

Active Transportation Plan

# ENGAGEMENT SUMMARY REPORT #2



**April 2016**

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 (ATP). As part of the *Growth Plan to Half a Million*, the ATP 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 ATP process and will help to ensure the final plan meets the varied needs of our diverse community. Public engagement for the ATP began in April, 2015 with the first round of public engagement extending over two months from April to June. During that time over 2,000 Saskatonians were consulted.

Based on the input received during the first round of public engagement a vision, goals and targets were developed for the ATP, as well as proposed strategies and actions for improving active transportation in Saskatoon.

During the second round of public engagement, community members were encouraged to have their say online and through in person events including:

- A stakeholder workshop, involving 57 community members representing a variety of interest groups
- A Stakeholder Advisory Committee meeting
- Three come-and-go public events in locations throughout the city
- A online survey, generating 226 survey responses
- Three ‘Questions of the Month’, resulting in over 250 responses
- Targeted engagement with various stakeholder groups including, the business community, school ages-youth educators and community associations

The input collected through the above engagement activities will be considered alongside technical work and used to refine the proposed direction of the long-term plan. Overall the input received showed strong support for the ATP and the direction of the draft plan. When asked, 65% of survey participants said they have strong support for the draft ATP.

The strategies and actions being proposed in the draft ATP were also well received by those who participated in the survey. On average 72% of respondents said the action items were ‘good’ or ‘excellent’ for each strategy. This is compared to an average of 11% that said the action items were ‘fair’ or ‘poor’ for each strategy.

Participants also indicated a desire for more ambitious targets for active transportation. Almost 70% of respondents felt that the targets for active transportation were “too low”, compared to 8% that felt the targets were too high. Based on this feedback, new targets for active transportation have been developed. The new targets support a doubling of walking and cycling levels in Saskatoon over the next 30 years, with a target of 8% for cycling and 16% for walking by 2045.

The following Engagement Summary provides a detailed overview of the second round of public engagement for the ATP. It should be noted that since the strategies and actions were first presented to the public, the draft ATP has been developed further and the ‘strategies’ are now being referred to as ‘directions’. To maintain consistency with what was presented to the public in the late 2015, the Engagement Summary will refer to the ‘directions’ as ‘strategies’.





# CONTENTS

<b>EXECUTIVE SUMMARY</b>	<b>E</b>
<b>1.0 INTRODUCTION</b>	<b>1</b>
<b>2.0 ENGAGEMENT ACTIVITIES</b>	<b>3</b>
3.1 Stakeholder Advisory Committee Meeting . . . . .	3
3.2 ATP Stakeholder Workshop #2 . . . . .	3
3.3 ATP Come-and-Go Public Events . . . . .	7
3.4 ATP Online Survey . . . . .	8
3.5 ATP Question of the Month . . . . .	28
3.6 Other Online Public Engagement . . . . .	31
<b>3.0 ENGAGEMENT PROMOTIONS</b>	<b>33</b>
<b>4.0 TARGETED ENGAGEMENT</b>	<b>35</b>
4.1 Post-Secondary and School Ages Youth Information Session . . .	35
4.2 Community Association Information Session . . . . .	36
4.3 Business Stakeholders Information Sessions . . . . .	36
<b>5.0 NEXT STEPS</b>	<b>39</b>
<b>APPENDICES</b>	
Appendix A: Exit Surveys	
Appendix B: Promotion of Engagement Activities	
Appendix C: Digital Engagement	
Appendix D: Raw Workbook & Online Survey Comments	
Appendix E: Additional Stakeholder Input	

# TABLES AND FIGURES

## FIGURES TABLES

Figure 1 - Overall ATP Public Engagement Topics . . . . .	1
Figure 2 - Workshop Attendance by Interest Group . . . . .	3
Figure 3 - Overall Themes for the ATP . . . . .	8
Figure 4 - Online Survey and Workbook Participant Demographics . . . . .	8
Figure 5 - Proportion Who Rated Strategies Good or Excellent . . . . .	9
Figure 6 - Proportion Who Rated Strategies Fair or Poor . . . . .	10
Figure 7 - Levels of Support for Safety and Security Strategies and Actions . . . . .	12
Figure 8 - Levels of Support for Convenience Strategies and Actions . . . . .	14
Figure 9 - Levels of Support for Land Use and Growth Strategies and Actions . . . . .	17
Figure 10 - Levels of Support for Maintenance and Accessibility Strategies and Actions . . . . .	19
Figure 11 - Levels of Support for Education and Awareness Strategies and Actions. . . . .	22
Figure 12 - Level of Support for Connectivity Strategies and Actions . . . . .	25
Figure 13 - Active Transportation Targets . . . . .	27
Figure 14 - Public Feedback on Active Transportation Targets . . . . .	27
Figure 15 - Overall Support for the ATP . . . . .	27
Figure 16 - September QOTM Results . . . . .	28
Figure 17 - October QOTM Results . . . . .	29
Figure 18 - November QOTM Results . . . . .	30
Figure 19 - Social Media Stats for the ATP. . . . .	31
Figure 20 - November Utility Bill Insert . . . . .	34

## TABLES

Figure 1 - What We Heard About Safety and Security . . . . .	12
Figure 2 - What We Heard About Convenience. . . . .	15
Figure 3 - What We Heard About Land Use and Growth . . . . .	17
Figure 4 - What We Heard About Maintenance and Accessibility . . . . .	20
Figure 5 - What We Heard About Education and Awareness . . . . .	23
Figure 6 - What We Heard About Connectivity . . . . .	25











# 1 | INTRODUCTION

In the Fall of 2015, the City of Saskatoon launched the second round of public engagement for the Active Transportation Plan (ATP). This round of public engagement extended over four months and engaged hundreds of residents throughout the city.

During the first round of public engagement, community members were asked to provide input on five topic areas.



Figure 1 - Overall ATP Public Engagement Topics

What we heard during the first round of public engagement was used to inform the development of an overall vision, goals, targets and strategies for the ATP. In addition, the engagement process and participant demographics were evaluated in order to identify under-represented stakeholder groups to be targeted for further engagement during the second round of engagement.

The input received during the first round of engagement is outlined in the ATP Engagement Summary Report #1.

The second round of public engagement for the ATP took place from September to December, 2015. Over the course of this four month period a series of events and activities took place to confirm what we heard during the first round of public engagement and gather feedback on the proposed directions of the ATP. This involved obtaining feedback from residents and key stakeholders on the draft vision, goals, strategies and targets, as well as draft network plans for pedestrians, cycling and other active transportation users.

# CITY OF SASKATOON

## ACTIVE TRANSPORTATION PLAN

Stakeholder Workshop | October 7, 2015 | Le Relais

3:00 - 3:30 PM

Registration | Mix & Mingle

3:30 - 3:35 PM

Welcoming Remarks by Mayor Don Atchison

3:35 - 3:40 PM

Purpose of Today

3:40 - 3:50 PM

Introductions and Sector Identification

3:50 - 4:10 PM

What We Heard & Where To Go From Here

4:10 - 6:10 PM

Rotating Group Discussion | Transportation Possibilities

6:10 - 6:25 PM

Report Back

6:25 - 6:30 PM

Closing & Next Steps





# 2 | ENGAGEMENT ACTIVITIES

## 2.1 STAKEHOLDER ADVISORY COMMITTEE MEETING

On September 16, 2015 members of the ATP Stakeholder Advisory Committee (SAC) met for the second SAC meeting. Committee members were provided with an update on the development of the ATP, including the proposed vision, goals, targets and strategies, as well as an overview of the input received through the first round of public engagement. The presentation allowed for multiple opportunities for discussion and questions. To conclude the meeting, committee members were informed of the upcoming events and activities being planned for the second round of public engagement. Committee members were encouraged to promote participation in the upcoming round of engagement to their respective stakeholder groups.

## 2.2 ATP STAKEHOLDER WORKSHOP #2

A second stakeholder workshop was held at Francophone Federation of Saskatoon (Le Rendez-vous) in downtown Saskatoon on October 7, 2015. The workshop brought together invited stakeholders representing diverse interests, including those who previously attended or were previously invited but unable to attend the first stakeholder workshop in June, 2015. Approximately 57 stakeholders were in attendance, including Councillors Mairin Loewen and Charlie Clark. **Figure 2** highlights the different interest groups in attendance compared to representation during the June, 2015 workshop.

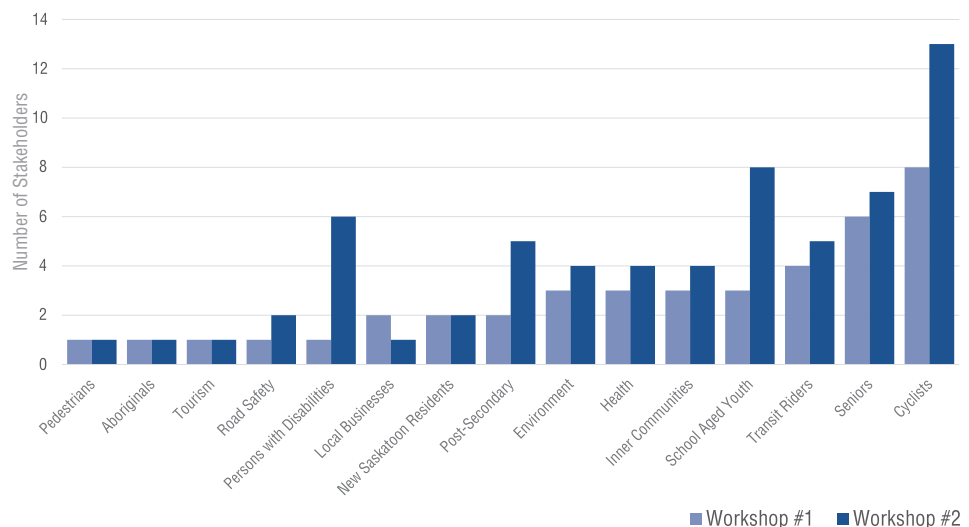


Figure 2 - Workshop Attendance by Interest Group



The three-and-a-half hour workshop began with welcoming remarks from Mayor Don Atchinson followed by a presentation updating attendees on the development of the ATP and the input received through the engagement process to date. The presentation was followed by breakout group discussions centered on 10 topic areas. Each stakeholder was able to choose four of the 10 discussion topics to focus on and provide input on.

## DISCUSSION TOPICS

- 
1. Safety & Security
  2. Convenience
  3. Land Use & Growth
  4. Maintenance & Accessibility
  5. Education & Awareness
  6. Monitoring & Evaluation
  7. Connectivity | City Centre
  8. Connectivity | North
  9. Connectivity | South West
  10. Connectivity | South East

## WHAT WE HEARD

During each group discussion, feedback was recorded by a table facilitator using flipcharts. A snapshot of what we heard for each topic is shown below.

### THEME 1 | SAFETY & SECURITY

- ^ Enhance safety at intersections
- ^ Appropriate crossing times
- ^ Ensure crosswalk marking are visible and maintained
- ^ More pedestrian crossings along main corridors
- ^ Provide education for all modes about all modes
- ^ Ensure secure bicycle parking is provided
- ^ Provide lighting and visibility on trails and isolated pathways and sidewalks
- ^ Conduct a safety review of intersections along corridors such as 22nd Street and 8th Street
- ^ Reduce pedestrian and cycling conflicts on multi-use pathways

### THEME 2 | CONVENIENCE

- ^ Don't truly know the needs of a new neighbourhood until it is built/lived in
- ^ How can community amenities be funded over the long-term?
- ^ Ensure all bus stops and routes to bus stops are clear of snow and accessible
- ^ Bike parking is important at key destinations and transit exchanges – all buses should have bike racks

### THEME 3 | LAND USE AND GROWTH

- ^ Ensure strong connections between neighbourhoods
- ^ Understand the relationship between land use and transportation
- ^ Make destinations like grocery stores accessible by walking and biking from surrounding neighbourhood
- ^ Create defined access routes and space for cyclists and pedestrians on new transportation projects such as overpasses and interchanges
- ^ Ensure new communities are integrated and connected to others rather than allowing isolated neighbourhoods to be developed
- ^ Increase density and change bylaws to reduce parking requirements and create requirements for bike parking / storage
- ^ Guides, codes, and bylaws need to address accessible housing – doorways, level entrances, etc.
- ^ Change building styles (downtown in particular) to create connected ground floors – active frontages

### THEME 4 | MAINTENANCE & ACCESSIBILITY

- ^ Saskatoon is a winter city – need to consider how we maintain the city during the winter so that people are not isolated
- ^ Prioritize snow clearing for bicycle routes and sidewalks
- ^ Ensure sidewalks and curb cuts are designed appropriately
- ^ Provide better drainage to reduce flooding, puddles and ice in the winter
- ^ Ensure that the needs of all people regardless of levels of mobility and age are met



- ^ Better enforcement of overgrown vegetation and sidewalk snow removal in residential areas and around vacant buildings
- ^ Audible signals at all intersections
- ^ Promote neighbour programs like snow angels or 'adopt an intersection' to make sure crossings and sidewalks are clear
- ^ Ensure bus stops and shelters are cleared
- ^ Loose gravel is seen as a major issue for accessibility

## THEME 5 | EDUCATION & AWARENESS

- ^ Partnerships with other organizations, researchers and community groups is key to reaching residents and promoting active transportation options
- ^ There are a number of organizations with mapping departments – why not work together for consistency and greater accessibility to maps?
- ^ Education for all users about all modes is critical – need to use different mediums to reach different generations and demographics

## THEME 6 | MONITORING & EVALUATION

- ^ Proposed targets of walking and cycling are too low – City should aim higher for the ATP
- ^ Review all cycling programs offered by the City or are City funded for effectiveness
- ^ 2013 Household Travel Survey should be updated regularly to monitor process
- ^ A variety of data should be collected, including surveys of businesses, to build a business case around active transportation
- ^ Consider 3<sup>rd</sup> party evaluations to gain an impartial view of the implementation of the ATP
- ^ Need to better share and better communicate outcomes (e.g. Protected Bike Lane Project)





## THEME 7 | CONNECTIVITY: CITY CENTRE

- ^ Need to address bridges and connections to/from bridges – University, and Broadway.
- ^ Need to address intersection safety
- ^ Need more education and awareness between users of different modes of transportation to share the road and active transportation facilities more reflectively
- ^ Commit 100% to the type of infrastructure
- ^ Scramble corners should be considered
- ^ Appropriate land uses to support connectivity
- ^ Start downtown – make downtown work and then connect outwards
- ^ 8<sup>th</sup> Street bike lanes – Mixed feelings about the location along 8<sup>th</sup> Street or if it should be on an alternative quiet street

## THEME 8 | CONNECTIVITY: NORTH

- ^ Sidewalks are likely only needed on bus routes in the industrial area – install sidewalks only where needed
- ^ Need for wayfinding especially when utilizing neighbourhood cut through or at locations where multi-use pathways converge
- ^ Intersection treatments will be important at crossings and high volume locations
- ^ Integrating different types of facilities will be important particularly when switching from multi-use pathways to bicycle lanes
- ^ Reconsider some of the proposed bicycle routes due to vehicle volumes and speeds
- ^ Provide bicycle access to destinations on Circle Drive

## THEME 9 | CONNECTIVITY: SOUTH WEST

- ^ Overall proposed networks for South West look good
- ^ More cycling facilities are needed near Cedar Villa and Dundonald Avenue
- ^ Sidewalks might not be a priority in Montgomery and the industrial areas as resources can be used elsewhere
- ^ Consider a multi-use pathway instead of a sidewalk on Spadina Crescent, Power Road, and Dundonald Avenue
- ^ Consider a bike lane instead of the proposed Bike Boulevard on Confederation Drive

## THEME 10 | CONNECTIVITY: SOUTH EAST

- ^ Accessibility for all is key
- ^ Need to address poor bridge and overpass access
- ^ Concerns about the proposed bicycle lanes on Cumberland and College Drive - these routes have high vehicle volumes and speeds and are dangerous
- ^ As a pedestrian and cyclist it is difficult to cross College Drive
- ^ Mixed feelings about the proposed 8<sup>th</sup> Street Protected Bicycle Lane (pro: access to amenities, con: loud and dirty, many entrances and exits)
- ^ Consider Wiggins Avenue as an alternative to Clarence Avenue route
- ^ Proposed bike route for Stonebridge should go through rather than around the neighbourhood



## 2.3 ATP COME-AND-GO PUBLIC EVENTS

Three come-and-go style public events were held on November 25, 2015. Venues for these events were spread throughout the city and selected based on participation during the first round of public engagement. The first public event was held at Station 20 West (1120 20<sup>th</sup> Street W) from 11 a.m. to 1:30 p.m. This daytime event was followed by two evening events, held between 4:30 and 8:00 p.m. at the Cosmopolitan Seniors Centre (614 11<sup>th</sup> Street E) and Cosmo Civic Centre (3130 Laurier Drive).

