIONS. The stakeholder workshop began with welcoming remarks from Mayor Don Atchison, followed by a presentation outlining the purpose of the workshop and an overview of the study. This introduction was followed by a presentation and Q&A with keynote speaker, Tyler Golly. Tyler, manager of Sustainable Transportation at the City of Edmonton, spoke of his lessons learned while working at the City to increase their active transportation options.

Following the keynote speech, a third presentation was given, highlighting the current state of walking and cycling in Saskatoon, including a review of walking and cycling conditions, facilities, and opportunities and challenges. Findings from the telephone survey and online survey were also presented during this presentation.

ROTATING GROUP DISCUSSIONS. Tabletop discussions on how the *Active Transportation Plan* relates to and supports each of the City's seven Strategic Goals began the 'hands-on portion' of the workshop. The Strategic Goals include:

- Continuous Improvement
- Asset and Financial Sustainability
- Quality of Life
- Environmental Leadership
- Sustainable Growth
- Moving Around
- Economic Diversity and Prosperity

Each stakeholder was able to choose two of the seven Strategic Goals to focus on, sharing their perspectives with other table participants through a facilitated discussion. This session lasted 30 minutes in total.

The facilitated dialogue between participants continued with two one-hour rotating group discussions. For each discussion period, participants rotated between nine discussion tables, visiting three in total. Discussion topics included:

- | | |
|---------------------------------------------|--------------------------------------------|
| ■ Pedestrian Network | ■ Cycling Network |
| ■ Cycling Safety and Security | ■ Pedestrian Safety and Security |
| ■ Universal Accessibility | ■ Snow Removal and Maintenance |
| ■ A Better Winter City | ■ Urban Design, Place Making and Amenities |
| ■ Bike Parking and End of Trip Facilities | ■ Transit Integration |
| ■ Land Use and Neighbourhood Design | ■ Seniors and Older Adults |
| ■ Children, Youth and Safe Routes to School | ■ Transportation Equity |
| ■ Enforcement | ■ Education and Encouragement Campaigns |
| ■ Building Support and Buy-In | ■ Counting, Evaluating and Monitoring |

One member of the project team was stationed at each table to facilitate the conversation and record the dialogue on flipcharts.

Each facilitated session closed with a report back to participants by the facilitator. The report back confirmed to participants that their input had been recorded and captured accurately. Results from the workshop exit survey and rotating group discussions are provided in **Appendix A and E**, respectively.





ACTIVE
TRANSPORTATION
PLAN FEEDBACK
STATION

3 ONLINE ENGAGEMENT

In addition to Metroquest, the online interactive survey, several online tools were used to enhance the public engagement opportunities, allowing participants to get involved in the *Active Transportation Plan* at their own convenience. These tools included Questions of the Month on growingfwd.ca, email, social media and the online interactive survey, previously described in **Section 2.2**.

GROWINGFWD.CA

The *Active Transportation Plan* page on the City's *Growth Plan* website (growingfwd.ca) was continually updated with new content and updates throughout the public engagement process. In total nine postings were made during this round of engagement including three Questions of the Month. The Questions of the Month included:

- What is your favourite thing about walking in Saskatoon?
- What is your favourite thing about cycling in Saskatoon?
- How can Saskatoon become a better winter city for active transportation?

Growingfwd.ca website traffic included 4,574 unique visitors and 9,368 total page views between April 22 and June 20, 2015. An email newsletter was also distributed to those who had previously subscribed to receive updates through growingfwd.ca. By the end of this round of engagement the growingfwd.ca subscription list had increased from 970 subscribers to more than 1100 subscribers.

EMAIL

Feedback was also received by email, through the Contact Us form on growingfwd.ca and direct contact with individual project team members. Ten (10) emails were received during this round of engagement and have been included in **Appendix C**.

FACEBOOK

Facebook ads were used to drive traffic to the *Active Transportation Plan* page and promote the various engagement opportunities. Several postings were also made to the City's Facebook page timeline throughout this round of public engagement. The postings promoted the *Active Transportation Plan*, online survey and additional engagement opportunities. In total, promotion for the *Active Transportation Plan* generated 117 likes, 57 shares and 53 comments. Visuals of the Facebook ads and postings can be found in **Appendix C**, as well as the associated comments, likes and shares.

TWITTER

Community members were also engaged through the City's official Twitter account (@cityofsaskatoon), using the hashtag #yxewalkroll. The majority of the Twitter messaging was centered around raising awareness for the project, promote public events and direct residents to growingfwd.ca as new content was available. Tweets were also made during the pop-up engagement initiative to broadcast the location of the pop-up booths. In total, over 50 tweets were made during this round of engagement using the hashtag #yxewalkroll. The Twitter activity has been captured in **Appendix C**.

4

RAISING AWARENESS

Several channels were used to promote the *Active Transportation Plan* and engagement activities, including utility bill inserts, appearances on local morning news shows, print advertising, personalized stakeholder email invitations, and public service announcements (PSAs). Promotional material, including ads and the utility bill insert, has been included in **Appendix B** for reference.

PRINT, ONLINE AND RADIO ADVERTISING

Engagement activities and information was advertised in several ways leading up to and during this first phase of public engagement for the *Active Transportation Plan*, including:

- Utility Bill Inserts: May | 80,000 distribution
- Facebook Ads - Public Event: May 9 to 23 | 481 clicks/ 21,548 impressions
- Facebook Ads - Online Survey: April 23 to May 29 | 457 clicks/ 28,322 impressions
- Bridges Ads: May 13 and 20 | 95,000 distribution
- City Pages Ad: May 9 | 34,088 distribution & May 10 | 95,000 distribution
- Eagle Feather News Ad: May | 10,000 distribution
- Posters (displayed at leisure sites, libraries, BIDs, transit buses): May | 465 distribution
- E-newsletters to subscribers (growingfwd.ca): April 22
- Promo cards: May | 200+ distribution
- More than 11,000 targeted stakeholder emails sent

MORNING SHOW APPEARANCES

On May 11, Alan Wallace, Director of Planning and Development, appeared on the Global Saskatoon Morning Show to promote the *Active Transportation Plan* and upcoming engagement opportunities.

POP-UP ENGAGEMENT

Pop-up engagement booths were set-up in nine locations throughout the city during a day long communications and engagement blitz on May 9, 2015. The locations were selected based on areas with high foot traffic and a diversity of residents, and included:

- Shaw Centre
- Farmers Market
- Lakewood Civic Centre
- Lawson Civic Centre
- River Landing & Kiwanis Park
- Stonebridge Co-op
- Cosmo Civic Centre & Confederation Bus Mall
- Midtown Mall & 20th Street
- Forestry Farm, Zoo Entrance

The purpose of the pop-up engagement was to raise awareness for the project and opportunities to provide input, engaging residents where they are. This technique is often effective in reaching community members who may not typically participate in public engagement processes.

Over the course of the day, over 780 promo cards were distributed by hand to residents and 64 conversations took place.



Figure 2.2 Pop-up Engagement (Midtown Mall, Shaw Centre)

NEWS RELEASES AND PSA'S

PSA's were sent to all local media outlets on April 22, to announce the launch of the *Active Transportation Plan* process and provide details on the upcoming engagement opportunities. A media advisory was also circulated to local media ahead of the public event. As a result, the *Active Transportation Plan* received coverage from various local media outlets including newspaper articles and radio news stories.





City of Saskatoon **GROWING forward!**
Shaping Saskatoon

What moves you, Saskatoon?

The City of Saskatoon is developing an Active Transportation Plan – a first for our community!

As part of the Growth Plan to Half a Million, the Active Transportation Plan will help to make active forms of transportation – like walking and cycling – safe, convenient, and attractive transportation choices for residents.

Join us in person or online now until May 29 and share your vision for improving walking and cycling in Saskatoon.

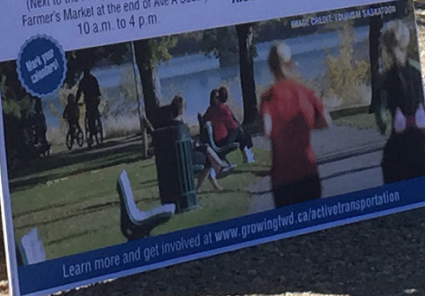
 **Get involved & have your say!** 

Family-Friendly Drop-in Discussions

Saturday, May 23, 2015
Amphitheatre II, River Landing
(Next to the Pump House & South of the
Farmer's Market at the end of Ave A South)
10 a.m. to 4 p.m.

Online Survey

Take our interactive online survey
anytime at
[www.growingfwd.ca/
active transportation](http://www.growingfwd.ca/active transportation)
Available now until May 29, 2015



Learn more and get involved at www.growingfwd.ca/active transportation

CITY OF SASKATOON
ACTIVE TRANSPORTATION PLAN

Why is walking or cycling important to you?

Below are a few reasons why you might be interested in walking or cycling. Top three reasons by placing a dot next to what you consider the most important.

Convenience 	Cost 	Health 
Congestion 	Environment 	



5

COMMUNITY INPUT

As outlined in **Sections 2 and 3**, this first round of public engagement included a variety of opportunities for Saskatonians to become involved in the *Active Transportation Plan*. The following section outlines the input received through the various engagement activities undertaken between April 22 and June 20, 2015

5.1 Stakeholder Advisory Committee

A Stakeholder Advisory Committee (SAC) was established in April, 2015, to provide input on the plan throughout the process as well as act as champions for the *Active Transportation Plan*. The SAC is made up of members of the public that represent different groups within Saskatoon, including local businesses, transit riders, seniors, youth, new residents, cyclists and persons with disabilities, among others. The first SAC meeting was held on April 16, 2015, with 16 people in attendance. The purpose of this first SAC meeting was to provide an overview of the study, discuss the role of the committee, and get a better understanding of the issues and opportunities associated with active transportation in Saskatoon.

5.2 Telephone Survey

As previously described, PRA conducted a random sample telephone survey between March 12 and 31, 2015. A representative sample of 600 residents participated in this survey. A summary of the results are captured below. The complete telephone survey results and infographics summarizing the survey findings can be found in **Appendix D**.

The results show that currently, many Saskatoon residents regularly walk or cycle.

- Almost all Saskatoon residents (93%) report walking at least monthly in non-snow months for pleasure or exercise, social or business purposes, or to travel to work or school/college/university. In a typical month with snow on the ground, almost two-thirds (63%) continue to walk or cycle at least once a month.

- Half (50%) of Saskatoon residents already cycle at least once a month during non-snow months to get to work or school/college/university, for social or business purposes, or for exercise or pleasure.

Among those who travel to work or school, **the most common means** of transportation remains the private vehicle (65%). Over 1 in 5 (22%) claim active transportation — either biking (14%) or walking (8%) is the method they use most often to commute to work or school/college/university. In fact, these active transportation methods are far more commonly used than this percentage would suggest.

- In a typical non-snow month, almost 1 in 3 (30%) report cycling and over 1 in 4 (28%) report walking at least once a month to or from work or school.
- The use of active transportation methods drops significantly in months with snow on the ground. Some (8%) report cycling and many (18%) report walking to or from work or school/college/university at least once in a typical winter month.

Saskatoon residents use active transportation often for social, recreation or business purposes.

- About 4 in 10 (38%) report cycling and three quarters (75%) walking for these purposes at least once per month during non-snow months.
- More than 4 in 10 (44%) residents cycle and over 8 in 10 (82%) walk at least once per month when there is no snow for recreation or pleasure.

All of these findings suggest that Saskatonians are already fairly active, and this represents a strong base from which to encourage more use of these transportation methods. A large portion of Saskatoon residents would like to use these modes of transportation more often than they currently do. Almost half of adult Saskatonians (46%) are interested in cycling more often. Similarly, although Saskatonians already seem to walk to a variety of destinations, half (49%) would like to walk more often.

Residents cite many barriers as to why they do not cycle or walk more. One barrier that does not exist for most is the means to cycle, since over 7 in 10 (71%) report owning or having access to a bicycle. While respondents identify many of the same barriers to cycling and walking (e.g. distance of the destination, practicality, limited time), they tend to identify infrastructure barriers more often for cycling than for walking. Few respondents report feeling comfortable riding on busy streets without bike lanes (10%), but many (54%) report that they would be comfortable if painted bike lanes were provided, and most (over 70%) report they would be comfortable if there were off-street pathways or bike lanes that were physically separated from traffic by a barrier or median. A need for infrastructure that will deal with their concerns about riding with vehicle traffic is reflected in the changes that respondents say will encourage them to ride more.

TOP CHANGES FOR CYCLING

- Adding bike lanes physically separated from traffic by a barrier or median on busy streets (47% would ride more or much more)
- Ensuring that on-street bike routes and pathways are cleared in the winter (44%)
- Facilities to securely park bikes (38%)

TOP CHANGES FOR WALKING

- Making it easier to walk on sidewalks or pathways in the winter (46%)
- Constructing new sidewalks or repairing existing sidewalks (45%)

WHO PARTICIPATED IN THE TELEPHONE SURVEY?

AGE OF RESPONDENTS. Participation in the telephone survey included both young adults and seniors. Nearly a third of respondents (31%) were between the ages of 30 and 49. Those between 50 and 65 years old made up 21% of respondents, whereas 17% of respondents indicated being 65 years or older. Respondents between 18 and 29 years old accounted for 28% of participants

GENDER OF RESPONDENTS. Participation in the telephone survey was evenly distributed between males and females with 49% identifying as male and 50% identifying as female.

AREA OF THE CITY. More than half (57%) of those who participated in the telephone survey live in the core area of Saskatoon, whereas 41% live in the suburban area.

PLEASE NOTE THAT PERCENTAGES INCLUDE THOSE WHO DID NOT KNOW OR CHOSE NOT TO RESPOND.

BECAUSE OF THIS, RESULTS MAY NOT ADD TO 100%.

5.3 Metroquest: Online Interactive Survey

The online interactive survey generated 2097 page views and 1,400 survey responses between April 22 and June 1, 2015. The graph below illustrates daily visits to the online survey as well as daily data counts.

The survey provided respondents with a brief overview of the project purpose and posed the following questions:

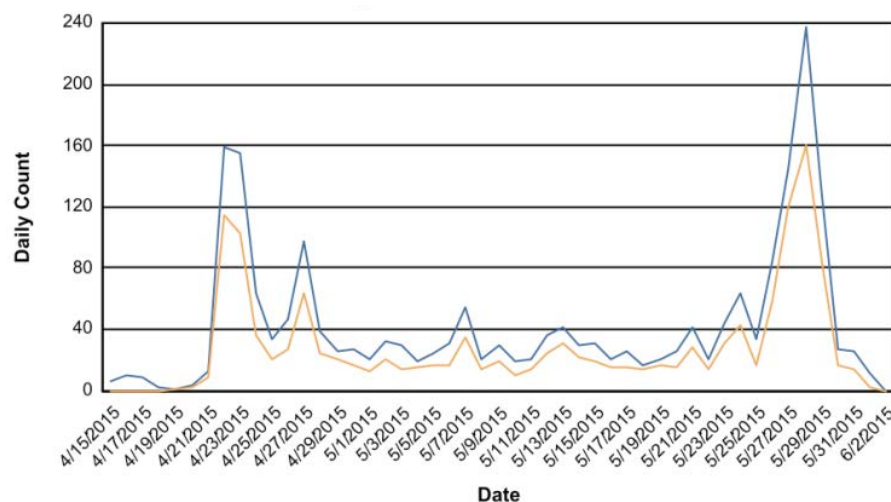


Figure 5.1: Daily Visits and Data

1. Why is walking or cycling important to you?
2. In a typical month when there is no snow on the ground, what is your usual mode of transportation to commute to work or school?
3. In a typical month when there is snow on the ground, what is your usual mode of transportation to commute to work or school?
4. When I walk, it's to: (check your top 3)
5. When I don't walk, it's because: (check your top 3)
6. When I bike, it's to: (check your top 3)
7. When I don't bike, it's because: (check your top 3)
8. What are the main issues and challenges for walking in Saskatoon?
9. What are the main issues and challenges for cycling in Saskatoon?
10. What could we do to encourage you to walk more?
11. What could we do to encourage you to cycle more?

The results of the survey are displayed below and will be used in the development of the draft *Active Transportation Plan*, along with the other input received during this round of public engagement.

WHY IS WALKING OR CYCLING IMPORTANT TO YOU?

Respondents were asked to indicate why walking or cycling is important to them by selecting three reasons from a list of eight. Health was seen as the top reason why walking and cycling is important to respondents, with 41% selecting this option as their first choice of those who selected health in their top three. Avoiding congestion or not adding to congestion was found to be the least important to respondents

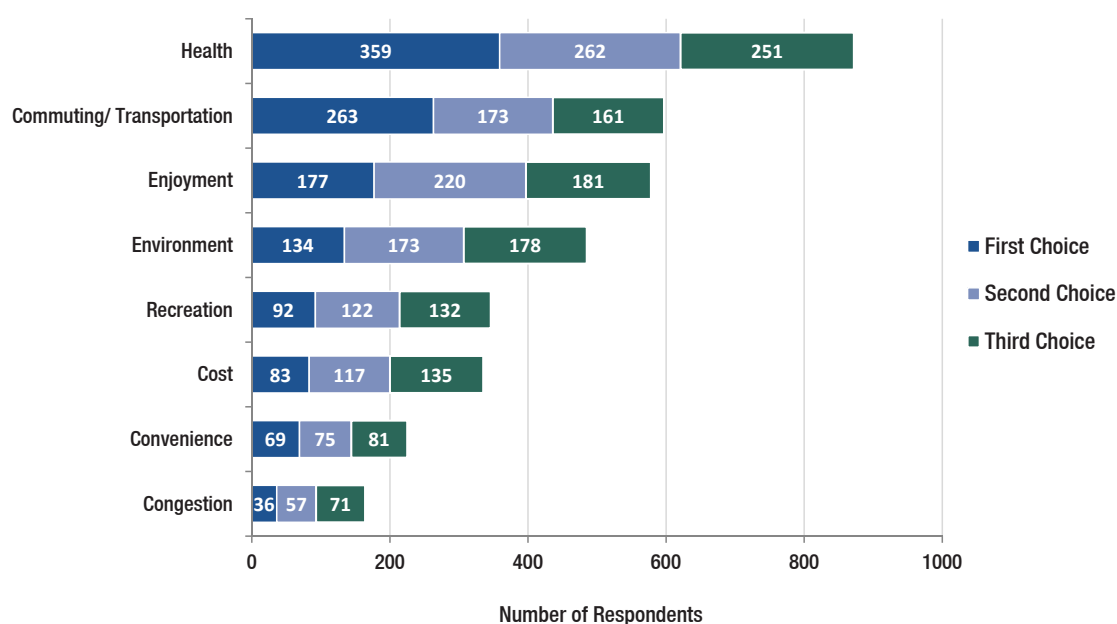


Figure 5.2: Why is Walking/Cycling Important?

IN A TYPICAL MONTH WHEN THERE IS NO SNOW ON THE GROUND AND WHEN THERE IS SNOW ON THE GROUND, WHAT IS YOUR USUAL MODE OF TRANSPORTATION TO COMMUTE TO WORK OR SCHOOL?

To gain a stronger understanding of current transportation habits, respondents were asked specify their typical mode of transportation when commuting to work or school during months when there is no snow on the ground as well as when there is snow. As shown on the graph below, respondents were more likely to drive alone when there is snow on the ground; and more likely to bike during months with no snow on the ground.

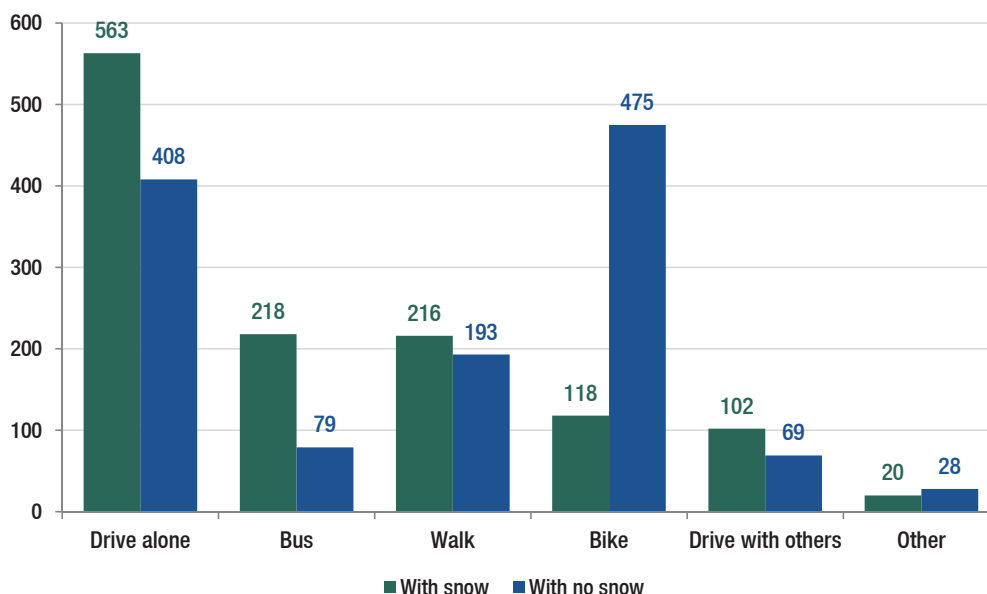


Figure 5.3: Typical Mode of Transportation (snow vs. no snow)

WHEN I WALK, IT'S TO:

Next, the survey gauged respondent's interest in walking, asking participants to indicate their top three reasons for walking from a list of five options. Exercise or to have fun ranked the highest, whereas saving money ranked the lowest.

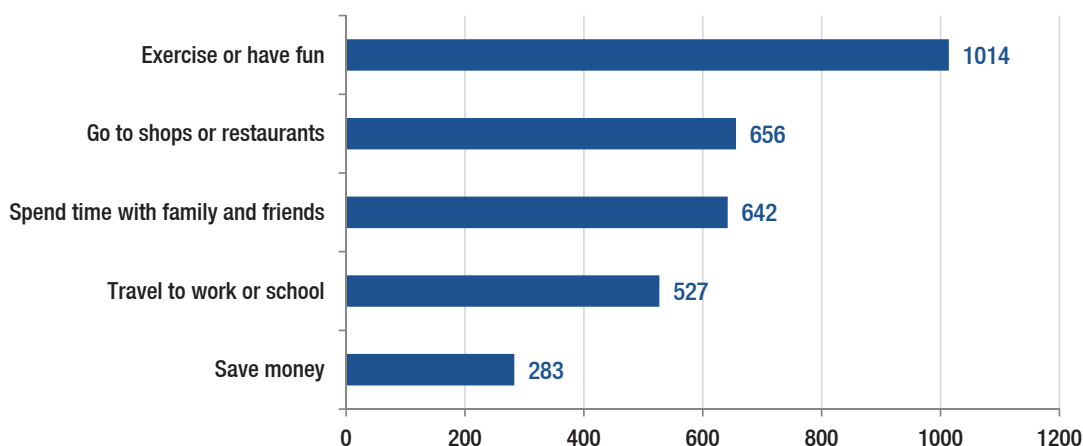


Figure 5.4: Reasons for Walking

WHEN I DON'T WALK, IT'S BECAUSE:

To understand what prevents respondents from walking, the survey asked participants to indicate why they sometimes choose not to walk based on a list of nine options. Distance/lack of time was the top reason participants do not walk, followed by weather.

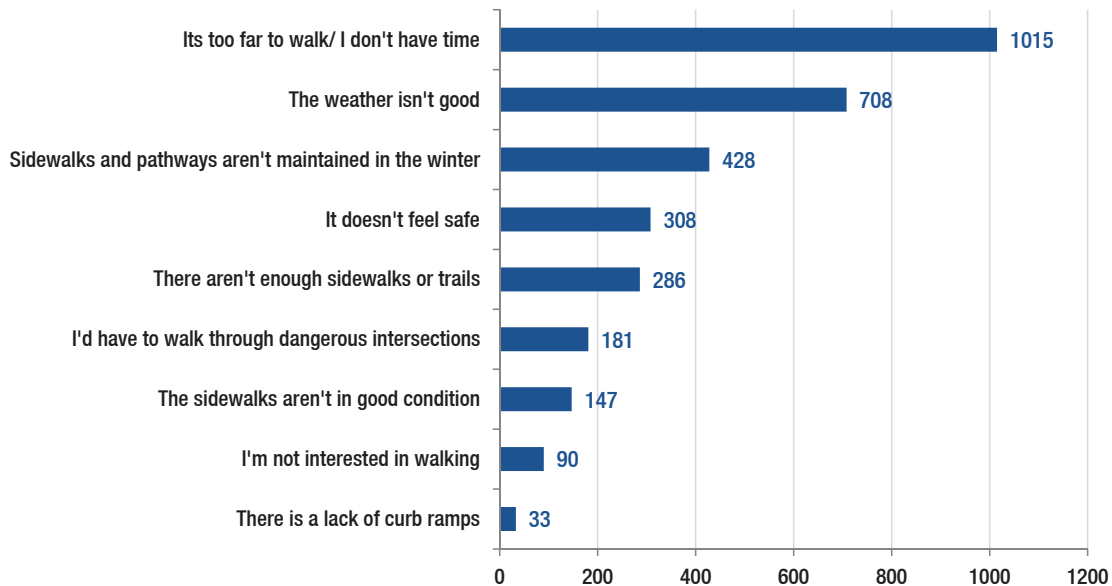


Figure 5.5: Reasons for not Walking

WHEN I BIKE, IT'S TO:

The survey then assessed respondent's interest in biking asking participants to indicate their top three reasons for biking from a list of six options. Similar to respondent's interest in walking, exercise or to have fun ranked the highest among respondents.

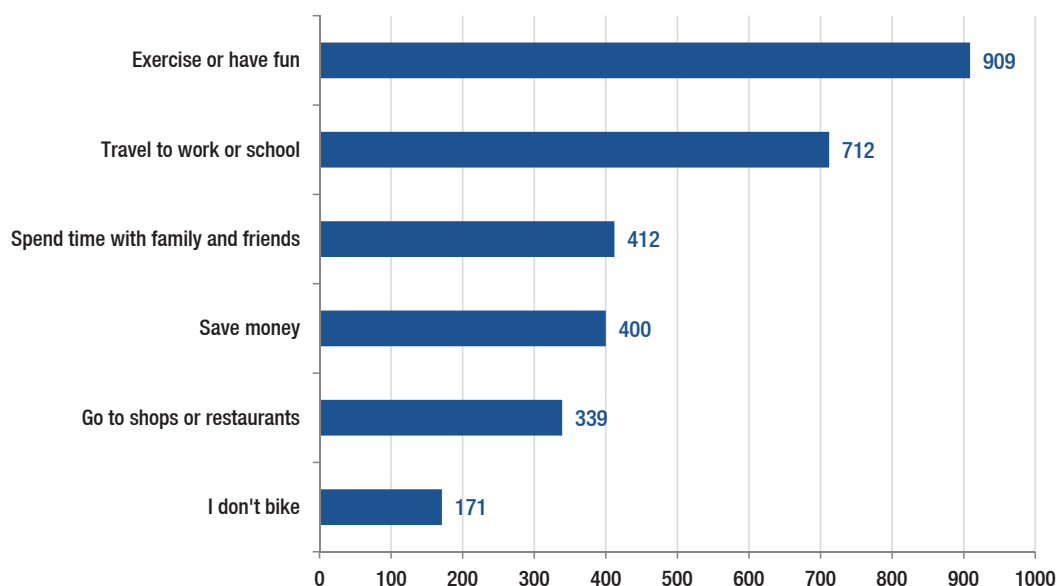


Figure 5.6: Reasons for Cycling

WHEN I DON'T BIKE, IT'S BECAUSE:

To understand what prevents respondents from biking, the survey asked participants to indicate why they sometimes choose not to bike based on a list of nine options. Like the telephone survey, lack of infrastructure plays a role in preventing respondents from biking, as shown on the graph below.

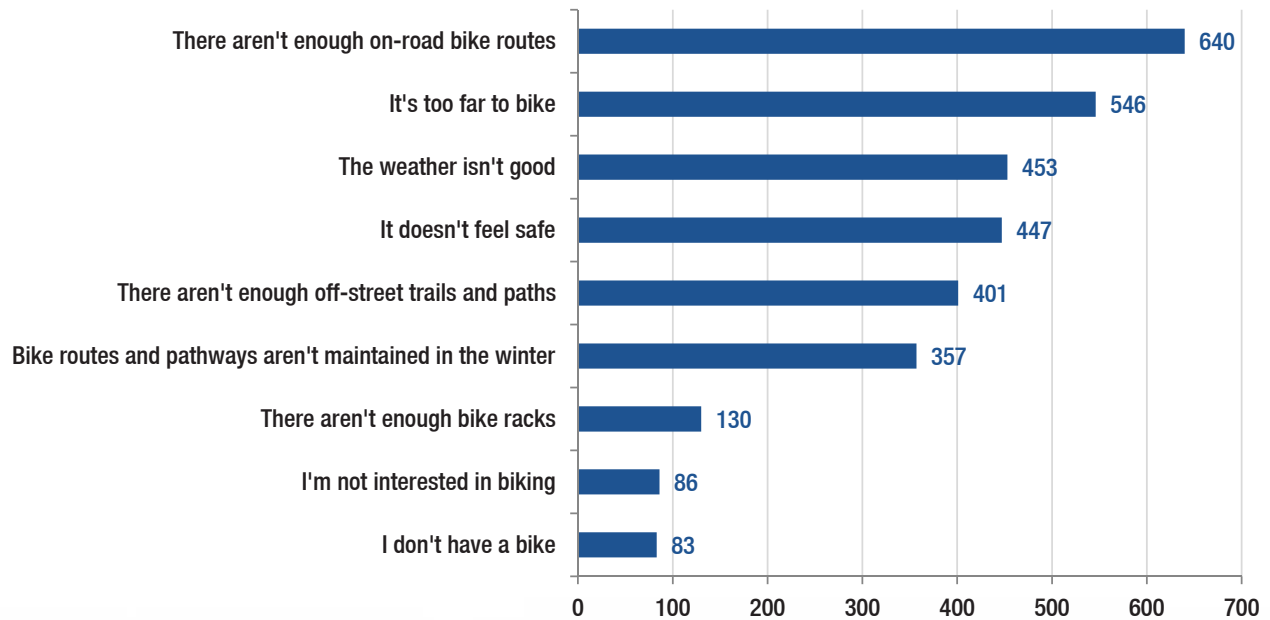


Figure 5.7 Reasons for not Cycling



WHAT ARE THE MAIN ISSUES AND CHALLENGES FOR WALKING AND CYCLING IN SASKATOON?

Respondents were then asking to identify the main issues and challenges for both walking and cycling in Saskatoon. As shown on the graphs below distance is the main challenge for walking in Saskatoon, whereas the lack of bike lanes is the main challenge for cycling.

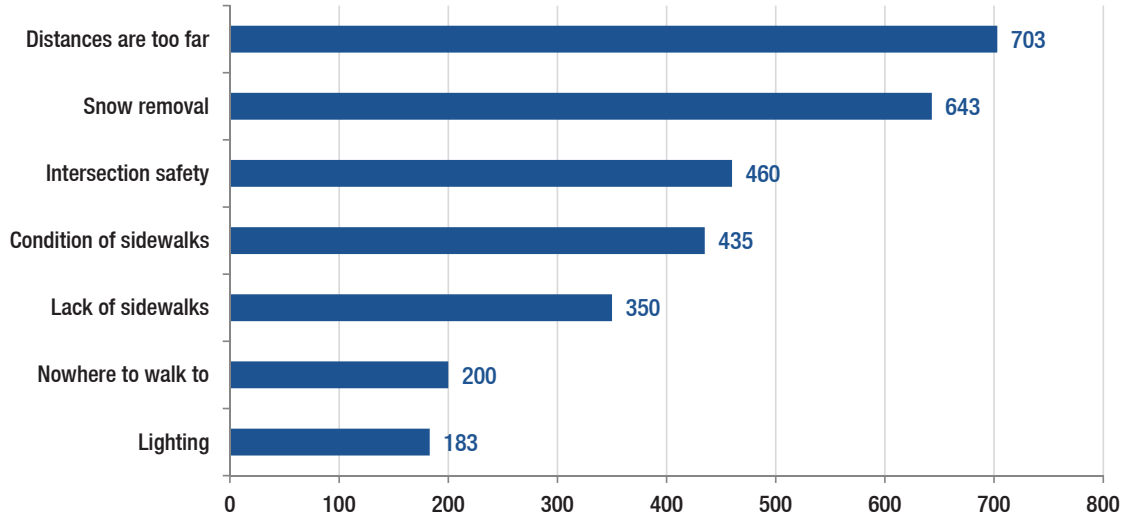


Figure 5.8 Walking Issues/Challenges

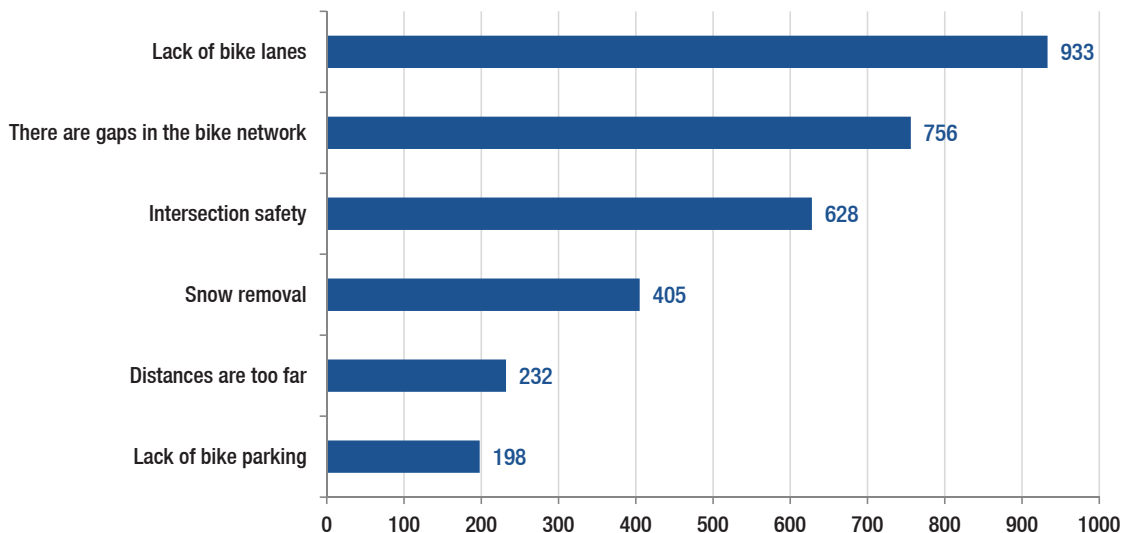


Figure 5.9 Cycling Issues/Challenges

WHAT COULD WE DO TO ENCOURAGE YOU TO WALK AND BIKE MORE?

There are a number of strategies the City can take to make walking and cycling more attractive and convenient transportation options. Respondents were asked to indicate what would encourage them to walk/cycle more based on a number of options. As shown on the graphs below, ensuring sidewalks are maintained year-round was identified as the best way to encourage respondents to walk more. For biking, more bike lanes physically protected from traffic was identified as the best way to encourage respondents to bike more often.

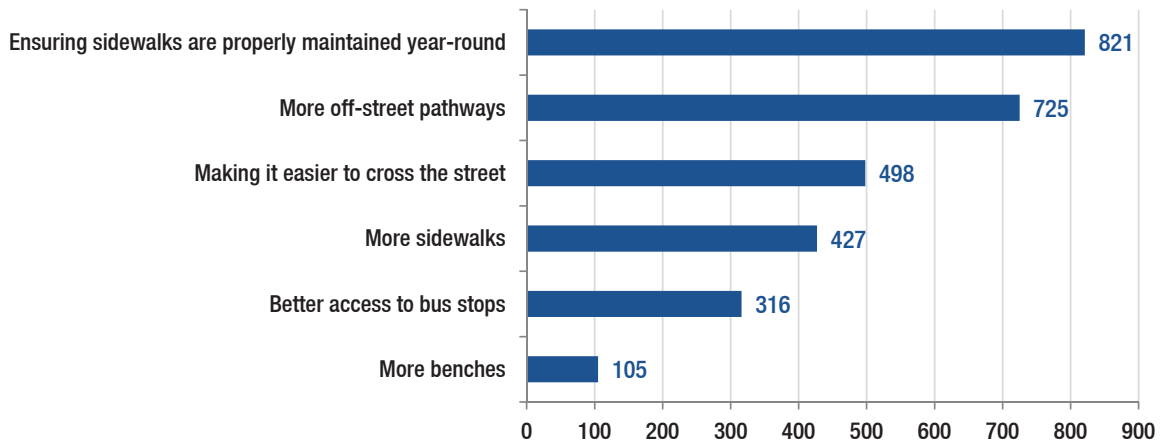


Figure 5.10 Walking Motivators

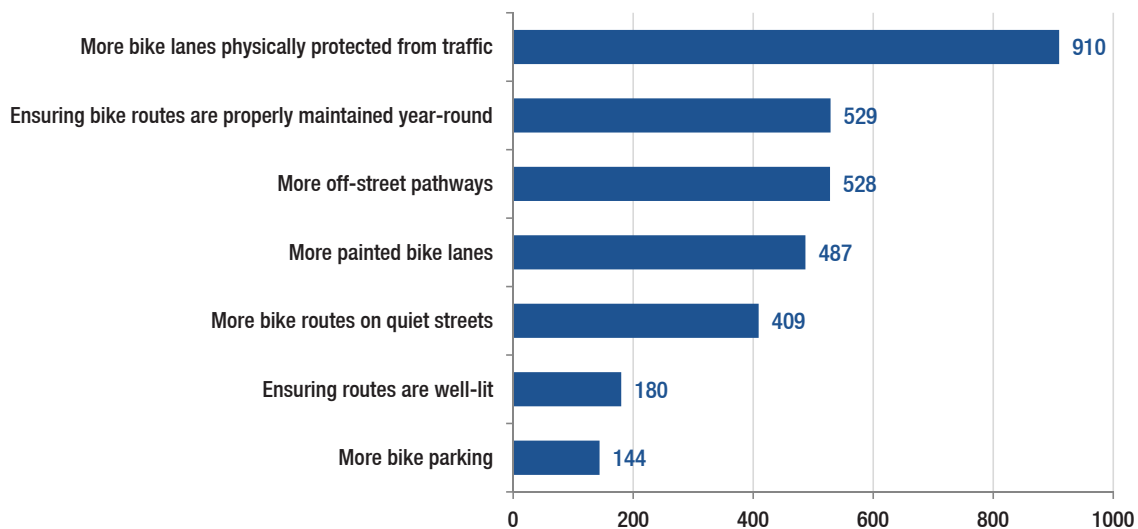


Figure 5.11 Cycling Motivators

CHALLENGES AND OPPORTUNITIES

The online survey included an interactive map of the city for respondents to identify specific challenges or areas for improvements. Respondents dragged and dropped ‘topic pins’ onto specific locations and provided comments to help explain what challenge they have experienced or suggest improvements.

The ‘topic pins’ included:

- Home location
- Biking challenges
- Frequent destinations
- Transit challenges
- Walking challenges
- Other challenges

WHERE ARE SURVEY RESPONDENTS LIVING? A high concentration of survey respondents live inside Circle Drive, with pockets of moderate to high participation in areas outside of Circle Drive, particularly in neighbourhoods in the southeast.

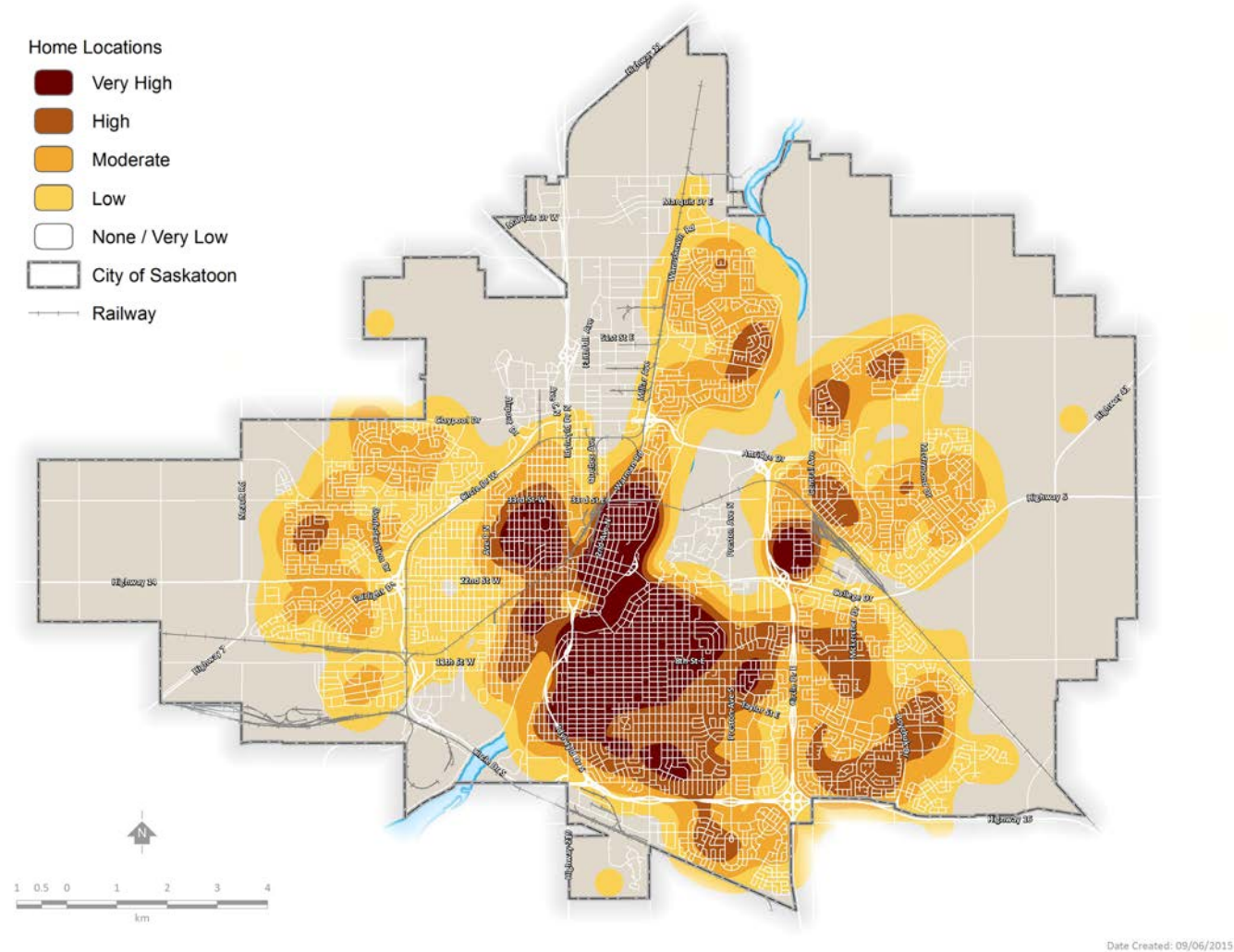


Figure 5.12 Where Respondents Live

WHERE ARE SURVEY RESPONDENTS GOING FOR WORK? The top employment centres for survey respondents include downtown Saskatoon, the University of Saskatchewan, as well as some of the key industrial and employment areas within the City as shown below in **Figure 5.13**.

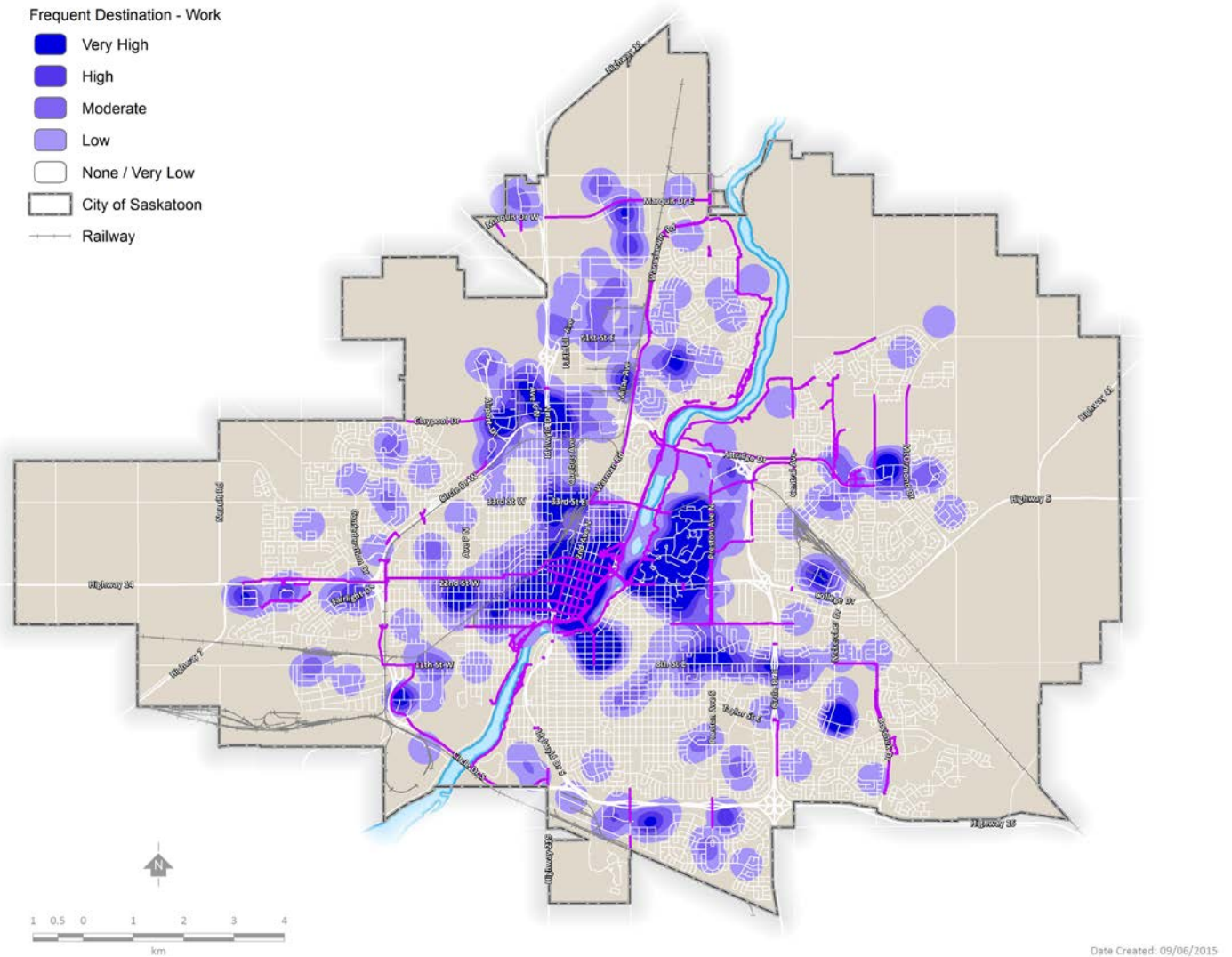


Figure 5.13 Where Respondents Work

WHERE ARE SURVEY RESPONDENTS GOING FOR GROCERIES? There is a high concentration of activity among survey respondents along 8th Street East, Broadway Avenue and 33rd Street East and West.