Each public event featured a series of information boards containing the proposed vision, goals, targets and strategies. Highlights from the first round of engagement were also presented on the boards. An ATP Workbook with detailed information on the overall plan, input received from the community and an overview of the plan's framework was given to each participant as they arrived. An online survey, which mirrored the content of the public events, was also available to the for those who preferred to review the information independently and provide input electronically.

During the public events, attendees were encouraged to circulate through the display panels and speak with members of the project team. A feedback station, with maps and activities, was also set-up for participants to complete the ATP workbook and event exit survey. In total, 33 ATP Workbooks were completed and returned during the ATP come-and-go public events.

### WHO WE HEARD FROM

Attendance was recorded using voluntary sign-in sheets. Approximately, 100 residents signed in to the public events. In person input was received from a relatively broad cross-section of Saskatoon's community, including:

- Students and school-aged youth
- Seniors
- Newcomers to Saskatoon
- Core area residents and stakeholders
- Persons with disabilities
- Representatives from various stakeholder groups including, Meewasin, Access Transit, Saskatoon Health Region, Saskatoon Cycles, Bus Riders of Saskatoon and EcoQuest



## 2.4 ATP ONLINE SURVEY

An online public survey was available from November 20 to December 11, 2015. The survey asked respondents to provide feedback on the preliminary directions outlined in the draft ATP, organized under six themes, shown below. For each theme, strategies with action items have been developed to address many of the issues and opportunities related to active transportation in Saskatoon.



Figure 3 - Overall Themes for the ATP

The online survey included the same set of questions found in the ATP Workbook given to those who attended the in-person events. Background information was also included within the survey for those wanting to learn more about the plan and process prior to providing feedback. In total, 226 surveys and ATP Workbooks were submitted with 76% (173) of those submitted completed. The following section highlights the combined results of what we heard through both the online survey and ATP Workbook.

### WHO WE HEARD FROM

To complete the survey and ATP Workbook, participants were asked to answer a series of demographic questions. The following is a breakdown of who we heard from.

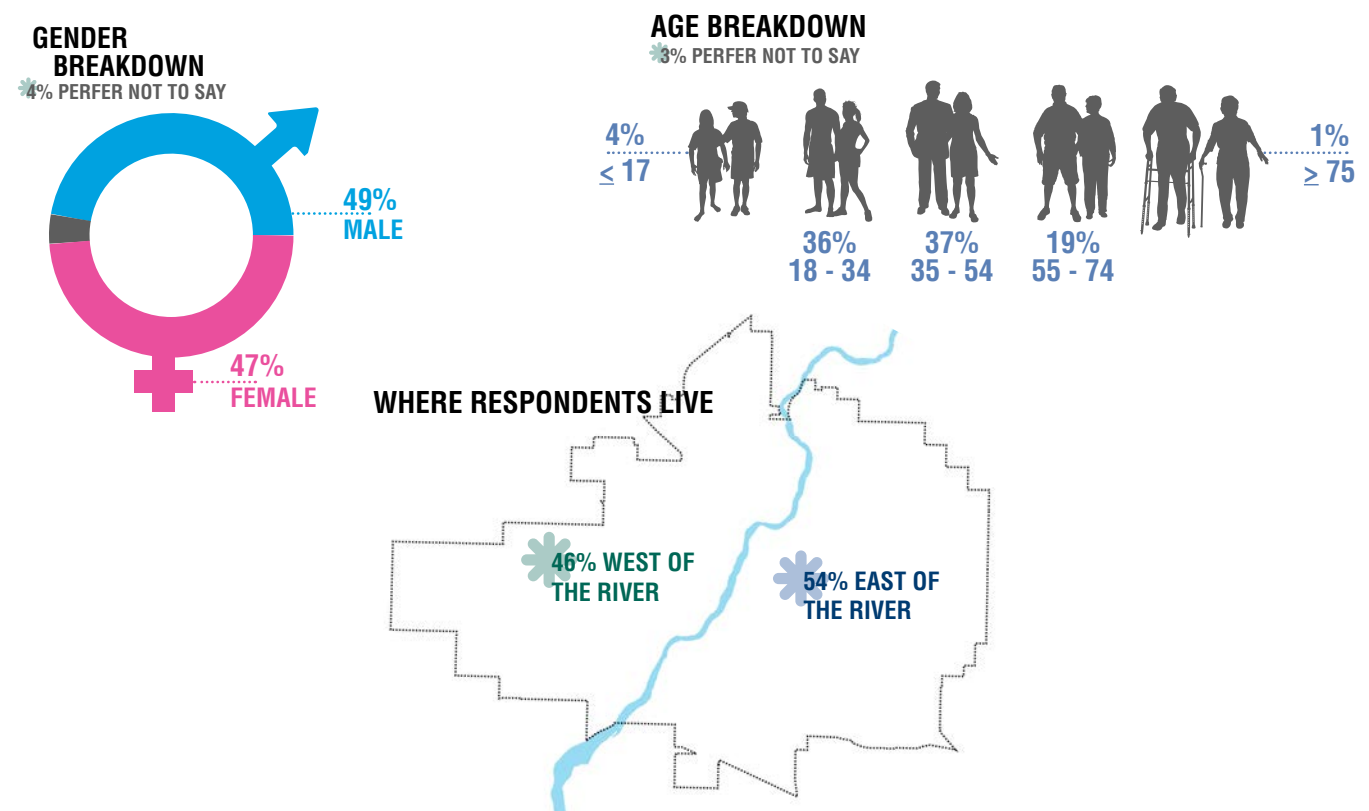


Figure 4 - Online Survey and Workbook Participant Demographics



## WHAT WE HEARD | COMBINED RESULTS

The input collected through the online survey and ATP Workbook have been combined to show a more comprehensive overview of what we heard from residents both in-person and online. A complete record of the open-ended comments received is included in **Appendix D**.

### OVERVIEW | OVERALL FEEDBACK

As outlined on the previous page, the online survey and ATP workbook consisted of a series of questions designed to gather feedback on the strategies and action items proposed in the draft plan. It should be noted that since the second round of engagement, the draft ATP has been developed further and the 'strategies' are now being referred to as 'directions'. To maintain consistency with what was presented to the public in the late 2015, this Engagement Summary will continue to refer to the 'directions' as 'strategies'.

Overall the strategies and actions were well received by those who participated in the survey. On average 72% of respondents said the action items were 'good' or 'excellent' for each strategy. This is compared to an average of 11% that said the action items were 'fair' or 'poor' for each strategy. The graphs below highlight the strategies that received the highest support from respondents as well as the strategies that received the lowest support.

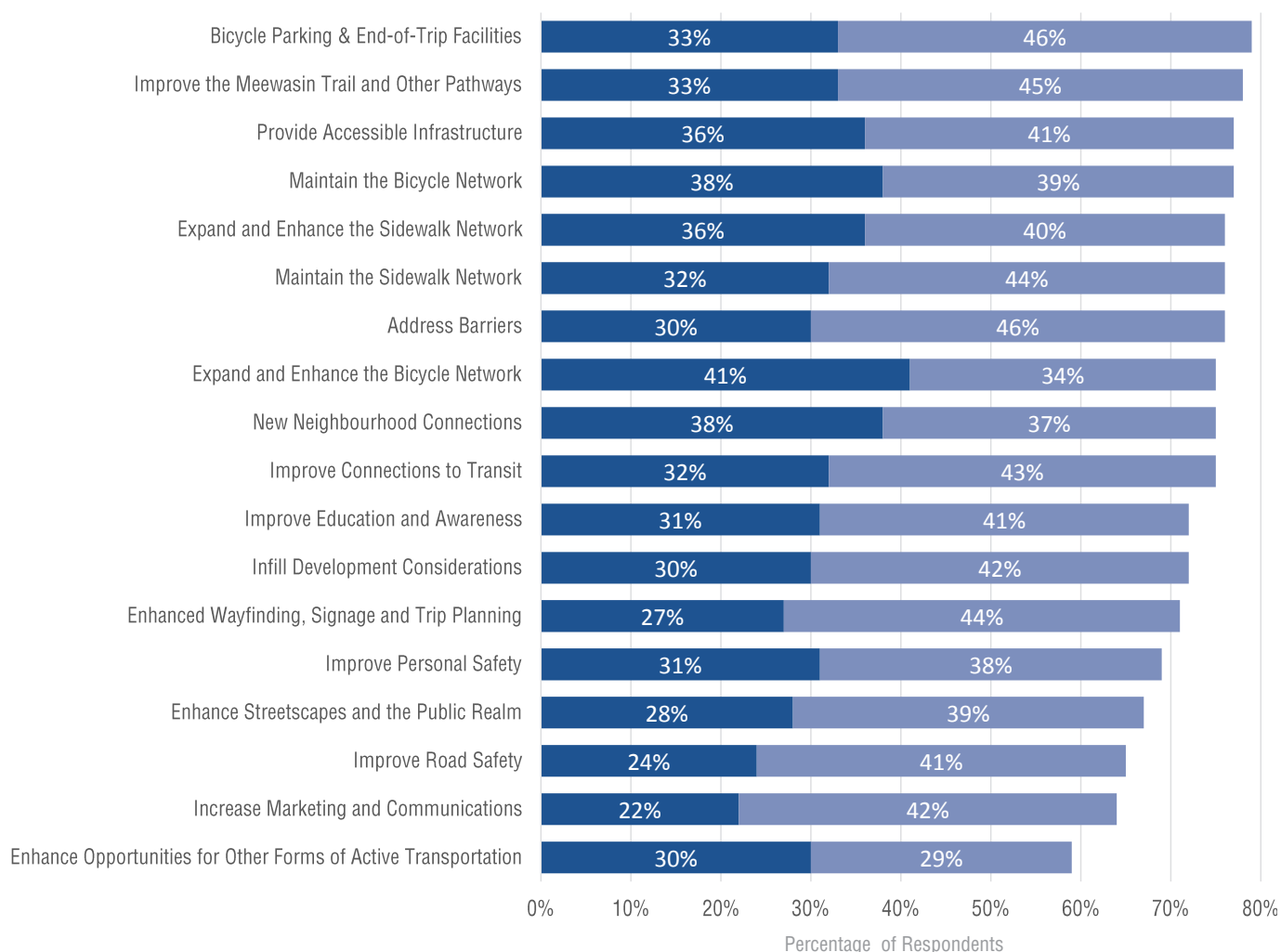


Figure 5 - Proportion Who Rated Strategies Good or Excellent

Excellent Good

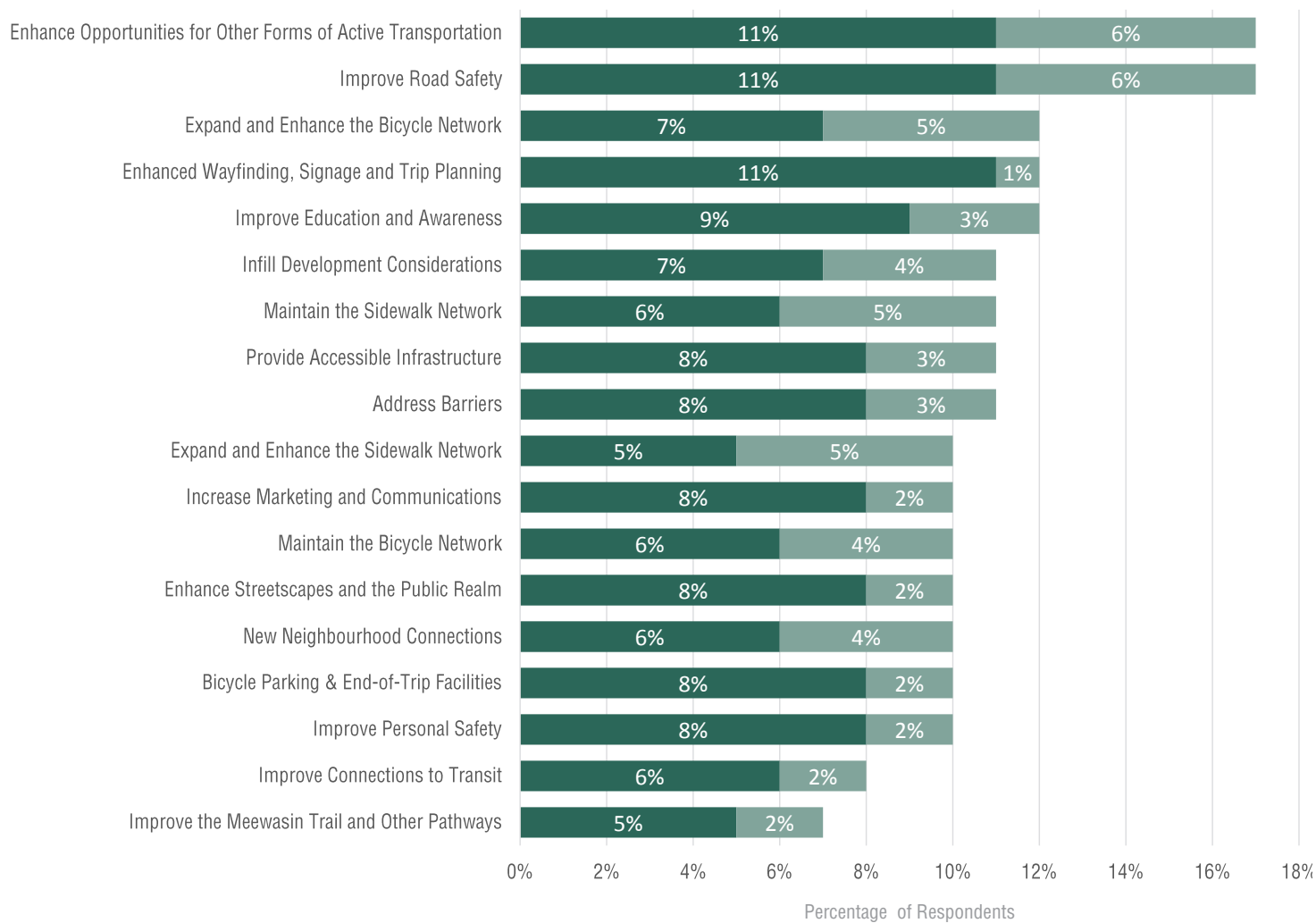


Figure 6 - Proportion Who Rated Strategies Fair or Poor

Fair  Poor



## SUPPORT FOR STRATEGIES AND ACTIONS

The following is a summary of the input received for the strategies and actions under each of the six main themes being recommended for the draft ATP.

### THEME 1: SAFETY AND SECURITY

‘Safety and Security’ are important factors influencing whether people choose to walk, bike and use other forms of active transportation for moving around and/or recreation purposes. People walking, cycling or using other forms of active transportation are considered ‘vulnerable road users’, as they are subject to higher risk of injury from collisions than people driving or riding transit. Personal safety concerns, arising from insufficient lighting, visibility or poor design, can also deter people from using active transportation. Three strategies, with associated actions, have been proposed to address safety and security concerns.

#### STRATEGY 1 | ADDRESS BARRIERS

1. Identify potential locations for safe and convenient walking and cycling access on **new bridges, underpasses and overpasses**
2. Improve walking and cycling **access to existing bridges, underpasses and overpasses**
3. Provide **more and enhanced pedestrian crossing** locations as warranted based on the City of Saskatoon’s established program
4. Provide **enhanced bicycle crossings** where they intersect with arterial streets
5. Provide **enhanced crossings** at pedestrian priority intersections, such as those serving high frequency transit
6. Install **bicycle activated pushbuttons or detection** at traffic signals on bicycle routes

#### STRATEGY 2 | IMPROVE ROAD SAFETY

1. Monitor **hot spot collision locations** and identify safety mitigation measures
2. Conduct a **pedestrian and cycling safety** study to understand and monitor collisions involving vulnerable road users
3. Continue **road safety audits and corridor studies** on streets that have been identified with safety concerns
4. Reduce **conflicts on multi-use pathways** between people on bicycles, people walking, and other pathway users
5. Provide **support to researchers and programs** that are working to improve safety for people that participate in active transportation
6. Explore the feasibility of **reducing speed limits** on local roads

#### STRATEGY 3 | IMPROVE PERSONAL SAFETY

1. Improve **visibility of underpasses** with lighting improvements and/or design enhancements
2. Provide **lighting along sidewalks, bicycle routes, and pathways** where appropriate
3. Follow the standards of **CPTED** to ensure principles are followed in pedestrian and bicycle facility design

In general, each strategy received ‘excellent’ or ‘good’ support from the majority of respondents. The actions outlined to address barriers, received the highest level of support under the theme of Safety and Security.

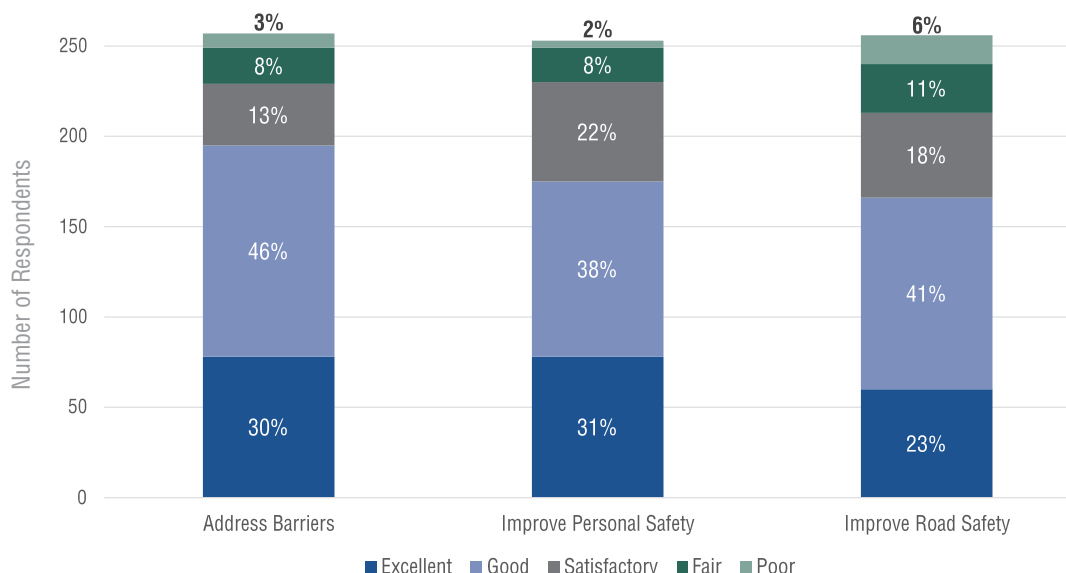


Figure 7 - Levels of Support for Safety and Security Strategies and Actions

Participants were also asked to provide comments on the strategies and actions being considered for Safety and Security. The comments have been grouped into topics with the top five topics shown below in **Table 1**, along with verbatim examples for each topic.

TOPIC	SNAPSHOT OF WHAT WE HEARD
Comments about separated bicycle facilities	Separated bike lanes like the current demonstration lane downtown are essential for bicycle safety.
	Bike lanes alongside parked cars is dangerous!!
	Safety would also be improved dramatically by adding bikeways and separated bike lanes.
Comments about speed limits	Speed limits should be reduced to 30 km in all residential areas or at the least within a 6 block radius of schools.
	I think speed limits are reasonable as they are. Slowing speed limits for the sake of pedestrians and cyclists will only strain how drivers perceive active transportation. Lots already curse us for being on the roads.
	Not sure about the Strategy 2, reducing speed limits - if bike lanes are marked and have enough room there shouldn't be a need to reduce speed.
General comments supporting the strategies/actions	I think anything to improve bike pathways and defined routes is a plus. Many people think I am crazy just riding my bike to work because it is "too dangerous".
	I think it's so important to consider our pedestrians and cyclists as the city grows. Active cities are healthy cities! We want to make it easy for future generations to get out and see the city by foot and by bike.
	Basically everything that has been suggested sounds helpful.



TOPIC	SNAPSHOT OF WHAT WE HEARD
Comments about facility design/ planning	The city needs to improve crosswalks by lining up the cross walk straight. I mean the curb should line up across from one another. It would make the curb easy for wheelchairs and bikes and people to cross the curb.
	Have there been any investigations in overhead lighting for cycle tracks/buses at major intersections?
	The “design age” for the AT network is very important. I suggest using the 8-80 age bracket as the rule, where particular attention needs to be paid to the low and high ends.
Concerns about investments in active transportation	This is still an automobile driven city and we should not lose sight of that. Our streets were not designed for both autos and bikes so where we have bike lanes the road becomes somewhat restrictive for vehicles.
	If money is going to be spent on more pedestrian crossings and bike lanes, the City needs to make sure that people are using the new crossings and bike lanes.
	Let the bike path people pay for the construction.

Table 1 - What We Heard About Safety and Security

## THEME 2: CONVENIENCE

Recommendations under ‘Convenience’ focus on integrating transit, walking and cycling, and providing amenities to make walking, cycling and other forms of AT more practical and convenient. Two strategies and associated action items have been proposed to improve the convenience of active transportation.

### STRATEGY 1 | PROVIDE BICYCLE PARKING AND END-OF-TRIP FACILITIES

1. Develop **requirements for short-term and long-term bicycle parking** and other end-of-trip facilities for new developments
2. Demonstrate leadership and ensure adequate **bicycle parking is provided at all City of Saskatoon** owned and operated facilities
3. Continue to work with Business Improvement Districts and other partners to implement short-term **bicycle parking and other end-of-trip facilities within public space**
4. Develop a program to support businesses in existing developments **to provide long- term bicycle parking**
5. Work with Business Improvement Districts and other partners to develop an **on-street bicycle corral program**
6. Work with event coordinators and partners to provide **temporary bicycle parking** to serve corporate-sponsored and large community events
7. Implement **bicycle repair and maintenance** stations at key locations throughout the City
8. Develop a **bicycle and pedestrian count and monitoring program**, including installation of automatic counters that display real-time information

## STRATEGY 2 | IMPROVE CONNECTIONS TO TRANSIT

1. Provide **bicycle racks on all buses** throughout the year
2. Provide **bicycle parking at high use bus stops and transit exchanges**
3. Improve the **transit customer experience** with bus stop improvements, including benches, shelters and information consistent with the transit recommendations in the *Growth Plan*
4. Continue to work towards a **universally accessible** transit system, including that bus stops have sidewalks and are accessible year-round
5. Ensure all new developments have walking and cycling **connections to transit**
6. Conduct a **bike share feasibility study**

Both strategies received an 'excellent' or 'good' response from the majority of respondents as shown on the graph below.

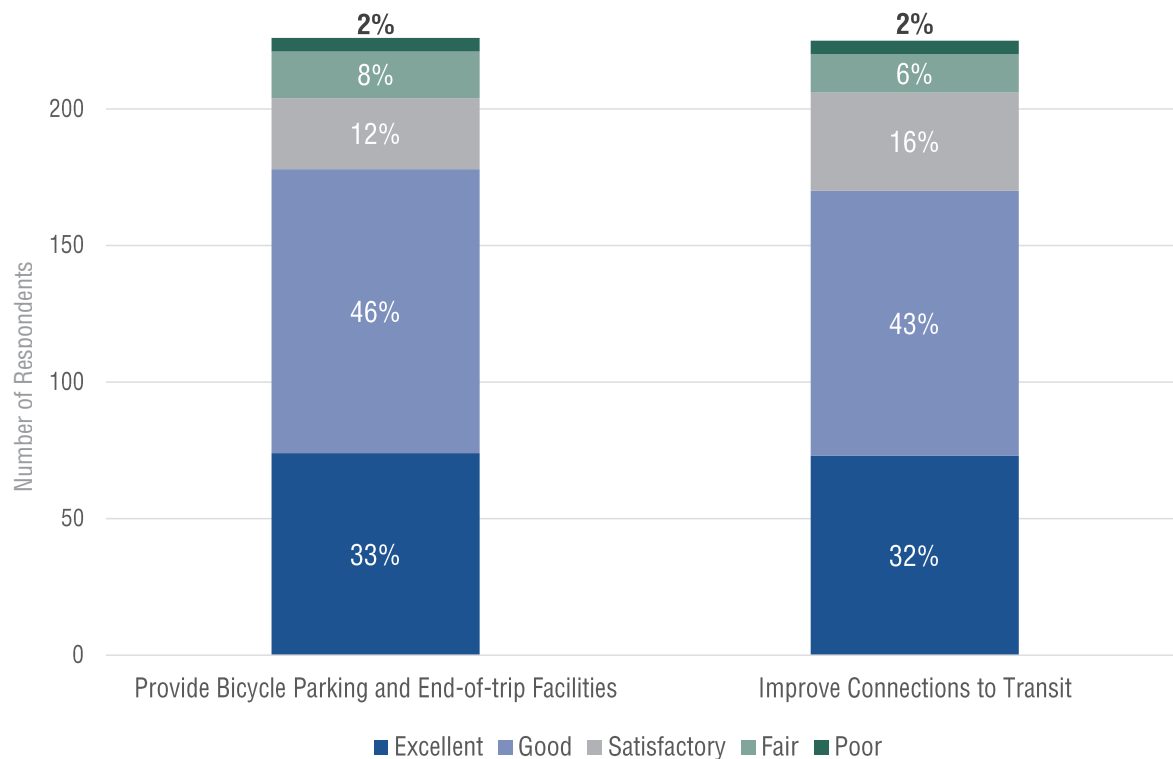


Figure 8 - Levels of Support for Convenience Strategies and Actions



Participants were also asked to provide comments on the strategies and actions being considered for Convenience. The comments have been grouped into topics with the top five topics shown below in **Table 2**, along with verbatim examples for each topic.

TOPIC	SNAPSHOT OF WHAT WE HEARD
Comments about improving transit service	Prior to develop this strategy, public transit has to become more reliable. Buses being on time is a major factor – Network has to allow buses to be reliable.
	Making transit quicker or using more frequent and smaller buses might be helpful. I can drive to work in 8 minutes, bike it in 17 minutes or take a 45 minute bus ride and get dropped off 5 blocks from work having to still run or bike the rest of the way.
	Increase bus service to all areas, including new development areas. It's a pain to have half hour and hourly bus.... No wonder everyone has car and complain about the traffic.
Comments about the transit customer experience	I suggest improving transit for person's standing- waiting for their bus. Perhaps heated benches. Improved lighting, installed security on enclosed bus stops.
	It would be extremely useful for people to be able to remain in some level of warmth especially since winters here are so cold and can be so windy. The bus stops also not having shelter is absolutely ridiculous. Winnipeg has heated shelters!
	The GPS program for the buses should have the real time arrival at a certain stop. I want to know the scheduled time and the real time of arrival at a certain bus stop.
Comments about bicycle parking	I definitely appreciate the plan to get more businesses putting bike racks up by their place of business.
	I guess it depends on who is deciding what "adequate bicycle parking" is. There are probably some (mostly people who don't actually ride bikes) that think there is already "adequate" parking at civic facilities. I would say it is not so.
	There are laws requiring a certain number of handicapped spaces in a parking lot. Why not push to have mandated bicycle parking equipment also? Also with the loss of most parking meters downtown, they should all be retrofitted into bike parking lock stations.
Comments about bicycle theft	Ask the Police service how many stolen bicycles are recovered/auctioned every year. Then, look at your secure end locations for commuting. Unless supervised, there is no safe place to leave a \$3000 bike.
	Bike security prevents people from riding to work downtown.
	Please spend more time considering safety and anti-theft measures for bicycles
General comments supporting strategies/actions	Overall I feel this is very important steps to encourage more people to use public transit.
	Looks good!
	These are all good initiatives that I support. The fact that things such as sidewalks to bus stops need to be discussed in this plan points to the woefully inadequate approach the city has currently taken to basic accessibility issues.

Table 2 - What We Heard About Convenience

### THEME 3: LAND USE & GROWTH

Recommendations under 'Land Use and Growth' are aimed at creating land-use and development patterns that support moving around using active transportation and ensuring adequate infrastructure is provided in new neighbourhoods, infill areas and along growth corridors. Three strategies have been developed to address land use and growth issues in relation to active transportation.