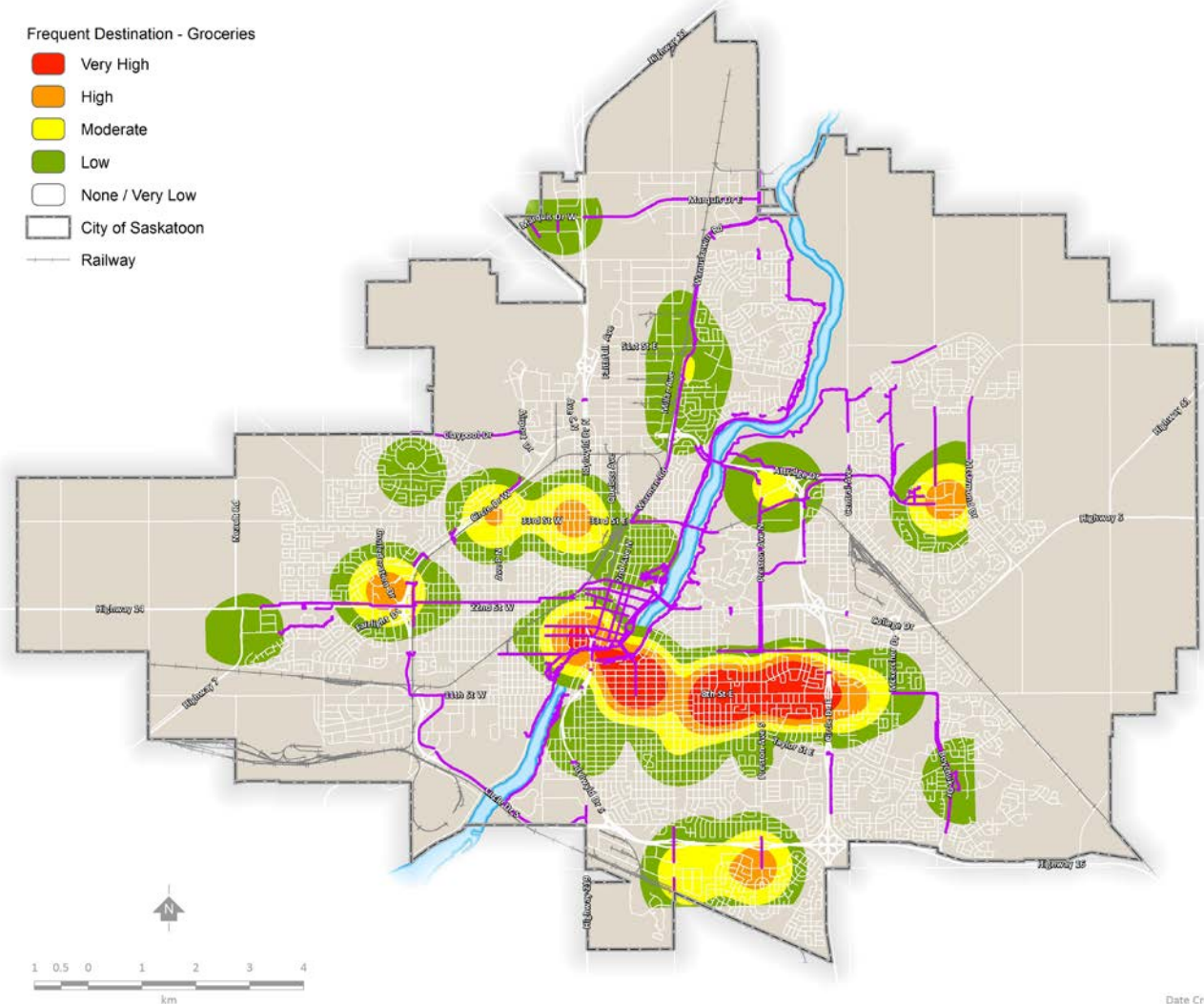


Figure 5.14 Where Respondents Buy Groceries

WHERE ARE SURVEY RESPONDENTS GOING FOR RECREATION? There are a number of places frequented by survey respondents for recreation throughout the Saskatoon with the highest concentration along the South Saskatchewan River. **Figure 5.15** also shows moderate and high activity in and around Forestry Farm and Silverspring Park, as well as the Shaw Centre.

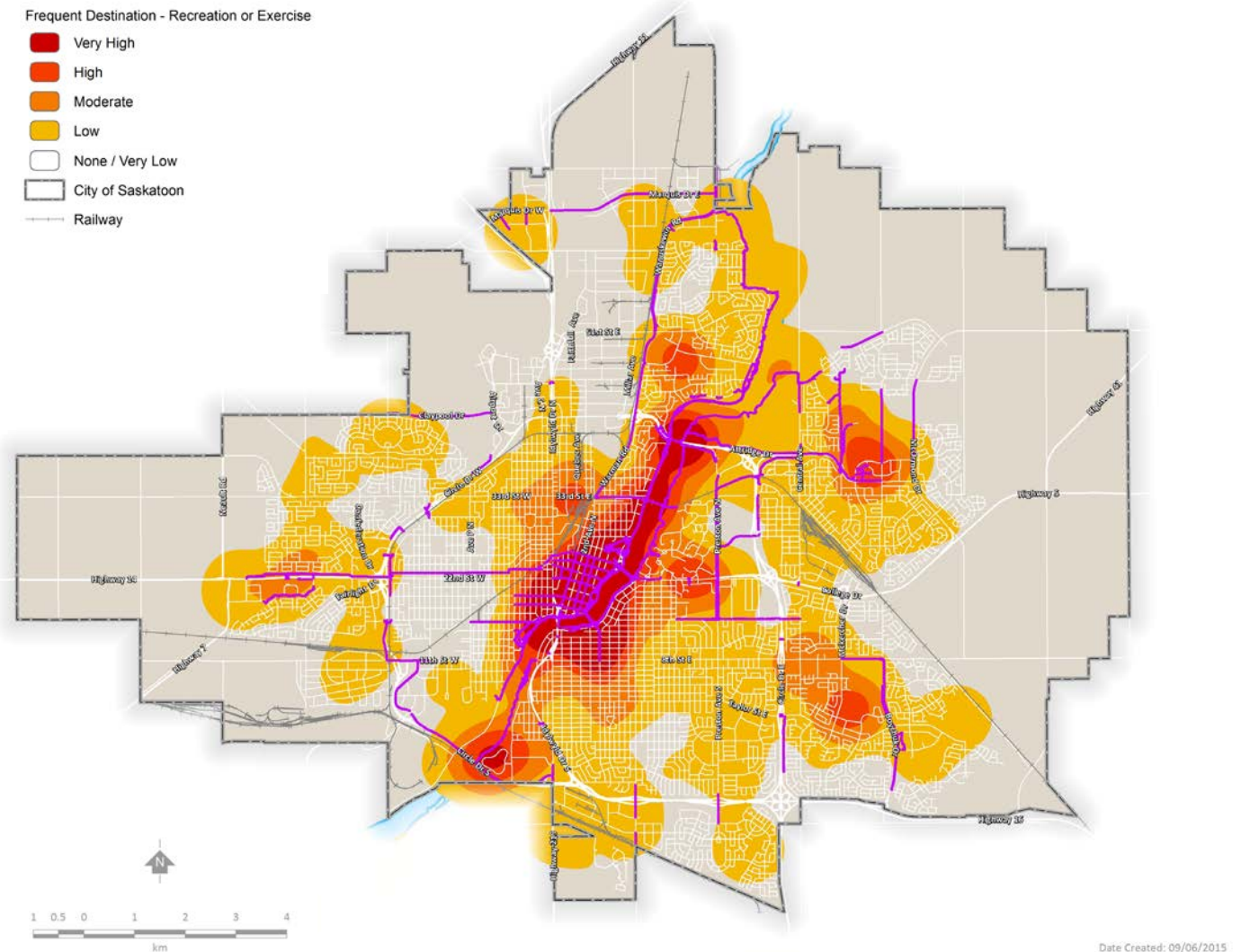


Figure 5.15 Where Respondents Exercise/Recreate

WHERE ARE SURVEY RESPONDENTS GOING FOR SCHOOL? Figure 5.16 shows survey respondents are travelling to the University of Saskatchewan as well as other high schools and elementary schools throughout the city for their education.

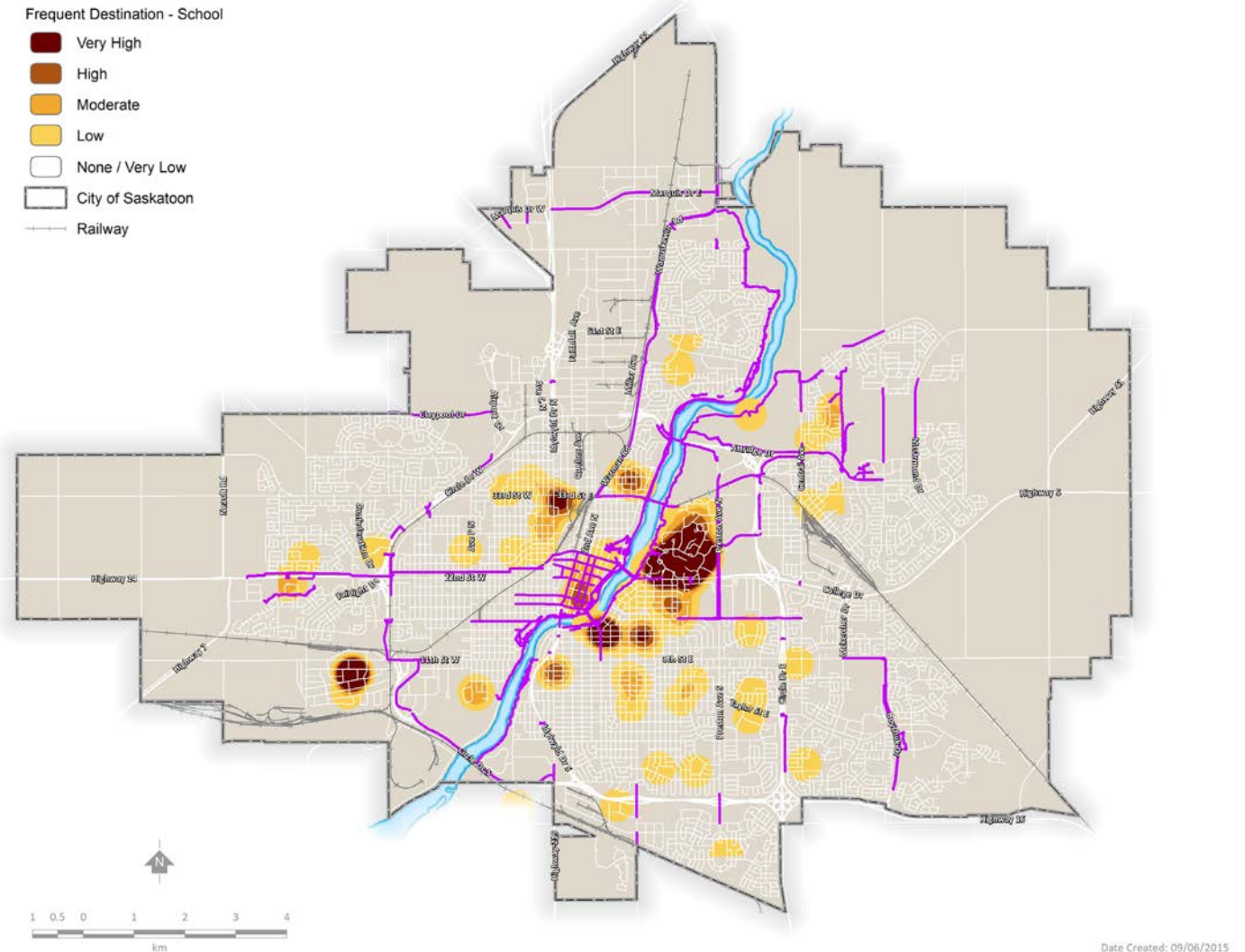


Figure 5.16 Where Respondents Study



WALKING CHALLENGES. Survey respondents were asked to identify areas where they experience challenges in regards to walking. The greatest number of issues were identified within the Core Neighbourhood Area and Nutana as shown below in **Figure 5.17**.

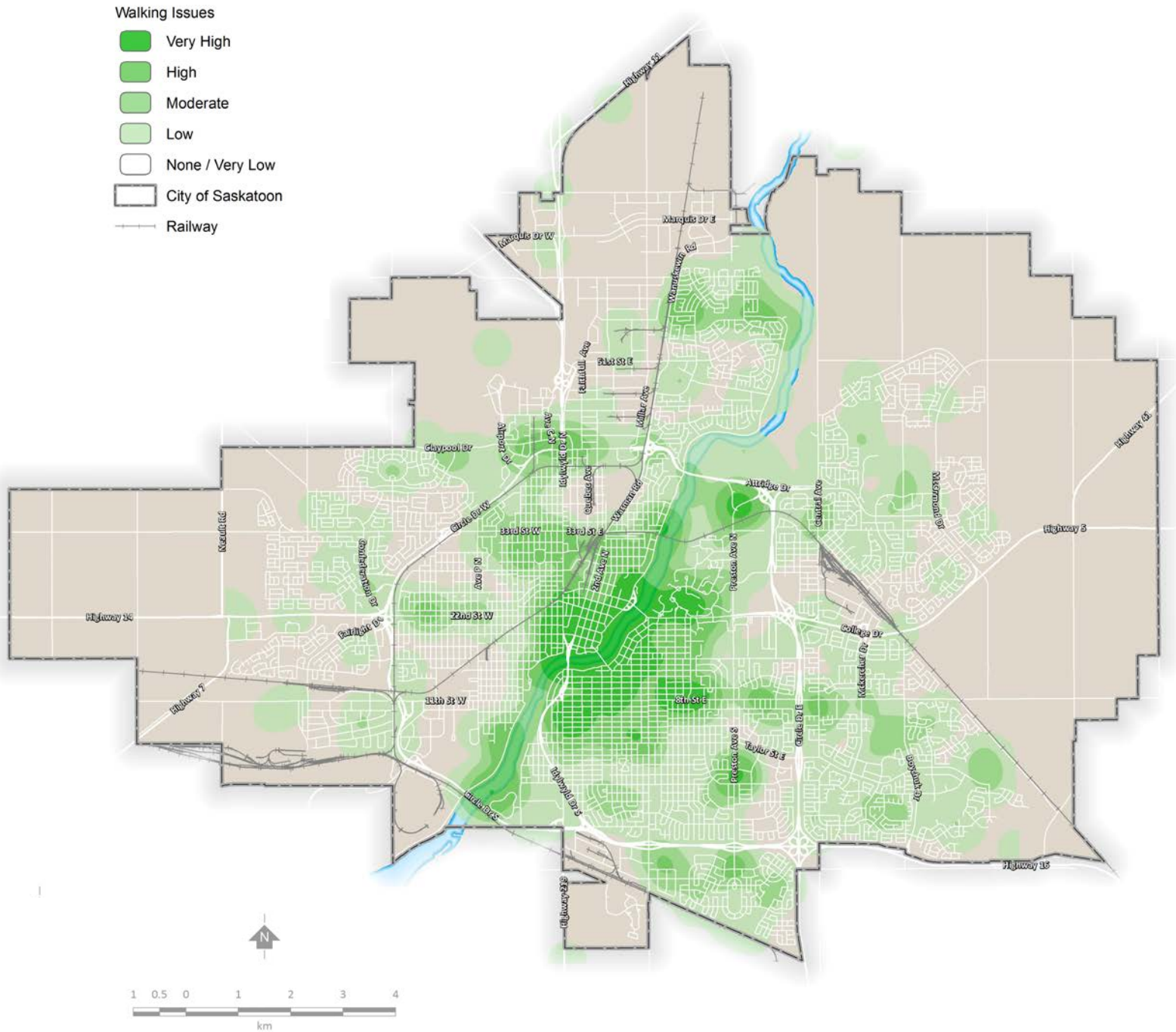


Figure 5.17 Walking Issues

WALKING CHALLENGES BY TYPE. When identifying where walking challenges are being experienced, respondents were able to provide comments about the specific issue. Almost 500 markers were placed on the map as shown in **Figure 5.18** below. The most common issues were intersection safety, followed by gaps in the sidewalk network, and winter maintenance issues. 'Other' was also one of the top issues. Through a review of the detailed comments a number of themes were identified, including land use and neighbourhood design, access to destinations, river crossings, accessibility issues, and concerns for personal safety.

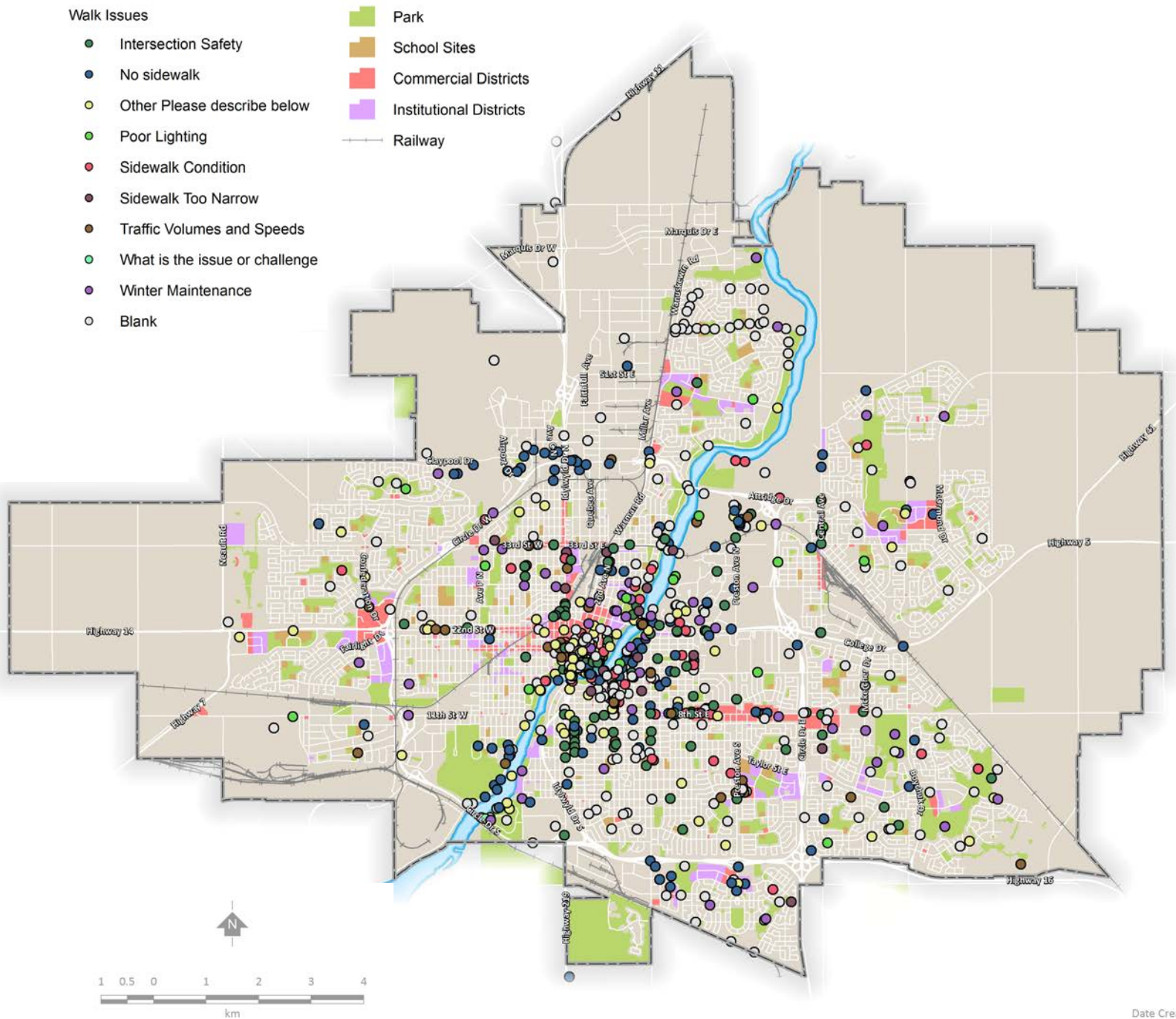


Figure 5.18 Walking Issues - Detailed

BIKING CHALLENGES. Like walking issues survey respondents were asked to identify areas where they experience challenges in regards to biking. As shown in **Figure 5.19**, there is a higher concentration of biking challenges identified by survey respondents in the Core Neighbourhood Area, Nutana and University Heights. The number of cycling issues was more than double what was identified for walking. Furthermore, biking issues appeared to be distributed more throughout the city when compared to walking issues.

Bike Issues

- Very High
- High
- Moderate
- Low
- None / Very Low
- City of Saskatoon
- Railway

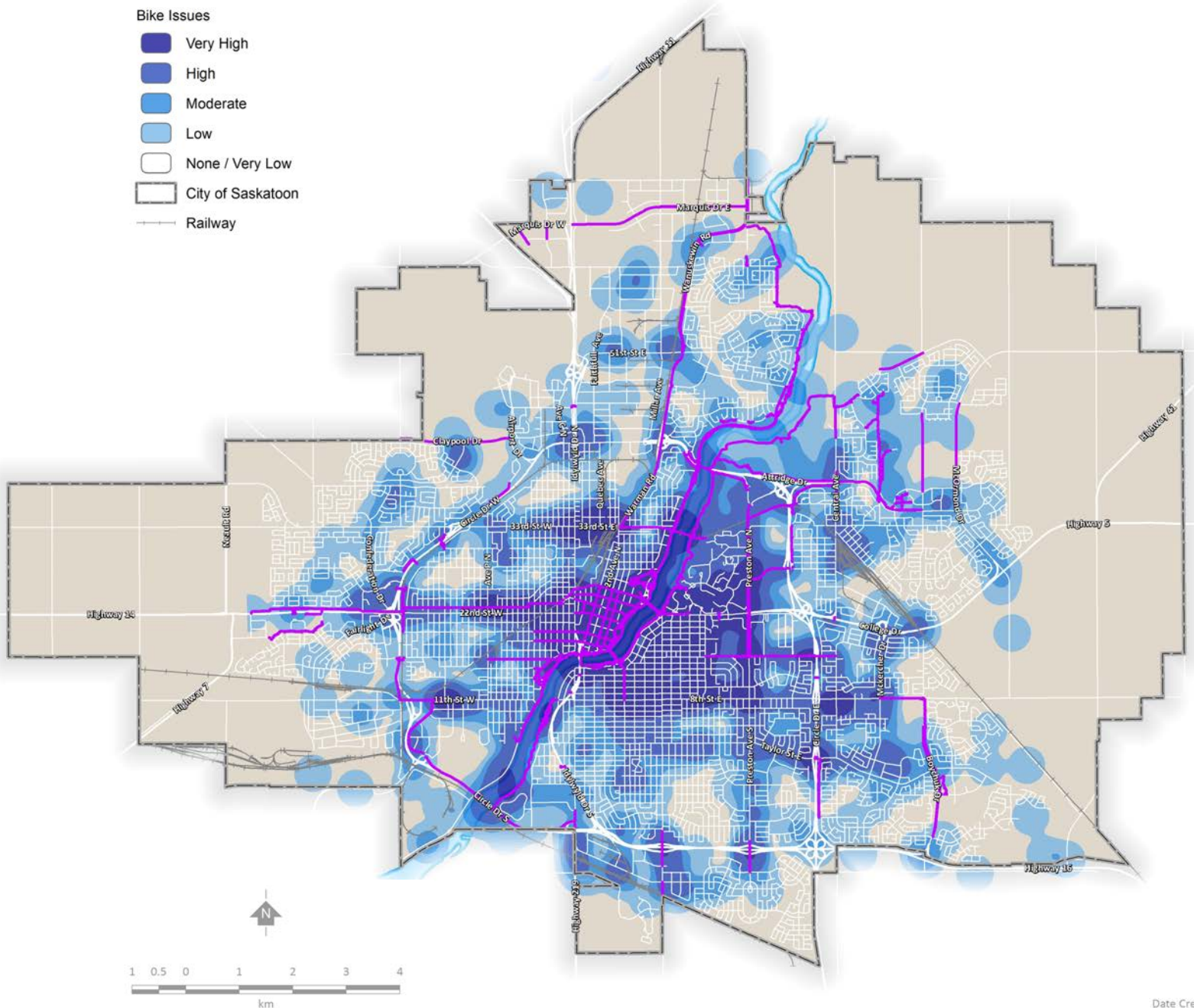


Figure 5.19 Biking Issues

BIKING CHALLENGES BY TYPE. Respondents were able to identify the type of biking issues when placing the issue marker on the interactive map. Over 1,100 markers were placed on the map as shown in **Figure 5.20** below. The most common issues were the lack of bicycle lanes or off-street pathways, intersection safety, and traffic volumes and speeds. 'Other' was also one of the top issues. Through a review of the detailed comments a number of themes were identified including, driver behaviour and attitudes, the need for better education for all road users, overall maintenance, vehicle volumes, and uncomfortable bicycle facilities to name a few.

Bike Issues

- Intersection Safety
- No bike lanes or paths
- Other Please describe below
- Poor Lighting
- Traffic Volumes and Speeds
- What is the issue or challenge
- Winter Maintenance
- Blank

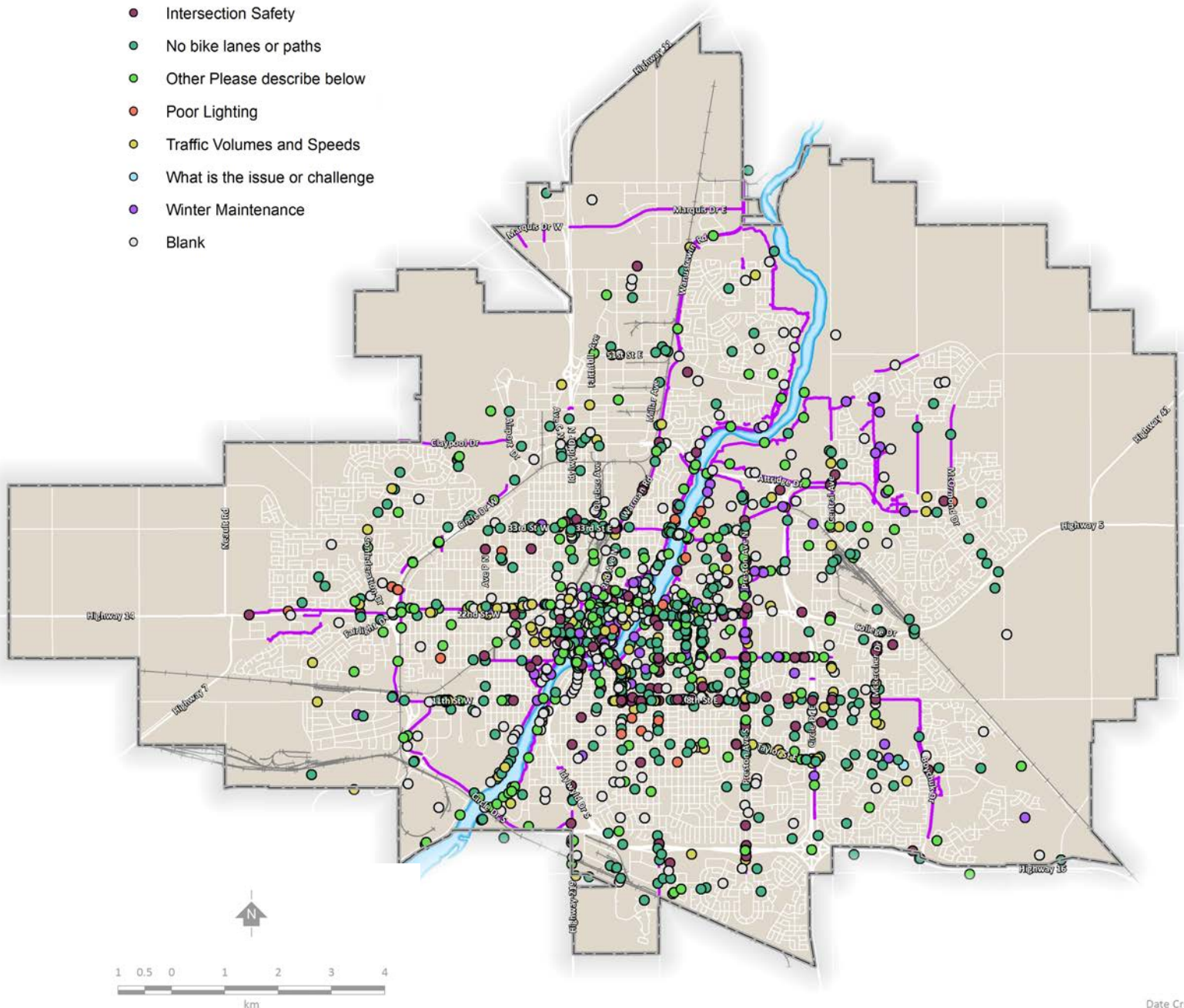


Figure 5.20 Biking Issues -- Detailed

WHO RESPONDED TO THE ONLINE SURVEY?

AGE OF RESPONDENTS. Almost half of survey respondents (45%) were between 24 and 34 years old, followed by 20% between 35 and 44 years old. The survey received the least amount of responses from those 18 years old and younger, with only 2% of respondents in this category.

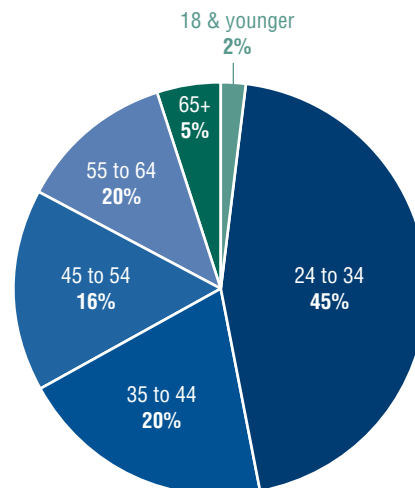
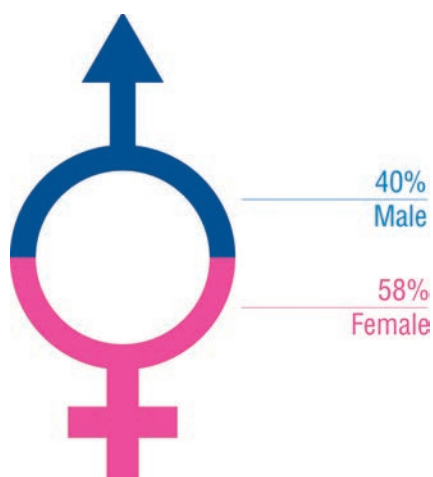


Figure 5.21 Age of Respondents



GENDER OF RESPONDENTS. More than half (58%) of respondents to this survey identified themselves as being female compared to 40% identifying as male.

Figure 5.22: Gender of Respondents

MOBILITY CHALLENGES. Respondents were asked to specify whether they have any health, physical or other issues that limit their ability to walk or bike. The majority of respondents indicated having no limitations that prevent or limit their ability to walk or bike.

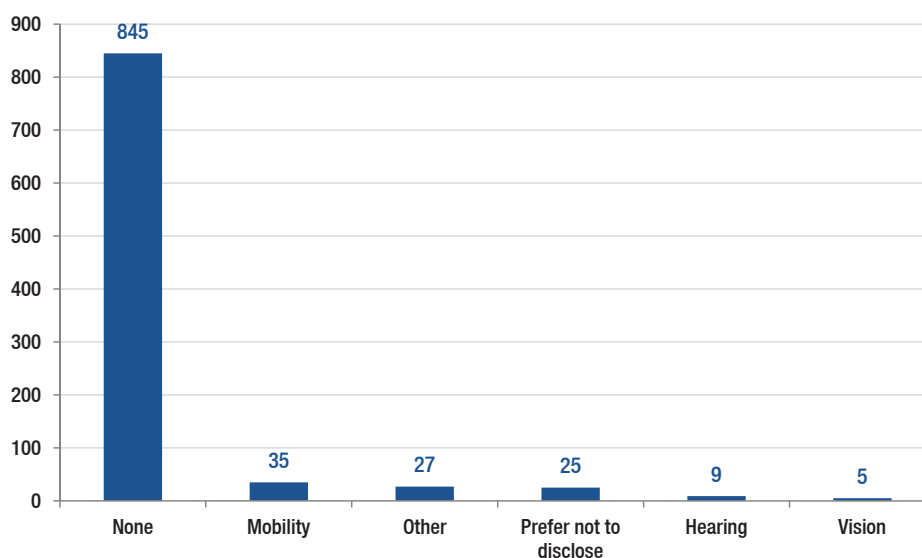


Figure 5.23 Respondent Mobility Challenges

5.3 Public Event

The first public event for the *Active Transportation Plan* featured several interactive activities for participants to provide input through, as described in **Section 2**.

DOTMOCRACY: WHY IS WALKING OR CYCLING IMPORTANT TO YOU?

Through a ‘dotmocracy’ exercise, participants used coloured dots to identify why walking or cycling is important to them from a list of eight (8) reasons. The options provided were consistent with a similar question posed in the online survey. The dotmocracy exercise results are comparable to the results of the online survey, where in both instances health and commuting/transportation were the top two reasons why walking and cycling is important to participants.

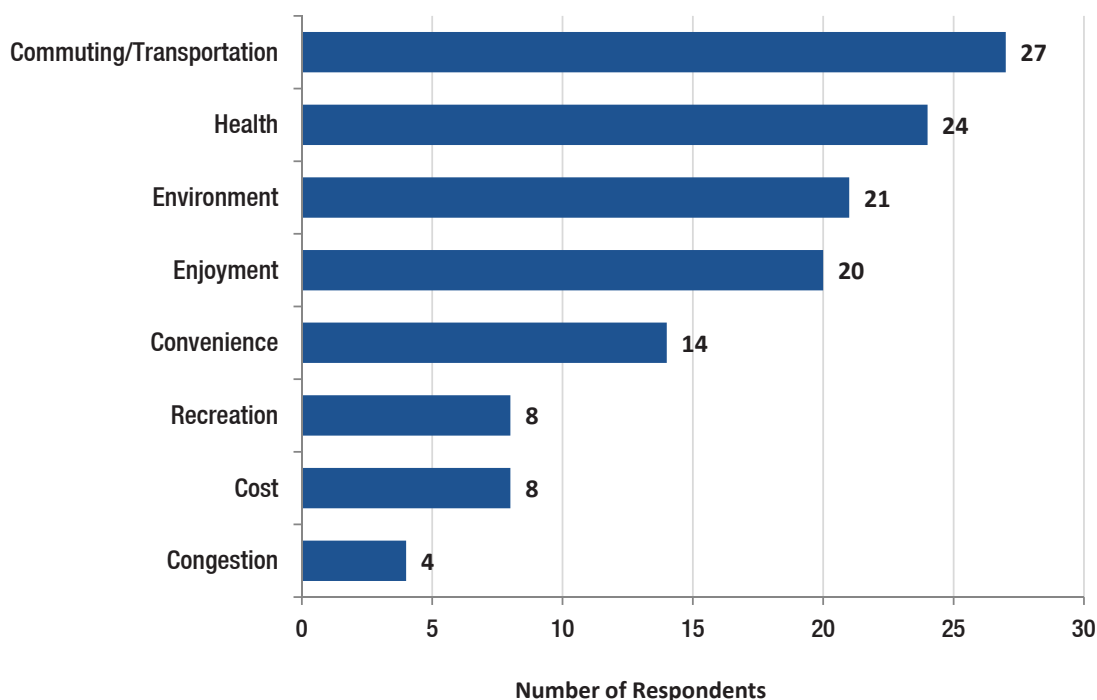


Figure 5.24 Why is Walking/Cycling Important

OPEN SPACE IDEA TABLES

WHAT IS YOUR BIG IDEA FOR IMPROVING ACTIVE TRANSPORTATION IN SASKATOON? Participants were asked to write or draw their big ideas for improving active transportation in the city. A snapshot highlighting some of the 49 comments received is shown below. The complete list of responses can be found in **Appendix E**.

- Focus on moving people instead of cars
- Dedicated levy to fund cycling/active transportation infrastructure; we have one for cars and roads.

- Bike lanes protected by parked cars, like in Copenhagen.
- Winter ice path along the River.
- Turn Traffic Bridge into park like the High Line in NYC. Include walking and biking trails and benches.
- People will walk more if they have somewhere to walk to, a close destination. Design communities with walkable destinations (e.g. stores, schools, cafes, services). Not the current suburban areas like Evergreen, Willowgrove. We need good urban planning!
- Transit is a key component of active transportation (Although it might not be the official definition).
- Close major streets for street festivals, “just because” for a day or two. Prove to people that the sky doesn’t fall when we try to do things differently.
- Make biking/walking/busing aboriginal friendly.
- Better support for all season cycling- sun clearing, education. Make it normal, not just for “hardcore” cyclists.



WHAT IS YOUR FAVOURITE AND LEAST FAVOURITE THING ABOUT WALKING IN SASKATOON? Participants were asked to write or draw their favourite and least favourite thing about walking in Saskatoon. In total 91 comments were provided, including 37 relating to participants favourite thing about walking in the city and 54 relating to participants least favourite thing about walking. A snapshot of the input received for this exercise is included below. A complete list of responses can be found in **Appendix E**.

FAVOURITE

- Beautiful views crossing the river.
- Being able to interact with and see other people on the sidewalks.
- Not driving, paying for gas, parking, and hurting the environment.
- Time with kids and dog walking.
- Most basic form of mobility and easiest way to maintain health.

LEAST FAVOURITE

- Too much sand or gravel on paths.
- Unsafe conditions for walking during the winter.
- Lack of sidewalks or sidewalks on one side of the street only.
- Drivers don't stop at crosswalks.
- No sloped sidewalks at crosswalks.

WHAT IS YOUR FAVOURITE AND LEAST FAVOURITE THING ABOUT CYCLING IN SASKATOON? Participants were asked to write or draw their favourite and least favourite thing about cycling in Saskatoon. In total 65 comments were provided, including 28 relating to participants favourite thing about cycling in the city and 37 relating to participants least favourite thing about cycling. A handful of the comments provided by participants have been highlighted below. The complete list of responses can be found in **Appendix E**.

FAVOURITE

- Beautiful landscape around many of the bike trails. Bike lanes exist!
- Don't have to sit in traffic or take the bus.
- No parking concerns- I can park nearly anywhere.
- City is small enough to get anywhere by bike.
- Our city is small and flat. Perfect for cycling!

LEAST FAVOURITE

- Helmet legislature. Why is Saskatchewan so behind?
- Not enough bike parking/racks.
- Not enough bicyclists on the streets- there is safety in numbers!
- No first rate bike lanes (separate from cars).
- Need to remove gravel and repair holes.

5.4 Stakeholder Workshop

As described in Section 2, a day-long stakeholder workshop engaged over 40 stakeholders in a discussion around improving active transportation in Saskatoon.

Stakeholders participated in a number of discussions over the course of the day, having an opportunity to share perspectives with members of the project team and other stakeholders. Each discussion was recorded by the table facilitator using flipcharts. A summary of the input received is shown below. A complete representation of the input recorded is included in **Appendix E**.

ROTATING GROUP DISCUSSIONS: ROUND 1

The first rotating group discussion focused on how the *Active Transportation Plan* relates and can help to support the City in achieving the 7 Strategic Goals outlined in the city's 2013-2023 Strategic Plan. Ideas highlighting some of what we heard from participants for each Strategic Goal are included below.

ECONOMIC DIVERSITY & PROSPERITY

- Millennial are a growing demographic and generally not as interested in auto travel. Need to support with transportation choices.
- Rejuvenation of neighborhoods contribute to local economic diversity/ increased safety and security
- More feet on the streets equals more feet/people in stores and more revenue for business owners
- Tourism equals economic benefit: tours through city (e.g. bikeable moving feast)

ASSET & FINANCIAL SUSTAINABILITY + CONTINUOUS IMPROVEMENT

- Development levees – specific for transit, sidewalks, etc.
- Accountability for keeping property maintained (i.e. snow clearing).
- New infrastructure in older neighborhoods - not just maintaining the old sidewalks but adding new ones where they are missing.
- When repairs are made, they should be made for the long-term.

ENVIRONMENTAL LEADERSHIP

- Need to share the results and update residents of the progress of action plans, how much funding is being put towards this area.
- More citizen engagement in active transportation to understand the connection with reduced GHG emissions.
- Programs for elementary students that encourage elementary school kids to walk to school.
- Utilizing new technologies to promote all sustainable modes, apps for carpooling, car sharing, bike share, walking groups, and route maps.

MOVING AROUND

- Attitudes need to change towards different modes.
- Change needs to consider all citizens. Need affordable and accessible transportation options.
- Transit improvements needed and very important to achieving this goal.
- Winter is a barrier to cycling for newcomers to Saskatoon.

QUALITY OF LIFE

- Sense of community: active transportation supports this and provides an opportunity to interact with others.
- Active transportation helps to reduce crime and isolation, plus increases safety.
- Increasing use of active modes of transportation will decrease aggression (towards users of other modes).
- Making transit more accessible will affect the widest demographic.

SUSTAINABLE GROWTH

- Active transportation is pillar of sustainability.
- Need to revitalize the downtown core through density, opportunities to work/live, active transportation infrastructure.
- Better connections by transit/walk/bike – Need regular review of where people live and where they are going.
- Connect active transportation to sprawling communities - Fees/taxation for growth outside key areas to provide incentives for infill development.



ROTATING GROUP DISCUSSIONS: ROUND 2 & 3

Two one-hour rotating group discussion sessions focused on 18 topics related to active transportation. Participants had the opportunity to select three topics to focus on during each of the two one-hour sessions. The topics selected include:

ROUND 2

- Pedestrian Network
- Cycling Safety and Security
- Universal Accessibility
- A Better Winter City
- Bike Parking and End of Trip Facilities
- Land Use and Neighbourhood Design
- Children, Youth and Safe Routes to School
- Enforcement
- Building Support and Buy-In

ROUND 3

- Cycling Network
- Pedestrian Safety and Security
- Snow Removal and Maintenance
- Urban Design, Place Making and Amenities
- Transit Integration
- Seniors and Older Adults
- Transportation Equity
- Education and Encouragement Campaigns
- Counting, Evaluating and Monitoring

Each discussion was led by a facilitator, who recorded the conversation using flip charts. At the end of each round of discussions, each facilitator provided a report back to participants. Opinions and ideas highlighting some of what we heard from participants for each topic are included below.

PEDESTRIAN NETWORK

- Length of time needs to be increased at key intersections for older crossers so that they can figure out where they are.
- Increased enforcement for private properties to clear snow.
- Narrow sidewalks should be widened when repaired. Introduce curb extensions or widen near corner.
- Give priority of movement to pedestrians first versus traffic flow – and better communication about walking helps understand.

CYCLING SAFETY AND SECURITY

- How to document and record when there is a safety incident including “near miss”? These often go unreported. Need better awareness and “how to”.
- Cycling corridors could be alternative until investment in infrastructure is available (i.e. protected bike lanes).
- Trails that are shared use for pedestrians and cyclists need to be separated (painted line at a minimum) - widen trails.
- Whose responsibility is it to supply secure bike parking (i.e. bike lockers)? Making sure places to lock up are visible and easy to use.

UNIVERSAL ACCESSIBILITY

- Integration of all modes making it easy to transition from one mode to the other.
- Vegetation overgrowth – obstructing the sidewalk and road signage – bylaw should be in place requiring people to maintain vegetation.

- Curb let downs should be at all intersections, leading into the crosswalk - not into the intersection, should be bright and have some type of tactile surfaces making it clear where the ramp is.
- Ensure bus stops are located in logical locations considering people who have accessibility issues.

A BETTER WINTER CITY

- Need to embrace it – branding the winter city.
- Outside activities are intimidating because of infrastructure conditions and maintenance. People are hesitant to go outside because of the winter conditions: icy roads and sidewalks. There is a fear of being injured, especially by the senior population.
- Need better bus service year-round. Transit has a lot to do with being a winter city. A good transit service provides transportation to and from winter city events and makes transportation easier.
- More public spaces capable of withstanding winter.

BIKE PARKING AND END OF TRIP FACILITIES

- Dedicated spots for cyclists = good idea.
- One or two bikes service stations in each BID/high-traffic locations (with bike pumps, other amenities).
- Add requirement for businesses?
- Lockers around cinemas/malls/hospitals/downtown. Placement is an issue - needs to be secure and visible to discourage theft and vandalism.

LAND USE AND NEIGHBOURHOOD DESIGN

- Recreational facilities and amenities need to be closer to communities to reduce the need to drive – greater density of facilities – better community development.
- Curvilinear streets and neighborhoods are a big problem (they discourage walking and cycling).
- Need to encourage development of supermarkets, hardware, etc. in core areas so residents don't need to drive for many daily needs.
- Parking requirements for cars should be reduced or removed.

CHILDREN, YOUTH AND SAFE ROUTES TO SCHOOL

- Schools could suggest specific routes for students to take to school.
- When parents cycle, youth will cycle – setting an example.
- Provide continued cycling safety/education curriculum – currently is only offered to Grade 3. See it as the first step in driver training – teaching basic road safety.
- New schools are being designed as part of park networks; this is a positive for students getting to school.

ENFORCEMENT

- Focus on high conflict areas.
- Signs are overused – design things better.
- Enforcement needs to be consistent.
- Relaxed rules for winter – some places.

BUILDING SUPPORT AND BUY-IN

- Engage champions to help engage various sectors.
- Focus efforts to create examples that people can view and experience instead of trying to do everything everywhere all at once which stretches resources and spreads them thin.
- Spending transparency – knowing what is being built and where money is going.
- Targeted relationship building, “walk in my shoes”.

CYCLING NETWORK

- Install more separated bike lanes downtown and main areas (BIDs).
- More bike boulevards on secondary streets and lower speeds on them.
- With growth, we have opportunity to design for inclusiveness of multi-modes (e.g. on new bridges).
- Winter city best practices: do what is working vs. more studies.

PEDESTRIAN SAFETY AND SECURITY

- Streets with no sidewalks – major issue.
- Need pedestrian advocacy group – like cyclist and bus-riders groups.
- Important for all road users to understand rules for all modes, not just the mode they use.
- Land use consideration: Having daily needs nearby – reduces need to travel long distance.

SNOW REMOVAL AND MAINTENANCE

- Snow removal on the sidewalks needs to be better enforced.
- Better strategies and standards for snow removal.
- Land use consideration: having daily needs nearby reduces need to travel long distance.
- Increase awareness - part of ATP campaign.



URBAN DESIGN, PLACE MAKING AND AMENITIES

- More storefronts/less blank walls.
- Signage: provide more descriptive signs especially for visitors.
- More public washrooms and more public art.
- Clean back alleys to make them people friendly and spaces for people to walk.

TRANSIT INTEGRATION

- Planning bike routes that take people to transit stops and exchanges.
- Understand that transit is an extension of the active transportation network.
- Low rider buses (kneeling buses) should be used on routes that pass hospitals, schools, and clinics.
- Making transit stops/hubs more like destinations that are community areas and are more welcoming.

SENIORS AND OLDER ADULTS

- Demographics of seniors' encompasses three generations. Young seniors have different needs and issues. We must acknowledge diversity in this segment: culture, race, ability, gender.
- Buses: not always accessible for all (steps onto buses make it difficult to board). Stops can be challenging to reach due to distance or position.
- Ages 0-30 are as complex as 60-90 and needs and issues and change.
- Older adults are as sedentary as teens – lack of physical activity. Must focus on healthy aging.

TRANSPORTATION EQUITY

- Make it a standard to install curb letdowns at every new or rehabbed sidewalk.
- Not applying city services equally across the city. "West side vs. east side" - snow cleared faster on east side than it is on west side all the time which impacts mobility and accessibility.
- Bikes for children and youth but do not have access. Police could donate unclaimed bikes.
- Links with poverty reduction initiatives (locally and provincially).