#### STRATEGY 1 | ENHANCE STREETSCAPES AND THE PUBLIC REALM

1. Continue to work with Business Improvement Districts to support **public amenities** such as planters, patios, plazas, banners, benches, trash bins, and public art along commercial streets and mixed use corridors
2. Ensure the bicycle and pedestrian network is prioritized to provide **access to commercial areas**
3. Work with Business Improvement Districts to develop a **parklet and plaza program and on-street bicycle corral program**

#### STRATEGY 2 | NEW NEIGHBOURHOOD CONNECTIONS

1. Work with developers to ensure new neighbourhoods **are integrated with the existing and planned** active transportation network connecting to other neighbourhoods and destinations
2. Ensure new neighbourhoods have **pedestrian and cycling facilities within the development**
3. Consider **Complete Street designs** in development of new neighbourhoods
4. Design new neighbourhoods with **mixtures of land uses** to ensure that destinations such as grocery stores, parks and schools are within walking distance

#### STRATEGY 3 | INFILL DEVELOPMENT CONSIDERATIONS

1. Support higher **density, mixed use infill development** that support active transportation
2. Ensure **site design supports and enhances** pedestrian and bicycle connectivity
3. **Develop guidelines** for site design of infill developments



Each strategy and associated actions were well received by respondents with the majority for each strategy providing either an ‘excellent’ or ‘good’ ranking. ‘New Neighbourhood Connections’ received the highest support from respondents as shown on the graph below.

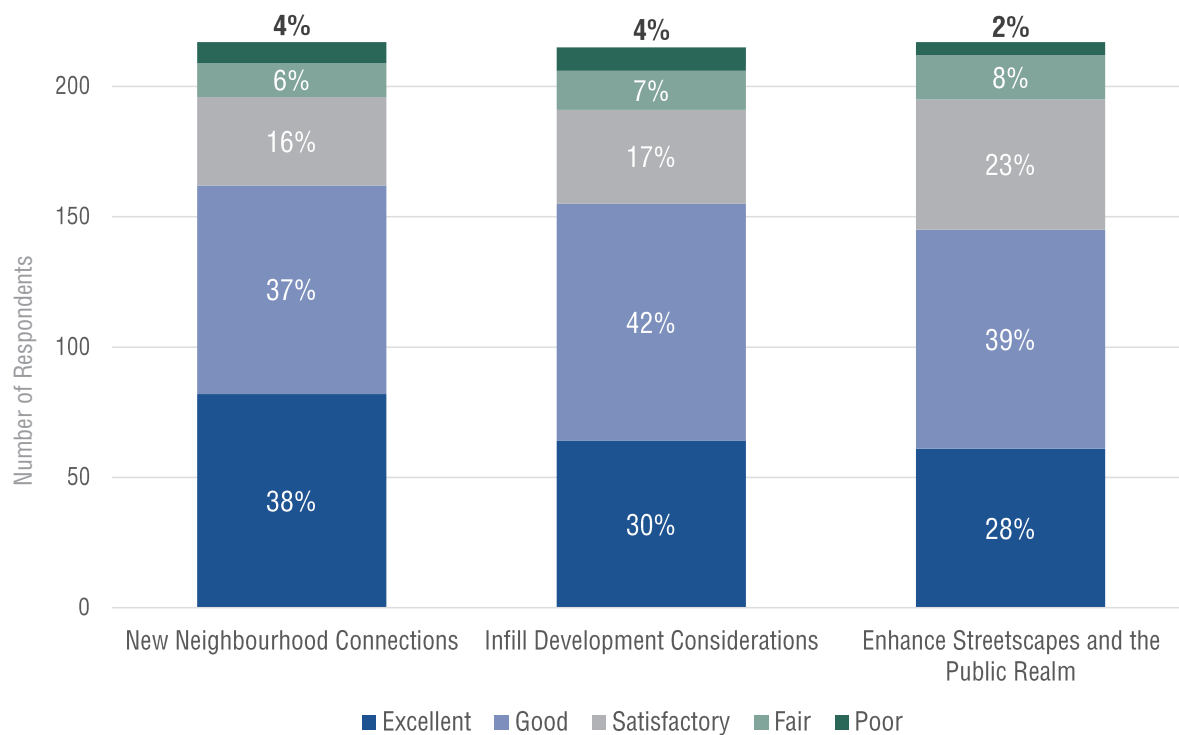


Figure 9 - Levels of Support for Land Use and Growth Strategies and Actions

Participants were also asked to provide comments on the strategies and actions being considered for Land Use and Growth. The comments have been grouped into topics with the top five topics shown below in **Table 3**, along with verbatim examples for each topic.

TOPICS	SNAPSHOT OF WHAT WE HEARD
Comments about density/infill	Higher density will drive everything and make active transportation a necessity. I would like to see the emphasis away from new neighbourhoods and actually fill in existing transport needs closer to the core.
	Higher density only turns our city into an overcrowded slum in the future. Public amenities such as planters and crap do not improve the usefulness of business districts, and, when damaged, are expensive to repair. Why do we have to learn these lessons over and over again?
	Infill is the way to go. Whole new neighbourhoods are a terrible way to grow.
Comments about complete streets/neighbourhoods	Existing neighbourhoods should be rezoned to ensure there are grocery stores in walking distance. A 40 minute walk in winter is not walking distance.
	It would be great if Saskatoon could think about complete neighbourhoods when planning new neighbourhoods so that it is actually reasonable for citizens to bike and walk to stores, schools, other amenities.
	I would love to see more walkable mixed use public areas where people can socialize

TOPICS	SNAPSHOT OF WHAT WE HEARD
Comments about design of new neighbourhoods	Living in a new community the streets are not wide enough for two cars to drive down especially with parked cars. I don't let my child ride her bike on the roads where this is the case as it is too dangerous.
	A little late for ensuring bike /pedestrian paths in new areas isn't it? Stonebridge can hardly be maneuvered for two oncoming cars. Growth has come so fast and furious the last few years and will likely slow down now, and now you want to enforce it?
	New areas should not only include cycling and pedestrian facilities, but prioritize them. If Saskatoon wants to be a leader, then new areas ought to be designed first for active transportation, and then for others.
Comments about improvements for existing neighbourhoods	Existing neighborhoods should be looked at for improvements. Strategy 2 only lists new neighborhoods.
	Stop closing pedestrian/cycling access in existing neighbourhoods.
	Connecting new neighbourhoods is great, but I'd really like to see better connections for existing neighbourhoods - identifying and removing or ameliorating the effects of barriers to connectivity.
Comments about implementation of actions/strategies	New Neighbourhood Connections. Include the community associations, schools and businesses in the areas under investigation. Hold an Open House that invites all the involved citizens and have some fun discussing how to make their neighbourhood more active.
	Just do it. Like, today. Actually build a complete street in the new developments. Stop talking about it. The City has been talking about complete streets for a decade.
	Guidelines are needed already to address infill development. This should actively be worked on, not a consideration.

Table 3 - What We Heard on Land Use and Growth

#### THEME 4: MAINTENANCE & ACCESSIBILITY

To support and encourage active transportation, winter cities like Saskatoon need effective strategies for maintaining sidewalks, trails and bicycle infrastructure year-round. Infrastructure should also be universally accessible by all, including seniors, children and people with limited mobility. Three strategies have been developed to improve Maintenance and Accessibility in relation to active transportation.

### STRATEGY 1 | MAINTAIN THE SIDEWALK NETWORK

1. Review and update current **sidewalk snow removal requirements**
2. **Inspect sidewalks and pathways regularly** to ensure they are well maintained, safe and accessible
3. **Inspect crosswalks regularly** to ensure they are well maintained, marked and painted to enhance visibility
4. Ensure all **transit stops are accessible**, including those without sidewalks, particularly during winter months
5. Review and remarket existing approach to “**Snow Angel**” program to assist with sidewalk snow removal for people who are unable to do so
6. Ensure accessible **detours are provided** for people walking during construction and maintenance activities



## STRATEGY 2 | MAINTAIN THE BICYCLE NETWORK

1. Review and update current **bicycle facility snow removal requirements**
2. Review and update current **operating procedures** for snow removal and refine if warranted
3. Ensure **detours are provided** for bicycle users during construction and maintenance activities
4. Designate and prioritize a **winter cycling network** for snow removal
5. Design bicycle routes to **facilitate snow removal, snow storage and drainage**
6. Develop guidelines for the more timely removal of **debris such as gravel and sand on bicycle routes**
7. Develop a program to **monitor pavement quality** to assess cycling comfort on on-street and off-street bicycle routes

## STRATEGY 3 | PROVIDE ACCESSIBLE INFRASTRUCTURE

1. Upgrade all traffic signals to contain **Accessible Pedestrian Signals**
2. Provide accessible **curb ramps with tactile strips** at intersection locations within the city
3. Install **pedestrian countdown timers** at warranted locations within the city
4. Ensure all **bus stops** within the city are accessible
5. Monitor **crossing time at intersections** to ensure adequate time is provided for all pedestrians, including adjusting pedestrian crossing times in areas of high concentrations of children, seniors or people with disabilities

Each strategy for improving Maintenance and Accessibility received with an ‘excellent’ or ‘good’ ranking by more than three-quarters (75%) of respondents as shown on the graph below.

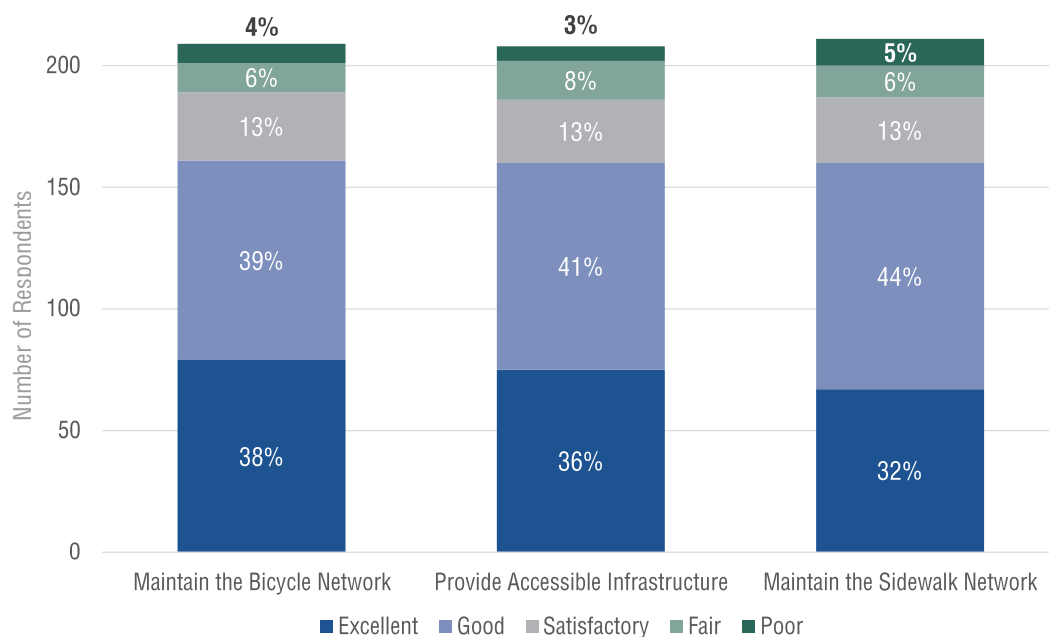


Figure 10 - Levels of Support for Maintenance and Accessibility Strategies and Actions

Respondents were also asked to provide comments on the strategies and actions being considered for Maintenance and Accessibility. Snow removal was consistently the most mentioned topic throughout the comments, followed by intersections and other crossings. Of note, a comment regarding the lack of imagery showing persons with disabilities in event material was made by an event participant. The comments have been grouped into topics with the top five topics shown in **Table 4**, along with verbatim examples of each topic.

TOPICS	SNAPSHOT OF WHAT WE HEARD
Comments about snow removal	The snow-clearing priorities of the City should be: emergency vehicle routes plus AT & Transit routes to work, school and other priority destinations are Priority 1, commercial routes are Priority 2 and private motor vehicle routes become Priority 3. The time required to complete each is then simply a question of available funds.
	Remember that ice on sidewalks and pathways are a hazard.
	The snow removal needs to be on top. We live in a city that experiences long winters. Budget for this. It is fine to have a bylaw in place for residents who are able to, to clear their sidewalk in a reasonable hour, but it is difficult for me to endorse that when I see public areas full of ice, snowbanks and snow. It becomes too hard to clear later, then it becomes dangerously slippery. 8 <sup>th</sup> Street is especially guilty of this.
Comments about intersections/ crosswalks	All intersections should be handicapped accessible, which is currently not the case.
	It would be nice to have pedestrian cross walk signs that light up when pressed in certain areas of high traffic to better alert drivers to pedestrian presence in dark. Ex. 33 <sup>rd</sup> and Edward Street crossing is dangerous to cross when it's dark as drivers aren't paying attention to whether someone is trying to cross.
	Regarding curbs where one park or bike path connects to another bike path. Could we not make sure these crossings have graded curbs? Having a 5 to 8 inch curb to navigate by bike, wheelchair, or stroller is a challenge.
Comments about countdown timers	We needed more time to cross at the crosswalk. We needed pedestrian countdown timers with more time to be able to cross the crosswalk.
	Pedestrian countdown timers are great. These also help drivers and should replace all red-light cameras. Safety is more important than making a buck
	The countdown timers should be on ALL crosswalks. It gives pedestrians, riders and drivers information on when a light will change. This would help the running of yellow lights too. Especially in winter when roads are icy.
Comments about bike lanes	Bike barriers would be practically essential for an on-road winter cycling network.
	Moving bike lanes out of the road gutters would significantly reduce maintenance requirements - for both snow and grit clearing.
	Cycling routes (especially on-street) with lanes protected or otherwise need better service turn car lanes in both quality of service and regularity of service. Stop making bike lanes dumping grounds for sidewalk snow and rubbish and stop using them as parking for downtown festivals.



TOPICS	SNAPSHOT OF WHAT WE HEARD
General support for strategies/actions	Strategy 3 Action 5 - Very good idea. These reduce collisions for all modes.
	I appreciate the plan and am excited to see how inclusive the vision is. I really hopeful that it can be worked on within each neighborhood. I'm happy that there has been a lot of dialogue between the groups within the city and I hope that it is listened to carefully.
	I am fully supportive of strategies to ensure universal accessibility and am relieved to finally see mention of people with disabilities in this document. People with disabilities are more often sidelined in life than the rest of us realize. They need more accessible infrastructure to do things the rest of us take for granted.

Table 4 - What We Heard About Maintenance and Accessibility

## THEME 5: EDUCATION & AWARENESS

In addition to infrastructure and policy improvements, increasing awareness and educating residents about sharing the road and providing wayfinding and information can encourage more people to walk, bike and use other forms of active transportation more often and build a culture for active transportation in Saskatoon. Education and awareness actions can also enhance safety by-law compliance among all road users. To improve and increase education and awareness for active transportation in Saskatoon, three strategies and associated actions have been developed.

### STRATEGY 1 | ENHANCE WAYFINDING, SIGNAGE AND TRIP PLANNING

1. Continue to work with other agencies and partners to regularly update the **Cycling Guide**
2. Work with interested community groups to develop **Neighbourhood-Based Walking and Cycling Maps**
3. Integrate **bicycle and pedestrian network data and trip planning information** into Saskatoon Transit's on-line trip planner and Google maps
4. Develop Pedestrian and Cycling **Wayfinding Guidelines** for signage and pavement markings
5. Work with Business Improvement Districts to enhance **pedestrian wayfinding** information at destinations
6. **Partner** with community service providers to remove barriers to goods and services for people walking, biking and using transit
7. Highlight **Bicycle Friendly Business** destinations

## STRATEGY 2 | IMPROVE EDUCATION AND AWARENESS

1. Review and update the **Bicycle Bylaw**
2. Develop more **videos and other tools** to educate all road users on new bicycle infrastructure and how to share the road
3. Maintain support for the **Active and Safe Routes to School** programming
4. Support **events and festivals** that promote and encourage walking and cycling, such as Ciclovía, Open Streets, Bike to Work Day and Commuter Challenge
5. Support the relationship between active transportation and **tourism**
6. Continue to support the **Learn to Ride Safe Program**
7. Support road safety **education for secondary school students**
8. **Celebrate** walking and bicycling facilities with grand openings and ongoing events year-long

## STRATEGY 3 | INCREASE MARKETING AND COMMUNICATIONS

1. Consult with active transportation **Citizen Advisory Groups** on new projects, and monitoring and implementation of the Plan
2. Continue to conduct targeted engagement with **under-represented groups** to understand key issues and challenges
3. Develop a **visual identity** to promote walking and cycling, and market this using the City's website, social media, and other forms of communication
4. **Develop a campaign** to promote walking and cycling through positive messaging
5. Enhance **Travel Options** programs through partnerships with local businesses

The strategies identified for improving Education and Awareness received 'good' or 'excellent' ranking by more than 60% of respondents. The graph below illustrates the feedback for each strategy.

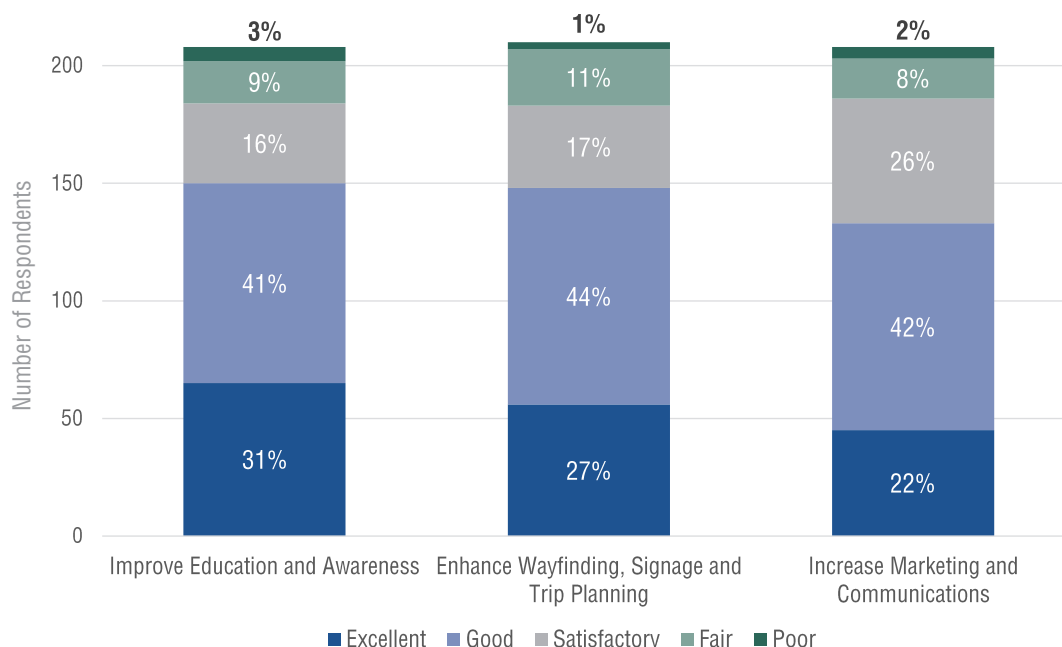


Figure 11 - Levels of Support for Education and Awareness Strategies and Actions

Respondents were also asked to provide comments on the strategies and actions being considered for Education and Awareness. The comments have been grouped into topics with the top five topics shown in **Table 5**, along with verbatim examples of each topic.

TOPIC	SNAPSHOT OF WHAT WE HEARD
Comments about education for adults/drivers	Education of adult drivers and cyclists is mandatory. No point in teaching school kids when those on the roads are breaking all the rules. The old maxim "don't do as I do, do as I say" has never worked and never will. There has to be meaningful consequences.
	Strategy 2 seems to be missing education for vehicle drivers about the rules of the road for cyclists and pedestrians.
	I would like to see some education dollars put toward respect for pedestrians. Cyclist seem to be one of the worst offenders for not following the rules. They often ride to fast by pedestrians and rarely use their bells to warn pedestrians of their approach.
Comments about maps/wayfinding	Tag onto the transit app with a walking and cycling mapping program with it.
	As mentioned earlier - mark public washrooms on maps.
	Show estimated walk/cycle times between major checkpoints on walk/cycle maps placed in transit booths located at bus stops.
Comments about AT messaging	Positive Messaging: The experiences and joys one gets from the many forms of Active Transportation are very different from those that people in motor cars ever experience. Many motorists are totally unaware of the exhilaration that a brisk walk on a cold winter day can provide (when properly dressed), or the conversations one has with a grandchild when interacting with the people and animals in the neighbourhood, not to mention the physical & emotional "high" that a hard bike ride will provide.
	Business/store owners need to be educated on real impacts of increasing active transportation. Still hear store managers saying that removing parking in front of their store will decrease their business activity. All serious studies show the opposite result.
	A targeted education campaign on the personal and community benefits of increased active transportation, as well as the vision and strategies, could be very helpful.
Concerns about investing in AT marketing	Grand-openings are ok in that they inform the public about a new lane/pathway that is open and ready to be used. However spending money on on-going yearlong events seems unnecessary and wasteful.
	Marketing is not as important as putting the physical structures in place
	Until you actually improve the system, there isn't much point talking about it. Make it an amazing option and people will do it. Then spend money reaching out to others.
Comments about normalizing active transportation (remove stigma)	Focus on eliminating the stigma that the general Saskatoon public has towards cyclists and the aggressiveness behaviors that drivers have towards cyclists.
	I appreciate strategy 3.2 - too often cycling is portrayed as middle-class leisure or young/student form of transportation. For some people it is the only affordable transportation they may have access to: alternatively, newcomers from countries with a more robust cycling culture may want to continue here. Understanding and sharing these diverse perspectives will help create a better plan.
	Strategy 3: I think this is a very important initiative. In my opinion, the perception of cyclists in this city is quite negative. Cycling, and active transportation, needs to be normalized. More positive message will help to normalize active transportation.

Table 5 - What We Heard About Education and Awareness



## THEME 6: CONNECTIVITY

Sidewalks are the backbone of the city's walking network. Connectivity for walking focuses on expanding the sidewalk network and addressing barriers. Expansion of bicycle networks has emerged as a key strategy among North American cities to increase levels of cycling. Providing a complete and interconnected network of bicycle facilities throughout the city is critical to support and encourage cycling. Four strategies have been identified to improve connectivity within the active transportation network for walking, biking and other forms of active transportation.

### STRATEGY 1 | EXPAND AND ENHANCE THE SIDEWALK NETWORK

1. Update **sidewalk requirements** for new developments
2. Eliminate **gaps** in the sidewalk network on major roads
3. Develop a sidewalk **infill program** to address gaps in the sidewalk network on local roads
4. Develop a sidewalk improvement program to **widen sidewalks** that do not meet minimum standards or in areas of high pedestrian activity
5. Seek opportunities to implement **new sidewalks** in conjunction with **other projects**, plans or developments

### STRATEGY 2 | EXPAND AND ENHANCE THE BICYCLE NETWORK

1. Develop a **complete and connected bicycle network** for all ages and abilities throughout Saskatoon
2. Develop a **downtown separated bike lane** network for all ages and abilities
3. Support **regional connections** to surrounding communities
4. Develop and adopt **bicycle facility design guidelines**
5. Update **bicycle facility requirements** for new developments
6. Ensure that all **new and upgraded roads** have considerations for bicycle facilities

### STRATEGY 3 | EXPAND AND ENHANCE THE SIDEWALK NETWORK

1. Support the implementation of the recommendations from the **Meewasin Trail Study**
2. **Utilize existing utility and rail right-of-way and surplus road right-of-way** as a means to provide pathways for all active transportation users
3. Preserve and **enhance walkways and short cuts** through neighbourhoods

### STRATEGY 4 | ENHANCE OPPORTUNITIES FOR OTHER FORMS OF ACTIVE TRANSPORTATION

1. Explore opportunities to encourage **snow-based** forms of active transportation
2. Explore opportunities to encourage **water-based** active transportation
3. Explore opportunities to encourage **other types** of active transportation such as skateboarding, rollerblading, scooters and electric bicycles

More than half of respondents (50%) gave a ‘good’ or ‘excellent’ response to each of the strategies identified under Connectivity. The strategies for enhancing opportunities for other forms of active transportation received the lowest support among the four strategies, as shown on the graph below.

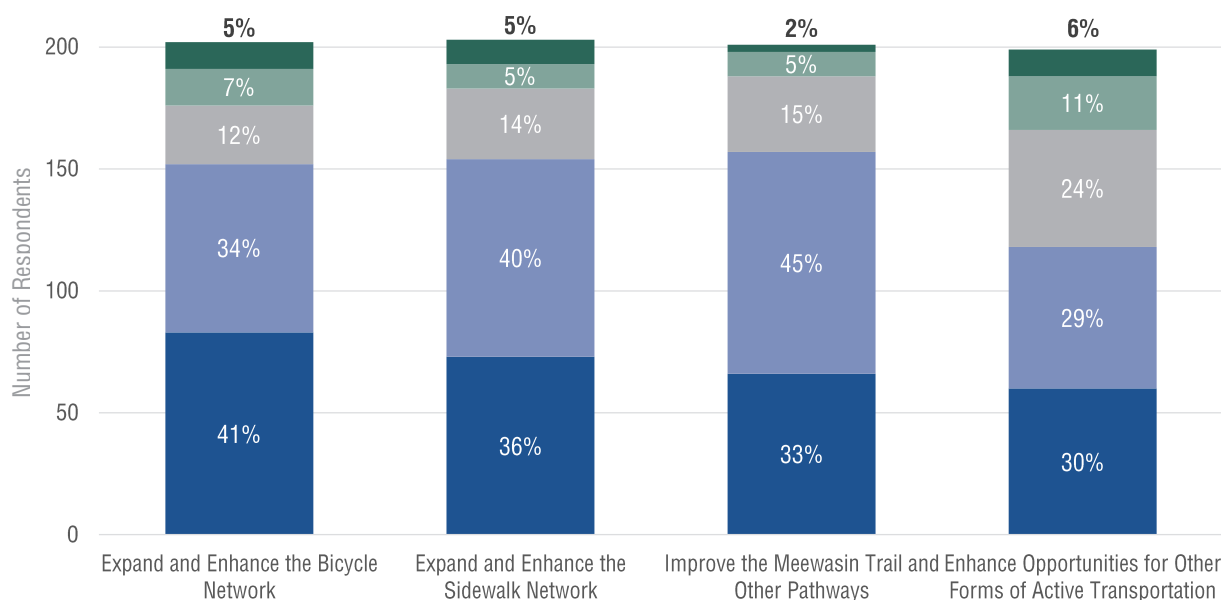


Figure 12 - Levels of Support for Connectivity Strategies and Actions

Respondents then provided comments on the strategies and actions being considered for Connectivity. The comments have been grouped into topics with the top five topics shown in **Table 6**, along with verbatim examples of each topic.

TOPIC	SNAPSHOT OF WHAT WE HEARD
Comments about education for adults/drivers	Strategy 1: Sidewalk infill program is needed. Many streets linking Meewasin trails and neighborhoods do not have any sidewalks!
	On your presentation board it talks about sidewalks only being needed on bus routes in the industrial area. I don't think you understand how people use the sidewalks in the industrial area. Very few people take the bus in the industrial area because there is free and endless amounts of parking. People would use sidewalks to walk during lunch and breaks. Tying sidewalks to buses is not accurate. You need to tie sidewalks to destinations people enjoy.
	Sidewalk gaps are readily apparent in some core neighbourhoods of the city and make pedestrians walk on the roads with vehicles (e.g. Munroe Avenue between Colony and 15 <sup>th</sup> Street). This is dangerous and frankly embarrassing.
Comments about other forms of active transportation	I'd be curious to hear more about snow- and water-based forms of active transportation. Sounds super neat!
	I would be against recreational motorized water based activity on the river. And we do need a pedestrian bridge for walking and cycling.
	Wow! Water based active transportation!? I'm curious about that, and excited! Also, as a winter city, we need to celebrate what we have and not fear winter. XC Skiing trails are now maintained by volunteers and the city should support and expand that.

TOPIC	SNAPSHOT OF WHAT WE HEARD
Comments about existing infrastructure	Existing infrastructure must be maintained before new is created. At this moment, the streets are of 3 <sup>rd</sup> world quality. Once a crew is in place to install pavement - do the whole street rather than patch sporadically. Be more efficient with workers and material.
	The sidewalks in older neighborhoods are crumbling and giant cracks. Not safe. The company that was filling the cracks with concrete filler was a joke and complete waste of tax money. Did nothing for the unevenness and looks awful.
	There needs to be considerable upgrades to the existing roads and bridges to improve access for pedestrians and cyclists.
Comments about maps/wayfinding	Separated bicycle lanes in areas beyond downtown (Riversdale, Nutana, College Park, City Park etc.) would increase ridership across the city and make cycling safer for everyone, including drivers.
	We need more separated bike lanes than just downtown.
	Although separated cycling lanes are great, they need to be functional. Why do cyclists have to demonstrate a need for lanes?! Do we have demonstration lanes for cars?? Lanes can be interrupted by 'oh-now-we-have-to-get-off-our-bikes-and-walk-for-for-a-block'! And the reality is that we will always have to cycle in traffic at times, but I think a reasonably simple solution is to increasing protected lanes is to designate some corridor streets and intelligently create protected lanes.
Location specific improvements	I live in North Park, and often walk to the Meewasin trail on Spadina, but there are only a few routes with sidewalks all the way to Spadina, so I often have to walk on the street. It's especially bad on Windsor, where there are lots of vehicles parked by Archibald arena.
	It needs to be easy to bike and walk down major roads like 8 <sup>th</sup> Street for access to groceries and other services. Right now 8 <sup>th</sup> Street, as an example, is among the least convenient places for active transportation. More parking, better sidewalks, more bike lanes, etc.
	Strategy 1-1 - at corner of Airport Drive and Circle Drive a pedestrian overpass is highly warranted, walking across is only option right now, and its high volume, high speed, high risk.

Table 6 - What We Heard About Connectivity



## ACTIVE TRANSPORTATION TARGETS

Prior to the public events and online survey, residents and stakeholders were asked to provide input on the vision, goals and targets for active transportation. Input on the vision, goals and targets was provided through both the October 'Question of the Month' and during the second stakeholder workshop. The feedback received on the recommended targets was mixed and therefore has been highlighted below. For additional information on the vision, goals and targets, please refer to the *ATP Discussion Paper #2*.