EDUCATION AND ENCOURAGEMENT CAMPAIGNS, PROGRAMS AND EVENTS

- Shifting perception of riding bicycles from "kind of lame" to "COOL".
- "How to" videos for bicycle facilities – How to ride on sharrows, protected bike lanes, general etiquette.
- Share the road – more signs saying "share the road".
- Try before you buy: transit incentives to encourage new users – hand out free transit passes at events or as prizes so people can try it out.

COUNTING, EVALUATING AND MONITORING

- Data that the City collects must be useful and publicly available.
- Look to the Leaders in AT across Canada – use their performance data to set targets and benchmarks in Saskatoon.
- Qualitative research can identify problem areas and gaps in network (i.e. through focus groups, surveys).
- Transit needs to release ridership data, patterns, changes- this data is not currently publicly available.

HOW CAN SASKATOON BECOME A BETTER WINTER CITY FOR ACTIVE TRANSPORTATION?

The second question of the month looked for input from residents on how to make Saskatoon a better winter city when it comes to active transportation. In addition to being posted on the *Active Transportation Plan* project page and promoted through social media, those attending the May 23 public event were also provided the opportunity to answer this question at the event.


In total, 124 responses to this question were generated. The responses were grouped into themes with the top 10 themes highlighted below.



Figure 5.26 Becoming a Better Winter City of Active Transportation





CITY OF SASKATOON 
ACTIVE TRANSPORTATION PLAN


Study Overview

What is Active Transportation?
Any form of human-powered transportation like walking, cycling, skateboarding and persons using mobility devices.

...ed through five distinct phases, each with a...
...ut.

How can you get...

- 1 **Setting the Stage**
• Identify goals & objectives
• Identify stakeholders
• Identify barriers
- 2 **Focus on the Shared Vision**
• Vision & Goals
• Objectives for vision
- 3 **What are the priorities?**
• Prioritization
• Evaluation
- 4 **What is the Preferred Plan?**
• Preferred plan
• Policy options
- 5 **How do we make this happen?**
• Implementation
• Monitoring & evaluation
• Review & update

City of Saskatoon  **Growth Forward**
Leading the Way in Smart Growth



CITY OF SASKATOON
ACTIVE TRANSPORTATION PLAN

In March, 2015 600 survey asked about barriers and motivations.

IN A TYPICAL MONTH...

INTEREST IN WALKING...

TOP BARRIERS TO WALKING...

IMPRACTICAL
36%



6

SUMMARY & NEXT STEPS

6.1 Summary | What We Heard

This round of public engagement for the *Active Transportation Plan* saw participation from over 2,000 community members, representing a fairly wide cross-section of the population. As previously stated, each engagement activity was designed to collect input from the public and stakeholder groups on more or more of the following topics:

WHY walking, cycling and other active modes of transportation are important 01	HOW do residents currently travel around Saskatoon for their daily routines 02	WHAT challenges people face today when using active forms of transportation 03	IDEAS on how to improve Active Transportation in Saskatoon 04	IDEAS on how Saskatoon can become a better winter city for active transportation 05
----------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------

01 | WHY WALKING, CYCLING AND OTHER ACTIVE MODES OF TRANSPORTATION ARE IMPORTANT

Through the various engagement activities we heard that active transportation is important to Saskatonians because it improves health and creates opportunities to be more active in daily life, allows users the ability to travel to the places they need to go with less congestion, is fun and provides more time to spend with family members, helps to improve air quality and reduces pollution, and is affordable.

We also heard from residents what they like most about walking and cycling in Saskatoon. We heard that residents value the city's beautiful flat landscape/scenery, being able to interact with people on the street, having access to river trails, and the flexibility and freedom to get around.

02 | HOW DO RESIDENTS CURRENTLY TRAVEL AROUND SASKATOON FOR THEIR DAILY ROUTINES

Through this round of engagement we heard that many residents are already using active forms of transportation, though many want to do so more often. The telephone survey found while the most common means of transportation remains the private vehicle, over 1 in 5 (22%) say active transportation is the method they use most often to commute to work or study. Furthermore, the online survey found that respondents were more likely to drive alone when there is snow on the ground; and more likely to bike during months when there is no snow on the ground. The online survey also found that only slightly less respondents walk when there is snow on the ground compared to months with snow on the ground.

03 | WHAT CHALLENGES PEOPLE FACE TODAY WHEN USING ACTIVE FORMS OF TRANSPORTATION

Through the various engagement activities, it was found that Saskatonians are already fairly active, providing a strong base from which to encourage residents to use active modes of transportation more often. When identifying barriers that prevent residents from using active forms of transportation, many cited the distance of the destination, weather, facility maintenance, safety, and limited time. Various infrastructure barriers were also noted by residents when describing challenges related to biking in Saskatoon. For example, the telephone survey found that only 10% of respondents report feeling comfortable riding on busy streets without bike lanes, whereas over 70% of respondents report they would be comfortable if there were off-street pathways or bike lanes that were physically separated from traffic by a barrier or median.

04 | IDEAS ON HOW TO IMPROVE ACTIVE TRANSPORTATION IN SASKATOON

Residents provided various suggestions and ideas on how to improve active transportation in Saskatoon during this round of engagement. With regards to walking, it was found that residents would walk more often if sidewalk maintenance improved year-round, more sidewalks and off-street pathways were constructed to fill gaps in the network, and if crossing the street was easier and more comfortable. When considering how to improve cycling in Saskatoon, more bicycle lanes physically separated from traffic was found to be the strongest motivator in both the online survey, telephone survey, and open space idea exercise at the public event.

05 | IDEAS ON HOW SASKATOON CAN BECOME A BETTER WINTER CITY FOR ACTIVE TRANSPORTATION

The input collected through this round of engagement found residents were more likely to use active forms of transportation during months with no snow on the ground. As a ‘winter city’ it was important to hear from residents how the City can make it easier for residents to continue to use active modes of transportation year-round, including when snow is on the ground. We heard through the various engagement activities that better strategies and standards are needed for snow removal, along with improved enforcement and awareness around the City’s snow removal policies within the community. Improving transit, building public spaces able to withstand winter weather, and heated sidewalks were other ideas provided by community members on this topic.

6.2 Next Steps

The input collected through this first round of public engagement has been an invaluable part of setting the stage for an *Active Transportation Plan* that addresses the challenges and reflects the needs of the community. With the first round of public engagement complete, we are now working to develop a vision for active transportation in Saskatoon, along with goals, objectives and targets based on the input from the community. This vision will be presented to the public and stakeholder groups for feedback during the next round of public engagement in the Fall, 2015. In addition, the community will have the opportunity to provide input on a draft pedestrian and bicycle network plan, currently being developed.

In preparation for the next round of public engagement for the *Active Transportation Plan*, we have reviewed the demographic information collected through each engagement activity in order to better understand who we have heard from so far in the engagement process and identify any gaps to be addressed during the next round of engagement.

Through analysis of the postal code data collected, this round of engagement saw participation from all 12 of Saskatoon's postal codes, with the exception of one, S7P. The postal code data analysis also found there was higher representation from residents living east of the South Saskatchewan River when compared to residents living west of the river, as well as slightly higher representation from residents living inside Circle Drive compared to those living in suburban areas of the city. To address gaps in representation, the next round of public engagement will target areas west of the South Saskatchewan River as well as newer neighbourhoods, outside of Circle Drive. Detailed information on the postal code data collected is included in **Appendix A**.

In addition to the postal code analysis, it was found that there was underrepresentation in participation from a few key stakeholder groups that are important to the planning process. These stakeholder groups include the Aboriginal community, newcomers, persons with disabilities and the business community. The next round of public engagement for the *Active Transportation Plan* will include targeted engagement activities with each of these stakeholder groups, insuring input from these groups are included as the *Active Transportation Plan* is developed.

On behalf of the project team, we would like to thank all community members for their participation and valued input into the *Active Transportation Plan* to date. We will be back in the Fall, 2015 to share a new vision for active transportation in Saskatoon.





ACTIVE TRANSPORTATION PLAN

ENGAGEMENT SUMMARY REPORT #1 APPENDICES



OCTOBER 2015

Prepared for the City of Saskatoon by Urban Systems Ltd.



Contents

Appendices

Appendix A: Exit Surveys & Postal Code Data

Appendix B: Promotion of Engagement Activities

Appendix C: Online Engagement

Appendix D: Telephone Survey Results

Appendix E: Raw Discussion and Activity Input



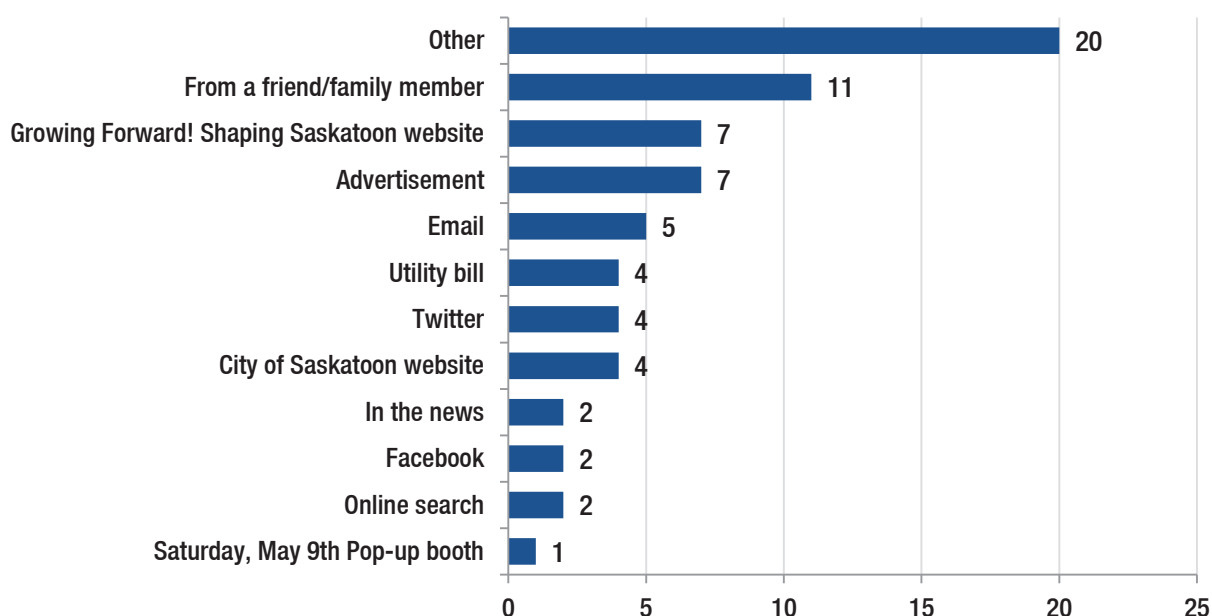
The background of the page is a photograph of a city sidewalk. On the left, there is a green metal awning that extends over the walkway. Several people are walking along the sidewalk; one person in the foreground is wearing a patterned shirt and dark pants. To the right of the sidewalk is a building with a brick wall and large glass windows. The scene is brightly lit, suggesting daytime.

APPENDIX **A** Exit Surveys

Public Event Exit Survey

On May 23, 2015 Saskatoon residents were invited to attend the first public event for the *Active Transportation Plan*, held outdoors at River Landing. The come-and-go-style event was held over six hours, between 10 a.m. and 4 p.m. The event attracted interested community members that had previously heard about the event as well as those passing by the area. Participants were encouraged to complete exit surveys so the project team could better understand how attendees felt about the event, and gather feedback as to how the engagement process could be improved. In total, 54 exit surveys were received and the feedback is summarized below.

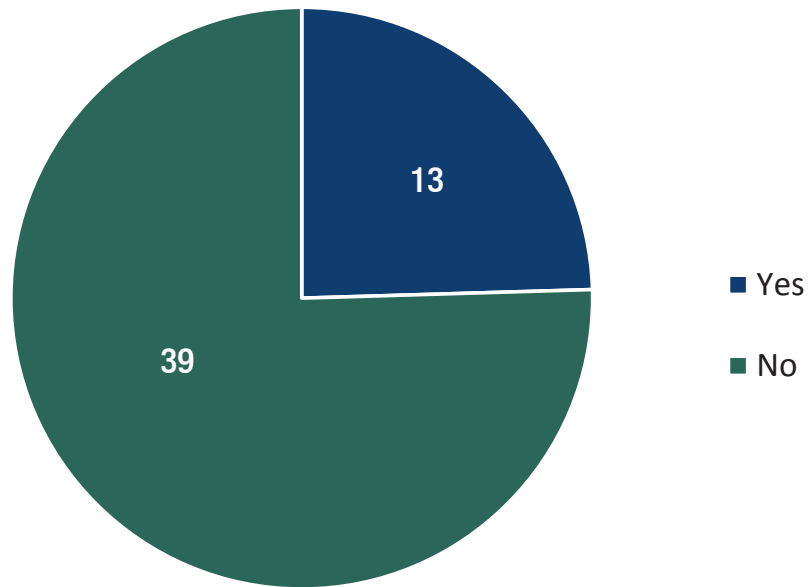
HOW DID YOU HEAR ABOUT THIS EVENT?



Twenty-five (25) respondents provided comments that could not be categorized into the given survey answers:

- Passing by
- Other public events
- Farmers Market
- Active Transportation Committee member
- Community Association
- City Councillor

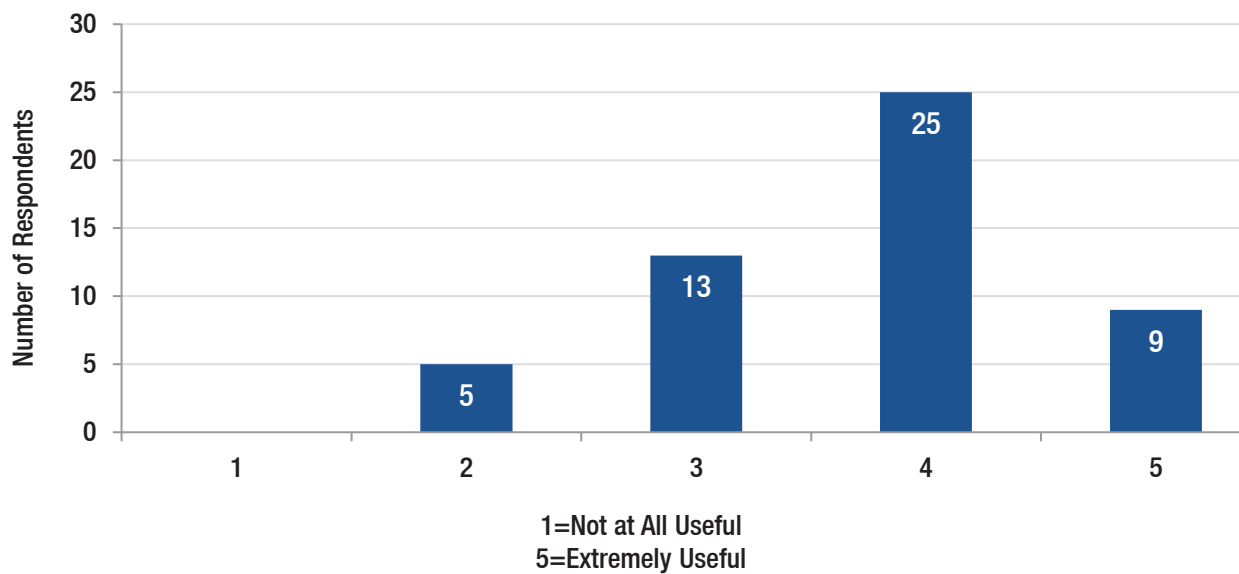
HAVE YOU ATTENDED ANY OTHER GROWTH PLAN EVENTS?



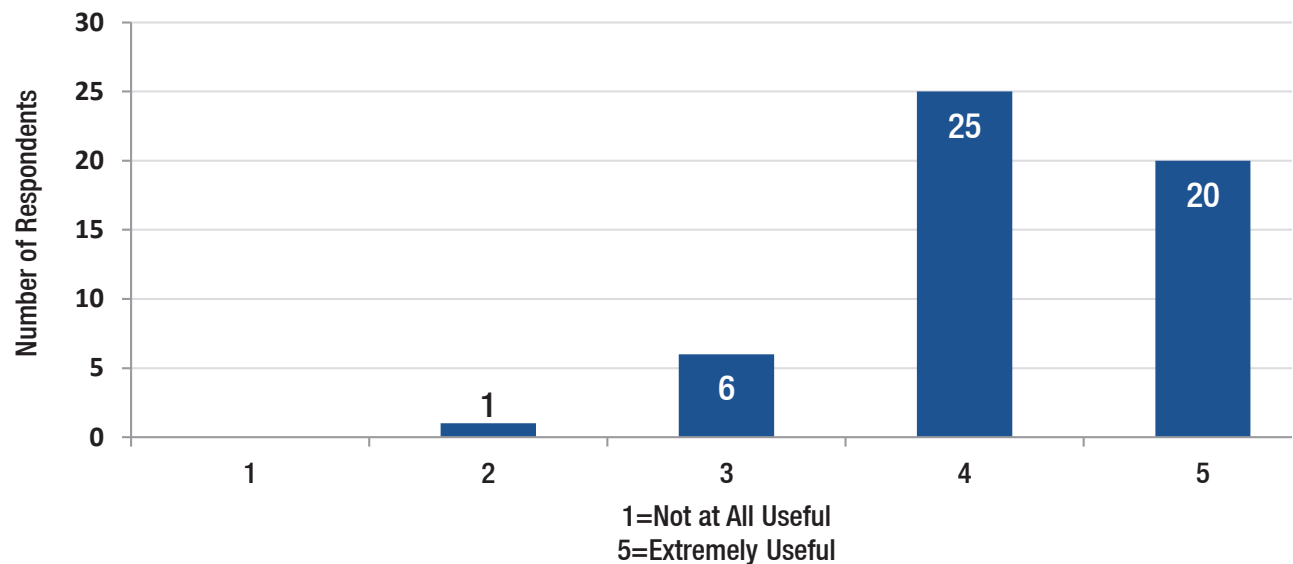
Those who have attended other *Growth Plan* events were asked to indicate which event(s) they have attended previously. Responses include:

- Previous set of events
- Public engagement at TCU – Fall 2014
- Parks and Recreation – February 2014
- Information session – December 2014
- Downtown Plan

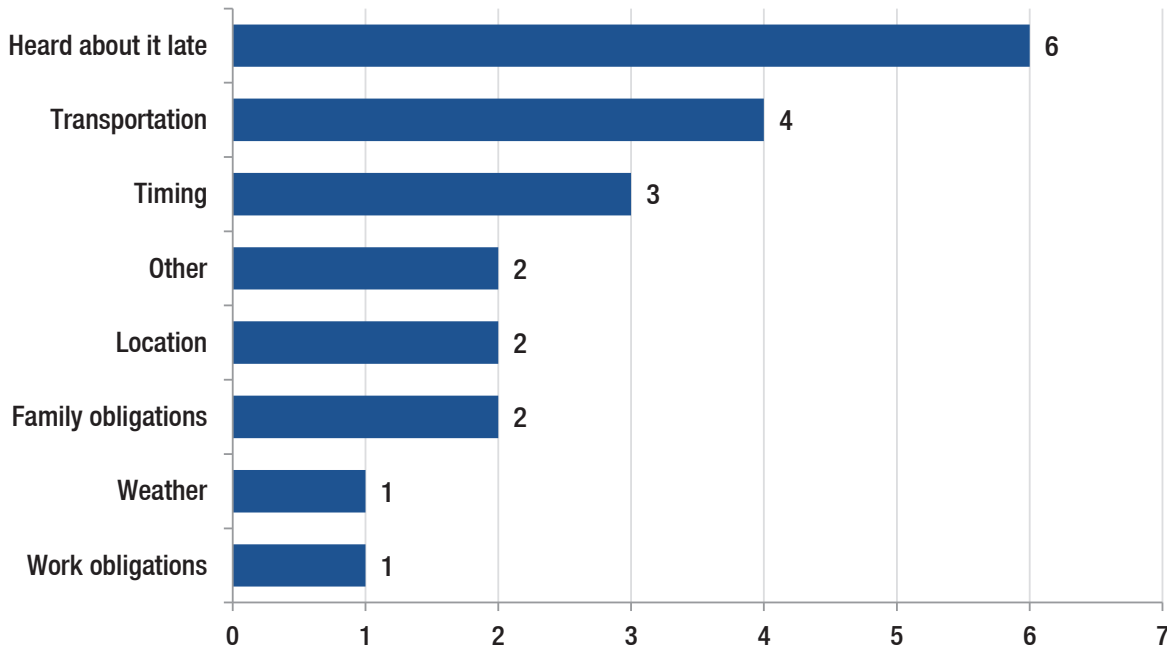
DID YOU FIND THE INFORMATION USEFUL?



DID YOU FEEL YOU WERE GIVEN THE OPPORTUNITY TO SHARE IDEAS AND/OR EXPRESS ANY CONCERNS?

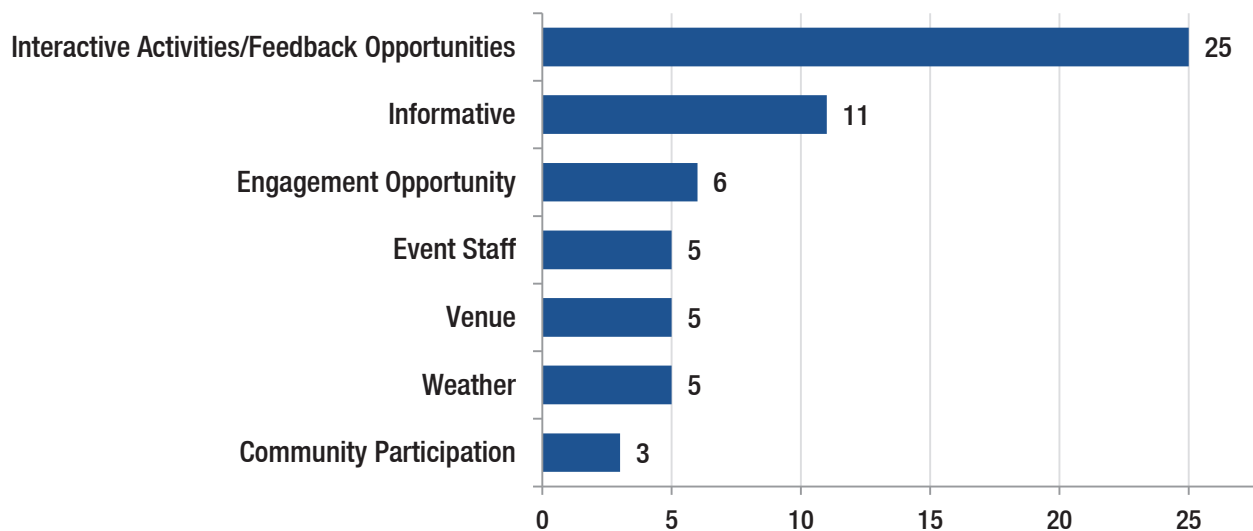


DID YOU FACE ANY CHALLENGES IN ATTENDING TODAY'S EVENT?



WHAT DID YOU ENJOY ABOUT THE EVENT?

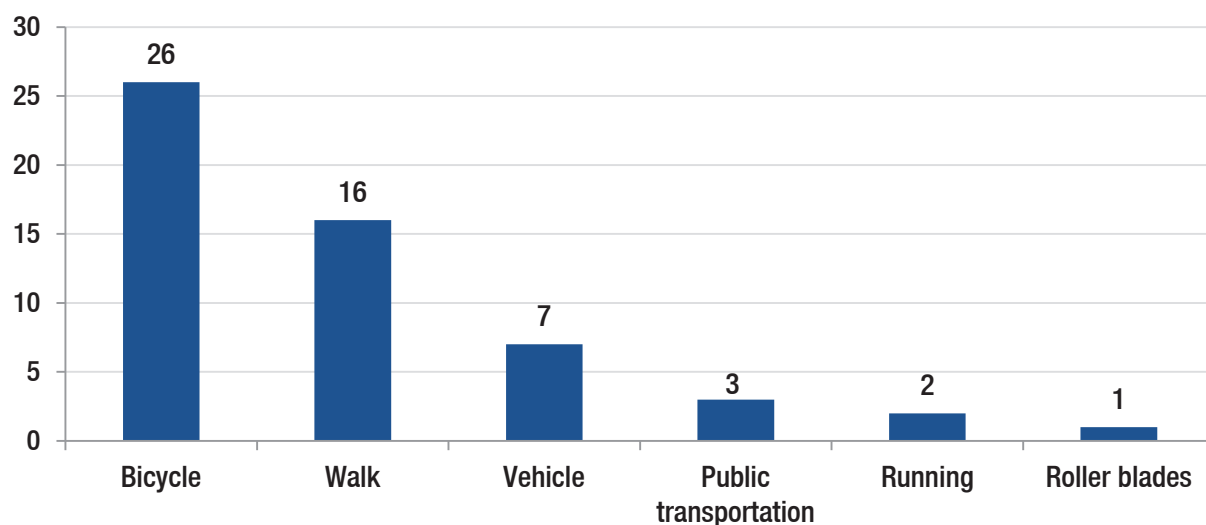
Participants provided a number of examples of why they enjoyed the public event. In general, attendees appreciated the variety activities and opportunities to provide input. The comments received have been grouped into theme where possible and are shown in the graph below.



IS THERE ANYTHING WE COULD HAVE DONE TO ENHANCE YOUR EXPERIENCE?

Twenty-seven (27) comments were provided in response to this question. Many said their experience would be enhanced if water had been available and more information on current conditions, the study process, upcoming events had been available. Others mentioned music, more seating, more activities for kids, and advertising as factors that would have enhanced their experience.

WHAT MODE OF TRANSPORTATION DID YOU USE TO TRAVEL TO TODAY'S EVENT?

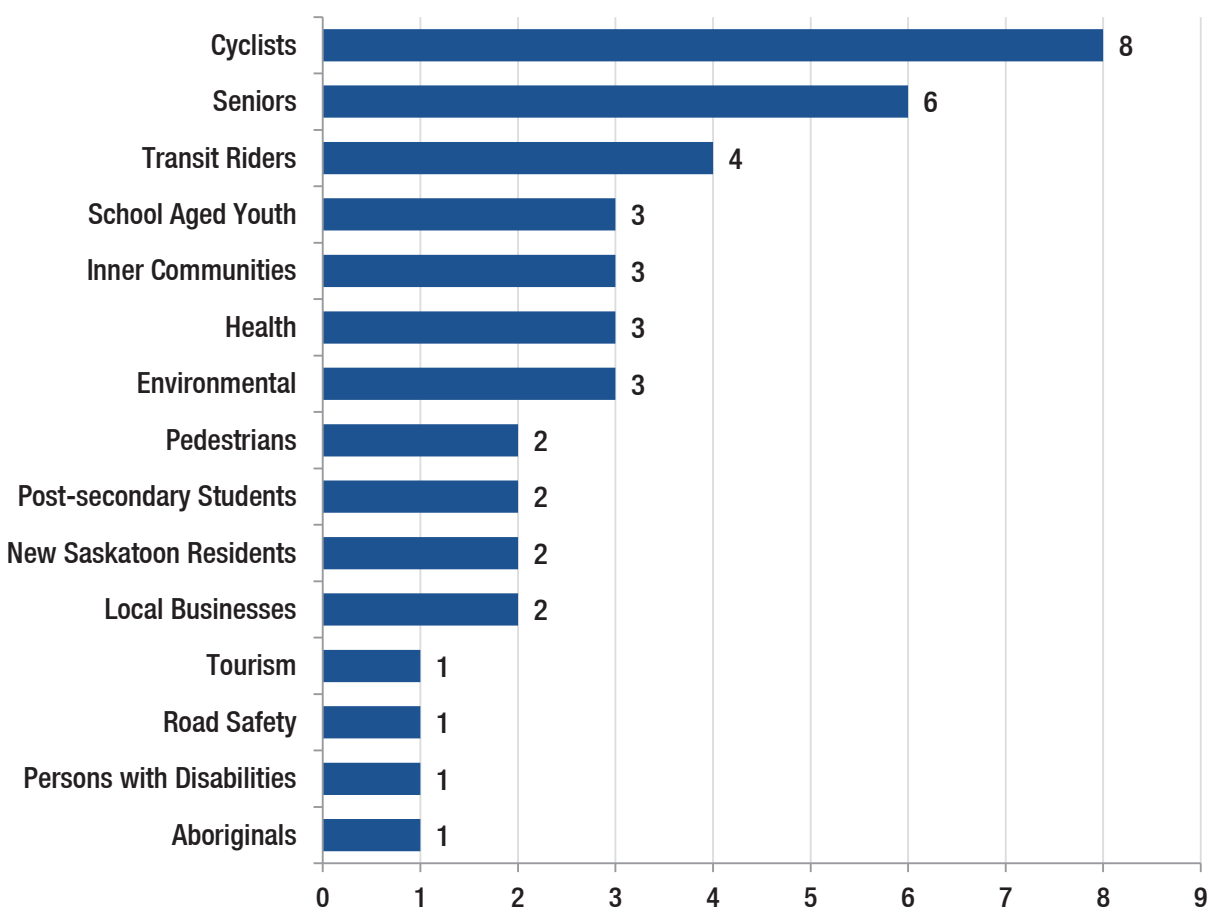




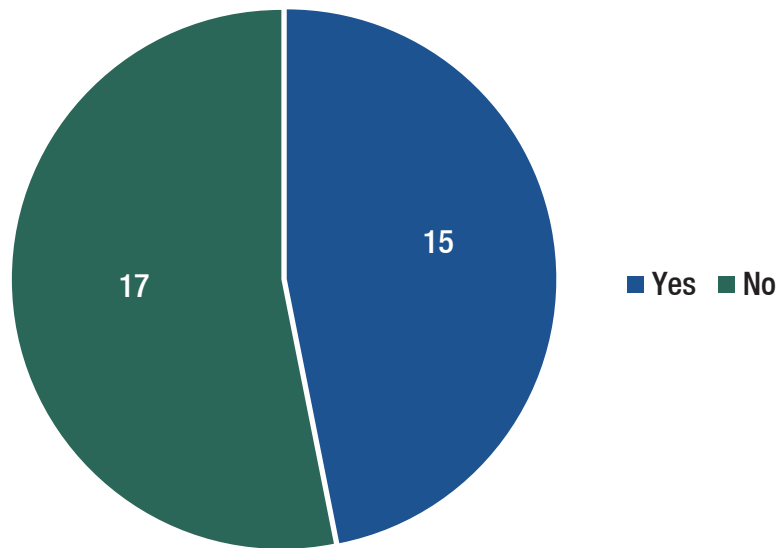
Stakeholder Workshop Exit Survey

On June 20, 2015 43 Stakeholders participated in a full-day Stakeholder Workshop at TCU Plan. The workshop included various presentation and discussion sessions. Workshop participants were encouraged to complete an exit survey so the project team could better understand how attendees felt about the workshop, and gather feedback as to how the engagement process could be improved. In total, 33 exit surveys were received and the feedback is summarized below.

WHAT SECTOR OR INTEREST GROUP DO YOU REPRESENT?



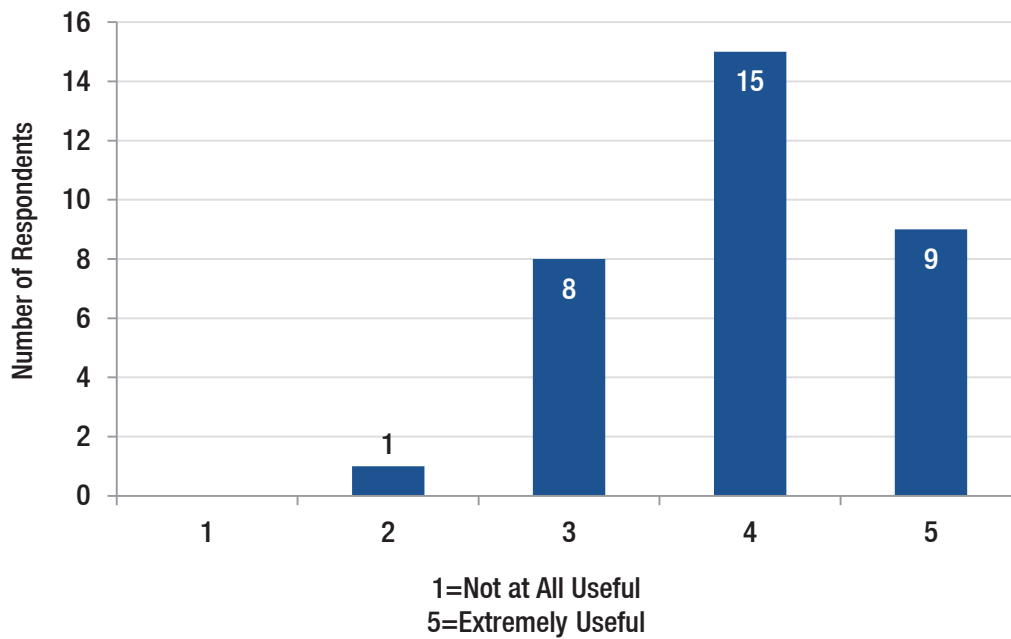
HAVE YOU ATTENDED ANY OTHER GROWTH PLAN EVENTS?



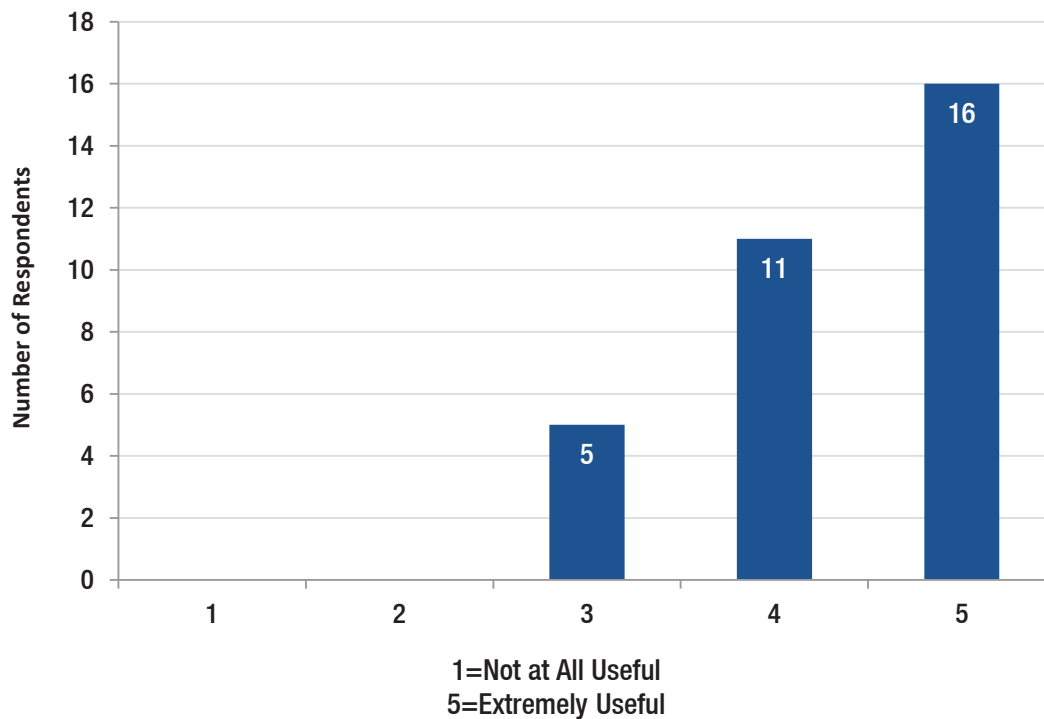
Those who have attended other *Growth Plan* events were asked to indicate which event(s) they have attended previously. Responses include:

- Previous set of events in 2014
- Public engagement at TCU – November 2014
- Parks and Recreation Master Plan Consultation
- Protected Bike Lane Consultation
- Information session – December 2014

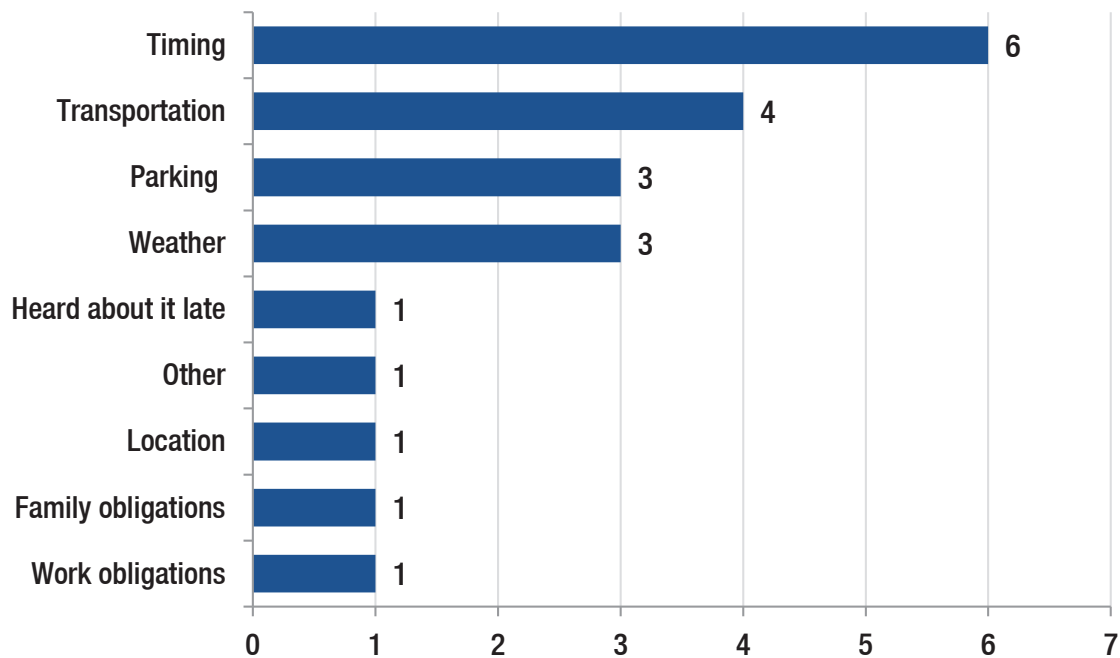
DID YOU FIND THE INFORMATION USEFUL?



DID YOU FEEL YOU WERE GIVEN THE OPPORTUNITY TO SHARE IDEAS AND/OR EXPRESS ANY CONCERNS?

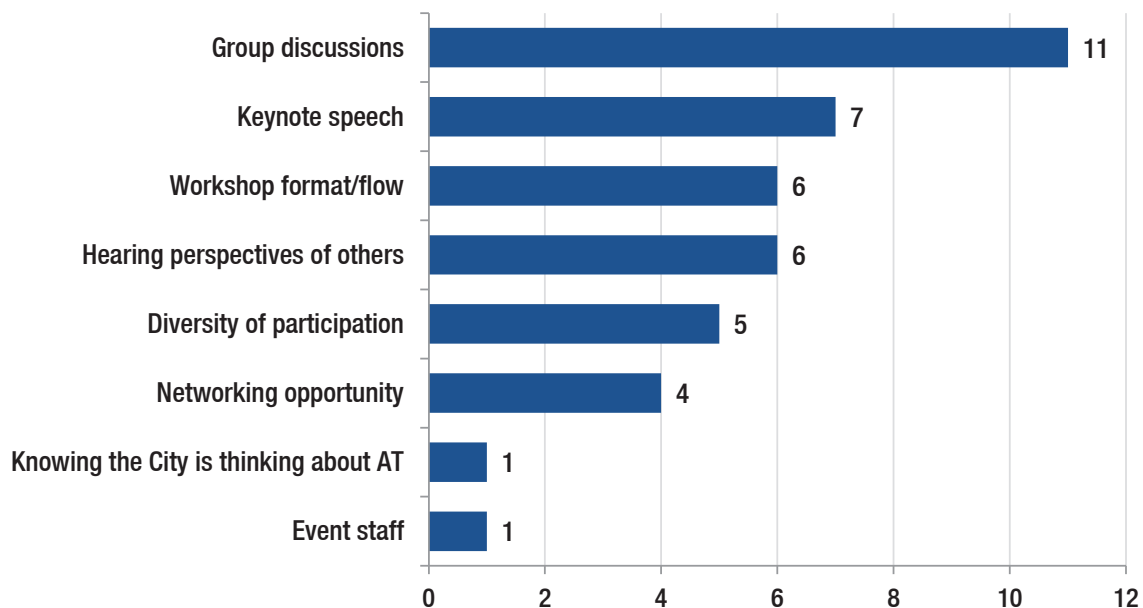


DID YOU FACE ANY CHALLENGES IN ATTENDING TODAY'S EVENT?



WHAT DID YOU ENJOY ABOUT THE EVENT?

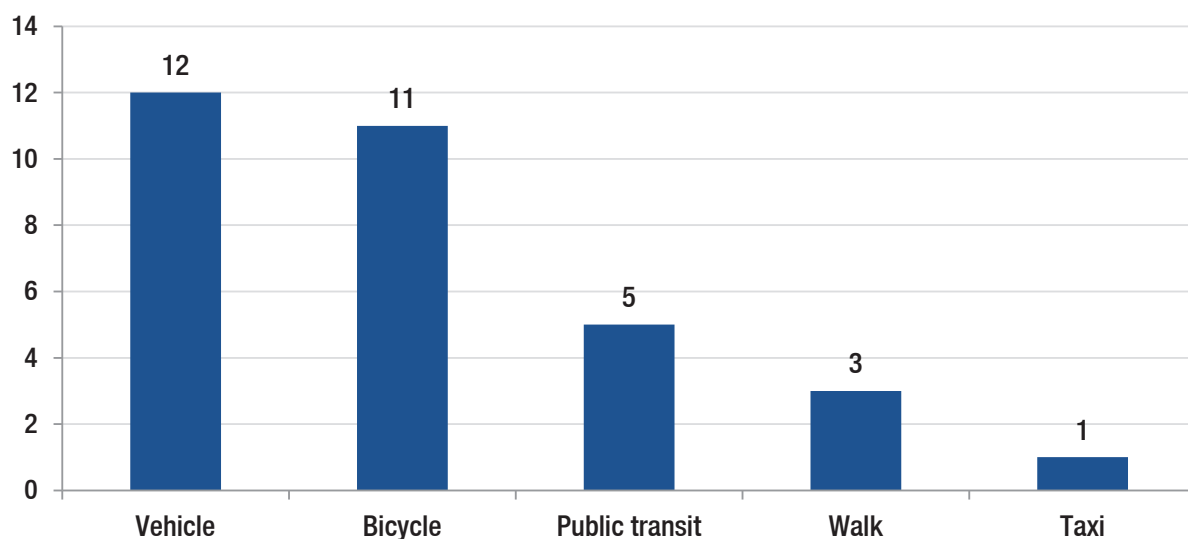
Workshop participants provided a number of examples of what they enjoyed about the Stakeholder Workshop. In general, attendees enjoyed the group discussions and presentations. The comments received have been grouped into theme where possible and are shown in the graph below.



IS THERE ANYTHING WE COULD HAVE DONE TO ENHANCE YOUR EXPERIENCE?

Sixteen (16) comments were provided in response to this question. Some said their experience would be enhanced if the workshop had been condensed by shortening the presentations and/or breaks. Others mentioned uncertainty in how the input received will be used to inform the *Active Transportation Plan*.

WHAT MODE OF TRANSPORTATION DID YOU USE TO TRAVEL TO TODAY'S EVENT?



Postal Code Data | Engagement Activities

Those who participated in the telephone survey, online survey and public event were asked to provide the first three digits of their postal code. This information was used to determine what areas of the city were reached through the engagement process, as well as to identify any gaps in participation to be addressed during the next round of engagement.

The table below highlights public participation in the first round of engagement for the *Active Transportation Plan*.

Postal Code	Category	Location	Telephone Survey	On-Line Survey	Public Event	Total Residential
S7H	Core	East	100	223	17	13,307
S7J	Suburban	East	79	127	1	11,379
S7K	Core	West	102	171	7	16,360
S7L	Suburban	West	84	105	2	12,782
S7M	Core	West	66	76	6	11,224
S7N	Core	East	73	167	12	10,100
S7P	Suburban	West	0	0	0	62
S7R	Suburban	West	6	14	2	2,419
S7S	Suburban	East	14	20	0	2,162
S7T	Suburban	East	15	33	2	4,480
S7V	Suburban	East	25	27	1	3,761
S7W	Suburban	East	21	24	0	3,689
Other			15	23	1	
Total	All		600	1010	51	91725
Total	Core		341	637	42	50991
Total	Suburban		244	350	8	40734
Total	Other		15	23	1	0
Total	East		327	621	33	48878
Total	West		258	366	17	42847

What moves you, Saskatoon?

The City of Saskatoon is developing an *Active Transportation Plan* – a first for our community!

As part of the *Growth Plan to Half a Million*, the *Active Transportation Plan* will help to make active forms of transportation – like walking and cycling – safe, convenient, and attractive transportation choices for residents.

Join us in person or online now until May 29 and share your vision for improving walking and cycling in Saskatoon.

 **Get involved & have your say!** 

Family-friendly Drop-in Discussions

Saturday, May 23, 2015

Amphitheatre II, River Landing
(Next to the Pump House & South of the
Farmer's Market at the end of Ave A South)
10 a.m. to 4 p.m.

Online Survey

Take our interactive online survey
anytime at

[www.growingfwd.ca/
activetransportation](http://www.growingfwd.ca/activetransportation)

Available now until May 29, 2015



Learn more and get involved at www.growingfwd.ca/activetransportation

APPENDIX

B

Promotion Of Engagement Activities



What moves you, Saskatoon?

The City of Saskatoon is developing an *Active Transportation Plan* – a first for our community! Join us in person or online now until May 29 and share your vision for improving walking and cycling in Saskatoon.



Get involved & have your say!

Family-friendly Drop-in Discussions

Saturday, May 23, 2015

Amphitheatre II, River Landing
(Next to the Pump House & South of the Farmer's
Market at the end of Ave A South)
10 a.m. to 4 p.m.

Online Survey

Take our interactive online survey anytime at
www.growingfwd.ca/activetransportation
Available now until May 29, 2015

Learn more and get involved at
www.growingfwd.ca/activetransportation

Active Transportation Plan Ad - Bridges

What moves you, Saskatoon?

Do you have ideas for how to improve walking and cycling in Saskatoon? Be a part of shaping Saskatoon's first **Active Transportation Plan**.

Participate in person or online now until May 29, 2015
www.growingfwd.ca/activetransportation



#yxwalkroll

City of
Saskatoon | **GROWINGforward!**
Shaping Saskatoon

Image Credit: Tourism Saskatoon

Get involved in the Active Transportation Plan!

Family-friendly Drop-in Discussions

Saturday, May 23, 2015
Amphitheatre II, River Landing
(Next to the Pump House & South of the
Farmer's Market at the end of Ave A South)
10 a.m. to 4 p.m.

Online Survey

Take our interactive online survey
anytime at
www.growingfwd.ca/activetransportation
Available now until May 29, 2015

Active Transportation Plan Promo Card

What moves you, Saskatoon?

The City of Saskatoon is developing an *Active Transportation Plan* - a first for our community! As part of the *Growth Plan to Half a Million*, the *Active Transportation Plan* will help to make active forms of transportation - like walking and cycling - safe, convenient and attractive transportation choices for moving around Saskatoon.

Join us in person or online now until May 29 and share your vision for improving walking and cycling in Saskatoon.

Drop-in Discussions

Saturday, May 23, 2015

Amphitheatre II, River Landing

(Next to the Pump House & South of the Farmer's Market at the end of Ave A South)

10 a.m. to 4 p.m.

Mark your
calendars!

Online Survey

Take our interactive online survey
anytime at [www.growingfwd.ca/
activetransportation](http://www.growingfwd.ca/activetransportation)

Available now until May 29, 2015



IMAGE CREDIT: TOURISM SASKATOON

Learn more and get involved at www.growingfwd.ca/activetransportation

Active Transportation Plan Ad - Eagle Feather News

What moves you, Saskatoon?



#YXEwalkroll

Learn more and get involved at www.growingfwd.ca/activetransportation

#YXEwalkroll

What is Active Transportation?

Active Transportation includes any form of human-powered transportation, like walking, jogging, cycling, skateboarding and persons using mobility aids. Having an Active Transportation Plan will help shape changes in infrastructure and support programs that will encourage all of us to use active forms of transportation more often – whether for work, pleasure, or day-to-day personal travels.



Help shape how you move around Saskatoon!

As part of the *Growth Plan to Half a Million*, the City of Saskatoon is developing an Active Transportation Plan – a first for our community! Through the Active Transportation Plan residents will have more choices for moving around our city, whether it's by walking, cycling, skateboarding or other forms of active transportation.

We want to hear from you! This is your opportunity to be a part of developing a plan that will promote personal health and recreation, help manage congestion, reduce emissions and support our city as it grows to half a million people over the next 30 to 40 years.

Share your vision for active transportation in Saskatoon by attending our upcoming public event or completing the online survey.

Family-friendly Drop-in Discussions

Saturday, May 23, 2015

Amphitheatre II, River Landing
(Next to the Pump House & South of the Farmer's
Market at the end of Ave A South)
10 a.m. to 4 p.m.

Interactive Survey

Take our online survey anytime at
www.growingfwd.ca/activetransportation
Available now until May 29, 2015

Learn more and get involved at www.growingfwd.ca/activetransportation

Active Transportation Plan Utility Bill Insert - May 2015 (front and back)



City of
Saskatoon

GROWINGforward!
Shaping Saskatoon

What moves you, Saskatoon?

The City of Saskatoon is developing an *Active Transportation Plan* – a first for our community!

As part of the *Growth Plan to Half a Million*, the *Active Transportation Plan* will help to make active forms of transportation - like walking and cycling - safe, convenient, and attractive transportation choices for residents.

Join us in person or online now until May 29 and share your vision for improving walking and cycling in Saskatoon.



Get involved & have your say!



Family-friendly Drop-in Discussions

Saturday, May 23, 2015

Amphitheatre II, River Landing
(Next to the Pump House & South of the
Farmer's Market at the end of Ave A South)
10 a.m. to 4 p.m.

Online Survey

Take our interactive online survey
anytime at

[www.growingfwd.ca/
activetransportation](http://www.growingfwd.ca/activetransportation)

Available now until May 29, 2015

Mark your
calendars!



IMAGE CREDIT: TOURISM SASKATOON

Learn more and get involved at www.growingfwd.ca/activetransportation

Active Transportation Plan Poster



City of
Saskatoon

GROWINGforward!
Shaping Saskatoon

Growing Forward! Shaping Saskatoon is pleased to announce the *Active Transportation Plan* (ATP), part of the *Growth Plan to Half a Million (Growth Plan)*, is now underway. Active transportation is any form of human-powered transportation for all ages and abilities like walking, jogging, cycling, skateboarding and persons using mobility aids.

There is a growing need for improved options when it comes to how we move around our city. This piece of the *Growth Plan* will help to meet this need, making active forms of transportation safe, convenient and attractive transportation choices for residents. The ATP will explore how our current infrastructure and programs support active transportation, identify potential opportunities to improve active transportation, and prioritize funding and implementation of those improvements.

Be a part of shaping a “made in Saskatoon” *Active Transportation Plan* – a first for our community! From now until May 29, 2015, there will multiple opportunities to provide input into the first phase of this project.

Check out the [Active Transportation page](#) on the Growing Forward! Shaping Saskatoon website for more information and share your ideas by:

- Completing our [online interactive survey](#)
- Attending our upcoming [drop-in public event](#), or
- [Contacting us](#) directly.

Curious about what the *Growth Plan* is all about? Watch this [video](#) or visit our [website](#).



Active Transportation Plan E-Newsletter





Active Transportation Plan Media Relations - Appearance on Global Saskatoon Morning News



Active Transportation Plan Pop-up Engagement Shaw Centre (left) & Kiwanis Memorial Park (right)



City of

Saskatoon

GROWINGforward!
Shaping Saskatoon

Saskatoon is changing. It's how we manage change that is important. to develop a *Growth Plan to Half a Million* that will help guide future in *Area Bridges* and *Active Transportation* so residents will have more cl grows.

Watch Our "Growth Plan to
a Half a Million" Video

Learn more about
upcoming events



APPENDIX

C Digital Engagement

... Growing Forward! Shaping Saskatoon is a public planning initiative
infrastructure investments in areas like **Corridor Growth**, **Transit**, **Core**
choices for how they live and move around the city as Saskatoon

Give Your Input



Share your ideas on how
Saskatoon should grow to
half a million people!



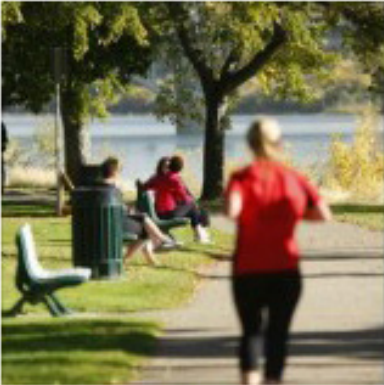
Strategic Plan
2013 — 2023



Facebook Ads: Likes, Shares and Comments

**Saskatoon City News**
Sponsored (demo) · 


Do you have ideas for improving walking and cycling in Saskatoon? Take our online survey!





What Moves You Saskatoon?

We are developing the first Active Transportation Plan for Saskatoon. From now until May 29, the public is invited to share their vision for walking and cycling in Saskatoon. Take our online survey!


SASKATOONATP.METROQUEST.CA [Learn More](#)

44 Likes 25 Comments 35 Shares 


 Like  Comment  Share


Brenda Temple, Karen Gesy, Andrey Sadili and 41 others like this.

35 shares



Tom Fournier Like every other link on my phone eventually the whole page refreshes and turns this beautiful shade of gray and that's it I'm done so I didn't get to finish this so I'm going have to find a computer and start over
Like · Reply · 25 April at 09:56 · Edited



Sean Shea How about let people give an answer instead of creating answers for you.
I'd like to see the new death trap/ meewain trail between holiday park and the new circle drive south bridge completed. People are waking or cycling down a pot hole filled road w... See More
Like · Reply ·  4 · 27 April at 08:11 · Edited

 1 Reply



Nicole Marie Hancock In winter the ice and snow is dangerous to pedestrians, then in spring the cyclists biking **ILLEGALLY** on the sidewalk is very dangerous to pedestrians! Pedestrians can never win! There needs to be bike lanes, as biking in the street is often dangerous f... [See More](#)

Like · Reply · 2 · 27 April at 12:08

4 Replies



Justin Nichol Grizzly bears. Clint, Darren, Clayton, any ideas?

Like · Reply · 1 · 27 April at 20:40

1 Reply



Cheryl Burke Bike lanes, improved Public Transit, decent roads...how many answers are there to the same issue? Hovercrafts?

Like · Reply · 2 · 28 April at 11:06 · Edited

1 Reply



Landon Parker how about bike lanes improved and take off the fine for bicycling on side walks when there is hardly a single street in saskatoon with proper bike lanes. Safety should be bicyclists first priority then worry about petty cash grab fines. Also allowing skate boarding and longboarding downtown and broadway should be common sense why should i have to walk 2-5 extra blocks because of my choice of transportation

Like · Reply · 9 · 28 April at 18:23

4 Replies



Zoltán Szemák No biking in wintertime,problem solved

Like · Reply · 2 · 30 April at 21:20



Jackie Peacock Make the riverbank pathway/walkway wider to accommodate the pedestrian s and allow for cyclists to get by without the pedestrian s needing to move to the grass or risk a handle bar to the arm.

Like · Reply · 4 · 1 May at 14:27



Chris C-bo Beaumont Sidewalks in the north industrial area it's so dangerous especially in the winter when you have to walk on the road cuz all the snow banks on the side of the roads

Like · Reply · 3 · 1 May at 16:13



Willafurz Picton FIX THE SIDEWALKS... SO WE CAN GO FOR WALKS.....

Like · Reply · 2 · 1 May at 16:24



Ramon Nino This city should be called pothole city or eat my dust city

Like · Reply · 1 · 2 May at 07:53



Tobi Loopsomethin Off road paths. Much safer for family use and traffic flow. Fines for cyclists slowing the flow of traffic. Cyclists need to realize that if they get hit by a car they would not be likely to survive.

Like · Reply · 1 · 3 May at 09:25

↳ 2 Replies



Dave Kormish I have a new idea! Fix the pot holes!

Like · Reply · 4 · 3 May at 11:16 · Edited



Dawn Ferguson Curb ramps would help when walking with a stroller.

Like · Reply · 2 · 5 May at 19:41



Staci Kocay Clearing & enforcing the clearing of sidewalks and pathways in winter time for pedestrian/running use.

Like · Reply · 12 May at 15:51



Aimee Hatch Have bikers stop at stop signs and red lights like all the rest of traffic would also be nice!! Almost hit someone the other day that ran a red.

Like · Reply · 1 · 13 May at 23:09



R Gerald J Demencuik I Did like Biking over thee ole Victoria Bridge !!!

Like · Reply · 1 · 15 May at 14:46



R Gerald J Demencuik And it is Victoria Day Long Weekend !!

Like · Reply · 15 May at 14:48



Cris Figueroa Pick up all the garbage that is on the streets and ditches throughout the city. Please have hefty fines for people that do not tarp their loads and all garbage goes everywhere. I was in Calgary last month and was amazed at how clean it was there. It's time we take some pride in our city.



Becky Henderson My health, severe asthma, is worsened in the spring from the dust, so I cannot walk or ride bike. The sand/gravel used in the winter also create unsafe biking conditions, not to mention the pot holes.

Like · Reply · 16 May at 15:53



Lyndsie St.Onge This city needs to become more eco travel friendly. The transit system sucks. And we have almost no bike lanes. I got a ticket for riding my bike on the sidewalk. On a street that didn't have a bike lane. So since then I have been on the streets pissing everyone off and serving as a trigger for many people's road rage.

Like · Reply · 16 May at 17:41



Jodie Kucheran Take a car.

Like · Reply · 17 May at 13:49



Christine Larman All of the above and hey maybe warm! God this place is terrible! Really sucks, roads have holes the size of meteors, and so much gravel an dust to kill anything that breaths, wipe out on that on your bike and the road burn will kill you! Make it bett... See More

Like · Reply · 2 · 17 May at 19:43



Lorraine Fowler Sidewalks. It's a crime not to have a sidewalk, it's not safe to walk in many areas.

Like · Reply · 27 May at 15:28



Saskatoon City News

Sponsored (demo) · 🌐

Drop by on May 23 to have your say in Saskatoon's first Active Transportation Plan.



Public Event

WWW.GROWINGFWD.CA

[Learn More](#)

29 Likes 3 Comments 2 Shares

👍 Like

💬 Comment

➦ Share

Roshan Thomas, Stephanie Morin, Fredescel Fastidio-Torrizo and 26 others like this.

2 shares



Tobi Loopsomethin Gondolas.

Like · Reply · 👍 2 · 12 May at 17:55



Kelsey Hougen Or those man powered taxis like in China in the movies and have the city admin run around with them

Like · Reply · 20 May at 13:17



Lyndsie St.Onge Yolaine Kwok, do the survey! And we should think about going to this!


Like · Reply · 20 May at 20:29



Write a comment...



Facebook Posts: Likes, Shares and Comments


Saskatoon City News
 Published by Mike Halstead [?] · 22 April ·

There is a growing need for improved options for moving around Saskatoon - one of the fastest growing communities in Canada. The City has started development of the first Active Transportation Plan and public input is crucial. Learn more and weigh in! <http://owl.li/YwqE>

1,937 people reached [Boost Post](#)

7 Likes 3 Shares

Like Comment Share

1,937 People Reached

13 Likes, Comments & Shares


8 Likes	7 On Post	1 On Shares
0 Comments	0 On Post	0 On Shares
5 Shares	3 On Post	2 On Shares

93 Post Clicks

0 Photo views	30 Link clicks	63 Other Clicks
-------------------------	--------------------------	---------------------------


NEGATIVE FEEDBACK

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


Saskatoon City News
 Published by Mike Halstead [?] · 9 May · Edited [?] ·

We are out and about talking active transportation! 2-4 today (May 9) at the Forestry Farm Zoo entrance, Midtown Plaza by Sears and Confederation Bus Mall #yxewalkroll #yxex

You can also take the Active Transportation Survey @ owl.li/MKh62



1,058 people reached [Boost Post](#)

6 Likes

Like Comment Share

1,058 People Reached

9 Likes, Comments & Shares

7 Likes	6 On Post	1 On Shares
1 Comments	0 On Post	1 On Shares
1 Shares	0 On Post	1 On Shares

28 Post Clicks

13 Photo views	2 Link clicks	13 Other Clicks
--------------------------	-------------------------	---------------------------

NEGATIVE FEEDBACK

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

Saskatoon City News
Published by Mike Halstead (?) · 20 May · 🌐

Have ideas to improve walking, cycling or other active modes of transportation? Take our survey or tell us in person on Saturday, May 23
[#yxewalkroll](http://owl.li/NchwB)

584 people reached [Boost Post](#)

Like Comment Share

584 People Reached

0 Likes, Comments & Shares

0 Likes **0** On Post **0** On Shares

0 Comments **0** On Post **0** On Shares

0 Shares **0** On Post **0** On Shares

6 Post Clicks

0 Photo views **6** Link clicks **0** Other Clicks ⓘ

NEGATIVE FEEDBACK

0 Hide Post **0** Hide All Posts

0 Report as Spam **0** Unlike Page

Saskatoon City News
Published by Mike Halstead (?) · 20 May · 🌐

Have ideas to improve walking, cycling or other active modes of transportation? Take our survey or tell us in person on Saturday, May 23
[#yxewalkroll](http://owl.li/NchwB)



1,194 people reached [Boost Post](#)

5 Likes 4 Shares

Like Comment Share

1,194 People Reached

16 Likes, Comments & Shares

10 Likes **5** On Post **5** On Shares

0 Comments **0** On Post **0** On Shares

6 Shares **4** On Post **2** On Shares


41 Post Clicks

13 Photo views **7** Link clicks **21** Other Clicks ⓘ

NEGATIVE FEEDBACK

1 Hide Post **0** Hide All Posts

0 Report as Spam **0** Unlike Page


Saskatoon City News
Published by Mike Halstead (?) · 23 May ·

Out and about? Stop by our tent at River Landing and share your ideas for improving active transportation in Saskatoon! <http://owl.li/Nicug>

542 people reached

Boost Post

4 Likes · 1 Share

Like · Comment · Share

542 People Reached

7 Likes, Comments & Shares


4 Likes	4 On Post	0 On Shares
1 Comments	0 On Post	1 On Shares
2 Shares	1 On Post	1 On Shares

4 Post Clicks


0 Photo views	2 Link clicks	2 Other Clicks
---------------	---------------	----------------

NEGATIVE FEEDBACK

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


Saskatoon City News
Published by Mike Halstead (?) · 21 May ·

Share your vision for active transportation in Saskatoon! Drop by our tent at River Landing on Saturday, May 23 or join the discussion online <http://owl.li/NfGVV> #yxwalkroll



562 people reached

Boost Post

4 Likes

Like · Comment · Share

562 People Reached

6 Likes, Comments & Shares


5 Likes	4 On Post	1 On Shares
0 Comments	0 On Post	0 On Shares
1 Shares	0 On Post	1 On Shares

20 Post Clicks


10 Photo views	2 Link clicks	8 Other Clicks
----------------	---------------	----------------

NEGATIVE FEEDBACK

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


Saskatoon City News
 Published by Mike Halstead · 24 May · Edited ·

Didn't make it to our Active Transportation drop-in discussion? Take the online survey before May 29 <http://owt.ly/Njz6y> #yxewalkroll




1,538 people reached
 [Boost Post](#)


5 Likes · 1 Comment · 2 Shares

Like · Comment · Share

Megan Bartake, Sanjiv Pandey, Kelsea Rae and 2 others like this.

2 shares


Veronica Warkentin There is no 'don't walk' option? I mean, I never walk to get anywhere. For pretty much any reason.
 Like · Reply · 26 May at 10:10



 Write a comment...

1,538 People Reached

9 Likes, Comments & Shares

38 Post Clicks

NEGATIVE FEEDBACK



Saskatoon City News
 Published by Mike Halstead · 23 May ·


We're hearing lots of great ideas for improving active transportation. Drop by our tent at River Landing before 4 today (May 23) and tell us what you think. #yxewalkroll

493 people reached
 [Boost Post](#)

1 Comment

Like · Comment · Share


Marjaleena Repo Took the survey today but found no way to give feedback on it. There were many problems, starting with asking people about their active transportation related to "work or school." I move around a lot, but don't go to work or school!
 Like · Reply · 24 May at 22:09



 Write a comment...

493 People Reached


1 Likes, Comments & Shares

3 Post Clicks

NEGATIVE FEEDBACK


Saskatoon City News
 Published by Mike Halstead (7) · 28 May · 🌐

It's not too late! Take our survey and share your thoughts on active transportation in Saskatoon! <http://owl.li/NzoMI>



710 people reached

Boost Post

2 Likes · 1 Share

Like · Comment · Share

710 People Reached

5 Likes, Comments & Shares


2 Likes	2 On Post	0 On Shares
0 Comments	0 On Post	0 On Shares
3 Shares	1 On Post	2 On Shares

14 Post Clicks


9 Photo views	4 Link clicks	1 Other Clicks
---------------	---------------	----------------

NEGATIVE FEEDBACK

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


Saskatoon City News
 Published by Mike Halstead (7) · 3 June · 🌐

Thank you to everyone who participated in the first round of engagement for the Active Transportation Plan!
 You can stay up-to-date & sign up for project notifications @ <http://owl.li/NQ4G6>



927 people reached

Boost Post

2 Likes · 1 Share

Like · Comment · Share

927 People Reached

3 Likes, Comments & Shares

2 Likes	2 On Post	0 On Shares
0 Comments	0 On Post	0 On Shares
1 Shares	1 On Post	0 On Shares

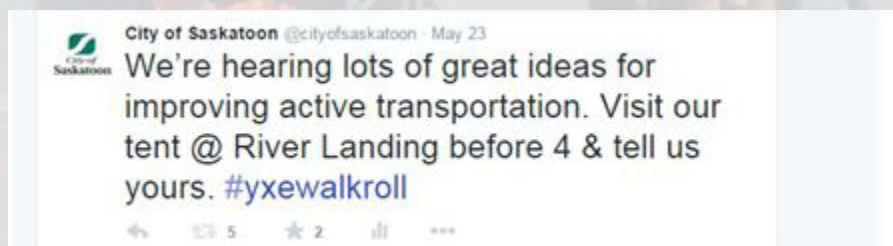
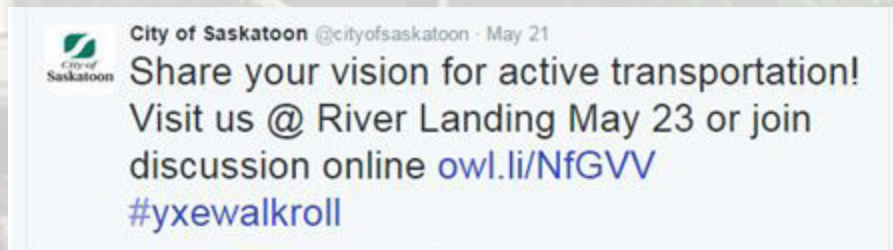
50 Post Clicks

35 Photo views	3 Link clicks	12 Other Clicks
----------------	---------------	-----------------

NEGATIVE FEEDBACK

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

Twitter Posts - Tweets from @CityofSaskatoon





City of Saskatoon @cityofsaskatoon · May 24

Didn't make it to our Active Transportation drop-in discussion? Take the online survey before May 29 owl.li/Njz6y #yxewalkroll



City of Saskatoon @cityofsaskatoon · May 28

Not too late! Take our survey & share thoughts on active transportation in YXE! owl.li/NzoMi #yxewalkroll

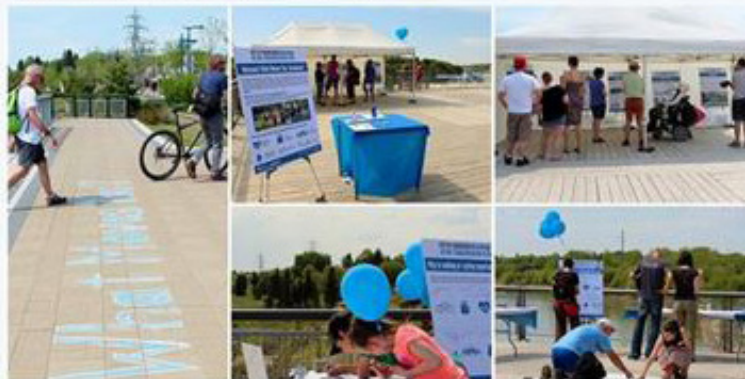


[View photo](#)



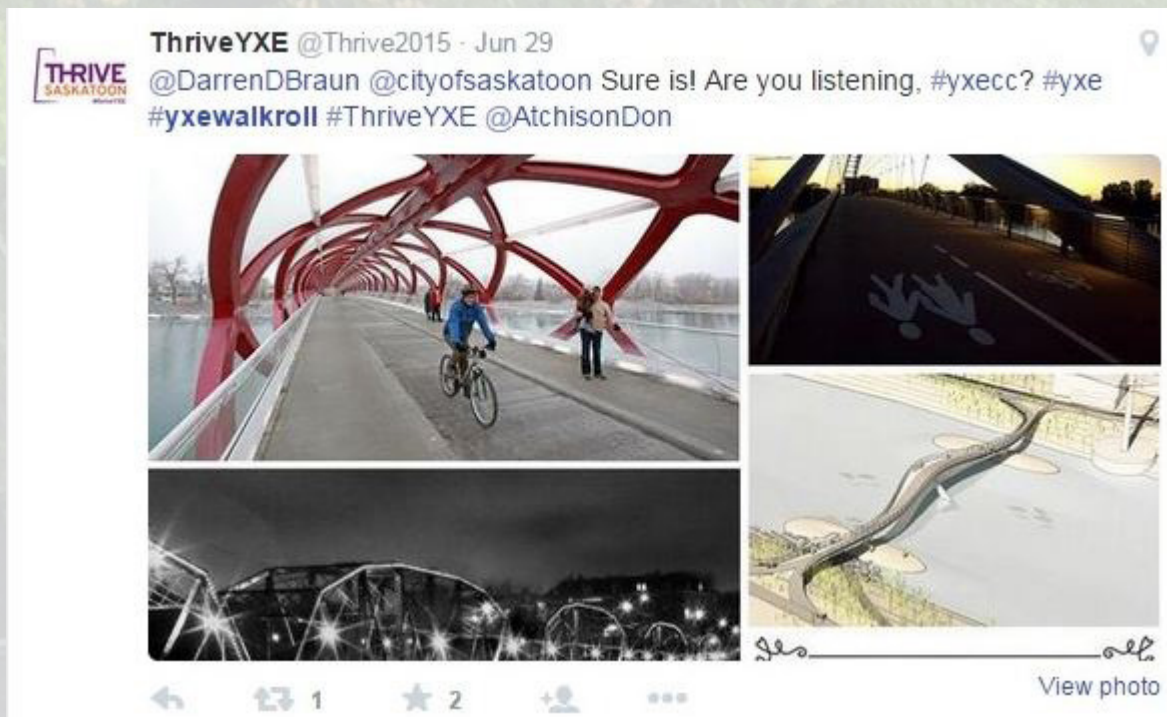
City of Saskatoon @cityofsaskatoon · Jun 3

Thank you participants in the first round of Active Transportation engagement! Stay updated @ owl.li/NQ4G6



[View photo](#)

#YXEwalkroll Tweets



Eric Olason and 3 others follow



Sarina @sarinagersher · Jun 22

What's your favourite thing about biking in Saskatoon? bit.ly/1DEbdXm
#yxewalkroll #yxe

1 1



TG @tylergolly · Jun 20

Such a great day at the #yxewalkroll stakeholder meeting! So many ideas & so much energy to make #Saskatoon a great #yxebike #yxewalk city!

2 4

Saskatoon Cycles follows



CT @caitlinjtaylor · Jun 20

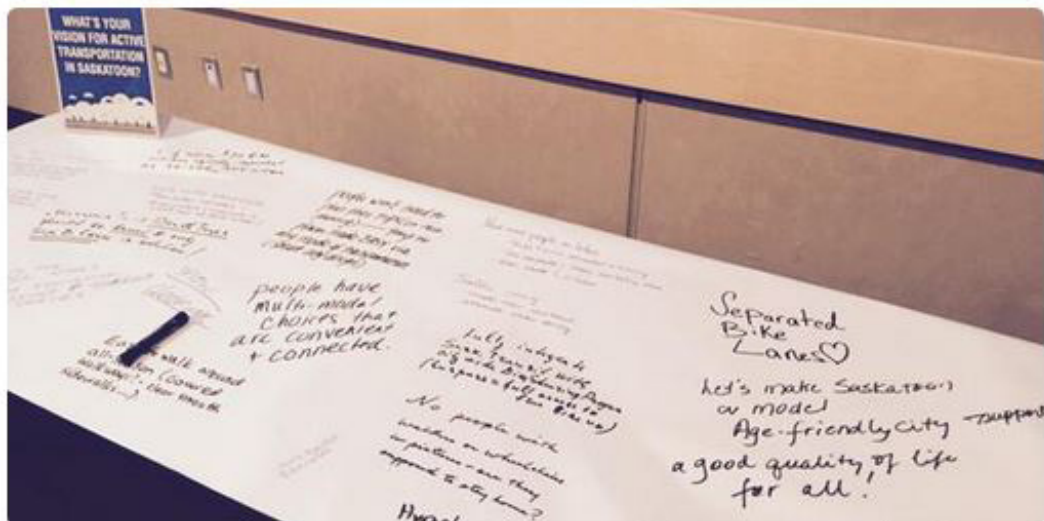
It was awesome to hear different perspectives today at #yxewalkroll! I hope I represented y'all cyclists well #yxebike

1



Brian Patterson @pattersonbri · Jun 20

Saskatoon's vision for active transportation! Great input from 50 stakeholders at today's workshop! #yxewalkroll



1 2

[View photo](#)

Wild about Saskatoon and 7 others follow



in motion @inmotion_SHR · Jun 20

Very interesting active transp'n plan learnings this morning from #yeg. Thanks @tylergolly #yxewalkroll



CT @caitlinjtaylor · Jun 20

39% of Saskatonians are interested but concerned about cycling! Let's build infrastructure to help them! #yxewalkroll



[View photo](#)



Kelsea Bloxam @UrbanKelsea · May 23

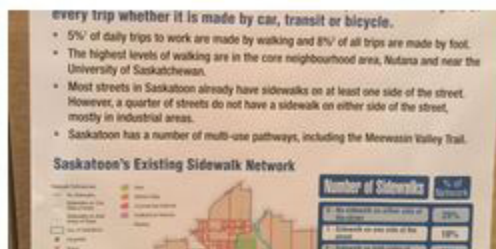
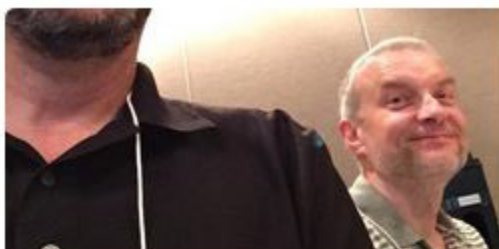
Let's talk Active Transportation #Saskatoon #yxewalkroll





Scott Barrett @ScottBarrett64 · Jun 20

#yxewalkroll Alex and Scott learning and planning an Active Transportation Plan!



1

View photo



Kelsea Bloxam @UrbanKelsea · Jun 20

Talking active transportation with a group of Saskatonians today #yxewalkroll

👤 Brian Patterson



2

View photo

👤 Sask Parks and Rec and 4 others follow



Jay Brown @saskhiker · Apr 24

@cityofsaskatoon here are a few places I love to walk in #yxe. bit.ly/1cQnsdO #yxewalkroll

...

View conversation



Jonathan Derworiz @donjerworiz · Apr 22

first round of public consultation has been rolled out for the Active Transportation Plan: sharepoint.com/1p2Xqr #yxewalkroll



TG @tylbergolly · Jun 20

Getting set up to talk #yxewalkroll. What's your vision for #yxewalk #yxewalk?! #Saskatoon



[View photo](#)



TG @tylbergolly · Jun 18

Waiting for my flight to #Saskatoon for a workshop on #yxewalkroll on Saturday. Looking forward to the great ideas for #yxebike #yxewalk!



City of Saskatoon @cityofsaskatoon · May 29

It's not too late! Take our survey and share your thoughts on active transportation in Saskatoon! ow.ly/NzoMi #yxewalkroll



Brian Patterson @pattersonbri · May 29

Last chance to fill out the @cityofsaskatoon active transportation plan survey! Deadline is today! ow.ly/NzoMi #yxewalkroll



Darren Hill favored



Arin Jorgenson @ArinJorgenson · May 28

It's not your typical survey - there are maps & stuff! Your thoughts on Active Transportation in #yxe? saskatoonatp.metroquest.ca #yxewalkroll

5 5

Wild about Saskatoon and 7 others follow



in motion @inmotion_SHR · May 27

Still time to let @cityofsaskatoon know 'what moves you'. Survey closes Fri owl.li/Njz6y #yxewalkroll

City of Saskatoon @cityofsaskatoon

Didn't make it to our Active Transportation drop-in discussion? Take the online survey before May 29 owl.li/Njz6y #yxewalkroll

1



danae @danaeb_08 · May 26

Have you completed the Active Transportation Plan online survey? It's only available until May 29th! bit.ly/1aUM9Em #YXEwalkroll

1



City of Saskatoon @cityofsaskatoon · May 24

Didn't make it to our Active Transportation drop-in discussion? Take the online survey before May 29 owl.li/Njz6y #yxewalkroll

5 1

Mairin Loewen and 5 others follow



Brian Hoessler @bhoessler · May 23

More info on Active Transportation plan, including a survey: growingfwd.ca/activetranspor... #yxewalkroll

1



Better Transit YXE @BtrTransitYXE · May 23

How to improve #yxe active transportation? Improve transit - goes hand in hand with walking and cycling! #yxewalkroll



Brian Hoessler @bhoessler · May 23

In a month w snow, 7% of surveyed #yxe residents cycle at least once - by my math that's 17.5K #notafringeactivity #yxewalkroll



Brian Hoessler @bhoessler · May 23

My big idea for #yxewalkroll - focus on moving people instead of moving cars!



Brian Patterson @pattersonbri · May 23

Great input today at #saskatoon's active transportation plan event! Here are some of your "big ideas" @#yxewalkroll



[View photo](#)

★ Alan Wallace and 1 other favorited



Chris Schulz @topherjschulz · May 9

Working the pop-up booth at #yxe Lawson Civic Centre for #yxewalkroll the @cityofsaskatoon's Active Transportation Plan!



👤 Wild about Saskatoon and 7 others follow



in motion @inmotion_SHR · Apr 29

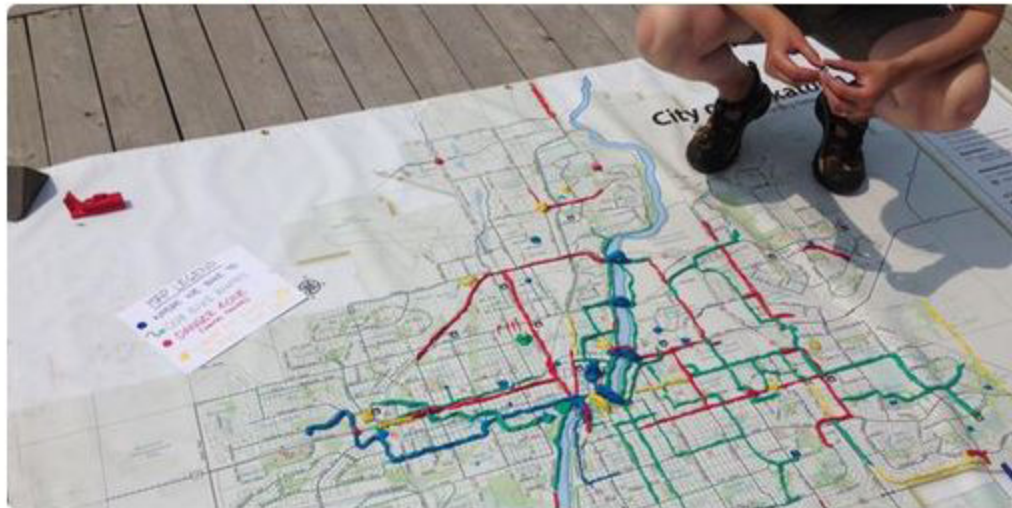
estimated travel times in #YXE via bicycle. Try a trip by bike to one of your destinations! #yxewalkroll facebook.com/bridgcitybicy...

 Eric Olauson and 3 others follow



Sarina @sarinagersher · May 23

Participating in the interactive cycling map for the Active Transportation Plan
@cityofsaskatoon #yxewalkroll



  1  1  

[View photo](#)



Brian Patterson @pattersonbri · May 23

Where can #saskatoon improve cycling? Tell us what you think! Come to open house or fill out our survey #yxewalkroll



  4  5  

[View photo](#)



Kelsea Bloxam @UrbanKelsea · May 23
What moves you #Saskatoon? #yxewalkroll



2 3

[View photo](#)



Chris Schulz @topherjschulz · May 23
What moves you, Saskatoon? Stop by our tent @ River Landing & share your ideas! #yxewalkroll owl.li/Nicug



2

[View photo](#)

★ Alan Wallace and 1 other favored



Chris Schulz @topherjschulz · May 9
Working the pop-up booth at #yx Lawson Civic Centre for #yxewalkroll the @cityofsaskatoon 's Active Transportation Plan!

5 6



in motion @inmotion_SHR · May 23

@cityofsaskatoon telephone survey = 46% said they wanted to cycle more often; 49% said walk more often. #yxewalkroll



← ↻ 3 ★ + 👤 ...

[View photo](#)



Chris Schulz @topherjschulz · May 23

Come on down to the pumphouse at River Landing and talk Active Transportation! #yxewalkroll



Brian Patterson @pattersonbri

What moves you, #Saskatoon? Come tell us today, 10-4 at River Landing! growingfwd.ca/events/family-... #yxewalkroll



in motion @inmotion_SHR · May 21

Come out to River Landing May 23rd to learn more about the @cityofsaskatoon Active Transportation Plan! #yxewalkroll owl.li/NchwB

← ↻ 2 ★ + 👤 ...



City of Saskatoon @cityofsaskatoon · May 20

Ideas to improve walking, cycling or other active transportation? Take the survey or tell us May 23 owl.li/NchwB #yxewalkroll

← ↻ 11 ★ 4 || ...

Charlie Clark follows



Nola Stein @nolastein · May 12

If you're interested in active transportation in #yxe follow [#yxewalkroll](#) or check out [growingfwd.ca/activetranspor...](#)

1 retweet 1 like



danae @danaeb_08 · May 11

Check out @awallace1961 talking about making Saskatoon more people friendly [globalnews.ca/video/1991084/...](#) [#yxewalkroll](#)

2 retweets 1 like

Mairin Loewen and 3 others follow



Brian Patterson @pattersonbri · May 11

Making Saskatoon more people friendly! Check out this interview with Alan Wallace [globalnews.ca/video/1991084/...](#) [#yxewalkroll](#)

3 retweets 5 likes

Eric Olauson and 6 others follow



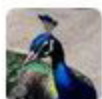
Arin Jorgenson @ArinJorgenson · May 9

@ArinJorgenson oh yeah and this guy says Hi! [#yxewalkroll](#)



1 like

[View photo](#)



Arin Jorgenson @ArinJorgenson · May 9

Lots of fun at Forestry Farm and that's a wrap! Tell us how you'd like to walk & bike around #yxe [growingfwd.ca/activetranspor...](#) [#yxewalkroll](#)



danae @danaeb_08 · May 9

Come chat about active transportation at the Forestry Farm! [#yxewalkroll](#)



[View photo](#)



Nola Stein @nolastein · May 9

Get involved in the active transportation conversation [#yxewalkroll](#)

City of Saskatoon @cityofsaskatoon

What's your favorite thing about walking in Saskatoon? Take our question of the month and get involved [owl.li/M50HJ](#) [#yxewalkroll](#)



City of Saskatoon @cityofsaskatoon · May 9

Out & about talking active transportation! 2-4 today @ Forestry Farm Zoo, Midtown, Confed. Bus Mall [#yxewalkroll](#) [#yx](#) [owl.li/MKKh62](#)



 Wild about Saskatoon and 7 others follow



in motion @inmotion_SHR · Apr 29

estimated travel times in [#YXE](#) via bicycle. Try a trip by bike to one of your destinations! [#yxewalkroll](#) [facebook.com/bridgecitybicy...](#)



TG @tylergolly · Apr 24

Be sure to be part of the important conversation if you live in Saskatoon about how you want to walk and bike. [#yxewalkroll](#) @cityofsaskatoon



Email Feedback

From: Denis
Sent: Friday, April 24, 2015 2:00 PM
To: Web E-mail - Growing Forward <GrowingFwd@Saskatoon.ca>
Subject: Growth Plan Comment

Message Body:

Regrettably, “active transportation” as described will be very difficult to have become a reality. In this day and age, people primarily make choices base on convenience. This type of “transportation” is not convenient and on a per capita basis is a very expensive tax payer cost. A much more effective reality would be to strategically plan and begin structuring a “Rapid Transit” system. This mode of transportation will move people efficiently, quicker and is mare ‘saleable’.

Another important consideration with bicycle usage is to make sidewalks the designated routing. This would provide many more pathways and would be much more safe for the rider. Crosswalks would require a likeness to pedestrian use.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Ralph
Sent: Sunday, April 26, 2015 2:22 PM
To: Web E-mail - Growing Forward <GrowingFwd@Saskatoon.ca>
Subject: Growth Plan Comment

Message Body:

In the downtown in particular it is regrettable that the planting of trees along streets and in particular around the Midtown Plaza and its parking lot which if maintained would have been both esthetically pleasing and would make walking and biking there more enjoyable. Sadly these plantings have been razed ostensibly because of cost, but it appears neglect (watering) by city maintenance was in the first instance responsible.

While it would be desirable for biking to be a significant mode of transportation I don't believe given our climate and the nature of our roadways and automotive traffic that it is a safe one, nor do I believe it can be made so by ordinances or special laneways which with winter snow accumulation are useless unless immediately cleared. Lower speed limits would help for autos and an efficient and accessible rapid transit system should help to wean citizens from their cars. The prevalent urban sprawl design of our cities ensures the auto will be king. Limiting the number of autos by putting a significant licensing premium on more than one per household might be an approach, however anathema to libertarians.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: J
Sent: Friday, May 1, 2015 9:25 AM
To: Web E-mail - Growing Forward
Subject: RE: Growth Plan Comment

Message Body:

I am so excited that more attention is hopefully going to be paid to walking and cycling paths in Saskatoon. My biggest concern and hope is that more attention is paid to having separate walking/cycling paths...off the roadways...and that they connect throughout the city. I live in Lakeridge and other than travelling on a street, I have no way to connect to downtown paths. There are so many sights to see in the city, but there aren't bicycle paths in the city to connect to other areas. I desperately want separate paths as we have some of the worst drivers in Canada here in Saskatoon and I don't like cycling on the roads with my kids and grandkids... it's just way too dangerous. You need to look at examples from Europe....in Germany and Austria...they have separate cycling paths that follow alongside the roadways, but it's only for cycling, walking. With another huge tax increase again this year i hope to see some funding spent on this important issue too. So many agencies talk about healthy lifestyle and having major improvement to cycling/walking paths would definitely contribute to everyone's wellness.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Ken
Sent: Saturday, April 25, 2015 7:44 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

Message Body:

There was an article in the paper on Thursday that indicated that there is an interactive survey at www.growingfwd.ca. When I go there to complete the survey I'm directed to a site to complete the survey and that site indicates it is closed and to contact the author. I guess input really is not wanted!

-- This e-mail was sent from a contact form on www.growingfwd.ca
--REPLY--

From: Balogun, Danae (CY - Planning and Development)
Sent: Monday, April 27, 2015 3:09 PM
Subject: RE: Growth Plan Comment

Hello Ken,

Thank you for your email. I apologize for the confusion regarding the online survey. The survey is still open and will be until May 29, 2015. Here is a direct link to the survey: <https://saskatoonatp.metroquest.ca/>.

Please let me know if you still can't access the survey.

I am the project manager for the Active Transportation Plan; please feel free to contact me if you have any questions.

Danae Balogun, MCIP RPP | tel 306.986.0834
Senior Planner | Long Range Planning | Planning & Development
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
danae.balogun@saskatoon.ca
www.saskatoon.ca

--REPLY--

From: Ken
To: Web E-mail - Growing Forward
CC: Paulsen, Tiffany (City Councillor)
Sent: Tuesday, April 28, 2015 8:26 AM
Subject: RE: Growth Plan Comment

I found the survey very bias toward biking in general and did not allow for differing opinions such as mine. I believe most people that use bikes do so for recreation and not as a primary source of transportation and a very small percentage of Saskatoon's population bike during winter months which is the majority of our year.

From: Lynette
Sent: Tuesday, May 26, 2015 8:18 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

I just did the active transportation survey and was disappointed that there was no spot for comments. The biggest barrier for me in using my bike more for active transportation is the ignorance of drivers on the rules of sharing the road with bikes. People try to cut around me unsafely all the time, particularly when I am at an intersection waiting for my turn to cross safely as a vehicle. And other vehicles with the right of way stop for me, instead of treating me like a vehicle, which just adds to congestion and frustration. TEACH THE DRIVERS HOW TO PROPERLY SHARE THE ROAD WITH BIKES!!!!

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Meghan
Sent: Saturday, May 23, 2015 9:12 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

Message Body:
Hi there,

I went to do your online survey but it says this "This survey is currently closed. Please contact the author of this survey for further assistance." I would like to complete the survey. Will it be up and running soon?
My complaint is about the lack of yield/stop signs on McPherson Ave in Saskatoon. Along McPherson Ave between 8th St and Taylor St E there are 7 unprotected intersections. Two of them are even next to a school. I have biked/walked/driven this street for the last 2 years (yes it took me this long to complain) and nearly been driven over. No one knows what to do when they get near them. Everyone appears to think they have the right of way. Please, please, please will someone install yields on these unprotected intersections?

Thank you for your time.

-- This e-mail was sent from a contact form on www.growingfwd.ca
--REPLY--

From: Balogun, Danae (CY - Planning and Development)
Sent: Tuesday, May 25, 2015 7:03 AM
Subject: RE: Growth Plan Comment

Good Morning Meghan,

Thank you for your comments. The survey is still open you can complete it here: <https://saskatoonatp.metroquest.ca/> The mapping component in this survey will allow you to identify exactly where your concerns are! Please let me know if you still cannot access the survey.

Thanks again for your comments.

Regards,

Danae Balogun, MCIP RPP | tel 306.986.0834
Senior Planner | Long Range Planning | Planning & Development
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
danae.balogun@saskatoon.ca
www.saskatoon.ca

From: Lennon
Sent: Monday, July 6, 2015 12:04 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

I was wondering, will there be a 2015 cycling guide? Also i went to get a paper copy for free at a civic centre, and they had no idea what i was talking about, and had none... it would be nice to have a good bike map on hand while i commute, in case my phone dies and i don't have Google maps to help guide me through.. thanks! its really nice to see the city growing into a more active transportation friendly place!

From: Rebecca
Sent: Wednesday, May 20, 2015 4:55 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

I doubt anything will come of this, but I just began cycling to work this month in response to your request for more people to do so due to the University Bridge closure. It's been a nightmare that fully came to life today when I got hit on 4th Ave. There is NO PAINTED CYCLING LANE and sure enough, someone side swiped me. My tire is bent and I'm full of scrapes. The driver of the car thought I was lying when I said there is a bike lane there, but the painted lines are just faded. Back to driving for me. But for the sake other people's health and lives, maybe you should paint the cycling lines on 4th Avenue. No wonder people driver everywhere here. Sorry if I'm being rude, but I'm shaken up, in pain, and not happy.

From: Scott
Sent: Friday, May 1, 2015 7:27 AM
To: Balogun, Danae (CY - Planning and Development) <Danae.Balogun@Saskatoon.ca>
Subject: Biking to the Downtown

Good morning Danae.

Further to our conversation a while back about formalizing Victoria, Main, and 29th Street as bike corridors to the downtown. As I was biking to work this morning, three ideas came to mind:

1. Bike corridors should be the first streets to be swept in the spring (no additional cost to the City).
2. Pot holes should be filled promptly in the spring on bike corridors (again, no additional cost to the City).
3. Work with the Traffic group to have the traffic lights (on busy intersections) change immediately after pressing the walk button, perhaps relocate walk buttons so cyclists can activate them with ease (little cost to the City).

- Scott



APPENDIX D Telephone Survey Results



Saskatoon Active Transportation Plan **TELEPHONE SURVEY SUMMARY REPORT**



Image Credit: Tourism Saskatoon



Contents

1.0	Introduction	1
1.1	Methodology	1
1.2	Weighting.....	2
2.0	Profile of Respondents.....	3
3.0	Current Active Transportation Behaviours	5
3.1	Frequency of Activity	5
3.2	Commuting Purposes	7
3.3	Social or Business Purposes	10
3.4	Exercise Purposes	12
3.5	Behaviours of School-Aged Children	14
4.0	Attitudes Towards Active Transportation	15
4.1	Attitudes toward doing more cycling and walking	15
4.2	Importance of Cycling.....	15
4.3	Comfort.....	16
4.4	Type of Cyclist	17
4.5	Type of Walker.....	19
5.0	Barriers and Incentives	22
5.1	Barriers.....	22
5.2	Incentives	24
6.0	Summary and Conclusion	31

Appendices

Appendix A – Questionnaire

1.0 Introduction

The City of Saskatoon is developing a comprehensive Active Transportation Plan in 2015-2016 as part of the Growth Plan initiative. The Active Transportation Plan will help provide more choices for moving around Saskatoon by addressing community and infrastructure needs for cycling, walking and other modes of active transportation.

As part of the wider consultation on active transportation in the City of Saskatoon, Prairie Research Associates (PRA) and Urban Systems were engaged to conduct a random sample telephone survey of adult Saskatoon residents (aged 18 years and over). While active transportation issues can be wide-ranging, the purpose of this telephone survey was to understand the following:

- The current **travel behaviour** of adult Saskatoon residents in terms of their walking and cycling travel patterns, both in snow months and non-snow months;
- The **attitudes** toward walking and cycling, and individuals' self-assessment of the importance of these activities in their lives; and
- The **barriers** that might stop them from walking and cycling more, and conversely, the **incentives** that might encourage them to walk and/or cycle more often.