The targets for active transportation are as follows:

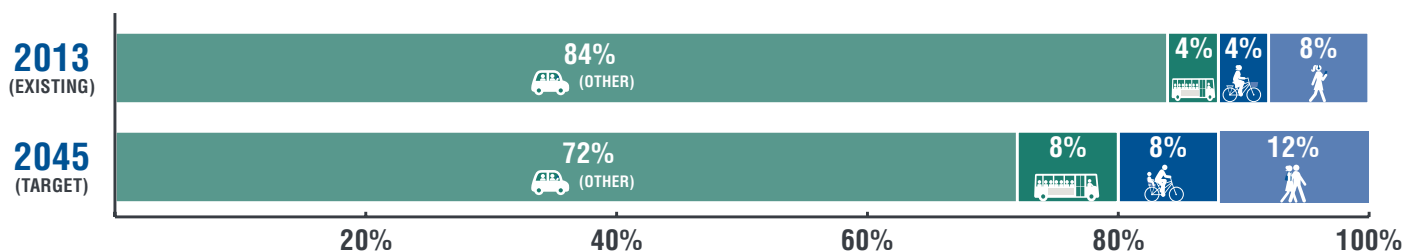


Figure 13 - Active Transportation Targets

The input received was mixed between those who said the targets are “just right” and those who said they are “too low”. In response, survey respondents were also asked to provide input on these targets. The graph on the right shows that almost 70% of respondents feel that the targets for active transportation are “too low”, compared to 8% that feel the targets are too high.

Based on this feedback, new targets for active transportation have been developed. The new targets support a doubling of walking and cycling levels in Saskatoon over the next 30 years, with a target of 8% for cycling and 16% for walking.

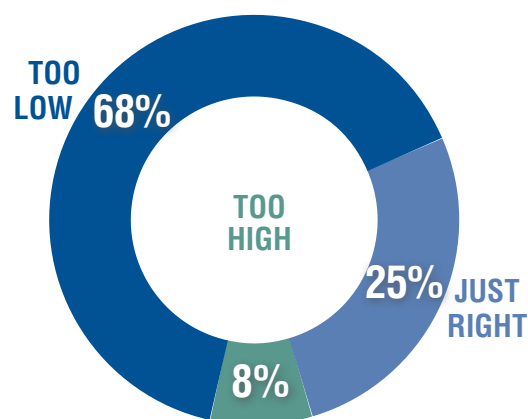


Figure 14 - Public Feedback for Active Transportation Targets

## OVERALL SUPPORT FOR THE ATP

Finally, respondents were asked to indicate their level of support for the ATP, based on the information presented.

Overall, the results show a high level of support from those who responded to the online survey and ATP workbook, with 65% indicating they have strong support for the draft ATP. This is compared to 27% that said they have medium support and 8% that said they have low support for the plan.

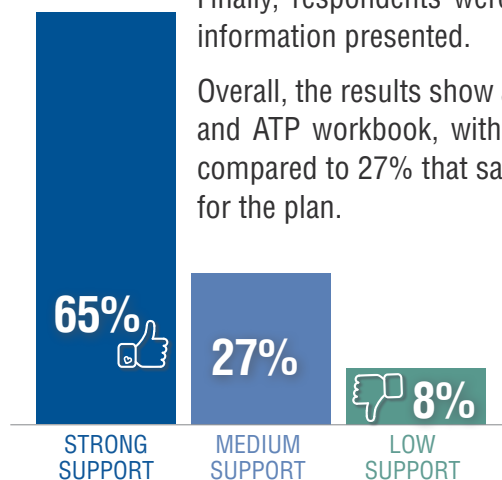


Figure 15 - Overall Support for the ATP

## 2.5 QUESTION OF THE MONTH (QOTM)

During this round of engagement three 'Question of the Month' (QOTMs) were uploaded to the ATP page on the City's *Growth Plan* website ([www.growingfwd.ca](http://www.growingfwd.ca)) to further engage residents and create awareness for the ATP. The QOTMs included:

- Other than walking and cycling, what forms of active transportation do you use to travel around Saskatoon? If none, tell us why.
- What do you think of the draft vision, goals and targets for active transportation in Saskatoon?
- What do you like about Saskatoon's current bicycle facilities? How can we improve them?

### WHAT WE HEARD

#### SEPTEMBER QUESTION OF THE MONTH

The first QOTM for this round of engagement launched in September asking residents what forms of active transportation they use (other than walking and cycling) to travel around Saskatoon. In total, 28 responses were generated. The September QOTM received a relatively low number of responses. Combined with relatively high levels of response from previous QOTMs that focused on walking and biking, the response rate suggests that walking and cycling are the predominant forms of active transportation for residents and stakeholders.

The comments received were grouped into themes as shown in **Figure 15**.

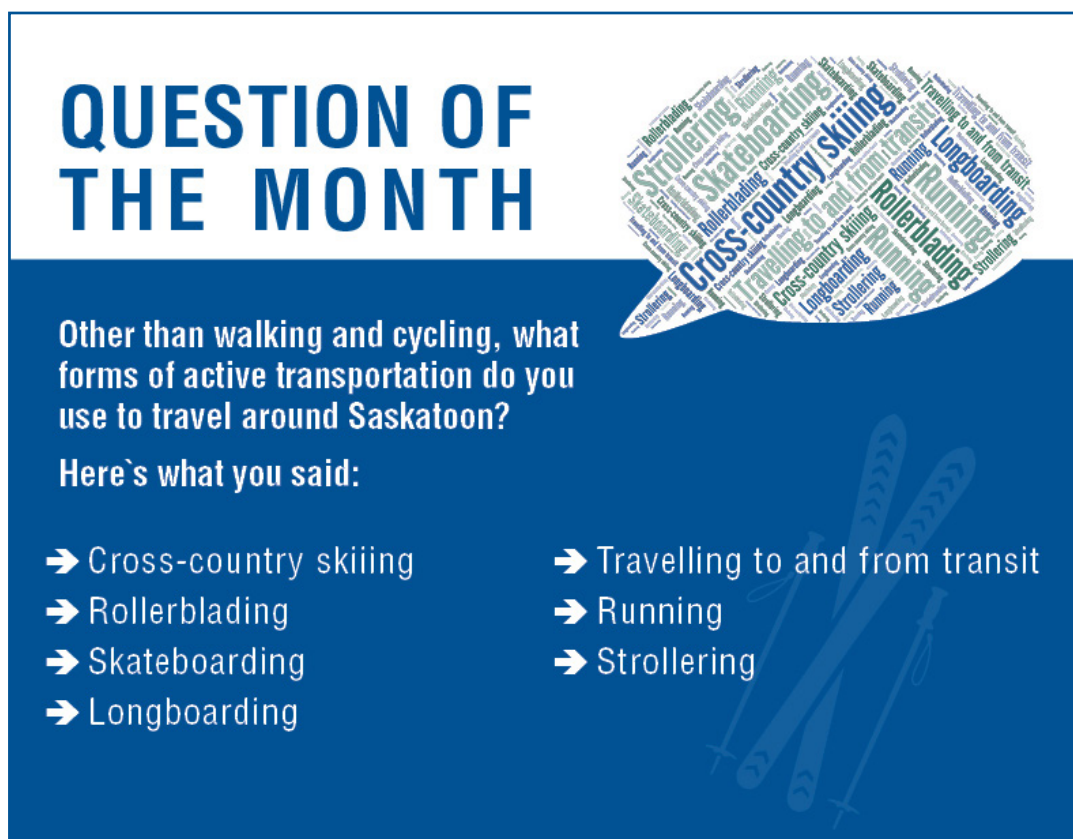


Figure 16 - September QOTM Results

## OCTOBER QUESTION OF THE MONTH

The second QOTM launched in October and looked for feedback from residents on the draft vision, goals and targets being considered for the ATP. In total, 58 responses were generated to this question with the results shown in **Figure 16**.

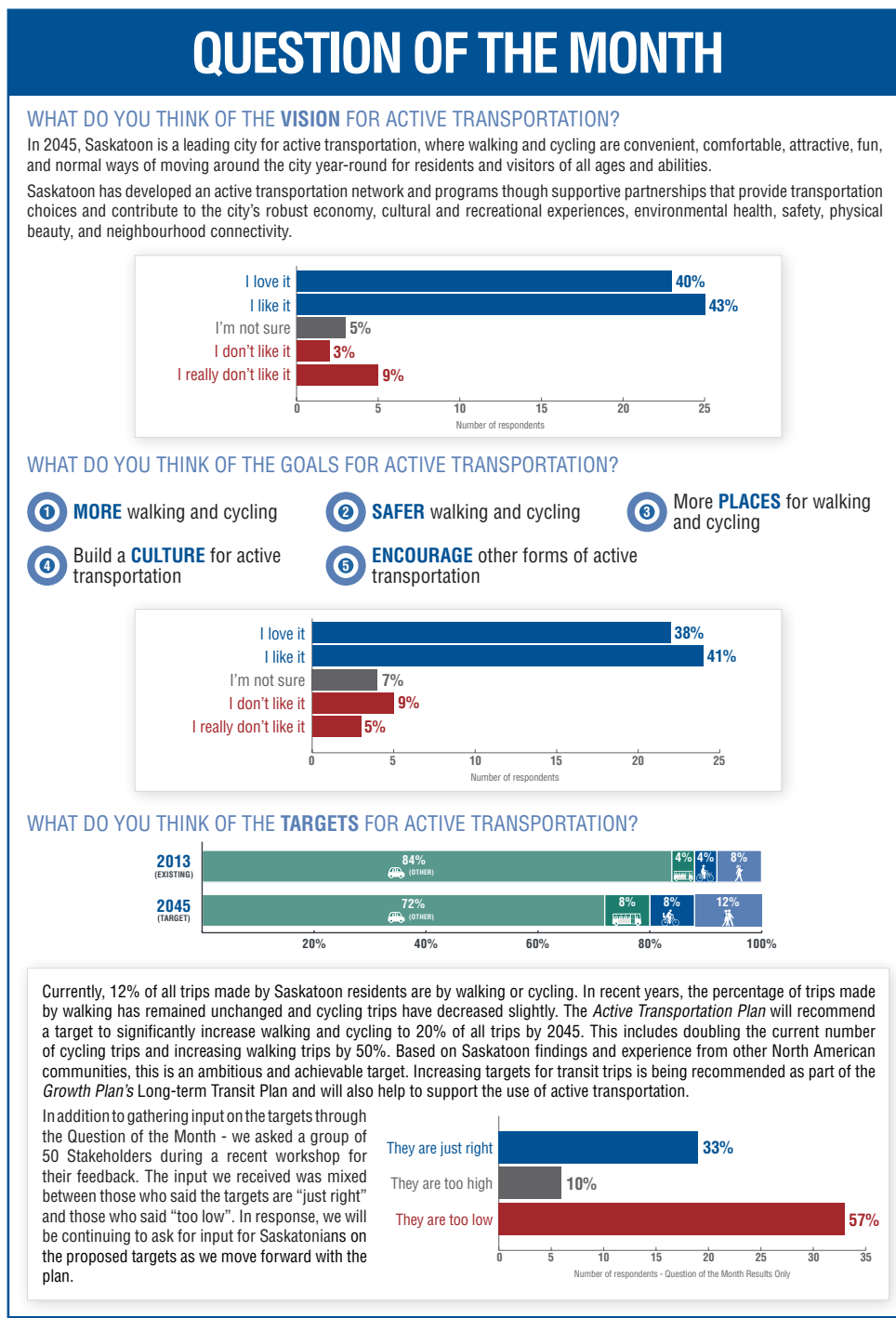


Figure 17 - October QOTM Results

Based on the feedback shown above, as well as feedback from the online survey and stakeholder workshop #2, new targets for active transportation have been developed. The new targets support a doubling of walking and cycling levels in Saskatoon over the next 30 years, with a target of 8% for cycling and 16% for walking.



## NOVEMBER QUESTION OF THE MONTH

The final QOTM for this round of engagement launched in November and asked residents to provide feedback on current bicycle facilities in Saskatoon. In total, 170 responses were submitted with a summary of the results shown in **Figure 17**.

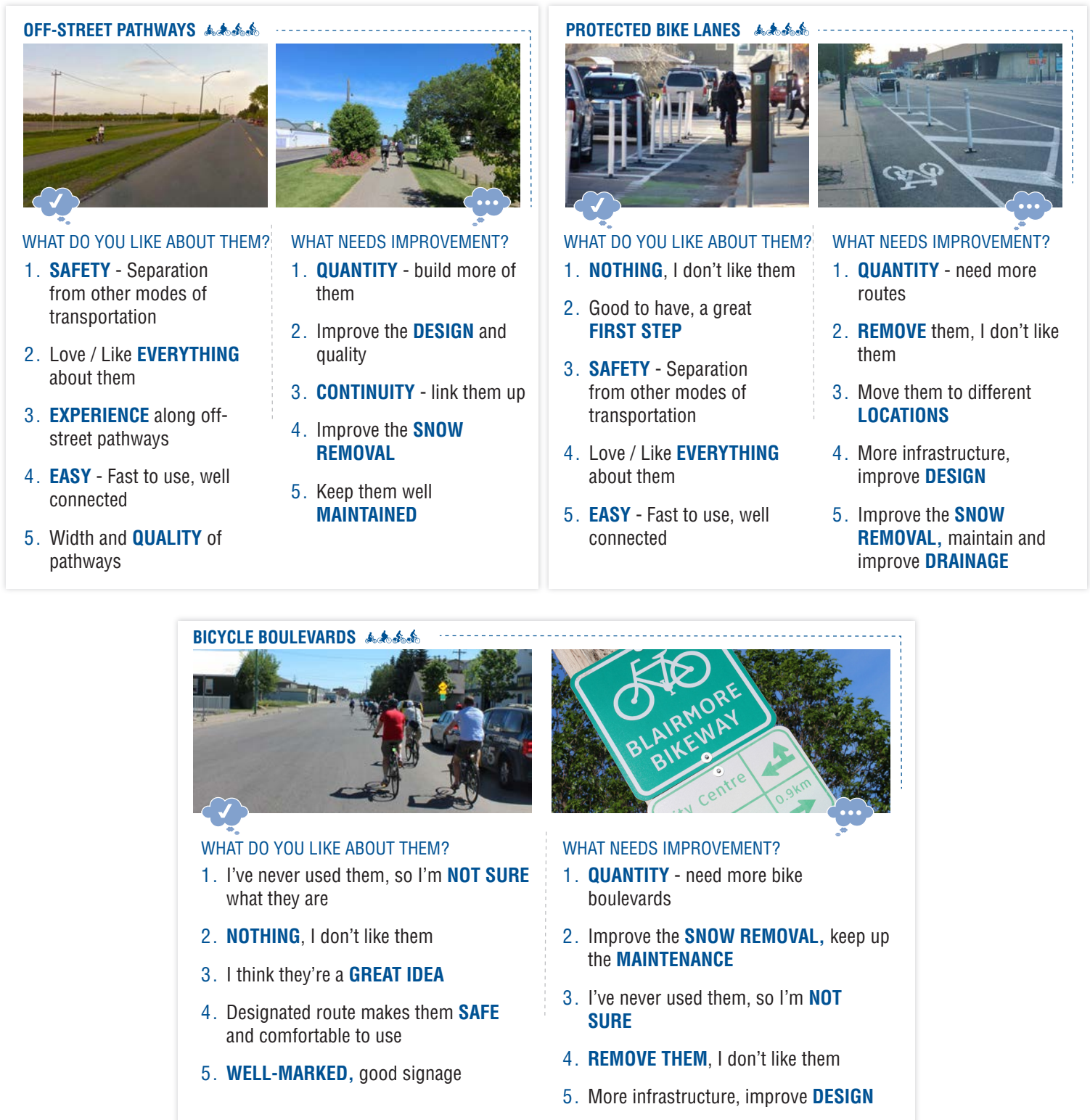


Figure 18 - November QOTM Results

## 2.6 OTHER ONLINE PUBLIC ENGAGEMENT

Including options for online participation has been an important part of the public engagement process for the ATP. The second round of public engagement included a suite of online tools to allow participants the flexibility to contribute to the ATP at their own convenience. A complete overview of the input collected through online engagement can be found in **Appendix C**.