1.1 Methodology

The survey instrument was designed by PRA in consultation with Urban Systems and the City of Saskatoon. The survey was designed to average approximately 8 minutes and involved approximately 30 questions. The survey instrument is included in **Appendix A**. The goal of the survey was to capture a representative sample of adult Saskatoon residents and include even those who currently do not cycle or walk for transportation.

The survey was conducted by telephone from PRA's call centre in Winnipeg. To help ensure a representative sample, a random mix of landline and cellphone numbers was used. To further ensure representativeness, we set quotas by age and area of the city to ensure a minimum numbers of groups. Further, post-fielding we compared the results to the 2011 Census information, and weighted the data to compensate for any discrepancies (see **Section 1.2**).

The survey was conducted between March 12 and March 31, 2015.

The theoretical error rate of the survey is +/- 4.1%, 19 times out of 20

1.2 Weighting

In some cases, when the random sample diverges from Canadian Census data, we correct for slight discrepancies in gender, age, and income. For example, since younger respondents are often more difficult to find at home, we weight the data to conform more closely to Statistics Canada information. Since this technique assigns a percentage “weight” to respondents, the number of weighted respondents may be slightly different from the total number interviewed. Weighting is used to correct for known differences between the sample and the population. All data presented in this report is weighted by gender, age, and household income, as shown in **Table 1**.

Table 1: Weighting by Demographic Characteristics

Characteristic	Population %	Sample %	Weight
Gender			
Male	51.7%	59.6%	0.86757
Female	48.3%	40.4%	1.19537
Age			
18 to 29	26.8%	11.9%	2.25325
30 to 44	33.9%	33.2%	1.02008
45 to 64	23.3%	35.1%	0.66225
65 and older	16.1%	19.8%	0.81349
Household Income*			
Under \$40,000	29.2%	18.4%	1.58498
\$40,000 to \$70,000	24.3%	22.2%	1.09208
\$70,000 to \$100,000	17.8%	23.3%	0.76634
Over \$100,000	28.7%	36.1%	0.79476
Note: The proportion of adult population in Saskatoon is based on the 2011 Census.			
*21% of respondents could not provide their household income and have been removed from the proportions.			

2.0 Profile of Respondents

Table 2 provides the weighted profile of respondents by age, gender, income, and area of the city. The area of the City was classified based on the first three digits of respondents' postal codes, with areas classified as follows:

- Core: S7M, S7N, S7H, S7K
- Suburban: S7O, S7L, S7S, S7W, S7J, S7V, S7T

Table 2: Weighted Profile of Respondents (n=600)

In what year were you born?

Do you have school age children living in your household?

Please stop me when I read the category that comes closest to your total household income.

What is your highest level of education?

Please tell me the first three characters of your postal code.

Characteristic	Weighted Sample*
Age	
18 to 29	28%
30 to 49	31%
50 to 64	21%
65 or older	17%
Gender	
Male	50%
Female	49%
School-Age Children	
Yes	32%
No	68%
Household Income	
Under \$40,000	25%
\$40,000 to \$70,000	19%
\$70,000 to \$100,000	14%
\$100,000 or more	23%
Highest Level of Education	
Less than High school	6%
High school grad	22%
Some university / college / technical school	21%
Completed college / technical	16%
University grad (B.A., B.Sc.)	26%
Graduate school / Professional (Master's, Ph. D.)	9%
Area of the City	
Core area	57%
Suburban area	41%
* Note; Although not shown in the table, percentages include those who did not know or chose not to respond. As a result, subgroups may not add to 100%.	

As shown in **Table 3**, more than 7 in 10 (71%) report that they own or have access to a bicycle. Approximately 1 in 5 (19%) say they have a health, physical, or sensory issue that limits their ability to walk or bike.

Table 3: Active Transportation Profile (n=600)

Do you own or have access to a bicycle?

Do you have a health, physical, or sensory issue that limits your ability to walk or bike?

Characteristic	Weighted Sample
Own/have access to a bike	
Yes	71%
No	29%
Health issues that limit ability to walk/bike	
Yes	19%
No	81%

Two-thirds (67%) of respondents report that they regularly commute to work, school/college/university, or both. This includes 53% who regularly commute to work, 9% who regularly commute to school/college/university, and 6% who do both.

- Those who **commute to work** are most likely to be male, under 65 years of age, and come from households with the highest incomes.
- Those who **commute to school/college/university** are more likely to be male and between 18 and 29 years of age.

3.0 Current Active Transportation Behaviours

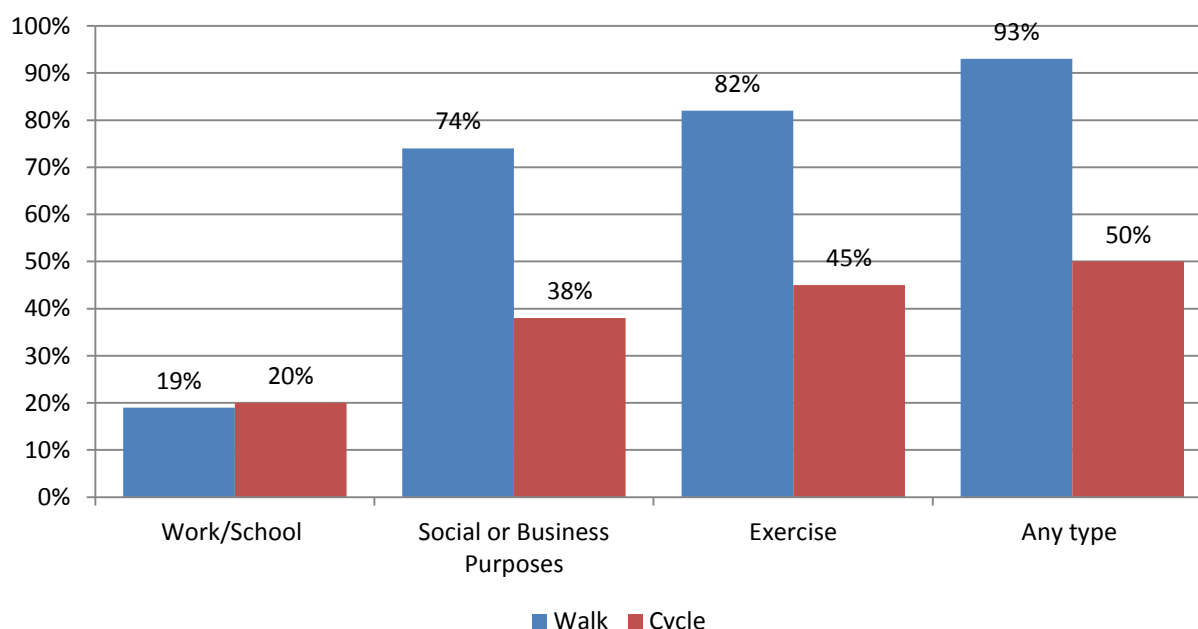
This section describes the current walking and cycling travel patterns of Saskatoon residents for various trip purposes, in both non-snow months and months when there is snow on the ground. This section begins with a summary of the frequency of walking and cycling for various purposes in snow months and non-snow months, and then provides more details about walking and cycling for commuting purposes, travel for social or business purposes, and for exercise purposes. This section also summarizes travel patterns for school-aged children.

3.1 Frequency of Activity

We asked respondents about their frequency of walking and cycling for a variety of trip purposes, including when **commuting** to work or school/college/university; for **social or business purposes** such as shopping, visiting friends, or running errands; or for **exercise or pleasure**.

As shown in **Figure 1**, Saskatonians are already very active, as 93% of respondents walk and 50% cycle for any of these reasons at least once in a typical non-snow month. Respondents most commonly report walking (82%) or cycling (45%) for exercise or pleasure, and are least likely to report walking (19%) or cycling (20%) to commute to work or school/college/university.

Figure 1: Respondents That Cycle or Walk at Least Once a Month During Non-Snow Months (n=600)

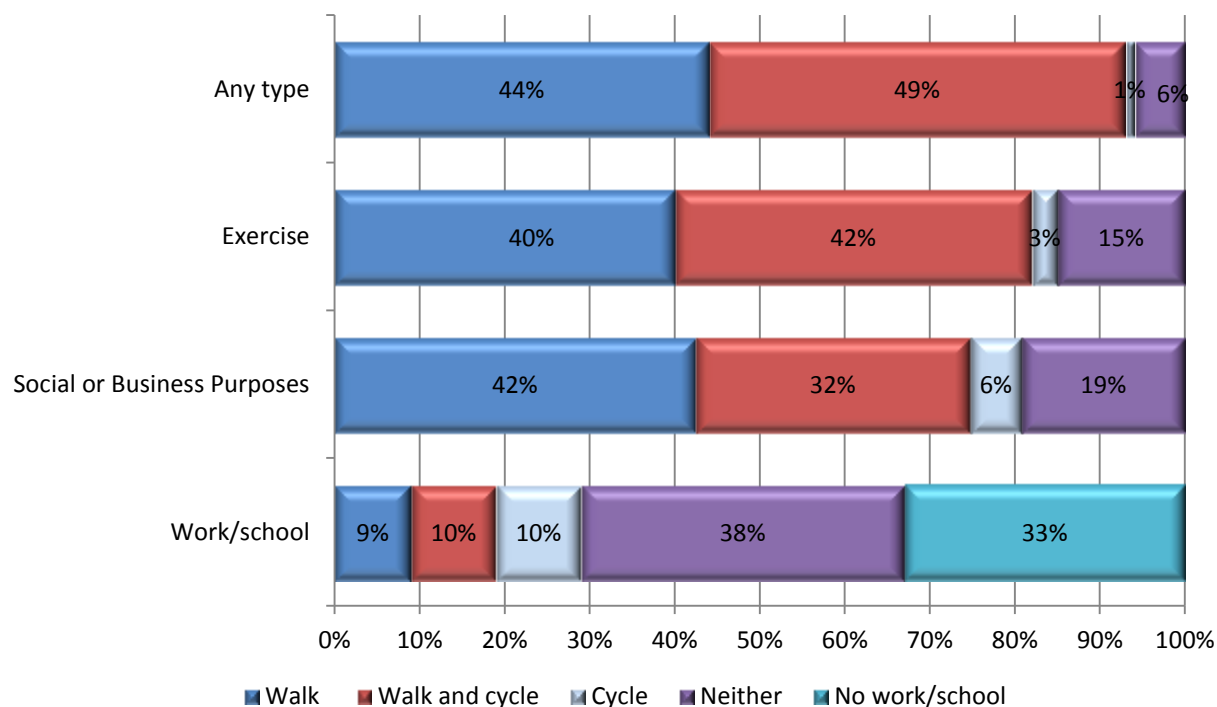


Almost everyone who cycles also walks in these situations in a **typical non-snow month**. As shown in **Figure 2**:

- Almost all residents (93%) walk or cycle at least once for **any trip purpose** in a typical non-snow month, including nearly half (49%) who do both, 44% who exclusively walk, and 1% who exclusively cycle.
- Over 8 in 10 (85%) walk or cycle at least once for **exercise or pleasure**, including 42% who do both, 40% who exclusively walk, and 3% who exclusively cycle.
- About 8 in 10 (80%) walk or cycle for **social or business purposes**, including 32% who do both, 42% who exclusively walk, and 6% who exclusively cycle.

- Almost 1 in 3 (29%) walk or cycle to get to or from **work or school/college/university**, including 1 in 10 (10%) who use both methods, 9% who exclusively walk, and 10% who exclusively cycle.

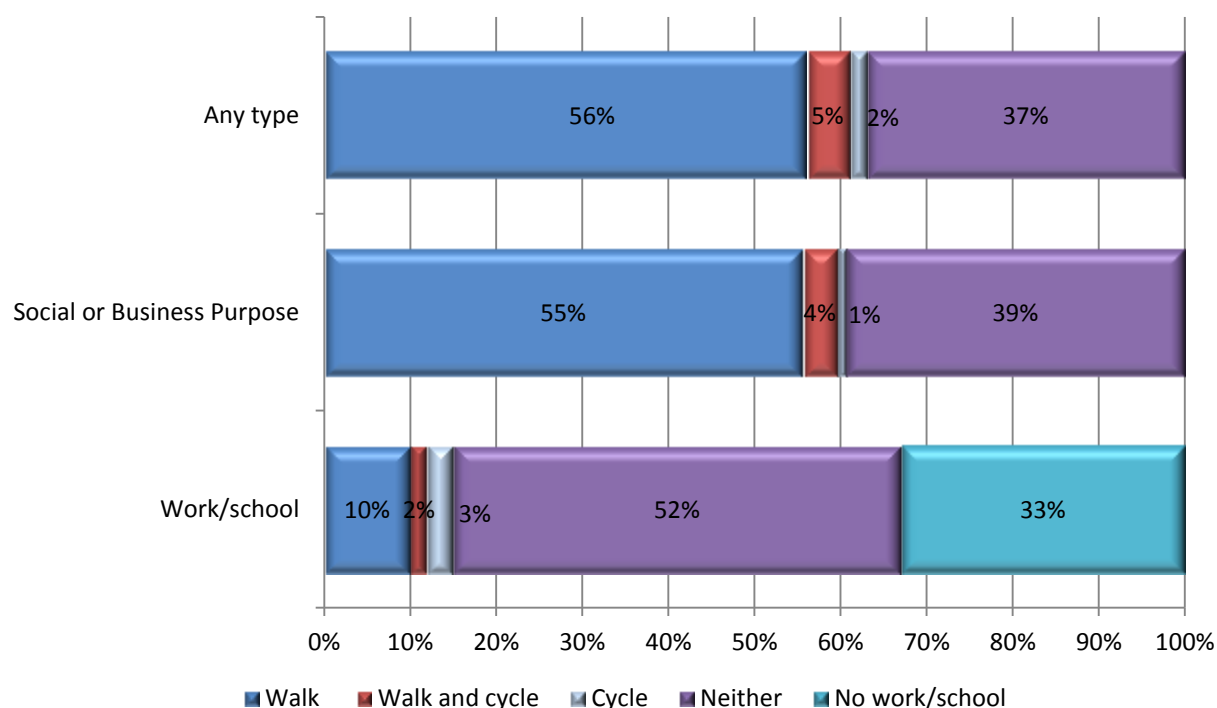
Figure 2: Cycle or Walk at Least Once in a Typical Non-Snow Month (n=600)



In a **typical month with snow on the ground**, many Saskatonians remain active. As shown in **Figure 3**:

- Almost two-thirds (63%) continue to walk or cycle at least once for **any trip purpose** in a typical snow month, including 5% who do both, 56% who exclusively walk, and 2% who exclusively cycle.
- About 6 in 10 (60%) continue to walk or cycle for **social or business purposes**, including 4% who do both, 55% who exclusively walk, and 1% who exclusively cycle.
- About 1 in 7 (15%) continue to walk or cycle to get to or from **work or school/college/university**, including 2% who use both methods, 10% who exclusively walk, and 3% who exclusively cycle.

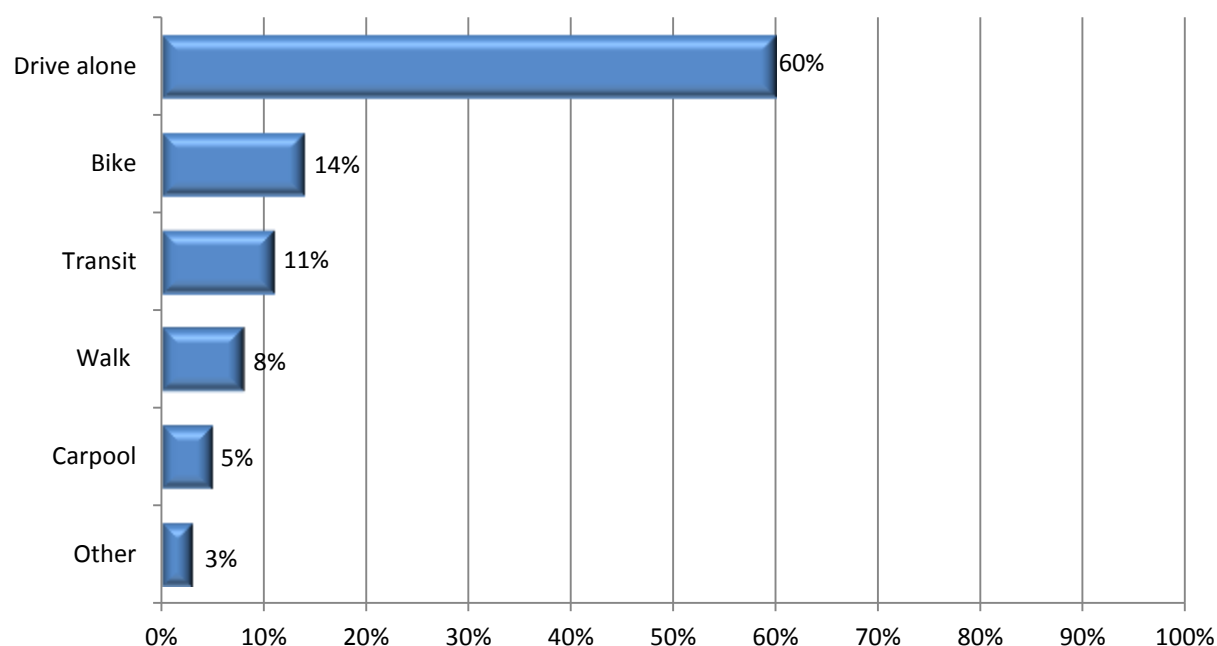
Figure 3: Cycle or Walk at Least Once in a Typical Snow Month (n=600)



3.2 Commuting Purposes

About 67% of Saskatoon residents report the need to regularly travel to or from work (53%) or school/college/university (9%), including 6% who travel to both. Respondents were asked to think about which transportation method they normally used to get to and from work or school/college/university in the non-snow months that occurred in the preceding twelve months. **Figure 4** shows the most common method used to commute to or from work or school.

- Among those who report commuting to work or school/college/university, the most common method of transportation is by **private vehicle** (65%), either driving alone (60%) or carpooling with at least one other (5%).
- About 1 in 10 (11%) respondents report that their usual method of transportation to work or school/college/university is by **transit**.
- About 1 in 5 (22%) report using **active modes of transportation** to get to work or school/college/university, including either cycling (14%) or walking (8%) to get to work or school. This is twice as high as the proportion of people who report using transit to commute to work or school/college/university.

Figure 4: Most Common Method of Commuting to Work and/or School/College/University (n=401)

- Those living in the **core area** are more likely than those living in suburban areas to use active modes of transportation to commute in non-snow months: cycling (21% core vs. 4% suburban) or walking (11% vs. 3%). Conversely, they are less likely to report driving alone (49% vs 74%).
- The **youngest** age cohort (18 to 29 years of age) is most likely to bike to work (18%), take transit (18%) or walk (10%). They are also the least likely to drive alone (45%).

3.2.1 Use of active methods to commute to work or school

Although over 1 in 5 (22%) report an active mode of transportation as their usual method of commuting to work or school/college/university in a non-snow month, far more at least occasionally use these methods. In all cases, we do not know the distance they are cycling or walking. It could be a few blocks or several kilometres. This section provides additional details about commuting patterns by bicycle or on foot, including the number of days per month that people walk or cycle for commuting purposes in snow months and non-snow months, as shown in **Figure 5**.

Cycling

- In a typical month when there is **no snow** on the ground, almost 1 in 3 (30%) report cycling to or from work or school/college/university at least once. This includes about 12% who cycle to or from work or school/college/university almost daily (20 days or more per month), and another 5% who cycle at least a couple of days a week (10 to 19 days per month).
- In a typical month when there **is snow** on the ground, over a quarter (27%) of those who cycle in non-snow months continue to cycle at least once, as just under 1 in 10 (8%) report that they cycle at least once to work or school/college/university. This includes 4% who cycle almost daily (20 days or more per month) and another 1% who cycle at least a couple of days a week when there is snow on the ground.

Walking

- In a typical month when there is **no snow** on the ground, over 1 in 4 (28%) report walking at least once to or from work or school/college/university. This includes 11% who walk to or from work or school/college/university almost every day (20 days or more per month), and another 4% who walk to or from work or school a couple of days per week (10 to 19 days per month).
- In a typical month when there **is snow** on the ground, nearly two thirds (64%) of those who walk in non-snow months continue to walk at least once, as almost 1 in 5 (18%) report walking at least once to or from work or school/college/university in a typical month. This includes 7% who walk to or from work or school almost daily (20 or more days a month), and another 3% who walk to or from work or school a couple of days per week (10 to 19 days a month).

Figure 5: Number of Days Respondents Walk or Cycle in a Typical Month to Work/School (n=401)

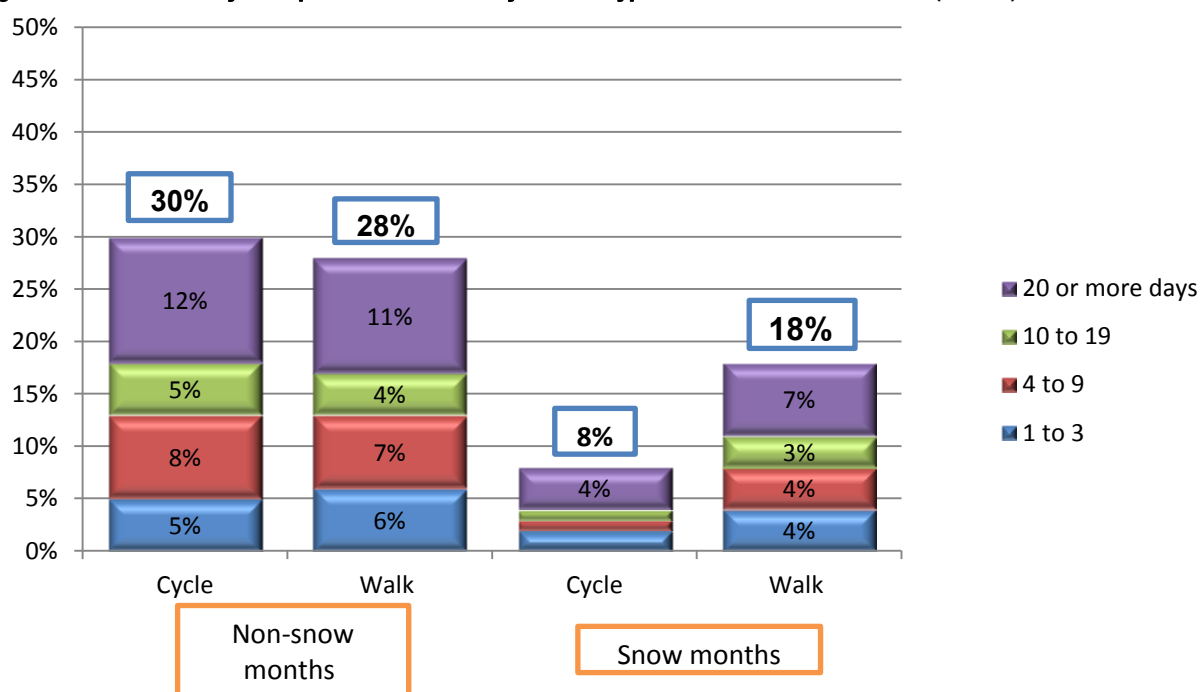


Table 4 summarizes the characteristics of walking and cycling patterns in snow and non-snow months by demographics. On average, in both no snow and snow months:

- The youngest age cohort (aged 18 to 29) walks and cycles more days to commute to work or school/college/university than do older respondents.
- Those with household incomes under \$40,000 cycle or walk to work or school/college/university on more days than those with higher incomes.
- Those respondents living in the core area cycle or walk to work or school/college/university on more days than those living in the suburban area.
- Men cycle or walk to work or school/college/university on more days than women.

Table 4: Days Commuting by Demographics (n=401)

Table 4: Days Commuting by Demographics (n=401)				
	Cycling		Walking	
	No Snow	Snow	No Snow	Snow
	(Average # of days)			
Overall				
All Respondents	3.9	1.1	3.6	2.4
Age				
18 to 29	5.9	2.1	5.3	3.5
30 to 49	2.6	0.6	2.7	1.8
50 to 64	3.0	0.4	1.6	1.5
Gender				
Male	4.5	1.2	4.3	3.1
Female	2.8	1.0	2.4	1.4
Household income				
Under \$40,000	5.2	1.6	8.5	7.2
Over \$40,000	3.6	1.0	1.6	1.0
Location				
Core Area	5.4	1.5	4.1	2.7
Suburban Area	2.0	0.6	2.8	2.0

3.3 Social or Business Purposes

The survey asked how often in a typical month, when there is no snow on the ground, they would cycle or walk for social or business purposes such as shopping, visiting friends, or running errands. As shown in **Figure 6**:

- Almost 1 in 4 (38%) reports having cycled at least once in non-snow months for social or business purposes. This includes 8% who report cycling for these purposes almost daily (20 or more days in a typical non-snow month). Another 10% do so two or more days a week (10 to 19 days per month). In months with snow on the ground, this drops to about 5% of people who report having cycled at least once for social or business purposes.
- About 3 in 4 (75%) report walking at least once a month for social or business purposes. This includes 21% who walk almost every day to one of these destinations (20 or more days in a typical non-snow month). Another 22% report walking at least two days per week (10 to 19 days a month). In months with snow on the ground, almost 6 in 10 (59%) report walking at least once a month for social or business purposes.

Figure 6: Number of Days Respondents Walk or Cycle in a Typical Month For Social or Business Purposes (n=600)

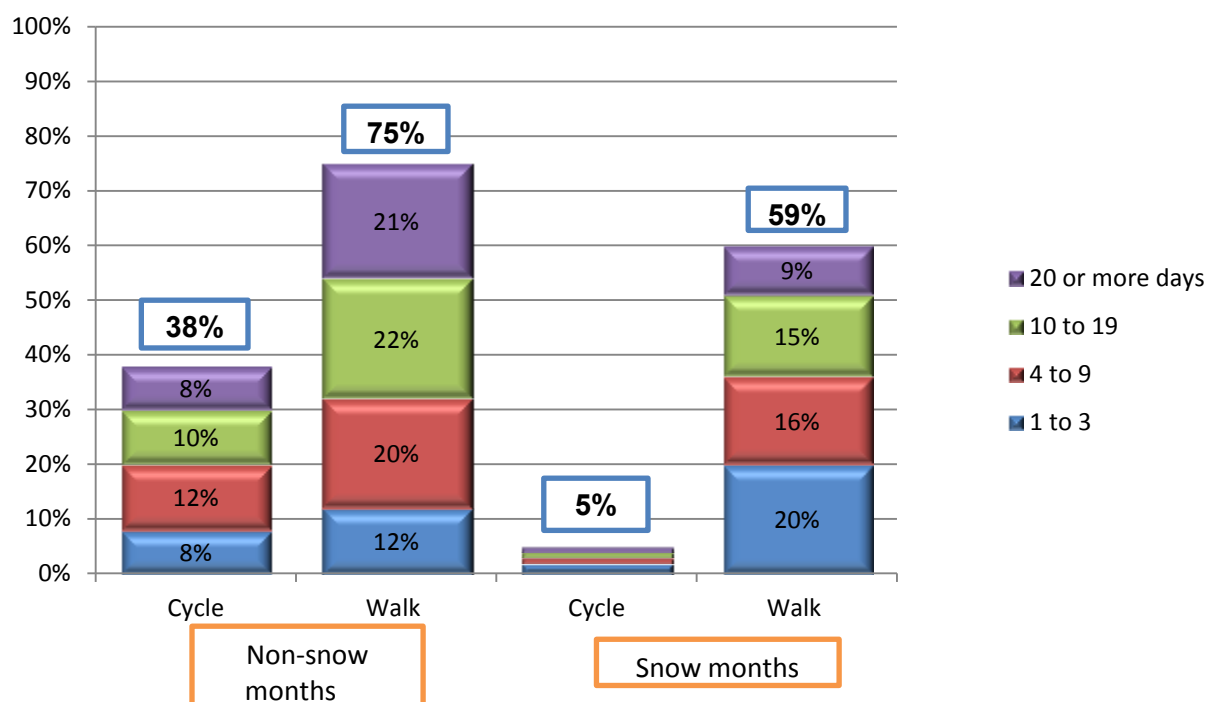


Table 5 summarizes the characteristics of walking and cycling patterns for social and business trips in snow and non-snow months by demographics.

- In a typical month when there is no snow on the ground, the average number of days that people are cycling for social or business purposes is higher among:
 - The youngest age cohort (18 to 29);
 - Men;
 - Those with household incomes under \$40,000; and
 - Those living in core areas.
- The average number of days cycling in snow months for social or business purposes is low across all demographics.
- In a typical month when there is no snow on the ground, the average number of days that people are walking for social or business purposes is higher among:
 - The oldest age cohort - it declines as respondents get younger;
 - Females;
 - Those with household incomes under \$40,000; and
 - Those living in core areas.
- Unlike cycling, many of these patterns for walking are the same in snow months (although, in all cases fewer days of walking are recorded on average).

Table 5: Days Walking or Cycling for Social or Business Purposes by Demographics (n=600)

Table 3: Days Walking or Cycling for Social or Business Purposes by Demographics (n=666)				
	Cycling		Walking	
	No Snow	Snow	No Snow	Snow
	(Average # of days)			
Overall				
All Respondents	4.1	0.4	9.4	5.4
Age				
18 to 29	6.4	0.5	8.3	4.9
30 to 49	3.8	0.6	9.0	5.0
50 to 64	3.9	0.2	10.0	5.6
65 or older	1.7	0.3	11.5	6.8
Gender*				
Male	4.9	0.3	8.9	5.5
Female	3.3	0.5	9.9	5.2
Household income				
Under \$40,000	5.0	0.3	11.2	6.9
Over \$40,000	4.1	0.4	8.8	4.6
Location*				
Core area	5.1	0.4	10.4	6.2
Suburban area	3.0	0.4	8.2	4.3

3.4 Exercise Purposes

Over 8 in 10 (82%) respondents report that they walk for exercise or pleasure, and over 4 in 10 (44%) report that they cycle for exercise or pleasure during non-snow months. As shown in **Figure 7**,

- Over 4 in 10 (44%) report cycling outdoors for pleasure or exercise at least once in a typical non-snow month. This includes 9% who report cycling almost daily (20 days or more) and 13% who report cycling two days a week or more (10 to 19 days).
- Over 8 in 10 (82%) report walking outdoors for exercise at least once in a typical non-snow month. This includes 29% who walk almost daily (20 days or more) and another 25% who walk at least two days in a week (10 to 19 days a month).

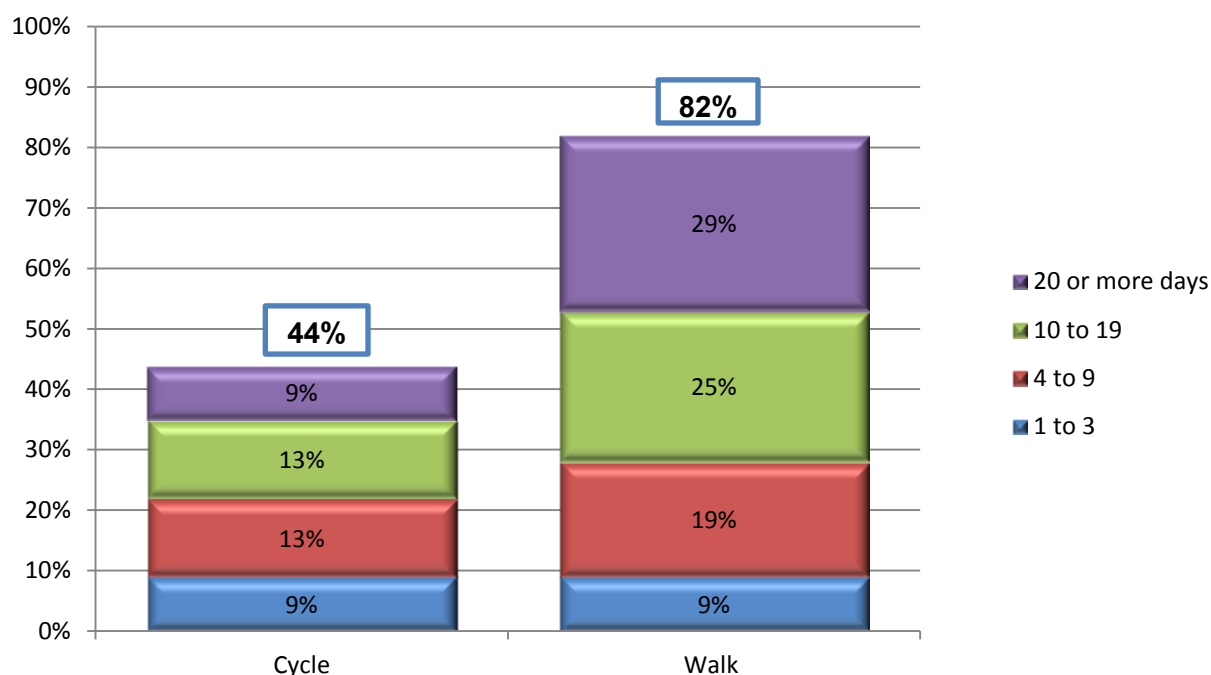
Figure 7: Number of Days Respondents Walk or Cycle in a Typical Month for Exercise or Pleasure (n=600)

Table 6 summarizes the characteristics of walking and cycling patterns for exercise in non-snow months by demographics.

- In a typical month when there is no snow on the ground, the average number of days on which respondents report cycling for pleasure or exercise is about five, while walking for the same reason occurs on over twice as many days (12 days).
- On average, the younger the respondent, the more days on average they report cycling for exercise or pleasure.
- Similarly, on average, men, those with household income over \$40,000, and those living in the core area report cycling on more days on average for pleasure or exercise.
- Similarly, walking for pleasure or exercise is reported on average on more days among women, those with household income over \$40,000, and those living in the core area.

Table 6: Days Walking or Cycling for Exercise Purposes by Demographics – No Snow Months (n=600)

	Cycling	Walking
	(Average # of days)	
Overall		
All Respondents	4.9	12.1
Age		
18 to 29	6.7	11.1
30 to 49	5.1	12.1
50 to 64	4.4	12.8
65 or older	3.0	12.9
Gender		
Male	5.8	10.8
Female	4.1	13.4
Household income		

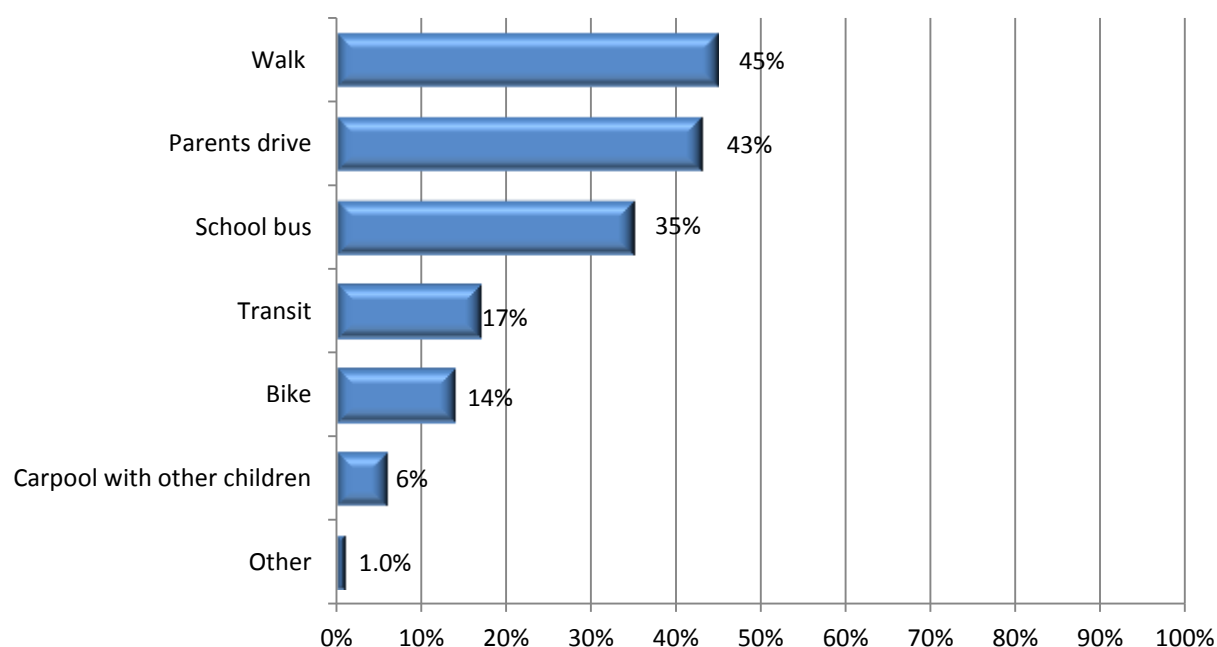
	Cycling	Walking
Under \$40,000	3.2	10.8
Over \$40,000	5.6	12.7
Location		
Core area	5.1	12.9
Suburban area	3.0	10.8

3.5 Behaviours of School-Aged Children

About 3 respondents in 10 (32%) report having school-age children in their household. Multiple methods are used by these children to get to and from school, as shown in **Figure 8**.

- Just under half (49%) report children go to or from school by **private vehicle**, either their parents drive them (43%) or they carpool with others (6%).
- Over 4 in 10 (45%) report children **walk** to or from school.
- Almost 1 in 5 (17%) report taking **transit**.
- Over 1 in 3 (35%) report taking a **school bus**.
- Over 1 in 10 (14%) report **biking** to school.

Figure 8: Reported Methods of Children Commuting to School (n=189)



4.0 Attitudes Towards Active Transportation

The survey asked a number of questions about attitudes towards walking and cycling, including statements as summarized below.

4.1 Attitudes toward doing more cycling and walking

We asked respondents to choose a statement that best describes their attitudes about their own cycling and walking behaviour. As shown in **Figure 9**, many respondents would like to walk and cycle more often.

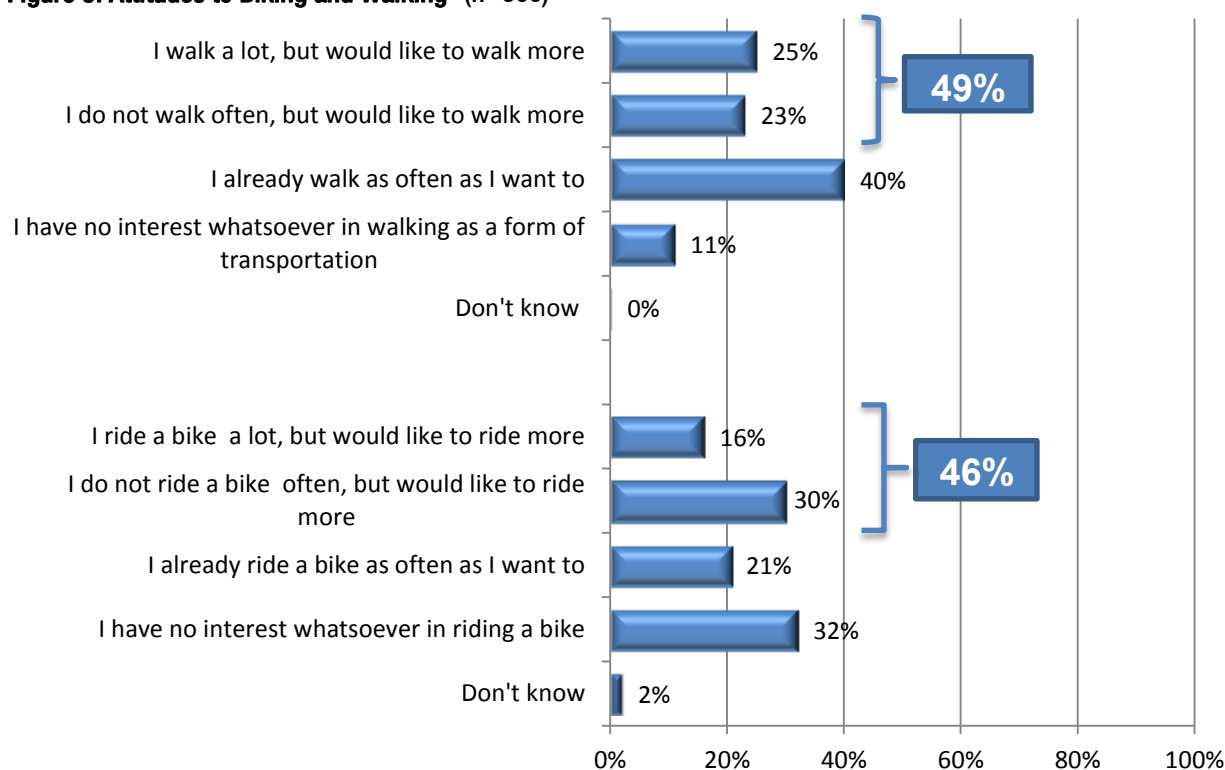
Walk

- Almost half (49%) say that they would like to walk more, whether they currently do not walk often (23%) or walk a lot (25%).
- About 4 in 10 say they are walking as often as they want to (40%).
- Over 1 in 10 (11%) have no interest in walking more as a method of transportation.

Cycle

- Nearly half (46%) said they would like to cycle more often. Whether they currently ride a bike a lot (16%) or not often (30%), they are interested in riding more.
- Over half (53%) say they are not interested in riding a bike more often. They have either no interest whatsoever in riding a bike (32%) or already ride a bike as often as they want (21%).

Figure 9: Attitudes to Biking and Walking* (n=600)

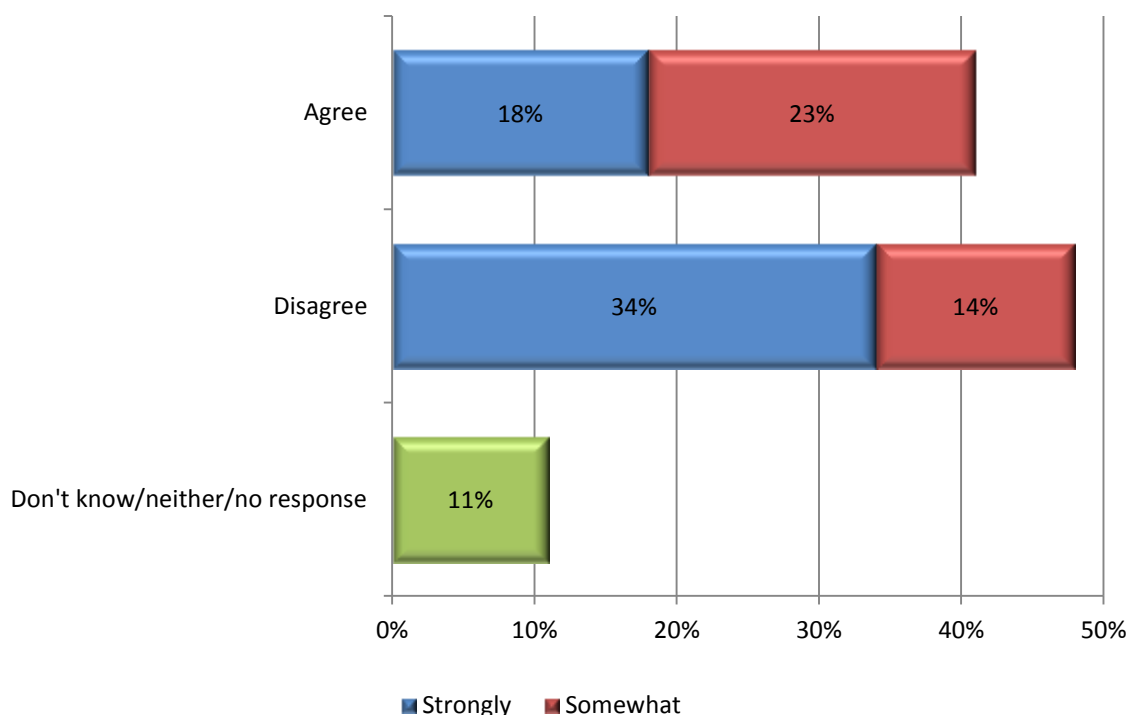


*Totals may not add to 100% due to rounding

4.2 Importance of Cycling

As shown in **Figure 10**, over 4 in 10 (41%) agree at least somewhat with the statement: “Riding a bike is an extremely important part of my life.” This includes about 1 in 5 (18%) who strongly agree. Nearly half (48%) somewhat or strongly disagree.

Figure 10: Riding a Bike is an Extremely Important Part of My Life (n=600)

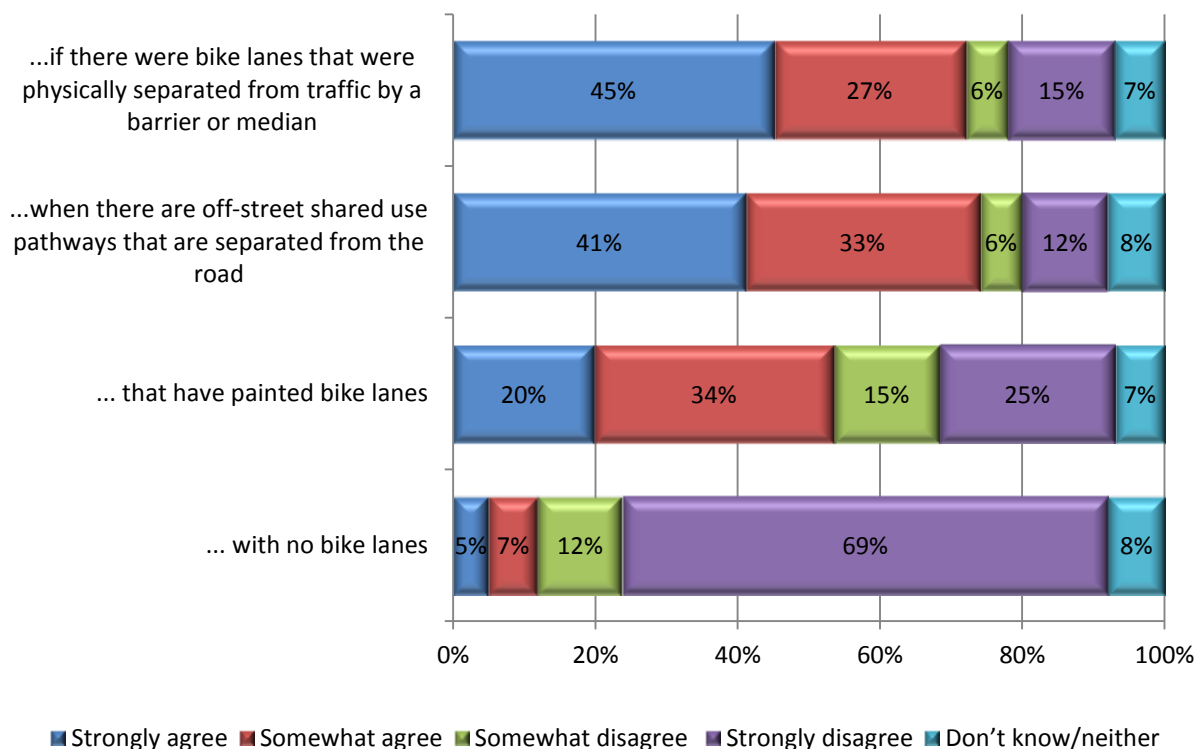


4.3 Comfort

We asked respondents how comfortable they are cycling on busy roads in a range of conditions, as summarized below and in **Figure 11**:

- **Bike lanes that are physically separated from traffic by a median or barrier.** Nearly three quarters (72%) agree that they would feel comfortable cycling on a busy road if physically separated bike lanes were provided. This includes nearly half (45%) who strongly agree.
- **Off-street pathways that are separate from the road.** About three quarters (74%) agree they would feel comfortable if an off-street shared use path were provided. Slightly fewer people (41%) said they strongly agree with this as compared to physically separated bike lanes.
- **Painted bike lanes.** Over half (54%) agree that they would feel comfortable if painted bike lanes were provided on busy streets, although a much smaller proportion (20%) strongly agree as compared to physically separated bike lanes or off-street pathways.
- **No bike lanes.** Only just over 1 in 10 (12%) agree at least somewhat that they feel comfortable cycling on a busy street with no bike lanes, including 5% who strongly agree.