### GROWINGFWD.CA

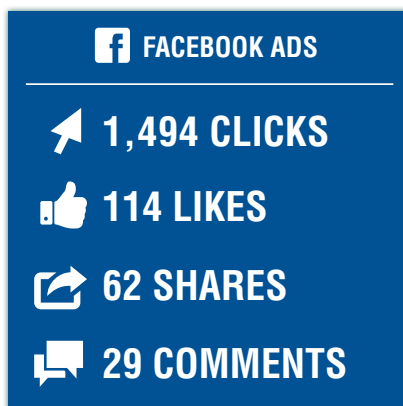
Throughout this round of engagement, the ATP page on the City's *Growth Plan* website ([growingfwd.ca](http://growingfwd.ca)) was updated with new content on the development of the plan. In total, 10 postings were uploaded to the ATP page during this round of engagement.

Growingfwd.ca website traffic included 7,754 unique visitors and 3,596 ATP total page views between September 1 and December 11, 2015. An email newsletter was also distributed to those who had previously subscribed to receive updates through [growingfwd.ca](http://growingfwd.ca). Currently, 1,495 people have subscribed to receive updates from [growingfwd.ca](http://growingfwd.ca).

### SOCIAL MEDIA

The City's social media channels, Facebook and Twitter, were used throughout the second round of engagement to raise awareness and interest in the project and provide opportunities for input.

Facebook ads were used to drive traffic to the project webpage and online survey. Several postings were also made to the City's Facebook page timeline between September and October. The postings promoted the ATP, online survey and additional engagement opportunities, such as the Question of the Month. The findings below reflect the impact of Facebook activity during the second round of public engagement. Visuals of the Facebook ads and postings can be found in **Appendix C**, as well as the associated comments, likes and shares.



Residents and stakeholders were also engaged through the City's official Twitter account (handle: @cityofsaskatoon), using the project hashtag #yxewalkroll. Like Facebook, Twitter was used to raise awareness for the ATP, promote upcoming public events and other opportunities to provide input.

18 tweets were made during this round of engagement using the hashtag #yxewalkroll. The Twitter activity has been captured in **Appendix C**, with highlights shown on the right.

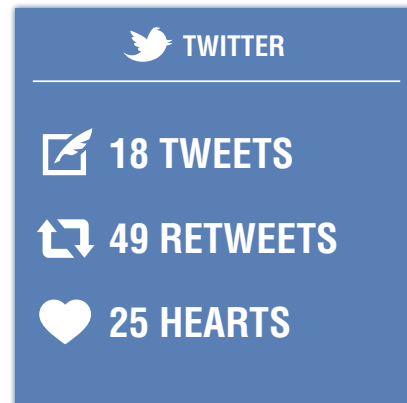


Figure 19 - Social Media Stats for the ATP

## EMAIL

Feedback was also received by email, through the Contact Us form on [www.growingfwd.ca](http://www.growingfwd.ca) and direct contact with individual project team members. Ten emails were received during this round of public engagement for the ATP. This input has been received for consideration and has been included in **Appendix C**.





# 3 | ENGAGEMENT PROMOTIONS

Throughout the second round of public engagement for the ATP a variety of marketing strategies were used to encourage participation and maintain interest in the plan, including print and online advertising, public service announcements and promotion at other *Growth Plan* events.

## GROWTH PLAN PUBLIC EVENTS

Two come-and-go style public events were held in late October 2015 for the *Growth Plan*'s core initiatives of Corridor Growth, Transit and Core Area Bridges. The first public event was held on October 21 at the Mayfair United Church on 33<sup>rd</sup> Street. The second public event was held on October 22 in the lobby of the Saskatoon Fieldhouse. Both public events were part of the closing round of engagement for the *Growth Plan*'s core initiatives, which presented residents with the final *Growth Plan* and the recommended implementation priorities. During both events, supplementary display panels were also present providing an update on the *Growth Plan*'s supporting initiatives, including the ATP. In addition, pocket-sized information cards, promoting upcoming engagement activities for the ATP, were distributed to attendees.



## PRINT AND ONLINE ADVERTISING

Public engagement activities for the ATP were advertised in several ways throughout November leading up to and during the second round of engagement, including:

- Utility Bill Inserts (80,000 households): November
- Facebook Ads (63,860 reach): November
- Bridges Ads (95,000 households): November 11, 18
- City Pages Ads (95,000 households): November 14, 15
- Eagle Feather News Ad: November publication
- ~200 Posters (distributed at leisure sites, libraries, BID poster kiosks, transit buses): November
- ~1,000 Information Cards: November (distributed at various events and venues throughout the city)
- Portable Billboard: November 17-25 (outside the Cosmo Civic Centre)
- E-newsletter to growingfwd.ca subscribers (1,342 subscribers): November 20
- Targeted stakeholder emails: November

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

### What moves you, Saskatoon?

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

### About the Active Transportation Plan

The City of Saskatoon is developing an *Active Transportation Plan*, as part of the *Growth Plan to Half a Million*. The ATP will help shape changes in infrastructure and support programs to encourage all of us to use active transportation more often – whether for work, pleasure, or for shopping, visiting friends and family, and running errands.

#YXEwal

**Help shape how you move around Saskatoon!**

This past Spring, we heard from more than 2,000 Saskatonians during the first round of public engagement for the *Active Transportation Plan* (ATP). The input we received has been used to help shape a vision for active transportation as well as a draft long-term plan for active transportation.

**NOW** - We want to hear what you think of the recommendations being considered in the draft plan! We will be hosting 3 come-and-go public events as well as collecting your feedback through our online survey. We encourage all Saskatonians to get involved and help shape the development Saskatoon's first ATP.

ATP Come-and-Go Public Events   Wednesday, November 25, 2015		
<b>Station 20 West</b> 1120 20 <sup>th</sup> Street West 11 a.m. to 1:30 p.m.	<b>Cosmo Civic Centre</b> 3130 Laurier Drive 4:30 to 8:00 p.m.	<b>Cosmopolitan Seniors Centre</b> 614 11 <sup>th</sup> Street East 4:30 to 8:00 p.m.

**ATP Online Survey**  
Available November 20 to December 9, 2015  
Visit [www.growingfwd.ca/activetransportation](http://www.growingfwd.ca/activetransportation) to take the survey

Learn more and get involved at [www.growingfwd.ca/activetransportation](http://www.growingfwd.ca/activetransportation)

Figure 20 - November Utility Bill Insert

## NEWS RELEASES AND PSAS

PSAs were distributed on November 20, November 24 and December 8 to promote various opportunities to provide input during the second round of public engagement for the ATP.

# 4 | TARGETED ENGAGEMENT

In preparation for this second round of public engagement for the ATP, demographic information collected through the first round of engagement was reviewed to better understand who was heard from so far in the engagement process and identify any gaps to be addressed during the next round of engagement.

In addition to public events, stakeholder workshop #2, and online engagement, targeted engagement with stakeholder groups was undertaken to understand these groups' unique perspectives and needs for the ATP. In addition to targeted invites to the aboriginal community, newcomers and persons with disabilities to workshop #2, separate targeted engagement sessions were conducted with the business community, post-secondary students, faculty and staff, educators of school-aged youth and community associations across Saskatoon.

## 4.1 Post-Secondary and School Aged Youth Information Session

### **WHEN:**

September 9<sup>th</sup>, 2015 from 10 a.m. to 1 p.m. and December 2<sup>nd</sup>, 2015 from 8:30 to 11:30 a.m.

### **WHERE:**

University of Saskatchewan main campus and Westmount School, 411 Avenue J North

### **ATTENDANCE:**

Approximately 200 University students, faculty and staff; 12 teachers, 14 presenters, 4 SASF administrators

### **OVERVIEW:**

City staff set up a booth at the annual U of S/USSU Hike, Bike and Roll event on September 9<sup>th</sup>. Promotion cards for the ATP were distributed, information boards about the ATP were also presented and City staff were available to answer questions. Information about the City's cycling program, including copies of the Cycling Map and information on the Downtown Protected Bike Lane Demonstration project, were also distributed. Approximately 200 students, faculty and staff were reached. Additional engagement opportunities for the ATP were also highlighted.



City staff delivered a presentation to Student Action for a Sustainable Future (SASF), a joint program including a number of local partners. A presentation on the purpose, goals and proposed recommendations of the ATP was delivered. Opportunities to get involved with the ATP were presented. A brief discussion period and one-on-one question and answer period followed the presentation.

## 4.2 Community Association Information Sessions

### **WHEN:**

September 24<sup>th</sup>, 2015 from 6:30 to 7:30 pm and December 7<sup>th</sup>, 2015 from 7:30 to 8:30 pm

### **WHERE:**

River Landing and Somewhere Else Pub and Grill, 2605 Broadway Avenue

### **ATTENDANCE:**

17 community association representatives plus five City staff; nine Buena Vista Community Association representatives and two City staff

### **OVERVIEW:**

City staff hosted a Community Association Appreciation Night at River Landing, organized through the Community Development branch and promoted through the City's Community Consultants. A presentation on the purpose, goals and proposed recommendations of the ATP and overall Growth Plan to Half a Million was delivered. Further opportunities to get involved with the ATP were presented. A brief discussion period followed 17 representatives from CAs throughout Saskatoon were in attendance.

As a follow up, the Buena Vista Community Association requested a separate presentation to their Board and members on December 7<sup>th</sup>, 2015. A City staff person attended their Board meeting and provided a brief presentation on the purpose, goals and proposed recommendations under the ATP. Draft proposed recommendations specific to the Buena Vista neighbourhood were discussed.

## 4.3 Business Stakeholders Information Sessions

### **WHEN:**

October 26<sup>th</sup> from noon to 1:30 pm and November 17<sup>th</sup> from 3:30 to 4:30 pm

### **WHERE:**

202 4<sup>th</sup> Avenue North, Room 306 and Chamber Offices

### **ATTENDANCE:**

10 business stakeholders present representing: The Partnership, 33<sup>rd</sup> Business Improvement District (BID), Riversdale BID, Greater Saskatoon Chamber of Commerce, North Saskatoon Business Association, 8<sup>th</sup> Street Business Association and Combined Business Group. Broadway BID participated via email. An invite to all members of the Combined Business group was sent. Targeted invites were also sent to Sutherland BID and Willowgrove University Heights Community Association, representing the University Heights Suburban Centre businesses.

### **OVERVIEW:**

A general update on the purpose, goals and proposed recommendations of the ATP was presented and discussed, along with results from the community engagement activities to date. Draft network improvements along key commercial corridors and BID areas was presented and discussed. Additional engagement opportunities for the ATP were also highlighted.

As a follow up, a presentation to the 'Sustainability Opportunities' Committee of the Greater Saskatoon Chambers of Commerce was requested. 9 Chamber members and staff attended a round-table discussion on November 17<sup>th</sup> from 3:30 to 4:30 p.m. at the Chamber offices, 202 4<sup>th</sup> Avenue North. A City staff person led the discussion and collected feedback. we reviewed



CITY OF SASKATOON KAN IISKAHNA  
ACTIVE TRANSPORTATION PLAN

CITY OF SASKATOON KAN IISKAHNA  
ACTIVE TRANSPORTATION PLAN

EDUCATION AND  
AWARENESS



# 5 | NEXT STEPS

The input collected during the second round of public engagement for the ATP is now being considered alongside technical work to refine the proposed direction of the long-term plan. Moving forward, an implementation plan is being developed to include short-, medium- and long-term priorities for active transportation. To help inform the implementation priorities, residents and stakeholders will have an opportunity to provide input through a third, and final, round of engagement from January to April, 2016. The main component of this closing round of engagement will be the second Metroquest interactive survey, scheduled to run from January 25 to February 14, 2016.

On March 14, 2016 members of the project team will present the key directions of the ATP during Council's Governance and Priorities Committee meeting as part of the Growth Plan Summit. The Growth Plan Summit is being held in advance of requesting formal approval of the final *Growth Plan* from City Council. The presentation will include an overview of the principles of the ATP, draft recommendations and the implementation plan, followed by a question and answer period. The final ATP will be presented to Mayor and Council in the summer, 2016.

On behalf of the project team, we would like to thank all community members for their participation and valued input into the ATP to date. If you would like to learn more about the various components of the *Growth Plan to Half a Million*, we encourage you to visit [saskatoon.ca](http://saskatoon.ca).

Active Transportation Plan

# ENGAGEMENT SUMMARY REPORT #2 APPENDICES



March 2016

Prepared for the City of Saskatoon by Urban Systems Ltd.







# Contents

## Appendices

Appendix A: Exit Surveys

Appendix B: Promotion of Engagement Activities

Appendix C: Digital Engagement

Appendix D: Raw Workbook & Online Survey Comments

Appendix E: Additional Stakeholder Input

# APPENDIX A

## EXIT SURVEYS

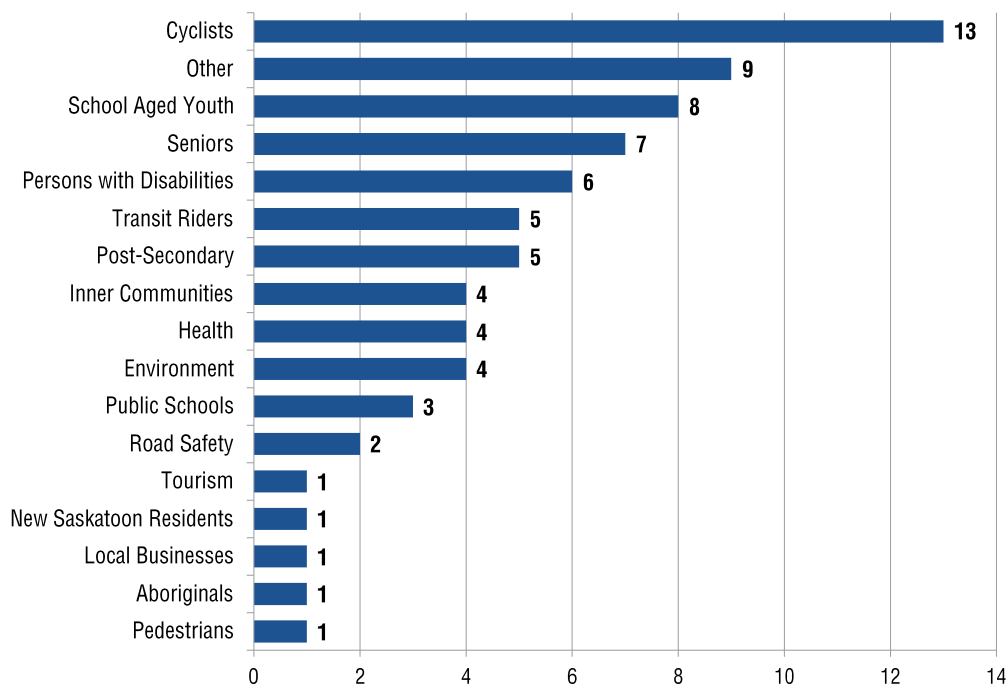


# Stakeholder Workshop #2 Exit Survey

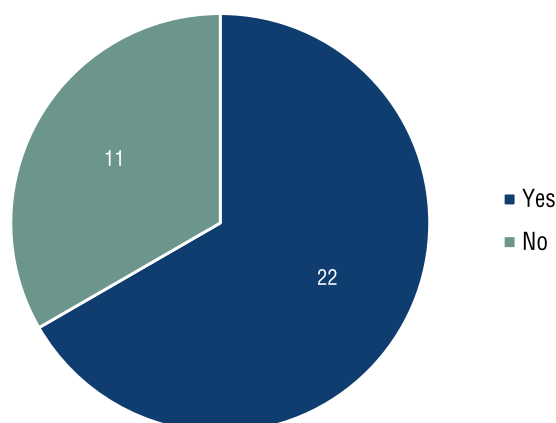
During the second ATP Stakeholder Workshop held in October, participants were encouraged to complete an exit survey so the City could better understand how attendees felt about the event, and gather feedback as to how the engagement process could be improved.