Figure 11: Comfort Cycling on Busy Roads with High Traffic Volumes and Speeds (n=600)



4.4 Type of Bicycle Users

We created a single variable that utilizes several pieces of information to create a single measure of bicycle user type. Each bicycle user type is described below and summarized in **Figure 12**.

- Strong and Fearless.** About 3% of Saskatoon residents are classified as fearless cyclists. These are cyclists who ride when there is snow on the ground, ride frequently in the non-snow months (at least once a week), and generally feel comfortable riding on any type of roadway. They tend to agree that cycling is an important part of their life.
- Enthusies and Confident.** Almost 3 in 10 (28%) are classified as comfortable cyclists. These cyclists ride often (at least once every two weeks in a non-snow month). They tend not to be comfortable riding on busy streets with no bike lanes. They tend to agree that cycling is an important part of their life.
- Interested But Concerned.** About 4 in 10 (39%) are an interested cyclist. These cyclist do not ride often (at least once every 3 or 4 weeks) or at all. They generally are not comfortable riding on any type of road that is busy or has transit routes.
- No Way, No How.** About 3 in 10 (30%) are a reluctant cyclist. These individuals generally do not ride in a typical non-snow months. They are not comfortable riding on any type of road that is busy. They typically do not see cycling as important part of their life and they very often do not have access to a bike.

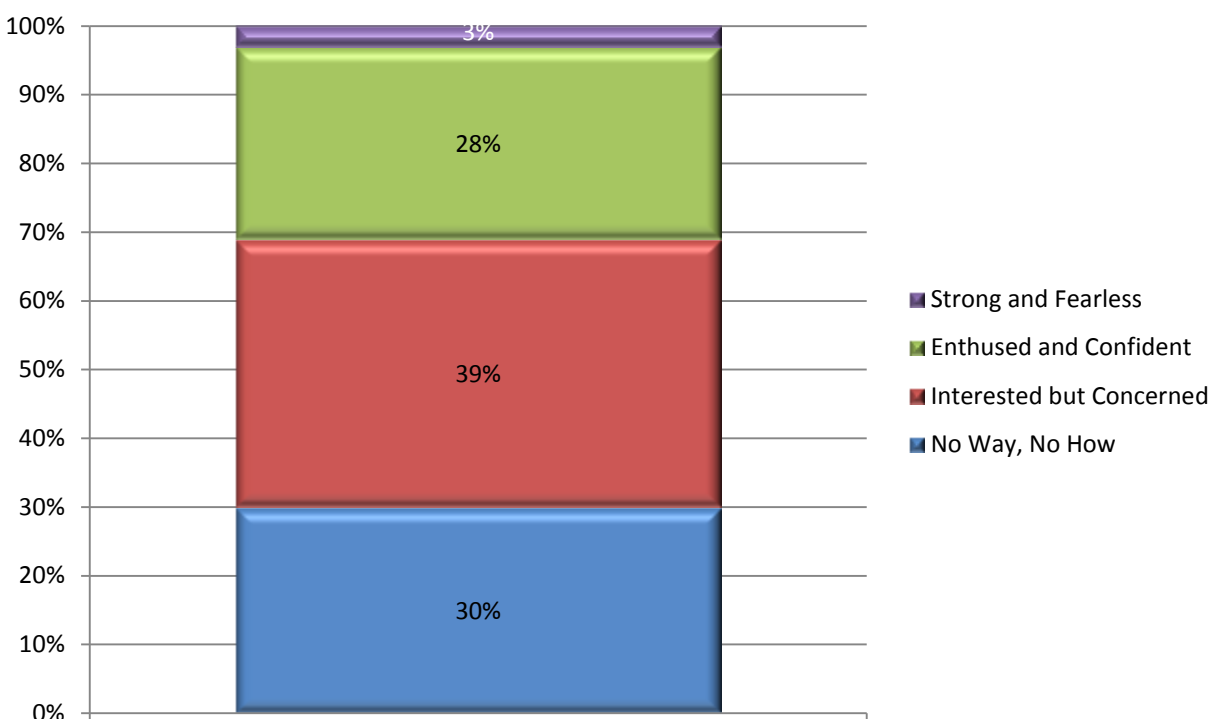
Figure 12: Types of Bicycle Users (n=600)

Table 7 shows the characteristics of these types of cyclists, as summarized below.

- **Strong and Fearless.** These cyclists tend to be the youngest (average age 28), male, working or attending school, with a household income over \$100,000.
- **Enthusied and Confident.** These cyclists also tend to be the younger (average age 38), working or attending school, more likely to be male, and with a somewhat lower household income over \$70,000.
- **Interested but Concerned.** These cyclists tend to be older (average age 45), but most still work or go to school. Household incomes are divided among those earning below and over \$70,000, and are a mix of males and females, some with health issues.
- **No Way, No How.** These cyclists are the oldest (average age 52), are less likely to work or go to school, and have household incomes of under \$70,000. Many have health issues that prevent them from riding. Most do not own or have access to a bike.

Table 7: Characteristic of Bicycle User Types

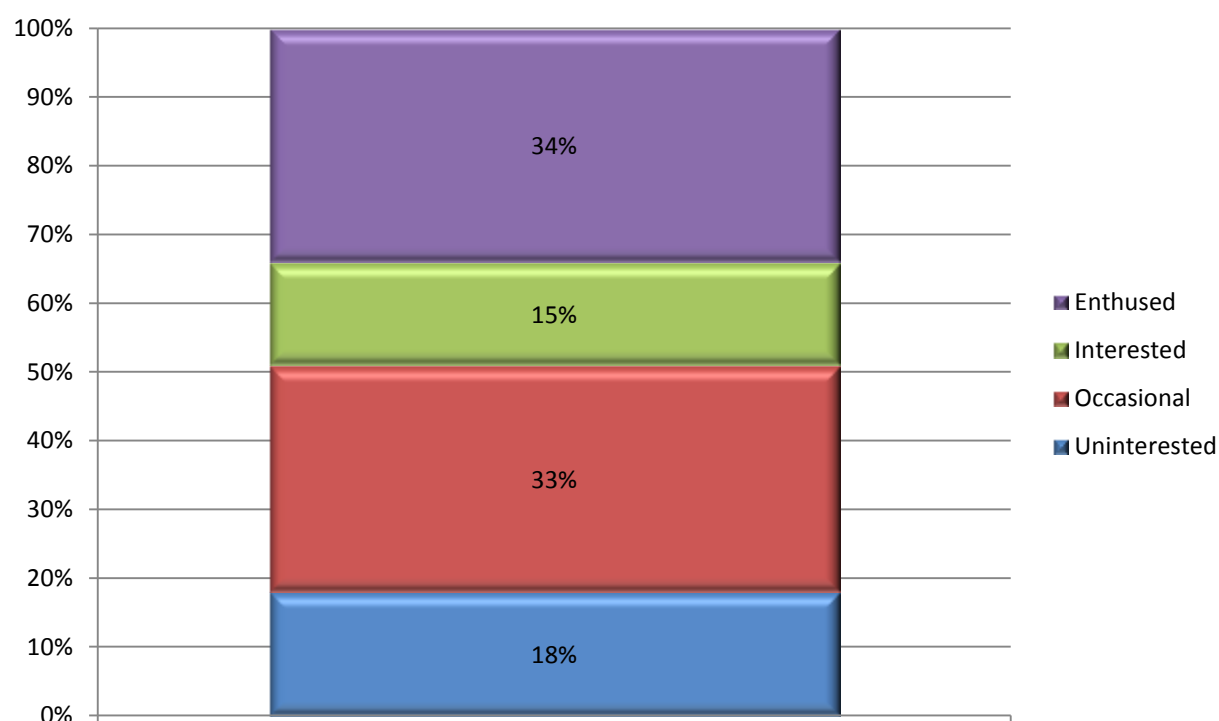
Type	Characteristic
Strong and Fearless*	Almost all under 50, 18 to 29 years of age most common. Average age 28. More likely to be male than female Household income mostly over \$100,000 All work or go to school Most likely to live in core area No health issues

Type	Characteristic
Enthusied and Confident	Evenly divided between those 18 to 29 and 30 to 49 years of age Average age 38 More likely to be male than female Most work or go to school Household income most likely over \$70,000 Few with health issues
Interested but Concerned	Most often 30 to 49 years of age Average age 45 Mix of male and female Household income evenly divided among those over and under \$70,000 Most work or go to school Some with health issues
No Way, No How	Split between those over and under 50 Average age 52 More likely to be female Majority have household income under \$70,000 About half do not work or go to school Many with health issues Most do not own/have access to a bike
*Caution small sample	

4.5 Type of Walker

This variable classifies respondents based on their walking behaviour and their attitudes toward doing more walking, similar to that shown above in **Figure 12**. Each walker type is described below and summarized in **Figure 13**.

- **Enthusied.** These are individuals who already walk a lot but want to walk more. These individuals walk at least once a week or more to or from work or school, or to neighbourhood destinations, and say they would like to walk more. This represents the largest single group (34%).
- **Interested.** These are individuals who currently do not walk a lot, but would like to walk more. These individuals do not walk weekly to or from work or school or to neighbourhood destinations, but are interested in walking more (15%).
- **Occasional.** These individuals currently walk several times per week or more to or from work or school, or to neighbourhood destinations, and are not interested in walking more. They represent the second largest group (33%).
- **Uninterested.** These are individuals who currently do not walk at least weekly to or from work or school, or to neighbourhood destinations, and are not interested in walking more (18%).

Figure 13: Types of Walkers (n=600)

While there is a lot of overlap among these groups, each type of walker appears to have some pronounced characteristics. **Table 8** shows the characteristics of these types of walkers, as summarized below.

- **Enthused.** These individuals as likely to be female as male, covers all age groups, with an average age of 45, are more likely to be in school, and slightly less likely to have school-aged children. Most have household incomes of under \$70,000, most commonly under \$40,000.
- **Interested.** This group is slightly more likely to be female, and is slightly younger with an average age of 43. They are more likely than the Enthused walkers to have school-age children, but less likely than Occasional walkers. They are more likely to have a household income above \$70,000.
- **Occasional.** These individuals are as likely to be female as male and come from all age groups. They are less likely to work or to have school-aged children, and are more likely to live in the core area.
- **Uninterested.** This is the oldest group on average (47 years) and are more likely to be male. They are more likely to live in the suburban area and less likely to be in school.

Table 8: Characteristic of Walker Types

Type	Characteristic
Enthused	As likely to be female as male Covers all age groups. Average age: 45 More likely to be in school Slightly less likely to have school age children Most have household income under \$70,000, most commonly under \$40,000
Interested	Slightly more likely to be female Most likely to be under 50 years of age. Average age: 43

Type	Characteristic
	<p>More likely to work</p> <p>More likely to have school age children</p> <p>Most likely over \$70,000</p> <p>Less likely to have health issues</p>
Occasional	<p>As likely to be female as male</p> <p>Covers all age groups. Average age: 44</p> <p>Less likely to work</p> <p>Less likely to have school age children</p> <p>A mix of under and over \$70,000</p> <p>More likely to live in the core area</p> <p>Less likely to have a health issue</p>
Uninterested	<p>More likely to be male</p> <p>Covers all age groups. Average age: 47</p> <p>Less likely to be in school</p> <p>As likely to have school age children.</p> <p>A mix of under and over \$70,000</p> <p>More likely to live in the suburban area</p> <p>Less likely to have a health issue</p>

5.0 Barriers and Incentives

The telephone survey asked respondents to identify the reasons they do not walk or cycle more often when thinking about all trips, including walking or cycling to work, school, shopping, visiting friends, or for exercise or recreation. These questions were open ended and allowed respondents to identify their top of mind barriers to walking and cycling.

The telephone survey also asked respondents to identify any changes that could be made that would encourage them to walk or cycle more often. Respondents were provided a number of potential improvements, and respondents were asked to state whether they would walk or cycle more often if the change was made.

5.1 Barriers

5.1.1 Barriers to Cycling More

We asked all respondents why they do not cycle more often. **Table 9** shows their responses grouped into broad themes.

- The most common reported barrier to cycling more often is the perception that cycling more often is impractical because, the distances they have to travel are too great, they need their vehicle for work or need a vehicle to carry items (e.g., groceries), or opportunities to cycle are the same occasions that they have children or pets with them. Nearly a quarter (23%) of respondents identified impracticality as a barrier to cycling.
- The next most common reported barrier is that respondents do not like riding on busy streets, due to the lack of bike-only lanes or paths, or limited access to existing bike lanes. Almost 2 in 10 (18%) provided this reason for not cycling more often.
- Almost 1 in 5 (17%) report they do not cycle more because they do not have access to a bike.
- About 1 in 7 (15%) say that they do not feel safe cycling in the city. This mainly refers to the fear of sharing the road with other vehicles. A few say they are particularly fearful when taking children along (2%).
- About 1 in 7 (14%) identified weather as a barrier to cycling more often.
- Almost 1 in 10 (8%) say they are just too busy to find the time to cycle more.

Table 9: Barriers to Cycling More (n=600)

What are the reasons you do not cycle more often? (PROMPT: Are there any other reasons?)

Barrier	Reponses
Impractical (e.g., too far, need to carry things, taking children)	23%
Don't like riding on busy streets/no bike-only lanes	18%
Don't have a bike	17%
Don't feel safe (e.g., traffic, on busy roads)	15%
Weather	14%
Too busy/lack of time	8%
Health	6%
Not interested/don't want to bike	6%
Age	5%
Prefer walking	4%
Prefer car/bus which are more convenient	4%

Barrier	Reponses
Lazy/lack of motivation	3%
Lack of safe storage for bike at destinations	3%
Already cycle as much as want to	3%
Prefer other methods of exercise	2%
Lack of change facilities/showers at destinations	1%
Other	2%
Don't know/no response	5%
Note: Respondents could provide more than one response. Column may add to more than 100%.	

5.1.2 Barriers to Walking More

We also asked all respondents why they do not walk more often. **Table 10** shows their responses grouped into broad themes.

- The most common barrier to walking more often is that it is impractical (36%) because: the distances they have to travel are too great, they need their vehicle for work or need a vehicle to carry items (e.g., groceries), or opportunities to walk more are the same times they have children with them.
- Almost 1 in 5 (19%) says they are just too busy to find the time to walk more.
- About 1 in 7 (15%) identified weather as a barrier to walking more often.
- About 1 in 10 (10%) identified safety reasons such as poor lighting, traffic conditions, or condition of sidewalks as barriers to walking more.

Table 10: Barriers to Walking More (n=600)

What are the reasons you do not walk more often? (PROMPT: Are there any other reasons?)

Barrier	Reponses
Impractical (e.g., distance too far, carry things, children)	36%
Lack of time/busy lifestyle	19%
Weather	15%
Safety issues (e.g., lighting, traffic, poor condition of sidewalks)	10%
Lack of motivation/Lazy	10%
Already walk a lot	10%
Health issues	8%
Walk as much as want to	8%
Prefer car/bus (more convenient)	6%
Prefer other methods of exercise	3%
Prefer cycling	3%
Age	2%
Would like more/better routes or paths	2%
Don't want to	1%
Other	1%
Don't know/no response	5%
Note: Respondents could provide more than one response. Column may add to more than 100%.	

5.2 Incentives

We asked all respondents what might encourage them to cycle or walk more. In total, we tested 11 possible changes asking how much more often respondents would cycle or walk if the changes shown below were implemented.

- Adding more on-road painted bike lanes on busy streets.
- Adding more designated signed bike routes on neighbourhood streets.
- Coordinating transit with walking and cycling.
- Adding bike lanes physically separated from traffic by a barrier or median on busy streets.
- Providing bike parking at your destination.
- Ensuring sidewalks, paths and streets are well lit.
- Improving existing sidewalks.
- Constructing new sidewalks or pathways where there are gaps in the sidewalk.
- If it was easier to walk on sidewalks or pathways in the winter.
- Ensuring that on-street bike routes and pathways are cleared in the winter.
- Making it easier and safer to cross the street.

For each of these changes, respondents were asked to identify if they would walk or cycle more often, on a four point scale ranging from no more often, to somewhat more often, more often, and much more often.

5.2.1 Incentives to Cycling More

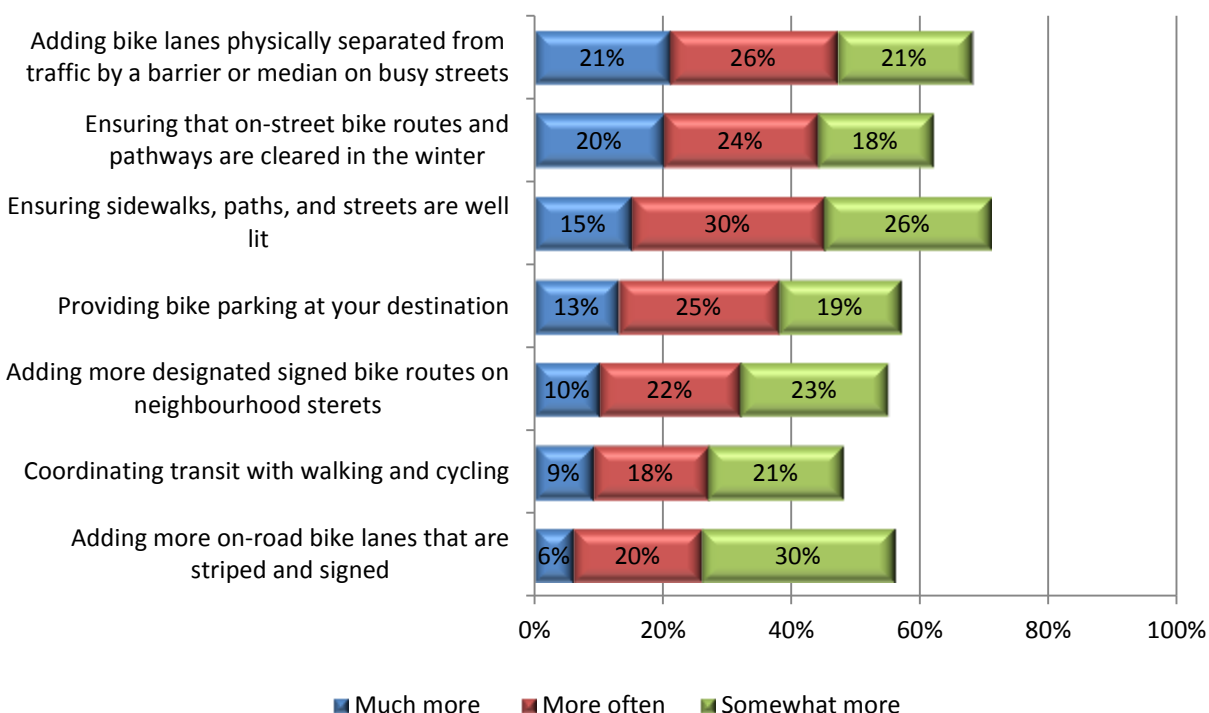
Seven possible changes were tested to see which would be most effective at encouraging people to cycle more often, as shown in **Figure 14**. There was enthusiasm for many of the changes tested.

Of the seven possible changes, two stand out that were identified by almost half of respondents as changes that would encourage them to cycle more often or much more often:

- **Adding bike lanes physically separated from traffic by a barrier or median on busy streets.** Almost half (47%) say such a change would make them cycle more often (26%) or much more often (21%).
- **Ensuring that on-street bike routes and pathways are cleared in the winter.** Almost half (44%) say such a change would make them cycle more often (24%) or much more often (20%).

In addition, about 3 in 10 say these changes would make them cycle more or much more often:

- **Providing secure facilities to park your bike at your destination.** Over a third (38%) say such facilities would make them cycle more often (25%) or much more often (13%).
- **Adding more designated signed bike routes on neighbourhood streets** (32%, including 10% who would cycle much more)
- **Ensuring sidewalks, paths and streets are well-lit.** Almost half (45%) say this would encourage them to walk or cycle more (30%) or much more (15%).
- **Coordinating transit with walking and cycling** (27%, including 9% who would walk or cycle much more)
- **Adding more on-road bike lanes that are striped and signed** (26%, including 6% who would cycle much more)

Figure 14: Incentives to Cycle More (n=600)

Further details of incentives by type of cyclists are shown in **Table 11** and provided below:

- Generally, for each of these incentives, the **Strong and Fearless** cyclists is the most enthusiastic, claiming they will ride more or much more often. In each case, the Enthused and Confident cyclists are the next most likely to commit to more cycling, followed by the interested cyclists. In all case, but one, the reluctant cyclists are the least likely to ride more, regardless of the change.
- The incentive that would encourage the most **Strong and Fearless** cyclists to ride more or much more often is “ensuring that on-street bike routes and pathways are cleared in the winter.” Almost all fearless cyclists (98%) said this would make them ride more often; including 79% who indicated much more likely.
- The incentive that would encourage the most **Enthused and Confident** cyclists to ride more or much more often is: “adding bike lanes physically separated from traffic by a barrier or median on busy streets.” Almost 7 in 10 (68%) say they would ride more often, including 37% who would ride much more often.
- Similarly, among those who are **Interested but Concerned** cyclists, the one incentive that would encourage this group the most to cycle more is: “adding bike lanes physically separated from traffic”. Almost half (45%) report such change would get them to ride more often, including 21% who would ride much more often.
- Interestingly, “ensuring that on-street bike routes and pathway are cleared in the winter,” would encourage the most **No Way, No How** cyclists to bike more or much more often. Over 4 in 10 (44%) say they would ride more or much more if this was the case, including 13% who would ride much more often.

Table 11: Would Cycle More or Much More (n=600)

	Fearless*	Confident	Interested	Reluctant	Overall
	(n=18)	(n=165)	(n=233)	(n=179)	
Bike lanes physically separated	74%	68%	45%	28%	47%
Ensuring street are well lit	66%	51%	40%	43%	45%
Bike routes cleared in winter	98%	52%	35%	44%	44%

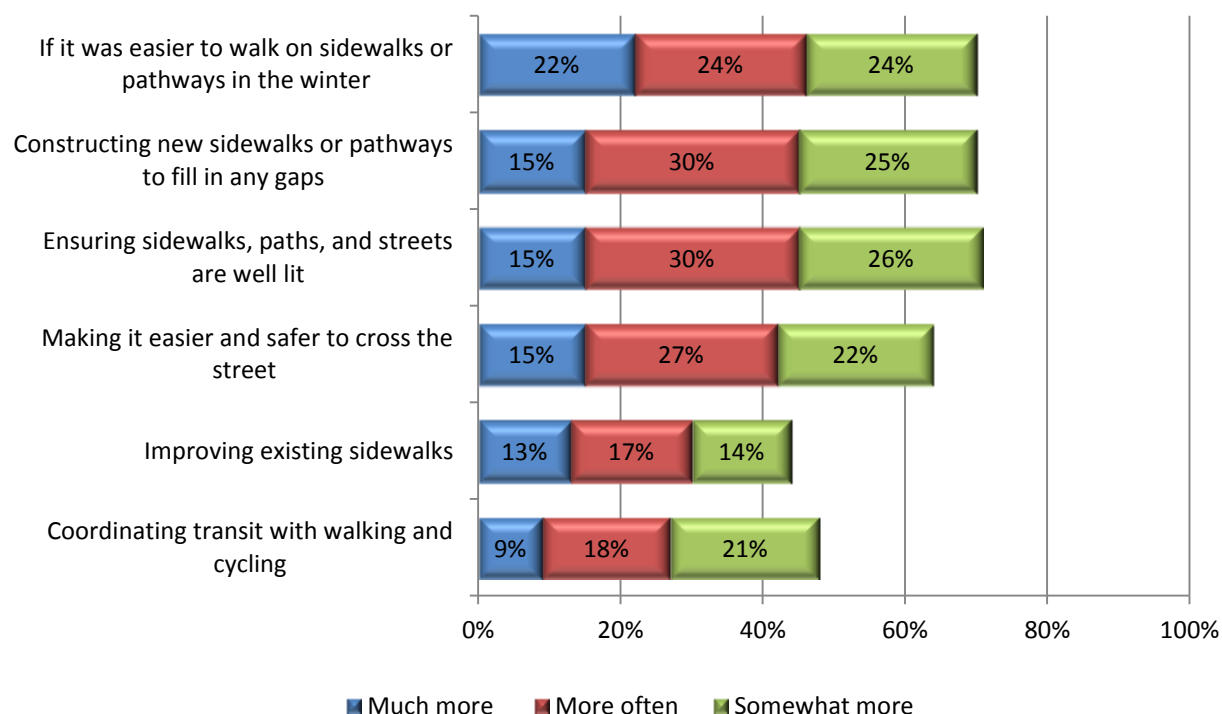
*caution small sample

5.2.2 Incentives to Walk More

Six possible changes were tested to see which would be most effective at encouraging people to walk more often, as shown in **Figure 15**. There was enthusiasm for many of the changes tested.

Of the six possible changes, four stood out as having the greatest influence on encouraging people to walk more:

- **If it was easier to walk on sidewalks or pathways in the winter.** Almost half (46%) say that routes cleared from snow in the winter would encourage them to walk more (24%) or much more (22%).
- **Constructing new sidewalks or pathways to fill in any gaps.** Almost half (45%) say this would encourage them to walk more (30%) or much more (15%).
- **Ensuring sidewalks, paths and streets are well-lit.** Almost half (45%) say this would encourage them to walk or cycle more (30%) or much more (15%).
- **Making it easier and safer to cross the street.** Almost half (42%) say this would encourage them to walk more (27%) or much more (15%).

Figure 15: Incentives to Walk More (n=600)

Further details of incentives by type of walkers are shown in **Table 12** and provided below:

- Among the types of walkers, the top three incentives are the same, although the order is slightly different.
- Among those classified as **Enthusied** walkers, the one change that would encourage the most to walk more is constructing new sidewalks or pathways to fill in any gaps (with 56% reporting they would walk more or much more). Followed closely by making it easier to walk in the winter (54%), and ensuring walkways are well lit (50%).
- Among those grouped as **Interested** walkers, the list is the same, but in a slightly different order. The one change that would encourage the most to walk more is ensuring sidewalks are well lit (49%). This is followed closely by: making it easier to walk in the winter (45%), and constructing to fill in any gaps (43%).
- Among those classified as **Occasional** walkers, the top three are the same, but again in a slightly different order: making it easier to walk in the winter (47%), ensuring sidewalks are well lit (45%), and constructing to fill in any gaps (44%).
- Those grouped as **Uninterested** walkers are the most challenging to get motivated. While involving the same top three, the proportion of this group who would walk more or much more is much lower given any change. The top three are: ensuring sidewalks are constructed to fill in any gaps (31%), ensuring sidewalks are well lit (29%), and making it easier to walk in the winter (29%).

Table 12: Would Walk More or Much More

	Enthusied	Interested	Occasional	Uninterested	Overall
	(n=203)	(n=198)	(n=88)	(n=107)	
Easier to walk in the winter	54%	45%	47%	29%	46%
Filling in gaps	56%	43%	44%	31%	45%
Ensuring walkways are well lit	50%	49%	45%	29%	45%

6.0 Summary and Conclusion

Currently, many Saskatoon residents regularly walk or cycle. Half (50%) of Saskatoon residents already cycle at least once a month during non-snow months to get to work or school/college/university, for social or business purposes, or for exercise or pleasure. Almost all Saskatoon residents (93%) also report walking at least monthly in non-snow months for pleasure or exercise, for social or business purposes, or to travel to work or school/college/university.

Among those who travel to work or school, the most common means of transportation remains the private vehicle (65%). Over 1 in 5 (22%) claim active transportation — either biking (14%) or walking (8%) is the method they use most often to commute to work or school/college/university. In fact, these active transportation methods are far more commonly used than this percentage would suggest. In a typical non-snow month, almost 1 in 3 (30%) report cycling and over 1 in 4 (28%) report walking at least once a month to or from work or school. The use of active transportation methods drops significantly in months with snow on the ground. Still, some (8%) report cycling and many (18%) report walking to or from work or school/college/university at least once in a typical winter month.

Saskatoon residents use active transportation often for social or business purposes. About 4 in 10 (38%) report cycling and three quarters (75%) walking for these purposes at least once per month during non-snow months. In addition, over 4 in 10 (44%) residents cycle and over 8 in 10 (82%) walk at least once per month when there is no snow for exercise or pleasure.

All of these findings suggests that Saskatonians are already fairly active, and this represents a strong base from which to encourage more use of these transportation methods. Indeed, a large portion of Saskatoon residents would like to use these methods more often than they currently do. Almost half of adult Saskatonians are interested in cycling (46%) more often. Similarly, although Saskatonians already seem to walk to a variety of destinations, half (49%) would like to walk more often.

Residents cite many barriers as to why they do not cycle or walk more. One barrier that does not exist for most is the means to cycle, since over 7 in 10 (71%) report owning or having access to a bicycle. While respondents identify many of the same barriers to cycling and walking (e.g., distance of the destination, practicality, limited time), they tend to identify infrastructure barriers more often for cycling than for walking. Few respondents report feeling comfortable riding on busy streets without bike lanes (10%), but many (54%) report that they would be comfortable if painted bike lanes were provided, and most (over 70%) report they would be comfortable if there were off-street pathways or bike lanes that were physically separated from traffic by a barrier or median. This need for infrastructure that will deal with their concerns about riding with vehicle traffic is reflected in the changes that respondents say will encourage them to ride more.

- Top changes for cycling:
 - Adding bike lanes physically separated from traffic by a barrier or median on busy streets (47% would ride more or much more)
 - Ensuring that on-street bike routes and pathways are cleared in the winter (44%)
 - Facilities to securely park bikes (38%)
- Top changes for walking:
 - Making it easier to walk on sidewalks or pathways in the winter (46%)
 - Constructing new sidewalks or repairing existing sidewalks (45%)

Ensuring sidewalks, paths and streets are well-lit ranked high as an incentive for both walking and cycling. To increase cycling, changes would need to be made to address perceived concerns about their safety while riding and security of their bike at their destination. To increase walking, changes would need to improve the year round

quality of sidewalks. That being said, there appears to be great interest among Saskatoon residents to increase their use of active transportation methods.

Appendix A – Questionnaire

Active Transportation Plan Survey
City of Saskatoon
Final

INTR1:

INTR1. Hello, my name is _____. I'm calling from Prairie Research Associates, an independent research company. We are calling on behalf of the City of Saskatoon to get citizens' opinions and experiences with active transportation methods in the city, such as walking and cycling. Would you have up to 10 minutes now to answer some questions? First, I need to speak with someone who is 18 years of age or older in the household. Would that be you?

Yes - Continue with survey	1	=> AGEGR
SET CALLBACK.....	2	=> /INT01
TERMINATE CALL.....	9	=> /INT01

TERM:

I'm sorry but that disqualifies you from our survey. Thank you very much for your time today.

CODE AS NON-QUALIFIED	1	D	=> /INT01
-----------------------------	---	---	-----------

AGEGR:

First, we want to make sure we are speaking to people from all different age groups - which of the following age groups do YOU belong to? Is it... (READ RESPONSES)

18 – 24	1
25 – 29	5
30 – 39	6
40 – 64	3
65 or over	4
(DO NOT READ) Don't know / No response	9

Q1:

Q1. During a typical week, do you commute to work, school, college or university in Saskatoon?

Yes, work.....	01	
Yes, school, college or university	02	
Yes, both work and school, college or university	03	
No	00	=> /Q7
Don't know/No response.....	99	=> /Q7

Q2:

Q2. For the next few questions, I'd like you to think about the past 12 months when there is no snow on the ground. During months when there is no snow on the ground, what is your usual method of transportation to commute to and from work, school, college or university? (READ RESPONSES - RECORD ONE METHOD) (PROMPT: This might include the spring, summer, or fall when there is no snow on the ground.)

Drive alone	01
Drive with others (carpool).....	02
Transit/Bus	03
Bike	04
Walk	05
Other (specify).....	66 O
Don't know/No response.....	99 X

Q3:

Q3. In a typical month, when there was no snow on the ground, on how many days did you walk to commute to and from work, school, college or university? (RECORD NUMBER OF TIMES - MAX 30)

\$R 1 30

None	00
Don't know / No response.....	99

Q4:

Q4. In a typical month, when there was no snow on the ground, on how many days did you bike to commute to and from work, school, college or university? (RECORD NUMBER OF TIMES - MAX 30)

\$R 1 30

None	00
Don't know / No response.....	99

Q5:

Q5. Now for the next two questions, I'd like you to think about the past 12 months when there was snow on the ground. Thinking of a typical month when there was snow on the ground, on how many days did you walk to commute to and from work, school, college or university? (RECORD NUMBER OF TIMES - MAX 30)

\$R 1 30

=> /+1***ERR

if Q3=00,99

None	00
Don't know / No response.....	99

Q6:

Q6. Now thinking of a typical month when there was snow on the ground, on how many days did you bike to commute to and from work, school, college or university? (RECORD NUMBER OF TIMES - MAX 30)

\$R 1 30

=> /+1***ERR

if Q4=00,99

None 00

Don't know / No response..... 99

Q7:

Q7. Do you have school age children living in your household?

Yes..... 1

No 0 => Q9

Don't know / No response..... 9 => Q9

Q8:

Q8. What methods of transportation do your children use to get to and from school?
(CHECK ALL THAT APPLY)

Parents drive/child drives alone 01

Carpool with children in other homes..... 02

School bus 03

Transit/Bus 04

Bike 05

Walk 06

Other (specify)..... 66 O

Don't know/No response..... 99 X

Q9: DROPPED AFTER PRETEST

Q10:

Q10. In a typical month with no snow on the ground, on how many days did you walk for social or business purposes such as shopping, visiting friends, or running errands?

None 00 => Q11

Don't know / No response..... 88 => Q11

Q10A:

Q10a. And in a typical month with snow on the ground, how many days did you walk to any of these places?

\$R 1 30

None 00

Don't know / No response 99

Q11:

Q11. In a typical month with no snow on the ground, on how many days did you bike for social or business purposes such as shopping, visiting friends, or running errands?

\$R 1 30

None 00 =>Q12

Don't know / No response..... 99 =>Q12

Q11a:

Q11a. And again, in a typical month with snow on the ground, how many days did you bike to any of these places?

\$R 1 30

None 00

Don't know / No response 99

Q12:

Q12. In a typical month with no snow on the ground, on how many days did you walk, run, or jog outdoors for pleasure or exercise?

\$R 1 30

None 00

Don't know / No response..... 99

Q12a: DROPPED AFTER PRETEST

Q13:

Q13. In a typical month with no snow on the ground, on how many days did you bike outdoors for pleasure or exercise?

\$R 1 30

None 00

Don't know / No response..... 99

Q13a: DROPPED AFTER PRETEST

Q14:

Q14. Now I'm going to read some statements about your interests in biking and walking. First, thinking of using your bike for transportation purposes such as commuting to work of school, shopping, running errands or cycling to visiting friends, which of these statements best describes your interest in cycling? (READ RESPONSES)

I already ride a bike as often as I want to 2

I ride a bike a lot, but would like to ride more..... 3

I do not ride a bike often, but would like to ride more 4

I have no interest whatsoever in riding a bike 1

(DO NOT READ) Don't know/No response 8

Q15:

Q15. Now thinking of walking for transportation purposes such as commuting to work of school, shopping,, running errands or visiting friends, which of these statements best describes your interest in walking? (READ RESPONSES)

I already walk as often as I want to	2
I walk a lot, but would like to walk more	3
I do not walk often, but would like to walk more	4
I have no interest whatsoever in walking as a form of transportation	1
(DO NOT READ) Don't know/No response	8

Q16X:

Q16X. I'm going to read some statements about cycling. The first is...

Q16:

Q16. Riding a bike is an extremely important part of my life. Do you... (READ RESPONSES)

Strongly disagree	1
Somewhat disagree	2
Neither	3
Somewhat agree.....	4
Strongly agree.....	5
Don't know	8
N/A	7

Q17: Now, a series of statements about your comfort riding a bike on busy roads. As I read each please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each:

I would feel comfortable cycling on busy roads with high traffic volumes and speeds...

Q17. ... with no bike lanes. (PROMPT: Such as, College Drive, 22nd Street or 8th Street.)

Do you... (READ RESPONSES)

Strongly disagree	1
Somewhat disagree	2
Neither	3
Somewhat agree.....	4
Strongly agree.....	5
Don't know	8
N/A	7

Q18:

Q18. ... if there were bike lanes that were physically separated from traffic by a barrier or median. Do you... (READ RESPONSES)

Strongly disagree	1
Somewhat disagree	2
Neither	3
Somewhat agree.....	4
Strongly agree.....	5
Don't know	8
N/A	7

Q19:

Q19. ...when there are off-street shared use pathways that are separated from the road. (PROMPT: Such as 17th Street or 14th Street) Do you... (READ RESPONSES)

Strongly disagree	1
Somewhat disagree	2
Neither	3
Somewhat agree.....	4
Strongly agree.....	5
Don't know	8
N/A	7

Q20:

Q20that have painted bike lanes (PROMPT: Such as Spadina Crescent, Preston Avenue, (from 14th to Preston Crossing) or 4th Avenue. A bike lane is a designated lane for bikes separated from traffic with a painted line) Do you... (READ RESPONSES)

Strongly disagree	1
Somewhat disagree	2
Neither	3
Somewhat agree.....	4
Strongly agree.....	5
Don't know	8
N/A	7

Q21: DROPPED AFTER PRETEST

Q22: DROPPED AFTER PRETEST

Q23:

Q23. I'd like you to think about all possible trips on a bike including riding to work, school, shopping, visiting friends, or for exercise or recreation. What are the reasons you do not cycle more often? (PROMPT: Are there any other reasons?)

Reasons (specify).....	66	O
Don't know	88	X
No response	99	X

Q24:

Q24. Now, I'd like you to think about walking including walking to work, school, shopping, visiting friends, or for exercise. What are the reasons you do not walk more often? (PROMPT: Are there any other reasons?)

Reasons (specify).....	66	O
Don't know	88	X
No response	99	X

Q25: DROPPED AFTER PRETEST

Q26X:

Q26X. I'm going to read some possible changes that could be made to encourage people to bike or walk more often. As I read each, tell me if you would bike or walk much more often, more often, somewhat more often, or no more often if the change was made. (PROMPT: It is important that everyone is offered these questions - to see if the change might affect their behavior)

CONTINUE..... 1 D

Q26:

Q26. Adding more on-road painted bike lanes on busy streets. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often	1
More often	2
Much more often	3
Don't know / No response.....	8

Q27:

Q27. Adding more designated signed bike routes on neighbourhood streets. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often	1
More often	2
Much more often	3
Don't know / No response.....	8

Q28:

Q28. Coordinating transit with walking and cycling (AS NECESSARY: for example, bike park and ride depots throughout the city, bike racks on buses, etc.) (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often	1
More often	2
Much more often	3
Don't know / No response.....	8

Q29:

Q29. Adding bike lanes physically separated from traffic by a barrier or median on busy streets (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often.....	1
More often.....	2
Much more often.....	3
Don't know / No response.....	8

Q30:

Q30. Providing bike parking at your destination. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often.....	1
More often.....	2
Much more often.....	3
Don't know / No response.....	8

Q31: DROPPED AFTER PRETEST

Q32:

Q32. Ensuring sidewalks, paths and streets are well lit. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often.....	1
More often.....	2
Much more often.....	3
Don't know / No response.....	8

Q33:

Q33. Improving existing sidewalks (AS NECESSARY: Such as widening sidewalks or making sure they are smooth) (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often.....	1
More often.....	2
Much more often.....	3
Don't know / No response.....	8

Q34:

Q34. Constructing new sidewalks or pathways to fill in any gaps. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often.....	1
More often.....	2
Much more often.....	3
Don't know / No response.....	8

Q35:

Q35. If it was easier to walk on sidewalks or pathways in the winter. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often.....	1
More often.....	2
Much more often.....	3
Don't know / No response.....	8

Q36:

Q36. Ensuring that on-street bike routes and pathways are cleared in the winter. (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often.....	1
More often.....	2
Much more often.....	3
Don't know / No response.....	8

Q37:

Q37. Making it easier and safer to cross the street (AS NECESSARY: Such as more crosswalks, pedestrian-activated signals, and curb letdowns at intersections) (PROMPT: If this change was made would you bike/walk much more often, more often, somewhat more often, or no more often?)

No more often.....	0
Somewhat more often.....	1
More often.....	2
Much more often.....	3
Don't know / No response.....	8

Q38:

Q38. And finally, a few background questions. We use this information only to ensure that our sample is representative of Saskatoon's population. But, if there are any questions you'd prefer not to answer, please let me know. Do you own or have access to a bicycle?

Yes.....	1
No.....	0
No response.....	9

Q38a. DROPPED AFTER PRETEST

Q39:

Q39. In what year were you born?

\$R 1920 1995

No response 9999

Q40:

Q40. What is your highest level of education?

0-8 Elementary school 1

9-12 Some high school 2

12 High school grad..... 3

Some university / college / technical school 4

Completed college / technical 7

University grad (B.A., B.Sc.) 5

Graduate school / Professional (Master's, Ph. D.) 6

Don't know / No response..... 8

Q41:

Q41. Do you have a health, physical, or sensory issue that limits your ability to walk or bike?

Yes..... 1

No 0

No response 9

Q42:

Q42. Please tell me the first three characters of your postal code.

A9A

Q43:

Q43. And, finally, I'm going to read some broad income categories. Please stop me when I read the category that comes closest to your total household income.

Under \$20,000 1

\$20,000 to \$40,000 2

\$40,000 to \$70,000 3

\$70,000 to \$100,000 4

\$100,000 to \$125,000 5

Over \$125,000 6

Don't Know/Refused..... 9

GENDR:

RECORD GENDER - DO NOT ASK

Those are all the questions I have - Thank you very much for your time and cooperation.

GENDER:

Female 1
Male..... 2
Undetermined 3



APPENDIX

E

Raw Discussion & Activity Input



Public Event Raw Input

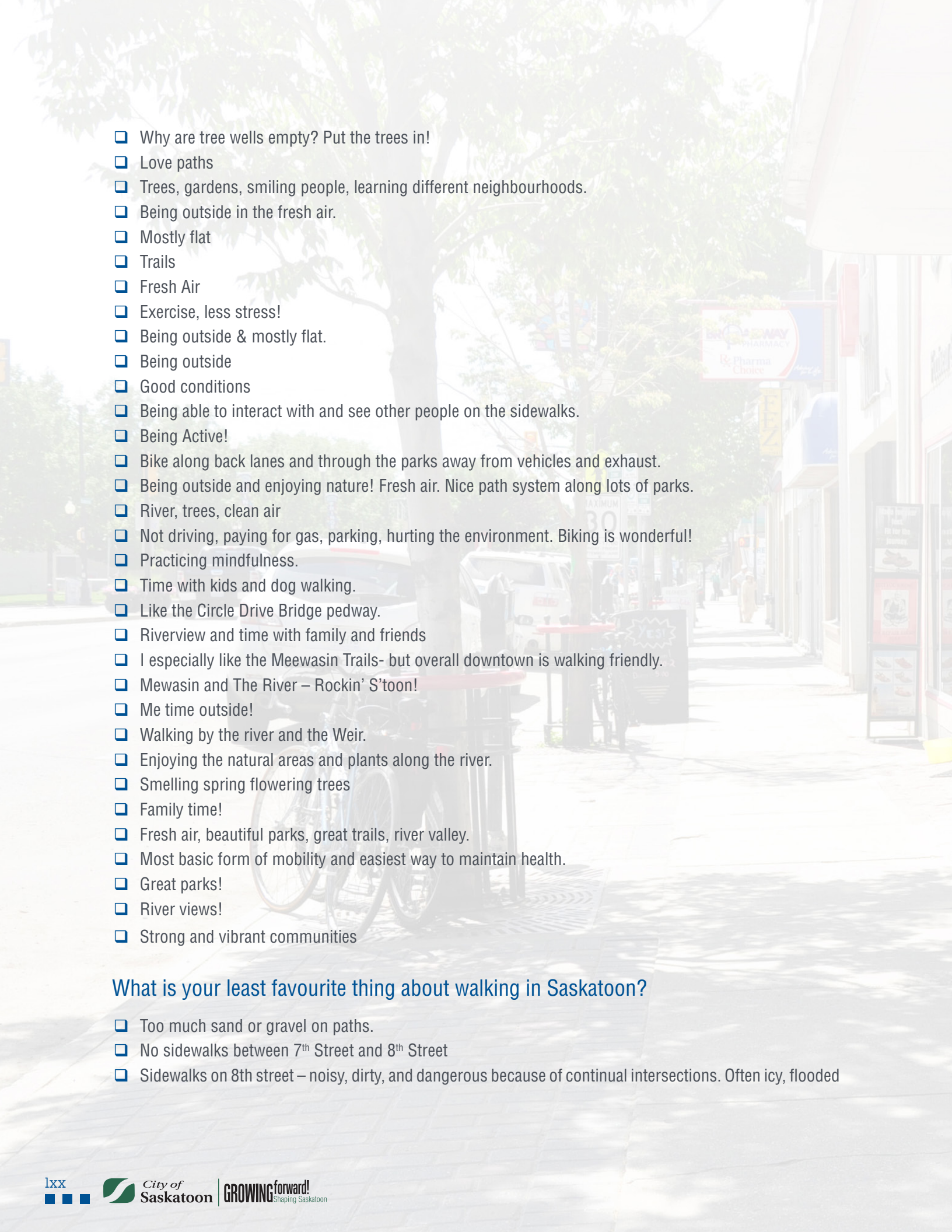
What is your big idea for improving Active transportation in Saskatoon?

- ☐ Make University Drive a dedicated bike street.
- ☐ Every single new or repaired road should be a complete street.
- ☐ Focus on moving people instead of cars.
- ☐ Learn from best practices in other cities and countries (No need to reinvent the wheel, over and over again!) Make these practices widely known among Councillors and citizens.
- ☐ Snowball fight courses.
- ☐ Segregated bike lanes and walking paths apart from busy roads, Cars are a problem to safe and enjoyable active transportation.
 - Scramble corners
 - Traffic circles
 - 30km/hr speed limit on side streets
 - Segregated bike lanes
- ☐ Make a tunnel to every house.
- ☐ Dedicated levy to fund cycling/active transportation infrastructure; we have one for cars and roads.
- ☐ More bike paths.
- ☐ Bike lanes protected by parked cars, like in Copenhagen.
- ☐ Winter ice path along the River.
- ☐ Turn Traffic Bridge into park like the High Line in NYC. Include walking and biking trails and benches.
- ☐ Broader paths when bikes share with pedestrians and medians when sharing with cars.
- ☐ Better signage. More stops with Concession.
- ☐ People will walk more if they have somewhere to walk to, a close destination. Design communities with walkable destinations- e.g. stores, schools, cafes, services. Not the current suburban areas like Evergreen, Willowgrove. We need good urban planning!
- ☐ Bike paths everywhere. Plan for sustainable transportation- walking and cycling linked to public transportation. Better and expanded bus service. All buses with the ability to carry bikes.
- ☐ Transit is a key component of active transportation (Although it might not be the official definition).
- ☐ Pave trail from South Bridge to Gabriel Dumont and park eastside to make it more accessible all year round.
- ☐ Close major streets for street festivals, “just because” for a day or two. Prove to people that the sky doesn’t fall when we try to do things differently.
- ☐ Ahem buses! Vancouver has an excellent bus system. Why not hire the person responsible for Vancouver’s successful system to make our system work for us?
- ☐ When you build new street, e.g. 25th in for front of the police station, make good bike lanes. This is cheaper and better than retrofitting.
- ☐ Plan for active transportation. Wider sidewalks can have multiple uses or be segregated to accommodate walking and biking.

- ☐ Sharrows don't work. Please create separate, safe lanes with solid painted lines or coloured differently. Please learn from Montreal.
- ☐ Portland, OR- A great example of how investing in bike infrastructure goes a long way.
- ☐ How do we raise bike awareness with motorists? Unless they ride a bike, bikes are not on their radar. Motorists need to ride a bike downtown on the so called bike path to understand. We put our lives on the line to be free to ride.
- ☐ Educational interventions so that both bikers and drivers know and repeat the rules of the road.
- ☐ Let's make the Victoria Traffic Bridge bikes/pedestrians only. That would direct positive attentions towards active transportation.
- ☐ Protected bike lanes – solar powered?
- ☐ Dedicate cycling infrastructure in core neighbourhoods.
- ☐ Keep bike lanes visible for cars, e.g. keep up paint for designation.
- ☐ Make cleaning bike lanes a priority in early spring.
- ☐ Subsidize bus pass for low income people to provide safe access to doctors, soup kitchens, etc.
- ☐ Make a bike bridge.
- ☐ Dedicated pedestrian/cyclist bridges.
- ☐ Transit + Active Transportation = win!
- ☐ Let's put helmets on kids – they will continue as adults.
- ☐ Make a sky bridge.
- ☐ Improve public transport – buses, trams, trains.
- ☐ Promote walking and cycling!!
- ☐ Crack down on distracted/careless drivers.
- ☐ Make biking/walking/busing aboriginal friendly.
- ☐ Closing one lane of Saskatchewan Crescent and 3rd Avenue on Sunday's for cyclists and pedestrians.
- ☐ Better connectivity of bike paths.
- ☐ Designated bike lanes in the core. We cannot access everything from the River Trails.
- ☐ Better support for all season cycling- sun clearing, education. Make it normal, not just for “hardcore” cyclists.
- ☐ Need to strongly consider equipping existing sidewalks with designated lanes- much safer than the street.
- ☐ Finish path to Circle south Bridge (west side of river).
- ☐ Victoria Traffic Bridge- have bikes on one side and pedestrians on the other so bikes can move fast and pedestrians are safe. The present design is very flawed and does not support active transportation.
- ☐ Have bike streets (i.e. Vancouver) that cyclists actually use and that cars avoid. These must be well maintained and form a large network.

What is your favourite thing about walking in Saskatoon?

- ☐ Beautiful views crossing the river.
- ☐ Getting the body moving in an outdoor setting, especially in green spaces.
- ☐ Clean, well maintained sidewalks; beautiful landscaping.


- 
- ☐ Why are tree wells empty? Put the trees in!
 - ☐ Love paths
 - ☐ Trees, gardens, smiling people, learning different neighbourhoods.
 - ☐ Being outside in the fresh air.
 - ☐ Mostly flat
 - ☐ Trails
 - ☐ Fresh Air
 - ☐ Exercise, less stress!
 - ☐ Being outside & mostly flat.
 - ☐ Being outside
 - ☐ Good conditions
 - ☐ Being able to interact with and see other people on the sidewalks.
 - ☐ Being Active!
 - ☐ Bike along back lanes and through the parks away from vehicles and exhaust.
 - ☐ Being outside and enjoying nature! Fresh air. Nice path system along lots of parks.
 - ☐ River, trees, clean air
 - ☐ Not driving, paying for gas, parking, hurting the environment. Biking is wonderful!
 - ☐ Practicing mindfulness.
 - ☐ Time with kids and dog walking.
 - ☐ Like the Circle Drive Bridge pedway.
 - ☐ Riverview and time with family and friends
 - ☐ I especially like the Meewasin Trails- but overall downtown is walking friendly.
 - ☐ Meewasin and The River – Rockin’ S’toon!
 - ☐ Me time outside!
 - ☐ Walking by the river and the Weir.
 - ☐ Enjoying the natural areas and plants along the river.
 - ☐ Smelling spring flowering trees
 - ☐ Family time!
 - ☐ Fresh air, beautiful parks, great trails, river valley.
 - ☐ Most basic form of mobility and easiest way to maintain health.
 - ☐ Great parks!
 - ☐ River views!
 - ☐ Strong and vibrant communities

What is your least favourite thing about walking in Saskatoon?

- ☐ Too much sand or gravel on paths.
- ☐ No sidewalks between 7th Street and 8th Street
- ☐ Sidewalks on 8th street – noisy, dirty, and dangerous because of continual intersections. Often icy, flooded

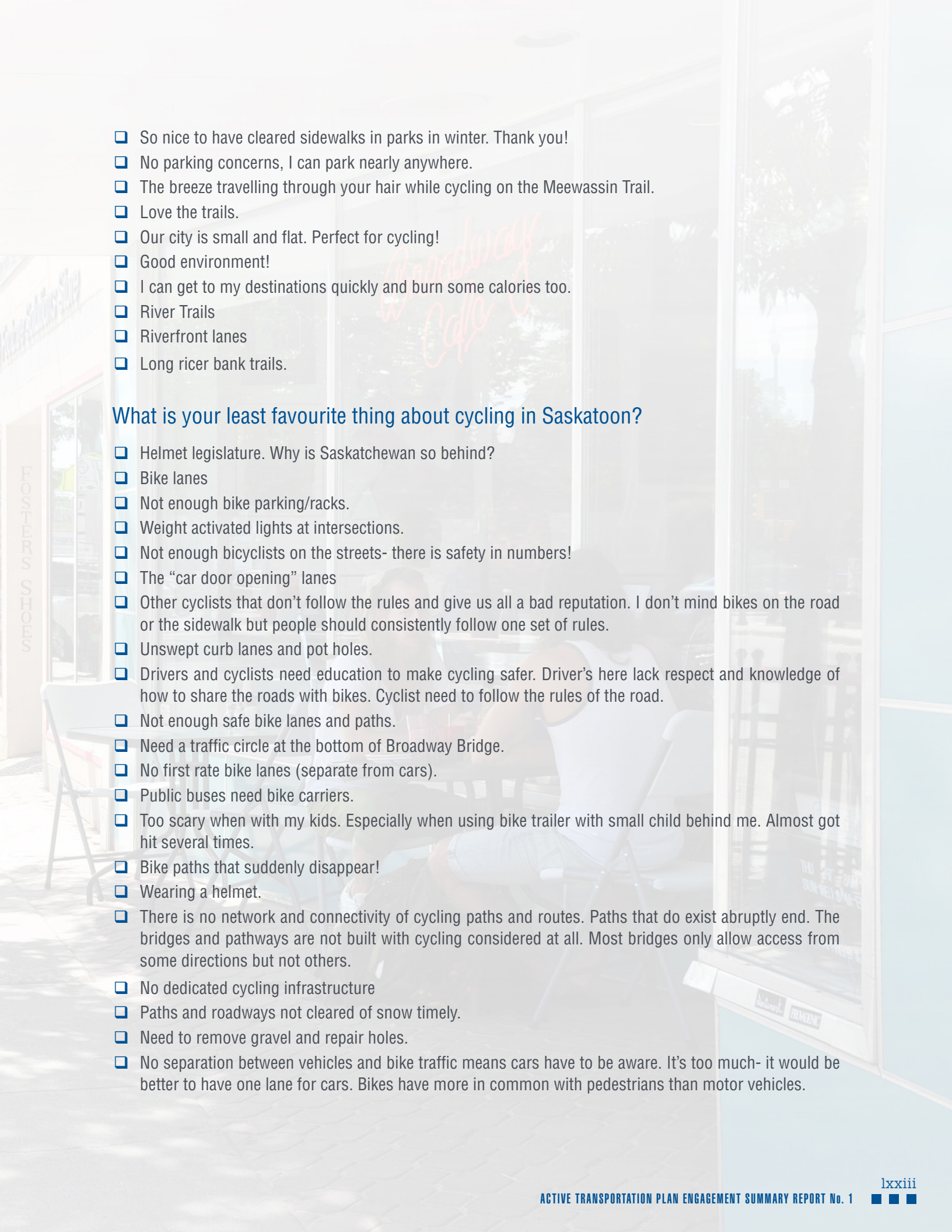
at times, etc. Fast inattentive car traffic.

- ☐ Should have a line down the trail like the highways- keep to the right. Also, wider trees.
- ☐ Too busy streets.
- ☐ 30-40 km/hr in neighbourhoods.
- ☐ Unsafe conditions for walking during the winter.
- ☐ Saskatoon needs bike lanes and bike carriers on public buses.
- ☐ Lack of sidewalks or sidewalks on one side of the street only.
- ☐ Pot holes and bad road conditions.
- ☐ Not enough bike lanes.
- ☐ Places to lock up one's bike when shopping at malls and downtown.
- ☐ Aggressive drivers.
- ☐ Drivers don't stop at crosswalks.
- ☐ Not enough bike lanes.
- ☐ Please don't remove parking meters as they are great places to lock up a bike. Just add a sticker to tell drivers they are for bikes and to use new meters.
- ☐ Motorists who can't see cyclists and walkers.
- ☐ It is so exhausting!
- ☐ People who don't shovel their sidewalk.
- ☐ Area on 23rd Street with no sidewalks on either side. This is a residential area with lots of young parents with strollers year round.
- ☐ Long traffic lights. You must put a button to cross. Lots of people don't realize and are left waiting for ages.
- ☐ Crossing difficult streets (College or 8th Street)
- ☐ Lack of sidewalks or only on one side of street.
- ☐ Skateboarders whizzing by me on sidewalk with no warning.
- ☐ Blocked sidewalks. Slopes when icy
- ☐ City assumes no one walks, or worse, that everyone drives.
- ☐ Lack of sidewalks or only one side of the street.
- ☐ Irresponsible drivers.
- ☐ Curb cuts in residential areas for driveways, makes sidewalks slope down. Drivers don't look when backing out!
- ☐ Walking along 8th Street with innumerable entrances across sidewalks to the business. Have cars on side streets.
- ☐ Bikes speeding past as we walk the trails.
- ☐ Access to Victoria Bridge.
- ☐ Bring back the scramble corners.
- ☐ Unsafe street crossings. Need mid-block cross walks where paths intersect roadway.
- ☐ Dust and dirt on roads.
- ☐ No cycle tracks.
- ☐ Walking from sidewalks to stores through big parking lots. Cars not yielding to people.

- 
- ☐ Sidewalks crossing access streets. Left or right turners don't look for people. E.g. Campbell Avenue and 8th Street going to winners, staples, London Drugs.
 - ☐ Walking along high speed roads with little separation. Traffic, crossing bridge.
 - ☐ Shovels walk ways in winter.
 - ☐ The new parking meters are directly in the middle of busy sidewalks. Who thought of that?
 - ☐ Motorists who have "road rage" inconsiderate vehicles and cyclists poorly swept bike lanes need more and better bike lanes to be marked better.
 - ☐ Distracted drivers.
 - ☐ Safer crosswalks, especially at intersections around 8th Street
 - ☐ Air pollution from motorized vehicles.
 - ☐ Need a bike overpass on circle.
 - ☐ Cars turning right on red lights.
 - ☐ People riding bikes on the sidewalk over bridges. Everyone should have and use a bell.
 - ☐ Eating grit while walking along the 2nd Street Bridge.
 - ☐ Being pelted with gravel from cars on bridges.
 - ☐ No sloped sidewalks at crosswalks.
 - ☐ The poor snow clearing of Meewasin trails, it only builds up ice.
 - ☐ Walking from sidewalks to stores through big parking lots. Cars- and no yielding to people.
 - ☐ Cyclists who disregard rules of the road.

What is your favourite thing about cycling in Saskatoon?

- ☐ The ability to Rack & Roll!
- ☐ Beautiful landscape around many of the bike trails. Bike lanes exist!
- ☐ Some lovely paths along river and near university that feel safe.
- ☐ Biking along the river is an absolute joy.
- ☐ Meewasin on eastside by University of Saskatchewan.
- ☐ Great trails
- ☐ Meewasin trails
- ☐ It's flat, makes bike commuting easy.
- ☐ Off-road dedicated facility.
- ☐ Flexibility to get places within the core.
- ☐ Most of the core is within a ten minute bike of each other.
- ☐ Don't have to sit in traffic or take the bus.
- ☐ Health in mind and body.
- ☐ No cost to park.
- ☐ No parking concerns- I can park nearly anywhere.
- ☐ Fitness activity.
- ☐ Travel further and faster than by foot.
- ☐ City is small enough to get anywhere by bike.

- 
- ☐ So nice to have cleared sidewalks in parks in winter. Thank you!
 - ☐ No parking concerns, I can park nearly anywhere.
 - ☐ The breeze travelling through your hair while cycling on the Meewassin Trail.
 - ☐ Love the trails.
 - ☐ Our city is small and flat. Perfect for cycling!
 - ☐ Good environment!
 - ☐ I can get to my destinations quickly and burn some calories too.
 - ☐ River Trails
 - ☐ Riverfront lanes
 - ☐ Long river bank trails.

What is your least favourite thing about cycling in Saskatoon?

- ☐ Helmet legislature. Why is Saskatchewan so behind?
- ☐ Bike lanes
- ☐ Not enough bike parking/racks.
- ☐ Weight activated lights at intersections.
- ☐ Not enough bicyclists on the streets- there is safety in numbers!
- ☐ The “car door opening” lanes
- ☐ Other cyclists that don’t follow the rules and give us all a bad reputation. I don’t mind bikes on the road or the sidewalk but people should consistently follow one set of rules.
- ☐ Unswept curb lanes and pot holes.
- ☐ Drivers and cyclists need education to make cycling safer. Driver’s here lack respect and knowledge of how to share the roads with bikes. Cyclist need to follow the rules of the road.
- ☐ Not enough safe bike lanes and paths.
- ☐ Need a traffic circle at the bottom of Broadway Bridge.
- ☐ No first rate bike lanes (separate from cars).
- ☐ Public buses need bike carriers.
- ☐ Too scary when with my kids. Especially when using bike trailer with small child behind me. Almost got hit several times.
- ☐ Bike paths that suddenly disappear!
- ☐ Wearing a helmet.
- ☐ There is no network and connectivity of cycling paths and routes. Paths that do exist abruptly end. The bridges and pathways are not built with cycling considered at all. Most bridges only allow access from some directions but not others.
- ☐ No dedicated cycling infrastructure
- ☐ Paths and roadways not cleared of snow timely.
- ☐ Need to remove gravel and repair holes.
- ☐ No separation between vehicles and bike traffic means cars have to be aware. It’s too much- it would be better to have one lane for cars. Bikes have more in common with pedestrians than motor vehicles.

- ☐ Safe bike lanes all the way to Waneskewin and Valley Road.
- ☐ Drivers and cyclists need to be respectful and follow rules.
- ☐ Impossible streets with no space for bicyclists- e.g. 33rd, 22nd, Idylwyed.
- ☐ Pothole nightmare, particularly dangerous at night- e.g. Macpherson Avenue.
- ☐ Can't get from arbor creek to college park easily.
- ☐ Any gravel on a shared bike/vehicle road is an extreme hazard.
- ☐ Spadina- not swept.
- ☐ Wearing a helmet.
- ☐ Terrible road conditions.
- ☐ Finding somewhere to chain up my bike. Bike security.
- ☐ Not enough bike lanes.
- ☐ Unsafe intersections that make bike lanes useless. No continuity and planning for bike safety.
- ☐ Locking up bikes in public spaces.
- ☐ Vehicle/driver behaviour toward cyclists.
- ☐ Need more safe lanes.

Stakeholder Workshop Raw Input

ROTATING GROUP DISCUSSIONS: ROUND 1

Strategic Goal: Economic Diversity & Prosperity

- ☐ Employee health:
 - Impacts businesses bottom line
 - Productivity
 - Sick time
 - Health costs
- ☐ Millennials:
 - Not interested in auto travel
 - Growing demographic
 - Supporting travel choices and healthier lifestyle and location of living
- ☐ Rejuvenation of neighborhoods contribute to local economic diversity and increased safety and security
- ☐ Possibility for new types of businesses and sectors
 - Clothing
 - Bikes
 - Winter gear
 - Bike share
- ☐ Conversion of derelict buildings and vacant lots to support businesses and activities (e.g. bike parking and plazas)

- ❑ More feet on the streets equals more feet/people in stores and more revenue for business owners
- ❑ Enhanced lighting extends business hours
- ❑ Increase ability to attract new employees
- ❑ Equity of transportation: supporting lower income to access jobs
- ❑ Transit service frequency and hours impact walking. Higher frequency and longer service hours equals safer and attracts more employees and more people spending money/shopping
- ❑ Sense of community equals more inclined to stay in Saskatoon and work here - feeling more connected
- ❑ Business shuttle service from seniors residence to business area
- ❑ Providing areas for all people to safely travel to and through business areas
- ❑ Tourism equals economic benefit: tours through city (e.g. bikeable moving feast)

Strategic Goal: Asset & Financial Sustainability + Continuous Improvement

- ❑ Existing/Older neighbourhoods are missing sidewalks in some places, or have sidewalks that require maintenance No sidewalks (or in bad shape)
- ❑ Major tax increase - were sidewalks included in tax increase ?
 - Where did that money go?
 - Were sidewalks included in transportation improvements?
- ❑ New infrastructure in older neighborhoods - not just maintaining the old sidewalks but adding new ones where they are missing
- ❑ Pedestrian infrastructure (as a priority for investment)
- ❑ Growth is not paying for growth (new neighborhoods not paying for themselves)
- ❑ Can we raise the profile of sidewalks/infrastructure for pedestrians?
- ❑ Policy – do we need to revisit how this impacts pedestrian infrastructure (especially in older neighborhoods)
- ❑ Patching with asphalt on sidewalks (don't like)
- ❑ When repairs are made, they should be made for the long-term (a sub-point to asphalt patching – which they didn't think lasted)
- ❑ Transparency regarding the budget, allocation (in relation to the comments on where did the tax increase go – did some of it go to sidewalk maintenance too?)
- ❑ Partnerships i.e. potash Corporation – to invest in infrastructure
- ❑ Equitable tax system – in response to corporate partnerships (above point) - shouldn't need this if taxes are used equitably -
- ❑ Development levees – specific for transit, sidewalks, etc.
- ❑ Development standards not being held up in new neighbourhoods so have to go in and retrofit because the infrastructure doesn't last, so then can't spend resources on older neighborhoods
- ❑ Accountability for keeping property maintained i.e. snow clearing
 - Public institutions i.e. school board – need to make sure they are looking after their properties
- ❑ Levels of government need to be involved i.e. levees – related to “Development levees” point – that if regulations for development levees don't include certain items then might need to go to other levels of government to change this. Also referring to funding in general from other levels of government

Strategic Goal: Environmental Leadership

- ☐ Continuous awareness of what the city is doing in terms of environmental leadership
- ☐ Need to share the results and update residents of the progress of action plans, how much funding is being put towards this area, and what projects are being prioritized
- ☐ It was felt that currently the City of Saskatoon is not showing leadership in this area
- ☐ The City should be in ongoing conversations and aware of research that is happening at the University. Engaging with student's research and providing opportunities for these students to work and share their findings with the City.
- ☐ Meewasin trails are underfunded
- ☐ Need more citizen engagement in active transportation and understanding the connection with reduced GHG emissions
- ☐ More targets and goals focused on GHG reduction and reducing the number of cars
- ☐ Increase citywide recycling programs
- ☐ The City has limited money so they should be spending it wisely
- ☐ City has corporate GHG targets but should have broader community and City wide targets, and update people on how the City is doing? What is being done to reach the targets
- ☐ Growing community capacity, getting everyone involved so they feel like they are playing a part
- ☐ Utilizing new technologies to promote all sustainable modes, apps for carpooling, car sharing, bike share, walking groups, and route maps
- ☐ Currently people are not confident in the effectiveness of the existing targets, is anyone even paying attention to them?
- ☐ Establishing the active transportation plan, making sure that the projects are implemented and having half of all residents walking or biking like Copenhagen
- ☐ The City should look to the private industry to take greater ownership
- ☐ Would like to see and encourage changing attitudes of residents when it comes to active transportation. More education and awareness, more bike and walk friendly attitudes including education in primary and secondary schools.
- ☐ Updates to driver education to teach the rules of the road, considerations for other modes and trying to find ways to promote other modes during this process.
- ☐ High school programs that reward and encourage students to walk or bike to school as opposed to driving
- ☐ School programs for elementary students that encourage students to allow elementary school kids to walk to school
- ☐ Schools should have CO2 emissions targets based on trips to school
- ☐ Bike share system and bike maps available to tourists
- ☐ Make sure existing facilities are safe
- ☐ Tap into existing community programs work together with other groups to make these programs better known
- ☐ Partnerships with other groups showing environmental leadership, the City does not have to do all the work and start from scratch.

Strategic Goal: Moving Around

- ☐ Transit improvements needed and very important to achieving this goal
- ☐ Walking and cycling are not viable options for mobility challenged and many seniors
- ☐ Transit affects people's choices and ability to access services and facilities
- ☐ Fixing transit = #1 priority for improving options for Moving Around
- ☐ Attitudes need to change towards different modes
- ☐ Winter is a barrier to cycling for newcomers to Saskatoon (90% of the population will not cycle in the winter)
 - Counter: Some people do want/can cycle in winter
- ☐ Education on bike use/training is important
- ☐ Who is responsible for education?
- ☐ Carpooling is important too
- ☐ Lack of sidewalks/bike theft/personal safety are issues in inner-city areas and barriers to AT
- ☐ Ideally from a business perspective all modes are treated equally
 - Cannot forget that vehicles are necessary too
 - Businesses in the downtown see the need to accommodate rural visitors- they need parking/come by vehicles
- ☐ BRT/bike lanes/sidewalks have to work together
- ☐ Whole sections of Saskatoon's population are left out of the conversation (i.e. mobility challenged)
- ☐ Biking is a luxury for some people that cannot afford it
- ☐ Need to consider all citizens
 - Need affordable and accessible transportation options
- ☐ Transportation equity issues - while some children are driven, inner-city youth summit need to walk to schools
- ☐ Newcomers - many rely on transit and were impacted by the lockout
- ☐ Long-term planning for roads is necessary (i.e. LRT plans - hub and spoke patterns that will support biking and walking)
 - More frequent service for transit is needed
- ☐ More space for cyclists and pedestrians is needed on our roads
- ☐ There are already gaps in newly built areas
 - Example: Clarence Avenue gaps (i.e. Pedestrian and cycling facilities only on one side)
 - How will these be addressed?
- ☐ Train bridge pedestrian crossing feels unsafe (mainly under crossings – such as the AT path under circle drive bridge work well for Saskatoon)
- ☐ Broadway Bridge – crossing / space for cyclists is unclear- where do cyclists belong on the bridge?
- ☐ Cyclists on sidewalks – in off-hours give pedestrians priority.
 - Cyclist should be allowed until more separated facilities are available.
 - Cyclists on sidewalks/ more off-road facilities are preferred for the safety of cyclists and people driving
- ☐ More restaurants and washrooms along pathways are needed.

Strategic Goal: Quality of Life

- ☐ Sense of community
 - ☐ Active transportation supports this
 - Ability to interact
- ☐ Active transportation helps reduce crime and improved safety
 - Reduces isolation
- ☐ Increase participation will decrease aggression (toward users of other modes)
- ☐ Improved health = less cars
- ☐ Higher density and population requires other land uses (i.e. grocery stores downtown) there must be destinations within walking/biking distance.
- ☐ Providing opportunities for seniors to access daily needs like groceries with walking. Don't forget 85+
- ☐ Destinations within walking distance
- ☐ Politics of cheap food (i.e. large chains) – people tend to drive to these locations because the food is cheaper than the local corner store.
- ☐ Environmental quality of life
 - Less cars decrease pollution
 - More time outdoors
 - Increased health
 - Lower noise levels
- ☐ Higher stress as a cyclist because not confident in skills a cyclist
 - Improve education opportunities
- ☐ Cyclists also increase stress on motorist
 - May cause the fear between modes
- ☐ Providing equal opportunity can improve behavior
- ☐ Respect for all citizens:
 - Better active transportation and transit welcomes more people
- ☐ Make people feel good about their transportation choices
- ☐ There is currently much disregard for pedestrian movements. We currently prioritize car movements (not a good thing).
- ☐ Driving to walk
- ☐ Winter city maintenance and providing accessibility for all
- ☐ Providing options for persons with disabilities that actually function
- ☐ Communicating proper etiquette for all modes
- ☐ Equity of access: safety and security use all modes – often those with limited options have the highest security risks.
- ☐ Transit improvements for student access
 - Flexible
 - Winter season
- ☐ Encourage and provide better options for winter modes

- ☐ Moving off of campus – provide options for students to get off campus by foot, bike, bus.
- ☐ Increase transit affects the widest demographic. Increased access to transit stops and safety (removal of ice and snow)
- ☐ Safety:
 - Transit might not be an option because of money
 - Walking should be safe and secure
- ☐ Children and youth: parents don't feel safe letting kids use transit or walk at night
- ☐ Evening bus access needs improvements and higher frequency
- ☐ Safety:
 - Shared used trails = conflict between cyclists and pedestrians
 - Improving education for trail etiquette

Strategic Goal: Sustainable Growth

- ☐ Active transportation is pillar of sustainability
- ☐ City continues to grow in sprawling patterns
 - Targets for directing growth to inner city aren't bold enough
 - Not following through on existing targets and commitments for directing growth to inner city
- ☐ Density downtown – opportunities for live/work
- ☐ City is on the right path
- ☐ Need grocery stores downtown
- ☐ Need downtown to be very walkable - lots of places to eat/shop, good for visitors, not just residents
- ☐ Active transportation is good carbon offset – CO2 missions
- ☐ Higher budget for active transportation is needed (3-5%)
- ☐ Better connections by transit/walk/bike - Regular review of where people live and where they are going
- ☐ Full integration of transit/bike share
- ☐ Tourists
- ☐ How to attract residents downtown? Want to attract people with less vehicles. Increased walk/bike/transit means less need for parking
- ☐ Connect active transportation to sprawling communities - fees/taxation for growth outside key areas to provide incentives for infill development
- ☐ Tools to incentivize focused growth
- ☐ Free bikes for tourists
- ☐ Density!
- ☐ Long-term growth: 75% outside, 25% infill
- ☐ Sustainable economically as well - cost of infrastructure
- ☐ High rises – three level walk up isn't enough
- ☐ High rises create wide tunnels and no social connections
- ☐ Mid rises

- ☐ Energy of high or medium rises?
- ☐ Lot prices in new suburbs don't cover full costs - subsidize outward growth
- ☐ City needs courage to add density in other areas (e.g. Broadway) without resistance
 - Guidelines for built form – King George/Holliday park
- ☐ Providing transportation access to all neighborhoods – BRT
- ☐ Plans for multi-modal access to all neighborhoods
- ☐ Requirements for only developments to provide active transportation facilities - enforcement to make sure requirements are met

ROTATING GROUP DISCUSSIONS: ROUND 2 & 3

Pedestrian Network

- ☐ Vehicles don't see crosswalk signage and stop
 - Need more visible crosswalk signage (overhead)
 - Improve lighting and need more visible pavement markings
- ☐ Difficult to cross on bridge, specifically train bridge (loose boards)
 - Build pedestrian walkway underpass like the Circle Drive North Bridge
- ☐ Sidewalks in poor condition (North side of 8th Street between Dufferin Avenue and Broadway Avenue/ Lansdowne Avenue) (21st Street between 1st Ave and 2nd Ave)
 - Whose responsibility? Private and/or public?
 - Need to work together
- ☐ Narrow sidewalks – should be widened when fixing them
 - Introduce curb extensions or widen near corner
 - Overhanging tree branches over sidewalks – need to trim
- ☐ Transparency in funding of missing sidewalks – make it a priority
- ☐ Improve removal of snow on the sidewalk (bus stops with benches, bridge walkway) - include in city policy if not already
- ☐ Increased enforcement for private properties to clear snow
- ☐ Improved lighting and safety along sidewalks (especially in areas with seniors)
 - Install call boxes (north area) and sensors
- ☐ Increased public education (about the direction of travel with bikes on shared pathway)
 - Pedestrians need to cross with caution and look both ways
- ☐ Higher pedestrian volume on Cumberland Avenue (infrastructure not adequate)
 - Extremely poor snow clearing that is not enforced
 - Sidewalks near surface parking lots are never cleared
- ☐ Need separate wide shared pathway with delineation, better signage - need to consider seniors
- ☐ Difficult to see around parked cars at curb extensions
- ☐ Improved culture of pedestrian safety – vehicles don't stop at Active Pedestrian Corridors or Actuated Pedestrian Signals

- Takes long to activate the APC and APS – increased walk light time for pedestrians (e.g. Intersection of College Drive & Campus Drive)
- ☐ Missing sidewalks in employment areas (e.g. North Industrial)
 - No one walking around at lunch
- ☐ Balance between recreation and transportation
 - Use – if you build for one, you will use for both
- ☐ Public facilities S/A washrooms, water stations like on MVA but expand to other areas (e.g. North Industrial) at minimum distance (e.g. one hour walk especially if no access) i.e. businesses
- ☐ Aesthetically pleasing places to walk (e.g. Growth corridor vision)
 - Broadway Avenue vs. 8th Street – walking experience
- ☐ Long Corridors like 22nd and 8th - where does traffic stop for pedestrians – improve signage
- ☐ To be clearer to vehicles when to stop
- ☐ Complete inspection of pedestrian crossings (e.g. 20th and Idylwyld)
 - Turning vehicles seem to ignore pedestrians
- ☐ Bylaws for on sidewalk patios
- ☐ Placement of new parking meters is unsafe – some are located in the middle of sidewalk
- ☐ Length of time needs to be increased at key intersections for older crossers so that they can figure out where they are
- ☐ Accessibility of new meters: height of screen etc.
- ☐ Give priority of movement to pedestrians first versus traffic flow – and better communication about walking helps understand

Cycling Safety and Security

- ☐ Free accessible bikes
- ☐ Remove sharrows – only separated bike lanes for safety
- ☐ Sharrows can be life-threatening (not all at the table agreed with this perspective)
- ☐ More accessible education and awareness building for public – for both users (cyclists) and drivers
 - Better communications re: use
- ☐ Cycling corridor so that you don't have to stop at every traffic sign (i.e. stop/yield signs every second block)
- ☐ How to document and record when there is a safety incident including “near miss”?
 - These often go unreported
 - Better awareness and “how to”
- ☐ Improve lighting for underpasses for example near Evan Hardy. Are security cameras feasible at underpasses?
- ☐ Perception of safety in certain locations (including underpasses)
- ☐ Busy roads – cycling corridors could be alternative until investment in infrastructure is available (i.e. protected bike lanes.)
 - Are there opportunities to do this on certain roads (i.e. wider ones)?

- ☐ Removal of parking meters means less places to secure bikes
- ☐ Making sure places to lock up are visible and easy to use
 - Whose responsibility is it to supply? (i.e. bike lockers)
- ☐ Outreach role with city of Saskatoon for cycling (i.e. communications and education)
- ☐ Spots where forced to dismount, use sidewalk
 - Disconnect with drivers, still seen as cyclist and not given right of way as a pedestrian while walking their bike
 - Can provide dismount education, improve access to education and awareness
 - Change rule about dismounting when passing pedestrians on bridge
- ☐ Bylaw reinvigoration
- ☐ We all share the space regardless of what mode we are using – it is up to all of us to share responsibility. Respecting users, put yourself in other shoes.
- ☐ University at night:
 - No way around
 - Dark, no people
 - Need lighting and alarm poles
- ☐ Tunnels – feel unsafe but no other route
 - Need lighting
 - Overpasses preferred
- ☐ University Bridge with underpass to narrow
 - Poor visibility
 - Center line is needed
- ☐ Education/publicity about non-profit organizations (BCBC)
- ☐ Enforce a 3 metre passing lane on roadways (this did not have consensus at the table).
- ☐ Look at bylaw revisions
- ☐ Education about the rights of cyclists
- ☐ Protected bike lanes on main arterials – perceived as most safe
- ☐ Having appropriate infrastructure for the appropriate street
- ☐ Lower speeds on the side (local) street
- ☐ Creating bike Boulevard roads parallel to main arterials
- ☐ Idaho rule
- ☐ Education
- ☐ Scramble corners
- ☐ Bike parking that is secure at city lots and impark lots
- ☐ Trails that are shared use for pedestrians and cyclists need to be separated (painted line at a minimum) - widen trails

Universal Accessibility

- ☐ Transit system should be accessible may people are using more than one mode to get around – Exchanges

and bus stops should be easy to walk to and accessible

- ☐ Smooth sidewalks free of cracks, holes, and breaks
- ☐ Snow, ice, dust, and dirt should be removed and cleared
- ☐ Vegetation overgrowth – obstructing the sidewalk and road signage – bylaw should be in place requiring people to maintain vegetation
- ☐ Size and placement of signs including crosswalk signage
- ☐ Signal timing too short to cross at some locations, should be reviewed particularly in areas around senior facilities or destinations frequented by people with accessibility issues. Should be reviewed. Based on the number of pedestrians and the number of vehicles.
- ☐ Lighting
- ☐ Curb let downs should be at all intersections, and should lead into the crosswalk and not into the intersection, should be bright and have some type of tactile surfaces to make it clear where the ramp is
- ☐ Transit stops need to be accessible
- ☐ Direct routes to major hubs and main destinations, by AT and by transit, should cut down the number of transfers required
- ☐ Multi and shared use trails are not always accessible or comfortable for people with mobility issues, fast moving cyclists, cannot always hear them ringing the bell. More consideration for people with accessibility concerns
- ☐ Too many groups with disabilities are excluded
- ☐ 25th Street to the YMCA is a good example, there are a number of benches and places to rest
- ☐ All signalized intersections should have countdown timers with voice saying which way to cross or at least some type of clear indication which street crossing is permitted
- ☐ Consider setting up sand stations where people can pick up sand to throw down in front of you in bad weather
- ☐ Citizen involvement and support, letting Saskatonians be part of the solution
- ☐ Integration of all modes making it easy to transition from one mode to the other
- ☐ Keep sidewalks clear of obstructions, parking meters, sandwich boards, near City Hall and on 2nd Avenue are examples of what not to do. Ensure there is a certain width of clear space available
- ☐ People leaving their garbage containers out on the sidewalk (education)
- ☐ Guidelines on the minimum number of bus stops that are accessible (all bus stops should be accessible)
- ☐ Public transit vs. Access Transit – not everyone qualifies
- ☐ Ensure bus stops are located in logical locations considering people who have accessibility issues
- ☐ Provide rest stops and benches along long routes or where there are not many bus stops nearby
- ☐ Emergency call boxes along parks, trails (Meewasin), and long stretches cannot assume that everyone has a cell phone.

A Better Winter City

GENERAL:

- ☐ Embrace it – branding the winter city (WC)
- ☐ Spread events/festivals throughout the year - most happened during the summer. Since these cannot be

spread out during the year, we should have more festivals/events during the winter months.

- ☐ Outside activities are intimidating because of infrastructure conditions and maintenance. People are hesitant to go outside because of the winter conditions: icy roads and sidewalks. There is a fear of being injured, especially by the senior population.
- ☐ Be prepared to embrace being a winter city
- ☐ Physical activities year-round: being a winter city encourages being a healthy city
- ☐ Haerbin, China: outdoor ice festivals with structures.
 - River, winter city branding, many activities that we could consider. A City in China was said to be similar to Saskatoon and we could look to it for Winter City examples.
- ☐ Tourism: winter tourism events (ties back to city branding)
- ☐ School breaks and winter festivals - Festivals in summer because of school break
- ☐ Changing the public perception of winter. How long is winter really? Many groups are guilty of over-exaggerating winter's duration (general public/media/City officials). Our days are cold, certainly, but there are colder days elsewhere. Saskatoon is not exclusive to winter months and there is a perception that needs to be changed—Winter isn't that bad.

TRANSIT

- ☐ Transit has a lot to do with being a Winter City. A good transit service provides transportation to and from WC events and makes transportation easier.
- ☐ Better bus service year round.
- ☐ Addressing accessibility matters at bus shelters/stops: icy stops, snow clearance – make sure that proper maintenance is being conducted.
- ☐ Be mindful of population as a whole to address accessibility - ages 8 to 80.
- ☐ Heated bus shelters are needed.
- ☐ Public transportation needs to be able to handle our winters.

IDEAS FOR ACTIVITIES:

- ☐ WPG – warming hut competitions
- ☐ Make use of existing things like River Landing
- ☐ Outdoor sports
- ☐ Urban design public art program – winter edition!
- ☐ Could we use the river? Ice fishing? Events?
- ☐ River Landing snack shop open in the winter
- ☐ Include community associations in more events
- ☐ Winter camping in the park
- ☐ Incorporate solar power in winter activities
- ☐ Activity stations like the “shack” near the Bess/ice rink
- ☐ Who initiates current city activities? Is it up to the City, community organizations, not-for profits?

INFRASTRUCTURE IN A WINTER CITY:

- ☐ Cross country skiing facilities
 - Outdoor toilets

- Warm-up
- Phone calls
- ☐ Coordination between snow removers Street versus sidewalk
- ☐ Have the city do more in facility upkeep
- ☐ Ski trails/infrastructure
- ☐ Streets/sidewalk maintenance
- ☐ Access for all modes of transportation
- ☐ Heated sidewalks
- ☐ Heated patios – 4 season patios are good
- ☐ More public spaces that are capable of withstanding winter.
- ☐ Having infrastructure that eases the perils of winter, heated sidewalks and bus shelters

Bike Parking and End of Trip Facilities

- ☐ Parking meters should all be retrofitted with bike racks
 - None should be removed
 - Problematic, too close to vehicles, need to be mindful of placement of bike parking
- ☐ 8th Street commercial - Not enough bike parking/not visible. Some destinations have no racks or in back
- ☐ There should be programs to incentivize business to install (e.g. Delish by Tish on 14th Street– bought their own racks – always full)
- ☐ Cyclists will not shop at businesses with no bike parking
- ☐ Parking stalls and lots in the downtown
 - Bike parking corrals, try them out in the summer downtown
 - Additional bike parking can be added to downtown surface parking lots
- ☐ Downtown bike parking shortage more parking will equal more bikes - proactive approach
- ☐ Parking should not interfere with sidewalks and parked cars
- ☐ Dedicated spots for cyclists = good idea
- ☐ One or two bikes service stations in each BID/high-traffic locations (with bike pumps, other amenities)
 - Downtown, Broadway, Riverdale, Central Avenue
 - Needs to have a free air pump as there is a lack of gas stations with air pumps in some areas of the City
- ☐ City should not get involved in showers/lockers but could provide incentives to employers who install bike friendly initiatives
- ☐ Keeping partners happy/good PR to have facilities
- ☐ Shower/bathrooms are great for bike commuters
- ☐ Parking lots – provide bike parking there in downtown
- ☐ Bike corrals – great for downtown or Broadway
- ☐ Bike cages for employees – pay deposit to use otherwise bike parking needs to be free
- ☐ Example Portland – multifamily condo development must provide secure bike parking

- ☐ Could expand to businesses (i.e. Stonebridge Walmart)
- ☐ Add requirement for businesses?
- ☐ Citywide bike sharing program, could integrate transit with bike sharing program
- ☐ There is a shortage of bike racks downtown (lots in Broadway, why not downtown?)
- ☐ Support for parking meter retrofitting
- ☐ Conversion – when is it rolling out? Estimated end of summer
- ☐ Variety of styles
- ☐ Sponsorship for bike facilities? - Do this on racks (some people didn't agree with this)
- ☐ Aesthetically pleasing process collectively moving forward together versus individual businesses buying on racks – achieved with property owners
 - Who does this? Message this to all businesses, that we do it together – policy/bylaw
- ☐ Bike co-op is an important amenity for students/low income people
- ☐ Storage lockers
 - Lock is provided, what is cost, what is reasonable cost?
 - How much are customers willing to pay?
 - This would be valuable to downtown businesses to provide to their employees
- ☐ Where should storage lockers for bikes be located?
 - Incentive to install bike parking in downtown lots
 - Percentage per number of cars i.e. one per 50 cars
- ☐ Bike pumps on more pathways, by schools
- ☐ Bike corrals = City should provide
- ☐ By theft issue at SIAST – bike compound not secure and bikes are stolen
- ☐ Security and visibility are important considerations when installing new racks
- ☐ Amenity stations – more in City Park are needed– places where there are no gas stations nearby – a long Meewasin trails
- ☐ Employer responsibility to provide showers/change rooms – City can partner to promote
 - Riverlanding – more bike ramps are need to access from the street
- ☐ Lockers around Cinemas/malls/hospitals/downtown
 - Placement is issue, needs to be secure and visible to discourage theft and vandalism.

Land Use and Neighbourhood Design

- ☐ Concern: Delaying or stopping active transportation facility/route completion in favor of long-term plans for autos (this comment was related to displeasure with the plan for a 33rd Street bridge and its perceived impact on the completion of the 33rd Street multi-use pathway and facilities)
- ☐ Keep universal access in mind
 - Infrastructure
 - Land-use mix and amenities e.g. senior playgrounds, strength training and balance
- ☐ Concern: Wayfinding in conventional neighborhoods is a challenge - grid is better
- ☐ Straight roads (e.g. grid streets) require traffic calming

- ❑ Industrial and other traffic generators in residential context = conflict and unsafe (specific concern was related to historical land use pattern in some western core neighbourhoods/areas – Pleasant Hill, West Industrial, Riversdale, King George)
- ❑ Designs should make provisions for long-term development of BRT/LRT
- ❑ Adequate green space linking within and especially between neighborhoods (emphasis was put on “between” and the need for more/better such linkages) - better for youth
- ❑ Timing of school development is important – new neighbourhood designs should consider that for much of the early years of the neighbourhood, children will need to travel to other neighbourhoods for school; designs need to accommodate and/or construction of schools in new areas should be advanced
- ❑ Schools should serve multiple purposes – e.g. community centre
- ❑ Keep, don’t close walkways – specifically walkways in curvilinear neighbourhoods that provide direct pedestrian/bike connections from crescents and cull-de-sac to the broader network
- ❑ Closure of walkways should stop
- ❑ There needs to be somewhere to walk to - amenities close so you don’t have to drive. Daily needs should be within walking distance.
- ❑ Encourage better connections to transit stops (not necessarily shorter) – e.g. better facilities, better amenities and destinations along route, etc.
- ❑ To have walkability, need high-quality density – otherwise sprawl. Also need to consider community building aspects of pedestrian-friendly designs.
- ❑ Huge street front parking lots are an obstacle to pedestrian-friendly streets
- ❑ Parking requirements for cars should be reduced or removed
- ❑ Bike parking requirements should be brought in
- ❑ Encourage parking lots behind buildings
- ❑ Parking is not the cause of sprawl (there was some disagreement about this – some thought that our desire for single family homes on large lots is the cause, others argued that parking is partially the cause)
- ❑ Consider parking cap rather than minimum
- ❑ Need to encourage development of supermarkets, hardware, etc. in core areas so residents don’t need to drive for many daily needs
- ❑ Need work opportunities near where we live
- ❑ Some recent neighbourhood designs have led to inaccessible neighborhoods (with a few, busy access points) (e.g. Stonebridge, Willowgrove) - need better connections to outside neighborhoods
- ❑ Large neighborhood access points are deterrence to active transportation
- ❑ Curvilinear streets and neighborhoods are a big problem (they discourage walking and cycling)
- ❑ How can the community more constructively communicate with the city to shape policy? (this individual felt there ought to be better ways to engage , but seemed to be suggesting that the community/public has much of the responsibility [not necessarily just the City])
- ❑ Concern: Schools planned on busy roads
 - Discourages children from walking - they need to be driven
 - Discussion about how this becomes self-perpetuating – the City requires schools to be located on busy roads, since most kids are currently driven to school
- ❑ Bike and walk routes need to be well lit and public but not funnel into busy roads

- ❑ Recreational facilities and amenities need to be closer to communities to reduce the need to drive – greater density of facilities – better community development
- ❑ Encourage mixed-use and increasing density
- ❑ Improved public transportation could reduce dependence on driving – for people of all ages including children
- ❑ Maintain and expand the Meewasin trails and amenities
 - Emphasized that all of Meewasin should be considered, not just the current popular spots
 - Continue/expand protection of Meewasin
- ❑ Provide access to things people need while walking/cycling (e.g. doggy bags, water fountains)
- ❑ Find ways of getting more pedestrian/bike families in city center area

Children, Youth and safe Routes to School

- ❑ Safety concerns for youth riding in traffic
- ❑ Before and after school traffic is busy
- ❑ Children/youth lack basic recreation skills/opportunities to be active
- ❑ Vehicle parking is abundant around schools allowing parents to drop off at doors – no opportunity for students to walk or cycle
- ❑ Generally, there are fewer cyclists, especially young cyclists, on the road and motorists are less aware
- ❑ Motorists - distracted driving (cell phone use)
- ❑ Establishing safe routes to school is the first step to enabling children/youth to walk/cycle to school – training/education for cycling must follow
- ❑ “Bike Lab”
 - Purpose to educate cyclists
 - Partnerships (U of S, Community Association)
 - Host “Family Rides”
 - Build rider confidence
 - Encourage youth to ride to school
- ❑ Need proper facilities at schools - bike storage and racks
- ❑ Overall infrastructure improvements
- ❑ Schools could suggest specific routes for students to take to school
- ❑ When parents cycle, youth will cycle – setting an example
- ❑ Learn to ride parks – part of the “Bike Lab”
- ❑ Schools can build an inventory of bikes for students to use
- ❑ Bike safety education is limited
- ❑ Students/families could organize group rides to school – meeting at a certain place and travelling together in a “train”
- ❑ Bike camps could be offered by: Leisure Center, University of Saskatchewan, community associations, school board
- ❑ Provide continued cycling safety/education curriculum – currently is only offered to Grade 3

- See it as the first step in driver training – teaching basic road safety
- ❑ Youth can be impulsive and unaware of surroundings
- ❑ Learning how to ride a bike and cycling safety education should occur simultaneously
- ❑ Educate youth on bike maintenance
- ❑ Safe Routes to the University of Saskatchewan:
 - Cumberland: busy, needs dedicated lanes for cyclists, students and residents
 - 108th Street overpass – hazardous
 - Preston, Taylor – dedicated lanes needed
 - 12th Street
 - Stonebridge: high concentration of university students - pedestrian and cyclist access limited to one side of street
- ❑ Existing streets retrofitted with bike boulevards
- ❑ Recommend routes for students
 - Communicating where snow has been cleared from bike networks to enable students to plan a safe route in the winter
 - Bike lane snow clearing should be prioritized
- ❑ Talk about things to make them more safe - Municipal cycling laws are the issue
- ❑ Communicate safe routes for University of Saskatchewan students
- ❑ Concern for student safety moving through public stations:
 - Assaults
 - Exposure
 - Drunken behavior
 - Students experiencing these issues have increased
 - Action:
 - Informing parents
 - Making sure kids know who to report incidents to – bus drivers are helpful, in assisting youth
 - Municipal traffic laws need to make walking or cycling more appealing than driving
- ❑ Issues:
 - No sidewalks right around schools - as a result, taking unsafe routes
 - Priority for car drop off at schools
- ❑ New schools are being designed as part of park networks, this is a positive for students getting to school
- ❑ Parents concerned about:
 - Students cycling confidence
 - Peace of mind – parents want to drop kids off right at school so they don't have to worry
 - Safety
 - Potential interactions with strangers
 - Students cycling/walking in busy traffic areas
- ❑ Walking school buses could be organized for students to travel to school together – but they're liabilities to school

- ☐ Students are enrolling in specialty programs that are offered at schools that are far from their homes and are having to travel outside their neighbourhood by bike or bus, increasing safety concerns for parents
- ☐ Some children/youth do not have access to a bike
- ☐ High school aged students may feel pressure to keep up with their peers who are driving to school and cycling is seen as the less popular option
- ☐ Parents may experience judgement from other parents when allowing their children to walk/cycle to school by themselves
- ☐ Action:
 - Scramble crossings at busy intersections during school hours
 - Cross guards at schools on main through fares - Opportunity for schools and neighborhoods to improve safety
 - Education for families and youth – role modeling two children
 - Promotion of bike to school/walk to school week/day
 - Reducing space for school landing zones

Enforcement

- ☐ Hard to communicate the “special” cycling rules - especially visitors
 - Sensible rules
- ☐ Focus on high conflict areas
- ☐ Make information more available
- ☐ Which sidewalk can be ridden on?
- ☐ Relaxed rules for winter – some places
- ☐ Self-enforcing design
- ☐ Pass cyclists more than 3 feet away
- ☐ Improve public attitudes about “being in a hurry”
- ☐ Pedestrian safety crossing busy streets
- ☐ Match infrastructure to human behavior so people do the right safe things by design
 - Make doing the safe thing the easiest thing
- ☐ Speed limits that respect other Road/Street users (lower speed limits)
- ☐ Signs are overused – design things better
- ☐ Can enforcement be more cost-effective by other ways than police
- ☐ Designed to promote self-compliance brought enforcement and publicity
- ☐ Attitudes towards courtesy and civility
- ☐ Bystander change – what do most people do? (Promote what “normal” behaviour is expected)
- ☐ Enforcement needs to be consistent
- ☐ Link and coordinate education to enforcement
- ☐ Positive messages go further
- ☐ Consider children, elderly and mobility challenges in design to ensure they are comfortable and secure

Building Support and Buy-In

- ☐ Engage vocal opponents
 - Mitigate the core issues
 - Identify the “deal breaker elements”
 - Identify attractive elements
- ☐ Engage champions to help engage various sectors
- ☐ Collect, communicate metrics/data
- ☐ Engage:
 - Private
 - Public (Profile unlikely supporters – public faces)
 - Major
 - Minor (Individual thank you)
- ☐ Education – target users to consider and challenge one mode expectations (car – centric)
 - Community associations
 - Advocacy groups
 - Schools (build support in school divisions e.g. can bike – school curriculum)
- ☐ Alliances with other stakeholders e.g. environmental organizations, business groups
- ☐ Make it fun!
 - Lego
 - Pop-up
 - Open streets
- ☐ Partnerships to draw on over and over – making more nimble coordination over time
- ☐ Champions on the council – through Ward specific asks
- ☐ Galvanize on events – for specific change
- ☐ Focus efforts to create examples that people can view and experience instead of trying to do everything everywhere all at once which stretches resources and spreads them thin
- ☐ Change our Language (e.g. cyclist versus people on bikes, pedestrian versus people walking, driver versus people driving)
- ☐ Spending transparency – knowing what is being built and where money is going
- ☐ Developer-funded amenities to support mature areas
- ☐ Ads on the bus; promotional campaign, ATP, city marketing money
- ☐ Work with media
 - Take time, relationship building
 - Organization to make sure media is engaged
- ☐ Create a lifestyle versus special interest
- ☐ Establishing culture, there are people who just haven’t tried different modes of transportation before
- ☐ Engage post-secondary students in programs such as “safe bike” to try biking to school in with the support of someone to ride with
- ☐ Transit as movable public space

- ☐ Creating events that engage businesses and communities - e.g. “Edmonton beer geeks anonymous” beer on rails series where craft beer one off casks are tried on the streetcar
- ☐ Rent out buses for parties
- ☐ Working with councillor, show him how to bike on new routes
- ☐ Targeted relationship building, “walk in my shoes”
- ☐ Build support and senior group to bike – rent bike and teach them
- ☐ Mitigate last-minute opponents
 - Use existing partnership
 - Bring mutual parties
 - Documentation is key
- ☐ Public engagement design
 - Door-to-door contact
 - Dinner parties – encourage conversation amongst themselves
 - Notify key stakeholders

Cycling Network

- ☐ Install more Separated separated bike lanes downtown and main areas (BIDs)
- ☐ Roadways without sharrows are not safe – sharrows are better than nothing (various opinions from participants)
- ☐ More multi-use pathways
- ☐ Gaps between train bridge and University Bridge on the road bike path – would like to see the exclusive bike lane extended to fill this gap – not just use the MVA trail
- ☐ Full integration with transit and bike sharing program (e.g. bus passes = free bike)
- ☐ Separated bike lanes should join each other
 - Connected infrastructure everywhere
- ☐ Lower speed limits on streets that have bike facilities
- ☐ More bike boulevards on secondary streets and lower speeds on them
- ☐ Great greenways for bikes
- ☐ Sid Buckwold Bridge – east side path turns to gravel – needs maintenance and paving (by lift station)
- ☐ Better clearing of pathways
- ☐ Plan for up to half a million so everyone can commute/travel by bike (e.g. suburbs to core)
- ☐ Tunnel maintenance: safety, more lights, cameras in all
- ☐ Traffic lights don’t change for bikes – additional sensors for bikes
- ☐ Easy access to be BIDs, downtown
 - Continue to support vehicle access as well as bike lanes
 - Make sure continued improvement of businesses
 - Consider congestion, impacts to businesses (Will they move to suburbs?)
- ☐ Transit, park and ride
- ☐ Dedicated traffic bridge to walk and cycle - Difficult to refurbish existing, easier with new constructions

- ☐ With growth, we have opportunity to design for inclusiveness of a multi- modes (e.g., on new bridges)
- ☐ Can't cross College Drive as a pedestrian – have to go to RUIT for first crossing or under bridge – why can't we add this?
 - Bottom of Broadway Bridge at 19th Street – poor pedestrian crossing (First road crossing not until 20th Street)
 - We are prioritizing cars at these locations – would like to see a traffic circle or scramble corner –
 - Proper design to include cyclist and pedestrians safety
- ☐ Increase comprehension that cyclists are allowed on every road (sharrows giving impression otherwise)
- ☐ Consistency of use
- ☐ Make speed limit floor lower on side streets will increase comfort and safety for pedestrians and cyclists
- ☐ Bike boulevards: prioritize while still sharing the road
- ☐ Winter city best practices: do what is working vs. more studies
- ☐ Preference to be separated from vehicles and pedestrians (prefers sharing with pedestrians over vehicles)
- ☐ Cycling is always a second priority
- ☐ If you can't build separated facilities everywhere then allow cyclists on sidewalks with enforcement if you can build separated everywhere
- ☐ Increase cycling routes on side streets

Pedestrian Safety and Security

- ☐ Streets with no sidewalks – major issue
- ☐ Consider scramble corners in some locations at specific times (e.g. school)
- ☐ Some pathways are unknown and/or uninviting/isolated
- ☐ Concern: Poor sidewalk conditions
- ☐ Need pedestrian advocacy group – like cyclist and bus-riders groups
- ☐ Concern: Personal safety along Meewasin at night - Callbox is an option?
- ☐ Concern: Cyclist and pedestrian conflicts on some trails because of narrow pathways, particularly along Meewasin
- ☐ Need to improve path and sidewalk maintenance (e.g. tree trimmings – private and City property)
- ☐ Concern with winter snow clearing, particularly along paths/trails
 - Need confidence it will be clear or won't risk it and will drive / take alternate mode instead
- ☐ Positive feature, particularly in newer neighbourhoods: Linear park system – encourages pedestrians and cyclists to circulate within neighbourhood, removed from traffic
- ☐ Permanent pavement markings should be used more
- ☐ Could the City consider using Rumble strips for cars for awareness? For example: to warn of upcoming crosswalks
- ☐ Concern: Turning right on red lights
- ☐ Pedestrian visibility is low (i.e. the ability for auto drivers to see pedestrians) at certain locations (e.g. 22nd Street)
- ☐ Concern: Pedestrians are not the priority

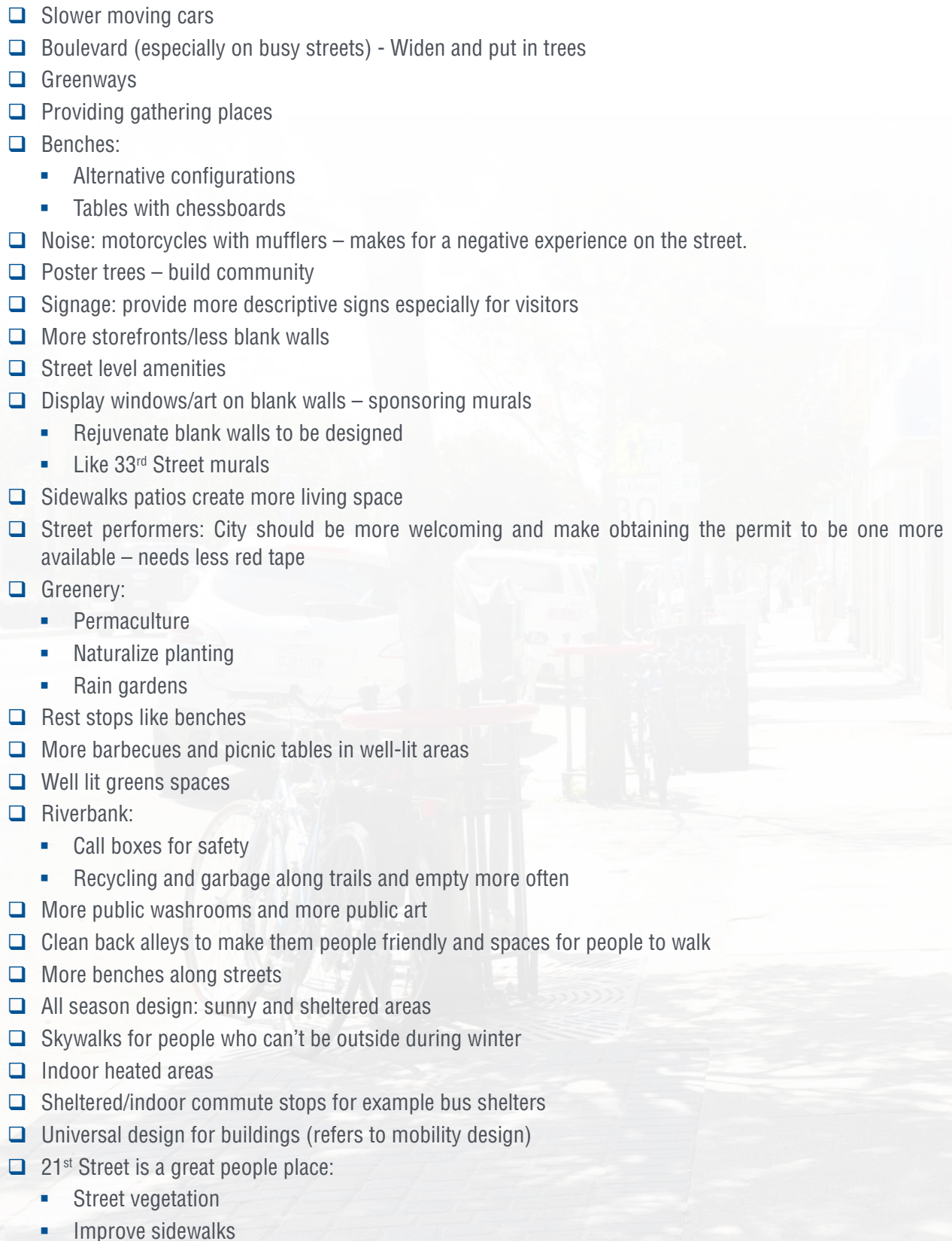
- ☐ Trying to have regulations that fits all (e.g. 22nd Street – three lanes at 50 km/h with numerous, poorly identified crossing locations)
- ☐ Large distance between pedestrian connections (e.g. crosswalks over major roadways) leads to unsafe behavior (e.g. illegal jaywalking)
- ☐ Concern: Pedestrian light crossing times are based on healthy adult – not suitable for elderly, youth, disabled
- ☐ Street design should encourage desired behavior – enforcement should be secondary
- ☐ Improve signage
 - Images over words
 - Sets drivers expectations
- ☐ Important for all road users to understand rules for all modes, not just the mode they use
- ☐ Education:
 - Need strategies to appeal to all users, ages, backgrounds, etc.
 - Need signs and design cues to remind the drivers
- ☐ City should be diligent at repainting crosswalks, etc. – Need better visibility
- ☐ Need well lit pathways for safety
- ☐ City should consider use of more pedestrian scale lighting
- ☐ City could introduce pedestrian “Danger zone” Reporting (like pothole reporting tool)
 - Website/app
 - For it to be successful, City needs to respond quickly to concerns – needs a system to prioritize
- ☐ Drivers need better warning for upcoming crosswalks – small white signs are not enough
- ☐ Pedestrian activated crosswalks should be high visibility - current lights are too high
- ☐ Encourage curb extensions/bulb-outs, where appropriate
- ☐ More traffic lights – e.g. Fieldhouse onto Preston
- ☐ Consider ways for less able Street crossers to call for longer walk light. (e.g. special crossing button for extended signal time)
- ☐ Solar powered lights – motion activated
- ☐ Need appropriate sidewalk/pads for pedestrian connections at all transit stops
- ☐ To reduce conflicts between cyclists and pedestrians, for streets with sidewalks on both sides, could designate one side primarily for cyclist and other for pedestrians (e.g. north/west – cyclists, South/East – pedestrians)
- ☐ Land use consideration: Having daily needs nearby – reduces need to travel long distance
- ☐ Need adequate “rest up” facilities (e.g. benches, water fountains) for those that need (e.g. seniors, reduced mobility, etc.)
- ☐ Improve safety by placing emergency call boxes in isolated locations or something similar (cameras – whistles)
- ☐ More advanced warning when pedestrian routes are closed for construction, etc. (e.g. University Bridge construction – don’t know that under-bridge connections are closed until arriving there – requires significant back-tracking)

Snow Removal and Maintenance

- ☐ Snow removal on the sidewalks needs to be better enforced
- ☐ Hard packed snow becomes too soft with warmer weather (and is then really hard to walk through)
- ☐ Throwing salt down only is not good enough (as only form of snow removal effort)
- ☐ Sidewalks not being cleared around parking lots – not enforced? (private lots will clear their lot but not the surrounding sidewalks)
- ☐ Is snow removal more important for pedestrians or cyclists?
- ☐ Better snow removal on streets means less sidewalk biking Windrows from street snow clearing big obstacle for pedestrians, people with walkers – increased risk of falling, and difficult to shovel or remove once the windrow is there
- ☐ Also clean pathways that bikes use – Multi-use trails well-kept but residential sidewalks not as well-maintained- is this a priority?
- ☐ Not everyone near multi-use trails – residential sidewalk clearing is very important
- ☐ Increase awareness, part of ATP campaign
- ☐ Rut depth rule/policy on when street snow clearing occurs – can we look at this from a pedestrian/cyclist need (maybe different rut depth requirements than vehicle) safety issue
- ☐ Gravel on roads (post winter) very important to clear
- ☐ Can we clean up more quickly? Street cleaning, garbage removal
 - Bridges priority for cleaning – breathing (from dust, wet road mist, etc.) and safety
 - Cost implications if roads cleaned earlier (i.e. equipment and number of road crews needed)
- ☐ Potholes (and other trip hazards) in the crosswalk especially priority/high traffic areas
- ☐ Sidewalk cracks = falls
- ☐ Proactive inspection
- ☐ Better strategies and standards for snow removal
- ☐ Boulevard designed for snow storage
- ☐ Sidewalk ramps should be everywhere and need to be cleared
- ☐ Snow clearing at bus stops and to bus stops
- ☐ Reduce walk distance to bus for mobility limitations
- ☐ Walk from major facilities transit need to focus
- ☐ More community buildings would improve stability/self-compliance and civic pride (block parties)
- ☐ Do more than you're expected to do
- ☐ Celebrate the block
- ☐ Block party capital of the world
- ☐ Block party weekend
- ☐ Share resources – snowblowers

Urban Design, Place Making and Amenities

- ☐ Identifying our pedestrian crossing lights for motorists – need better education and signage to explain the movements.

- 
- ☐ Slower moving cars
 - ☐ Boulevard (especially on busy streets) - Widen and put in trees
 - ☐ Greenways
 - ☐ Providing gathering places
 - ☐ Benches:
 - Alternative configurations
 - Tables with chessboards
 - ☐ Noise: motorcycles with mufflers – makes for a negative experience on the street.
 - ☐ Poster trees – build community
 - ☐ Signage: provide more descriptive signs especially for visitors
 - ☐ More storefronts/less blank walls
 - ☐ Street level amenities
 - ☐ Display windows/art on blank walls – sponsoring murals
 - Rejuvenate blank walls to be designed
 - Like 33rd Street murals
 - ☐ Sidewalks patios create more living space
 - ☐ Street performers: City should be more welcoming and make obtaining the permit to be one more available – needs less red tape
 - ☐ Greenery:
 - Permaculture
 - Naturalize planting
 - Rain gardens
 - ☐ Rest stops like benches
 - ☐ More barbecues and picnic tables in well-lit areas
 - ☐ Well lit greens spaces
 - ☐ Riverbank:
 - Call boxes for safety
 - Recycling and garbage along trails and empty more often
 - ☐ More public washrooms and more public art
 - ☐ Clean back alleys to make them people friendly and spaces for people to walk
 - ☐ More benches along streets
 - ☐ All season design: sunny and sheltered areas
 - ☐ Skywalks for people who can't be outside during winter
 - ☐ Indoor heated areas
 - ☐ Sheltered/indoor commute stops for example bus shelters
 - ☐ Universal design for buildings (refers to mobility design)
 - ☐ 21st Street is a great people place:
 - Street vegetation
 - Improve sidewalks

- ❑ 21st Street, Spadina, Broadway, 20th Street
 - Keep clean, someone cares for the space
 - Destinations with character
 - Personal connections

Transit Integration

- ❑ Stop placement – sometimes stops are too far apart, it also depends on the ease of the walk, path must be clear and accessible. If not clear then the walk can seem longer. There should be some logic to where stops are placed, the closer to destinations the better
- ❑ Keep bus routes safe
 - Clear of ice and snow banks
 - Visible and well signed
 - Accessible for all users
 - Benches, shelters
- ❑ Integrate transit service and bike share
 - If you have a bus pass you will be able to use future bike share
 - Integrate bike share stations with transit stops
- ❑ Bicycle parking at bus stops and exchanges as well as key destinations throughout the city
 - Market Mall, Circle Mall
 - Consider placement so they are not obstructing shelters or bus stops
 - The more secure the better
- ❑ Low rider buses should be used on routes that pass hospitals, schools, and clinics
- ❑ Provide a transit system with a mix of buses and routes, some frequent transit routes some community routes with smaller buses
- ❑ Putting bikes on buses can be intimidating and some people just don't want to do it, it is important to make sure that there are other options available
 - Find a way to share information if there is space available for bikes on the next bus, real time updates when the bus is coming, if it is full, and if there is space for bicycles
- ❑ Ensure that all buses in the fleet have racks for bicycles
- ❑ More information about the bus network at bus stops and stations, if you happen to miss your bus make it easier to find out alternative routes rather than having to wait for the next. More information about the schedule and map available at bus stops.
- ❑ Find ways to encourage school age children to take the bus and take part in active transportation
 - Encourage students to take the city bus instead of school buses
 - Increase the comfort on public transportation, this may encourage more people to ride and parents being more willing to let their kids ride
 - Transit routes should be located on streets with schools
 - All students (elementary and secondary) should have u passes, this will help to encourage transit use but also active transportation

- Parking restrictions at high schools to encourage students to transit or walk/bike – paying for parking to help subsidize transit passes
- ❑ Use existing railway tracks as potential LRT or transit corridors, bike pathways, transit exchanges
- ❑ More space on buses for luggage and groceries
- ❑ Planning bike routes that take people to transit stops and exchanges
- ❑ Making transit stops and hubs more like destinations that are community areas and are more welcoming
 - Help to reduce feelings of exposure at bus stops, isolation and help to improve comfort
 - Benches, public washrooms
 - Heated shelters - Locate exchanges and stops near key destinations
 - Improve bus frequency
 - Designated bus lanes
- ❑ Understand that transit is an extension of the active transportation network

Seniors and Older Adults

- ❑ Should also consider the needs of immigrants:
 - Dealing with change in climate (not used to travelling around in winter)
 - Saskatoon Council on aging: addressing issues
- ❑ Demographics of seniors encompasses three generations
 - To address issues in a plan, very complex
 - Young seniors: have different needs and issues
 - We must acknowledge diversity in this segment: culture, race, ability, gender
- ❑ City of Saskatoon must understand the demographic – inclusive policy
- ❑ Ages 0-30 is as complex as 60-90 and needs and issues and change
- ❑ Older adults are as sedentary as teens – lack of physical activity
- ❑ Must focus on healthy aging
- ❑ Goal is to keep large portion of demographic out of healthcare system
- ❑ A plan for active transportation needs to be something that everyone of all abilities can be involved with
- ❑ Accommodating all ages and abilities
- ❑ Street infrastructure needs to be clear where pedestrians, cyclists, and cars should be
- ❑ Issues/concerns/deterrents to walking/cycling:
 - Ice, climate (solution: group shoes, grip tires on bikes)
 - Proper clearing of sidewalks as soon as possible
 - Challenging to access city facilities if not driving
- ❑ City facility access must be inclusive - Access by bike, walking etc.
- ❑ Planning for 8–80 is exclusive: We must expand this range to include the most vulnerable seniors
- ❑ Improve access to alternative transportation options for example access transit
- ❑ Every department of the city needs to be on board with ensuring support and services for all seniors
- ❑ Transportation in the evening,/night:

- Higher bus frequency needed
- Smaller buses could make the system more efficient
- Working around social/events in evenings – difficult to attend due to poor evening bus service
- Ensuring transportation is available at less prime times
- ❑ Buses: not always accessible for all (steps onto busses make it difficult to board)
 - Stops can be challenging to reach due to distance or position
 - Safety is a concern on buses/at stations
- ❑ Safety of pedestrians:
 - Saskatoon needs to develop a culture of respecting pedestrians
 - Longer stoplights to allow pedestrians to cross
 - Crosswalk signs need to be visible (not obstructed by shrubs, etc.)
 - Trimming hedges to ensure visibility
- ❑ City Facilities: interior access is equally as important as transportation access to and from facilities
- ❑ Transportation providers (bus, taxi, shuttles):
 - Ensuring that the provider/driver understands the needs of users for example, providing assistance getting in and out of vehicles
- ❑ What percentage of seniors utilizes reduced seniors bus passes?
- ❑ What is deterring seniors from taking the bus?
 - Ask these questions to the senior community
 - Convenience
 - Lack of independence
 - Culture
- ❑ Cycling deterrents:
 - Physical barriers
 - Never learned to ride
- ❑ Space to store bike could be limited in seniors residence or condo
- ❑ Seniors may be interested organized recreational group bike rides

Transportation Equity

- ❑ Focus on areas where people need more equitable access to the city and opportunities (even if these are the logbook of voices at engagement events)
- ❑ Remove/reduce subsidy for vehicle use, tolls, gas taxes
- ❑ Sliding scale of cost of transit pass based on income - some people are eligible for reduced transit fares but at a certain income level people are not but still cannot afford transit pass. A sliding scale or graduated fare would help people in this situation that are currently struggling to afford transportation.
- ❑ Links with poverty reduction initiatives (locally and provincially)
- ❑ School system for busing and partner with province and school boards
- ❑ Bikes for children and youth but do not have access (e.g. police could donate unclaimed bikes)
- ❑ Community groups that provide access to bike refurbishing and skill development (e.g. BCBC)

- ☐ Make it a standard to install curb cuts at every new or rehabbed sidewalk
- ☐ Not applying city services equally across the city
 - “Westside versus Eastside” - snow cleared faster on east side than it is on west side all the time which impacts mobility and accessibility
 - Why is that? How can it be solved?
- ☐ People use mobility aids and scooters and wheelchairs on the road because sidewalks not wide enough and in winter not clear of snow. Also conflicts with pedestrians.
 - This creates conflict with people driving – attitude issue
- ☐ People with \$30 bike should be considered as equals with people with \$50,000 car
- ☐ Having historic bridge to support cycling and walking (no vehicles)
- ☐ Full integration with transit
- ☐ Bike share
 - Integrate membership with transit fair
 - \$100 bus pass and bike pass for example

Education and Encouragement Campaigns, Programs and Events

- ☐ Bicycle programming and education
- ☐ Shifting perception of riding bicycles from “kind of lame” to “COOL”
- ☐ Citywide movement
- ☐ Can we involve SGI (Saskatchewan Government Insurance) to include cycling in drivers handbook
- ☐ More city involvement in events that are already happening like:
 - Ice cycle
 - Tweed ride
 - Monetary assistance is a common desire among bicycle groups
- ☐ Transit + cycling – a “how to” video of attaching a bicycle to a bus would be beneficial.
- ☐ “How to” videos
 - How to ride on sharrows, protected bike lanes, general etiquette.
 - How to interact with cars, walkers and bikes. How they should be interacting with each other is also important.
 - Make videos widely accessible – if/when “how to” videos are made, they should be easily accessible and on a number of websites. How do you distribute?
- ☐ Share the road – more signs saying “share the road” was agreed to be a good idea.
- ☐ Campaign methods need to be updated
- ☐ Bicycle bylaw, change before you teach – the group discussed the clarity of the current Bicycle Bylaw and concluded that it needs to be redone for the sake of comprehension and re-usability. Teaching/informing people of the bylaw is very important, but the bylaw should be improved and made more straightforward before it is taught.
- ☐ Mental health not only physical – Bicycling is not only good for one’s physical health, but also one’s mental health. This is often overlooked in mainstream media and by bicycling advocacy groups.

- ❑ Represent all groups in these methods – when creating instructional materials and doing demonstrations, include a diverse cast of people. Various ages, ethnic backgrounds should be featured in order to personalize bicycling. It is desired that the, “oh, that could be me,” emotion is evoked.
- ❑ “The unexpected user”
- ❑ Gorilla initiatives – carrying out tactical urbanist measures to demonstrate/construct facilities would be good. This would have to be done without the City involved.
- ❑ Signage – place-based wayfinding
- ❑ App-effective for wayfinding
- ❑ Making active transportation choices attractive to users.
- ❑ Increase media coverage/communications of active transportation - Word-of-mouth
- ❑ Connecting with partners to promote active transportation
 - Industry – have local related businesses promote activities, events and discussions. Bike shops, running shops, skate shops.
 - COS cycling app – the creation of a COS cycling app would assist in wayfinding and promotion. It could also collect data from users and see popular routes and problematic routes.
- ❑ Interdepartmental cross promotion of active transportation. All City events should be promoting alternative methods of transportation (e.g. recent budget open house had posters mentioning parking for vehicles. Including a line or two about where folks can park their bicycles would’ve been great). The City is a large corporation with many different parts to it. If all of these parts could promote Active Transportation at their various events, a perception of bicycling would be formed.
 - This is an “all or nothing” scenario where the entire City should be promoting active transportation, not just one or two departments. It gives out a bad message.
 - Posters promoting budget open house mentioned vehicle parking exclusively - bad message
- ❑ Get in schools early – citywide to provide education on active transportation and how to use facilities.
- ❑ Obeying laws
- ❑ Launch a bicycle program that consists of safety classes and education on signage and the related bylaws.
- ❑ Promotion of active transportation through including notices in with city bills is good because very close to everyone gets a bill.
- ❑ All ways of outreach are still effective, mail, bills, etc.
- ❑ Are commercials relevant? – yes, so do more of these.
- ❑ Try before you buy: transit incentives to encourage new users – hand out free transit passes at events or as prizes so people can try it out.
- ❑ Personalize all marketing and communication campaigns. Be inclusive of all people
- ❑ Workplaces need to be included in active transportation promotion. Large offices could be incentivized to take alternate modes of transportation to work.
- ❑ Whose responsibility is it to organize and promote initiatives?
 - Cross promotion of initiatives by different City departments, offices, community groups.
 - Use existing relationships and encourage more
- ❑ Funding for the Bridge City Bicycle Co-op (BCBC) (annual/bi-annual/grants) - Who funds them now?

Counting, Evaluating and Monitoring

- ☐ Data that the City collects must be useful and publicly available
- ☐ Volumes for user types – pedestrian and cyclists and directions that they are traveling
- ☐ Collisions in injury data – where collisions are occurring and what types of injuries to vulnerable road users are occurring – linking the what to the where
- ☐ Monitor speeds of cyclists on Bridges and trails
 - There is a problem, allegedly, with speeding cyclists on multi use trails and pathways. Count and monitor to determine if this is a problem and where
- ☐ Report impressions without tickets (e.g. qualitative data - interview, focus groups)
 - For example, using Police data – on tickets and violations is limited as police will sometimes record nearest intersection but not exactly where it happens (e.g. if ticket is issued on the Meewasin Trail or on a bridge for example)
- ☐ Look to the leaders in AT across Canada – use their performance data to set targets and benchmarks
- ☐ Make Data publicly available – collaboration with university students to do research – CBO's can use
- ☐ Qualitative research can identify problem areas and gaps in network (i.e. through focus groups, surveys)
- ☐ Growth corridors in terms of demand – collect data on trips, how people are getting there, know levels of service
- ☐ Cumberland/8th Street/downtown parking lots lacks– lack of snow clearance, where tickets are issued
- ☐ Infographics – benefit of active transportation: saving money, improving help, special to local context
- ☐ Communication is key
- ☐ Better more efficient transit– need to evaluate transit = more active transportation
- ☐ Transit needs to release ridership data, patterns, changes- this data is not currently publicly available
- ☐ More evaluation of motor vehicles – subsidies paid by city
- ☐ Measure “trip demand” for all modes
- ☐ Tools need to be relevant, capture relevancies
- ☐ Pedestrian counts are important
- ☐ Eco-counters = promotion and education tool as well as data collection
- ☐ Counters in other cities can be found on the side of garbage cans, etc.
- ☐ Discern counts between pedestrians and cyclists
- ☐ Tourism – how visitors get to move around– How are they coming downtown? This data would be useful
- ☐ Report out two times per year – spring/summer – July – fall/winter – January
- ☐ Benchmarks – compared to previous years, compare Canada wide
- ☐ Use data as promotional and motivational tool to create that lifestyle shift (Commuter vs. recreational trips) - distinguish between these in data collection
- ☐ Spread out data collection efforts citywide

VISIONING EXERCISE

What is your vision for Active Transportation in Saskatoon?


- ☐ Need more people on bikes:
 - Kids - more education and training
 - University students – snappy marketing ideas
 - Older adults – e-bikes
- ☐ Separated bike lanes
- ☐ Traffic calming
- ☐ Create new courteous attitude when driving
- ☐ Fully integrate Saskatoon transit with city wide bike sharing program (bus pass=full access to free bike use)
- ☐ No people with walkers or wheelchairs in pictures – are they supposed to stay home?
- ☐ Cyclovia Sundays!!
- ☐ More peaceful bike lanes
- ☐ Hyperloop
- ☐ Everyone needs to have a place on the street – pedestrians, cyclists and cars
- ☐ Promotion from Leisure Services (partners could be health, etc.)
- ☐ Walk or ride for any trip from your house to 3km
- ☐ Let's make Saskatoon a model age-friendly city, supporting a good quality of life for all
- ☐ 2-4 major rapid transit routes with collector points (hubs) to which you can walk or cycle
- ☐ Open streets (Sundays) start next year – one a month or every week the following year
- ☐ Snow clearing
- ☐ Respect for all citizens who drive, cycle or walk – Read Happy City by Charles Montgomery
- ☐ Easy to walk around all season (covered walkways? Clear smooth sidewalks?)
- ☐ Space for all modes and clear education around using and sharing these spaces
- ☐ People have multi-modal choices that are convenient and connected
- ☐ A city where people no longer say “I’d like to walk/cycle more but..”
- ☐ Segregated bike lanes
- ☐ Lower speed limit on side streets
- ☐ City where \$30 bike citizen equally, important as \$50,000 SUV citizen
- ☐ All new roads include multi-use pathway s
- ☐ A city where I do not need a car
- ☐ Multi use paths should be wider with lanes to facilitate safer multi-use
- ☐ Highly visible crosswalks – push button indicators everywhere a crosswalk is (small signs are easily missed!)
- ☐ Safe bike parking – cages with a monthly fee for regular commuters to downtown
- ☐ Not a vision, just an idea: employers give benefits to those commuting by “non-single vehicle” mode.

Question of the Month Raw Input

What is your favourite thing about walking in Saskatoon?

- ☐ Meewasin Trails
- ☐ Beautiful scenery mixed with interacting with nature
- ☐ Mature trees, friendly neighbours, lots of parks, sunshine.
- ☐ Smiling at the other people walking/biking
- ☐ Walking the wooded path along Spadina near the Mendel Gallery.
- ☐ Riverbank
- ☐ The MVA Trails
- ☐ The bridges river walk is our greatest features.
- ☐ Love the sunshine and river
- ☐ Views: Riverbank and gardens in older parts of the City
- ☐ Trees, river, natural area, beautiful, friendly, marked trails
- ☐ Sunsets and Meewasin Valley.
- ☐ Don't like to walk here not enough nice side walks
- ☐ Anytime of the year along the riverbank.
- ☐ Parks
- ☐ Walking by the river
- ☐ When sidewalks are passable! MVA trail is usually good.
- ☐ When sidewalks are repaired it is pretty good.
- ☐ The river paths
- ☐ The beautiful landscape!
- ☐ We love the trails, especially forestry farm and river trails.
- ☐ Broadway, Nutana and around Rotary Park
- ☐ Pedestrian-friendly features such as crosswalks with lights, walkways, lighting
- ☐ Being along the river.
- ☐ Interacting with people (smiles, hellos), that doesn't happen in cars
- ☐ Connections from downtown shops/ culture to river trails and nature
- ☐ The river
- ☐ Not wrecking my car on all the potholes
- ☐ Enjoying nature by the river
- ☐ Getting fresh air and sunshine
- ☐ Not having to dodge potholes
- ☐ The fresh air is nice.
- ☐ The great parks and paths
- ☐ Meewasin Trails along the river
- ☐ Efficiency, scenery, and physical activity.

- 
- ☐ Eclectic neighborhoods; urban life and nature exist side by side
 - ☐ Fresh air and seeing new things!
 - ☐ The weather is never boring!
 - ☐ Clean air
 - ☐ Beautiful parks, dog parks and river bank!
 - ☐ I love walking by the river. People are very friendly.
 - ☐ Everything is close enough
 - ☐ Nothing
 - ☐ Enjoying the scenery and finding new things
 - ☐ The scenery
 - ☐ All the people you get to meet on the street!
 - ☐ Watching the changes and developments and looking at nature.
 - ☐ Getting the fresh air
 - ☐ Fresh air and low traffic noise; exercise
 - ☐ During any season, the trees are guaranteed to amaze.
 - ☐ Nature in the city on the river bank
 - ☐ The river walking path is excellent.
 - ☐ Taking the long way around to avoid danger.
 - ☐ Fresh air
 - ☐ Scenery around the river valley
 - ☐ We have nice things to look at
 - ☐ Meewasin trail by river
 - ☐ LEAST favourite: dusty/dirty and windy. Post-winter cleanup starts too late
 - ☐ Meewasin Trail
 - ☐ The MVA Trail, Forestry Farm, Parks
 - ☐ The river
 - ☐ The river paths because they are mostly very natural.
 - ☐ The beauty with the big trees, sun and architecture.
 - ☐ The river
 - ☐ I get to see something new everyday!
 - ☐ The riverbank.
 - ☐ I don't have to find a parking spot!
 - ☐ Heightened sense of awareness from having to watch for cars
 - ☐ The Meewasin trail system.
 - ☐ Beautiful Meewasin trail is easily accessible.
 - ☐ The brisk morning air
 - ☐ Meewasin's River Trails!!!! Beautiful Parks
 - ☐ The view along the river

- 
- ☐ The River Trails and Parks
 - ☐ I don't walk. City to spread out.
 - ☐ Seeing the city up close.
 - ☐ Usually i am not killed
 - ☐ Quiet, colors, smells of river-bank walk on university side
 - ☐ Wide sidewalks
 - ☐ The river.
 - ☐ Many places are so close together.
 - ☐ Beautiful tree lined streets like Wiggins and Ewart.
 - ☐ Walking along the river
 - ☐ Slightly less pot holes compared to driving.
 - ☐ Meewasin Trail
 - ☐ The extensive trail system on the riverbank.
 - ☐ I love walking barefoot on clean sidewalks!
 - ☐ People watching, observing/experiencing Riverbank, feel safe/close to nature using Meewasin
 - ☐ You get to see more of the sights in Saskatoon.
 - ☐ The river views.
 - ☐ The Meewasin Trail and lower river trails
 - ☐ Not being in a car
 - ☐ Variations in view, route, beauty
 - ☐ You can actually get somewhere
 - ☐ I avoid the rickety, infrequent bus system.
 - ☐ The trails and trees
 - ☐ Beautiful scenery to take in while walking.
 - ☐ Interacting with other residents, their children, their dogs:)
 - ☐ Cars splashing muddy ice-cold water on me as they pass
 - ☐ Drivers too busy to look when turning right
 - ☐ The river
 - ☐ The exercise
 - ☐ Meewasin trail

How do you think Saskatoon can become a better winter city for Active Transportation?

- ☐ Keep on-road bike lanes cleared, clear public space sidewalks
- ☐ Clear snow and ice on idylwyld drive
- ☐ Invest in widespread clearing sidewalks of snow and ice.
- ☐ Increase sanding on circle bridge pedestrian walkways
- ☐ Keeping pathways clear of snow
- ☐ Subways and underground walk ways

- ☐ Improving the transit system and more consistent scheduling .
- ☐ Temperature-controlled indoor walkways downtown, Broadway, and Riversdale
- ☐ Cycling infrastructure! Snow clearing on sidewalks as well as streets!
- ☐ Heated sidewalks downtown.
- ☐ Repair cracked, broken & crumbling sidewalks. They're treacherous in winter.
- ☐ Frequent snow removal from sidewalks, bridge walkways and bike lanes.
- ☐ Bike lanes and safe walking paths
- ☐ More frequent predictable safe public transit
- ☐ Snow clearing on walking/biking trails. Snow cleared-off-roads sometimes thrown-onto walking/biking-paths.
- ☐ More times for bus stops
- ☐ More dedicated and maintained bike lanes.
- ☐ Keep walkways free of snow, ice, puddles, and other impediments.
- ☐ X-C ski trail along the river
- ☐ More frequent buses to allow for fewer cars.
- ☐ More crossings of Circle Drive for walkers and cyclists
- ☐ Extend x-country ski trails as network all along Meewasin.
- ☐ Enclosed bus shelters. Dedicated bike lanes. Shoveled sidewalks.
- ☐ Enforcing sidewalk snow clearing and non-slippery roads at major intersections.
- ☐ Paths that are cleared of snow and ice
- ☐ Can be done right now
- ☐ Better street sidewalk cleaning..
- ☐ October till may cyclists can use street sidewalks no fines
- ☐ Better connections to the Meewasin trails.
- ☐ Dedicated bike lanes
- ☐ Sidewalks that are cleared in the north end.
- ☐ Bus GPS
- ☐ Replace rail lines with cycling walking commuter lines/thoroughfares
- ☐ We need bike paths for all year
- ☐ Committed bike lanes that are plowed
- ☐ Clear the sidewalks!
- ☐ Clear sidewalks! Now plow onto sidewalks on major streets e.g. Clarence Avenue
- ☐ Winter ice paths
- ☐ Snow removal- encourage neighbours to shovel each others sidewalks. Volunteer shovel programs.
- ☐ Enforce snow shoveling of sidewalks.
- ☐ Look forward not back.
- ☐ Shovel your sidewalk.
- ☐ Need network of bikeways that reach all areas of Saskatoon.
- ☐ Bus shelters everywhere (some heated).

- ☐ Snow clearing when it snow.
- ☐ Make important cycling routes priority areas for snow removal.
- ☐ Maintain trails and snow removal.
- ☐ Charge tolls for vehicles in areas/ eliminate use in areas.
- ☐ Buses every 15 minutes like when I was a kid.
- ☐ Trolley Car Broadway Main to Victoria brings tourists moves people
- ☐ Keep pedestrian crossings, sidewalks, and bike lanes clear of snow.
- ☐ More sidewalks (e.g. Auto mall, 51st Street, main traffic corridors)
- ☐ Electrify sidewalks to melt snow and ice
- ☐ Ensure roadways are clear for all types of transportation
- ☐ Ensure that sidewalks are kept clear of snow and ice.
- ☐ More cars
- ☐ Dedicated bike lanes (swept and maintained)
- ☐ Clear snow off streets as cycle routes.
- ☐ Mass transit, less cars = more progressive city
- ☐ Indoor “pedways” and a designated snow routes for cycling
- ☐ Plow the streets and enforce sidewalk clearing
- ☐ Sidewalk clearing program
- ☐ Clean the roads for cyclists
- ☐ Active enforcement of those who don’t clear walks and paths!
- ☐ Make your site mobile friendly! THIS is NOT!
- ☐ Actually plowing and scraping roads. Can’t bike in ruts.
- ☐ Maintain high volume cycling roads (e.g. U of S, downtown)
- ☐ Clear bike/walking paths quickly
- ☐ Clear a lane for cycling. Do not salt/grit
- ☐ Separated bike, walking, ski routes.
- ☐ Clear roadways that have bike access, clear paths along river
- ☐ Design for people not cars. Car culture is ruining Saskatoon.
- ☐ Snow clearing priorities: 1) sidewalks, bike paths & transit, 2) motorists
- ☐ Interconnected bike paths and running trails no on roads
- ☐ Tracking buses to know if they are on time.
- ☐ Quicker buses less wait times
- ☐ Covered pedestrian bridge
- ☐ More frequent service on most routes
- ☐ Accept winter. No bikes. Grade frequently.
- ☐ Clear streets/paths/sidewalks of snow and ice.
- ☐ Wind protection for sidewalks downtown (awnings on buildings)
- ☐ Make it safer for cyclists to use the roads
- ☐ Heat the floor of transit shelters.

- ☐ Multi-mode public transport
- ☐ T'would take hell-of-more n'ten. A short essay if yr,interested.
- ☐ We are not a town: rid the city of trucks.
- ☐ Pedestrian signals at all traffic signals
- ☐ More sidewalk clearance, better bike lanes
- ☐ Treat park paths/major sidewalks for ice.
- ☐ Improved snow clearing of sidewalks and intersections
- ☐ Create a safe, accessible environment for pedestrians and cyclists!
- ☐ Plow the pathways. Every time it snows.
- ☐ Clear road sides and bike paths in a timely manner.
- ☐ Make sure the sidewalks are cleared
- ☐ Clear paths and sidewalks and grade all streets. More XCskiing
- ☐ Cleared streets and sidewalks. More convenient bus schedules.
- ☐ Hire Active Transportation Director/Czar
- ☐ Have year round water fountains along meewasin
- ☐ Skating, biking, skiing.... Look to Norway
- ☐ PLEASE: separated bike lanes
- ☐ Don't just plow snow, clear it away.
- ☐ Intentionally making Saskatoon the best winter cycling city in Canada.
- ☐ Sidewalks & streets need to be cleaned.
- ☐ More reasonable bus fares.
- ☐ Bigger budget for street cleaning
- ☐ Clear pathways before roads
- ☐ Better or daily sidewalk clearing for walking and cycling
- ☐ Better transit routes to new areas.
- ☐ Layer up and just do it: attitude is key!
- ☐ Keep the sidewalks clear especially access to bus stops
- ☐ Clearing the bike lanes ASAP after a snowfall
- ☐ NO diverters, move cars - MORE ROADS, BRIDGES, overpasses & 8 lane North Bridge
- ☐ Clear the bike paths Copenhagen does!
- ☐ Less traffic in the downtown core.
- ☐ More frequent bus service to shorten walk times
- ☐ More groomed trails for cross country skiing in the winter
- ☐ Was doored on bike lane by City-hall cruel and shameful truth
- ☐ We need firm action against bike theft especially at USask
- ☐ Better urban planning. Shorter distances work-home-businesses.
- ☐ Rebuild the traffic bridge as pedestrians and cyclists only.
- ☐ Skywalks linking buildings downtown.

- ☐ Build skywalks between downtown buildings (like Calgary's +15)
- ☐ Discourage driving and improve transit.
- ☐ Cross-country ski commuter paths.
- ☐ Better on-road facilities for cycling - that get snow removed
- ☐ Efficient snow removal on shoulders and sidewalks

What is your favourite thing about cycling in Saskatoon?

- | | |
|------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| <input type="checkbox"/> Flexibility to get around while being environmentally conscious | <input type="checkbox"/> Clean conscience, fresh air, exercise. |
| <input type="checkbox"/> Not having to drive. | <input type="checkbox"/> Meewasin Trail early in the morning. |
| <input type="checkbox"/> Trails | <input type="checkbox"/> Cruising meewasin trail |
| <input type="checkbox"/> Freedom of movement | <input type="checkbox"/> Fresh Air, and getting some exercise. |
| <input type="checkbox"/> Crazy Saskatoon drivers running you off the road! | <input type="checkbox"/> Better for the environment than driving. |
| <input type="checkbox"/> Being outside and seeing nature as I bike | <input type="checkbox"/> It's faster than driving |
| <input type="checkbox"/> Enjoying the living skies and the scenery by the river | <input type="checkbox"/> Riding along the river |
| <input type="checkbox"/> Gravel in wounds | <input type="checkbox"/> Fresh air and exercise |
| <input type="checkbox"/> Off road single track trails along the river | <input type="checkbox"/> Not having to pay for gas or care about price! |
| <input type="checkbox"/> Always find a parking spot close to my destination! | <input type="checkbox"/> Exercise, cheaper, great trails. |
| <input type="checkbox"/> The smell of tasty food | <input type="checkbox"/> Getting a closer look at neighborhoods |
| <input type="checkbox"/> Knowing that things our infrastructure will one day get better | <input type="checkbox"/> No traffic on bike paths. |
| <input type="checkbox"/> Getting places fast efficiently environmentally friendly | <input type="checkbox"/> Enjoying fresh air and no need for a car! |
| <input type="checkbox"/> Flat terrain | <input type="checkbox"/> Spadina |
| <input type="checkbox"/> Lots of people bike too | <input type="checkbox"/> Separated bike lanes |
| <input type="checkbox"/> Faster then driving. | <input type="checkbox"/> Trails along the river |
| <input type="checkbox"/> You can get anywhere, and sometimes faster than driving | <input type="checkbox"/> tebikelanesnooneusingthemduringdaymoney waste - remove them |