In total, 40 exit surveys were completed and the results are displayed below.

## WHAT SECTOR DO YOU REPRESENT?

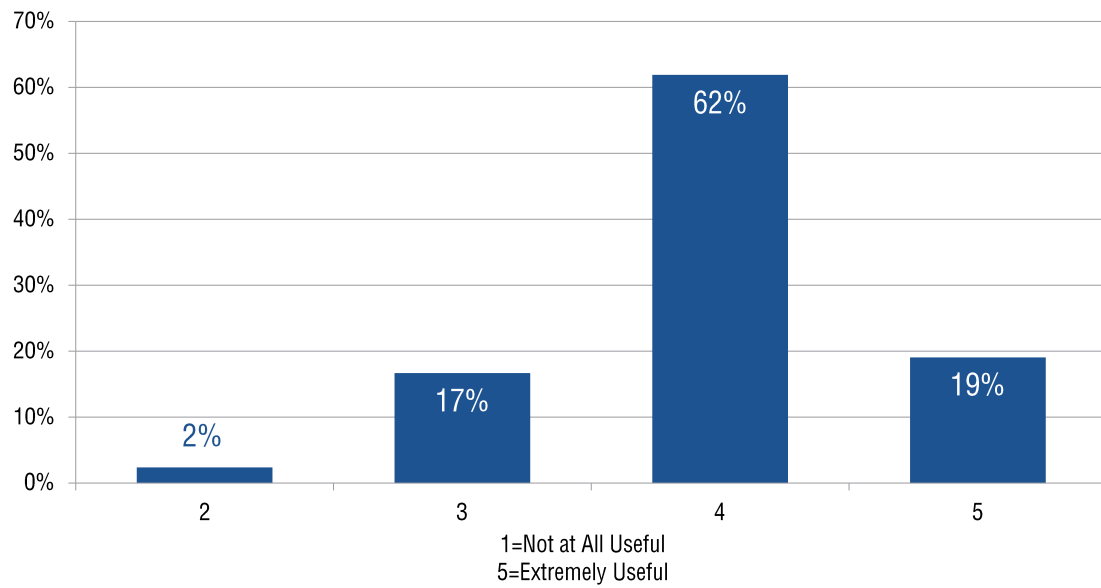


## HAVE YOU ATTENDED ANY OTHER GROWTH PLAN EVENTS?

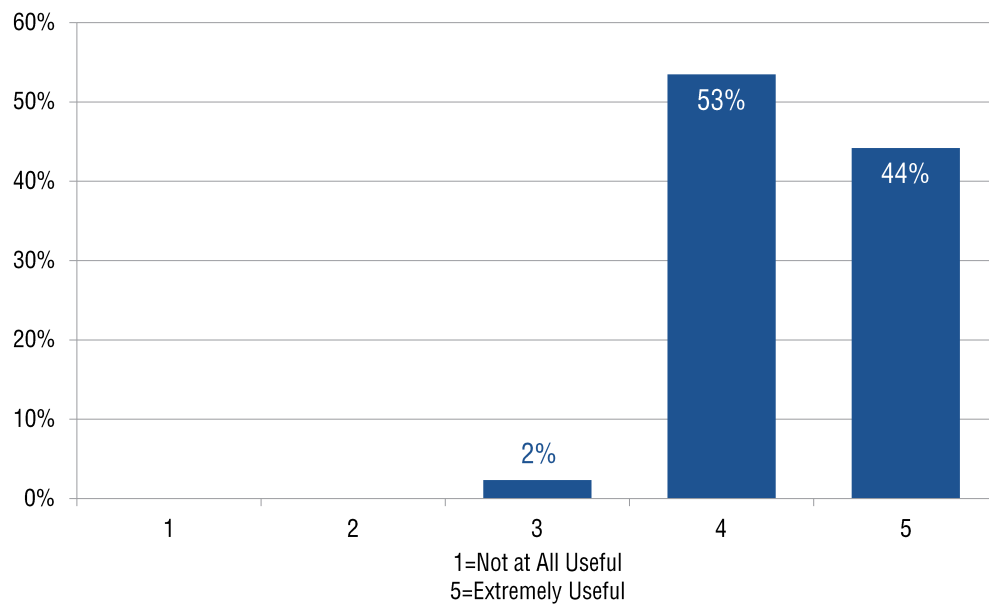




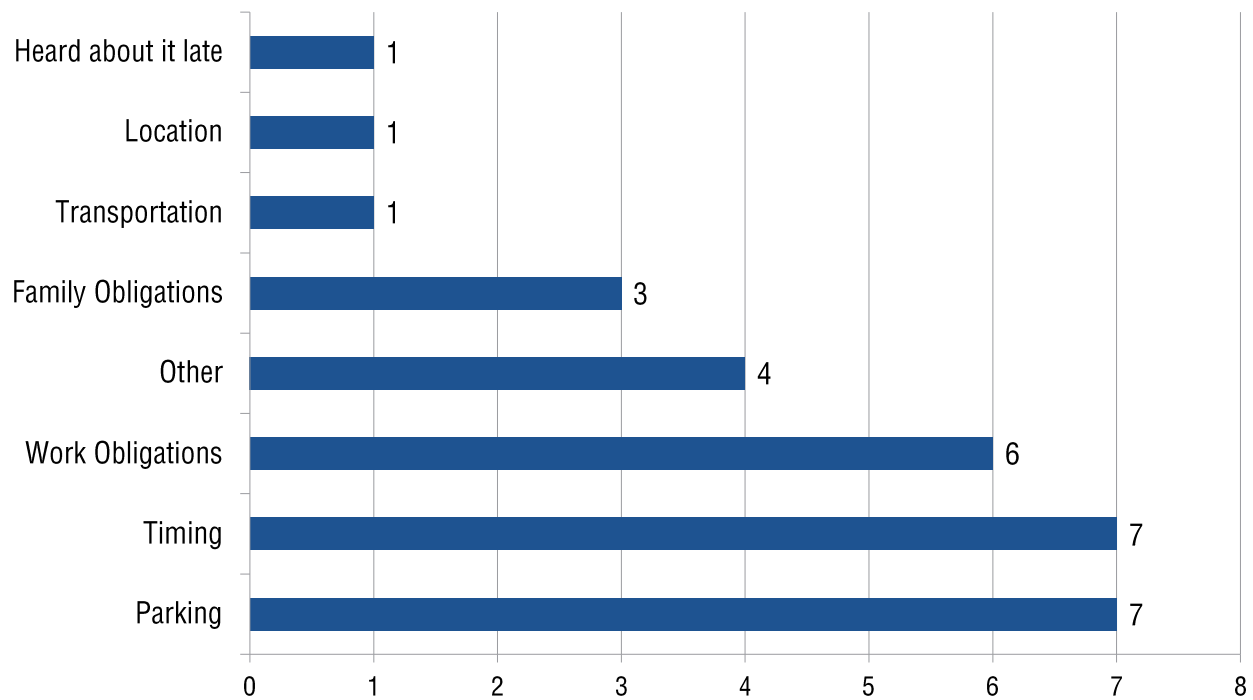
## DID YOU FIND THE INFORMATION USEFUL?



## 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?

- » Fresh ideas / participant driver
- » Very open sharing information. I learned a lot and also had the chance to have my ideas heard. Got to see a particular vision - but from different perspectives. Good ideas!
- » Networking; Idea-sharing
- » People
- » Very open dialogue, everyone involved and focused
- » Excellent feedback in Workshops
- » Option to choose topic tables, timing
- » Interaction with peers
- » Better than even expected
- » Good open discussion
- » Good opportunity to learn as well as express concerns and issues
- » Lots of opportunity to talk
- » The evolution and deepening of the conversations around the 6 themes (from the 1st ATP Workshop)
- » Interactive, changing people around the table
- » Brainstorming
- » Share your ideas
- » Opinions of city staff, their interest in issues & willingness to listen & take concerns & suggestions seriously

- » Learning new things
- » Good representation from multiple sectors
- » Good chance for in-depth discussion
- » Active participation in workshop
- » Everything, good job
- » The relating discussion groups but often far too busy to hear. They separate breakout rooms
- » Climate - topics created a buzz that added to the feelings of event importance. Also, building a community
- » Structure of the event
- » Divergence of ideas
- » Share concerns
- » Lots of information exchange; Interactive groups
- » Lively discussion
- » Wide range of stakeholder allowed viewpoints and a good range of progressive and worthy opinions
- » The opportunity to engage with not just city staff but other stakeholders as well
- » Interactive
- » Nice to meet people, discuss ideas, have ideas heard, discuss a variety of themes/issues
- » Discussion format, facilitators, maps, food
- » Sharing of ideas
- » Got to have very stimulating and productive group discussion
- » Categorized themes to address different issues
- » It is nice to be involve and express my comment on the transportation plan in Saskatoon, I enjoyed listening to other people's comments and concerns on the transportation plan that I didn't think of.
- » I enjoy hearing opinions from the wide variety of people that attend these workshops have to share.
- » Large variety of people/groups represented

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

- » Acoustics of room made for a problem at table discussions
- » Room maybe a bit too small and noisy
- » Parking
- » Stay at your table
- » It all went very well
- » Quieter / larger space > to deaden sound
- » Slightly bigger venue due to size of group
- » Advance knowledge of Agenda + supporting information to be able to prepare in advance
- » More food
- » More understanding of how many ideas might be integrated - Who decides?
- » It was hard to hear some of the conversation at the table as the room was quite large (but that's a good indication of lots of thoughts from people
- » The facility was very nice but all the hard surfaces made it very loud; I couldn't always hear people across the table



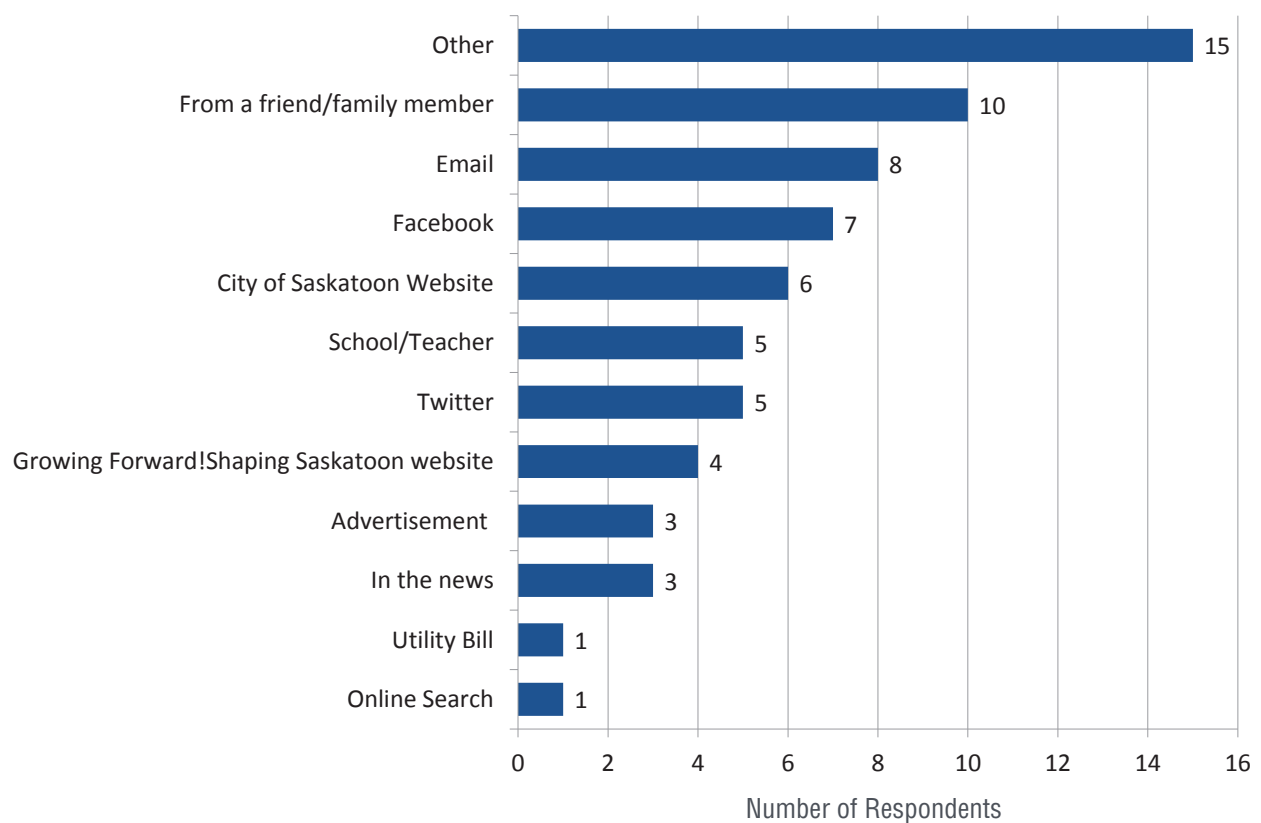
- » Noisy
- » Less time at stations; not during supper hour
- » Better planning and description of the activities
- » Would like to have participated in all tables
- » Shorter the introduction phase; it was repetitive
- » Clearer PowerPoint, couldn't hear intros (mic?). Careful of jargon. Use more layman terms
- » Too noisy; 3.5 hour parking; better background document; the issues list held by facilitators
- » Difficult to hear; people interrupting others while they spoke perhaps during intro make people mindful of when others speak
- » Physical set-up created a lot of noise so that it was hard to hear in the groups
- » More table room; keep tables apart
- » Have less time at each "station" so that you can go to all of them
- » Parking pass
- » More chocolate chip cookies
- » More info on format ahead of time
- » It was very loud, perhaps spread groups out more in future events
- » Facilitator guiding discussion more
- » More playdough!
- » It would be better if more time is allowed for each group discussions
- » I had to leave work to attend. Evening may have been better

# Public Events Exit Survey

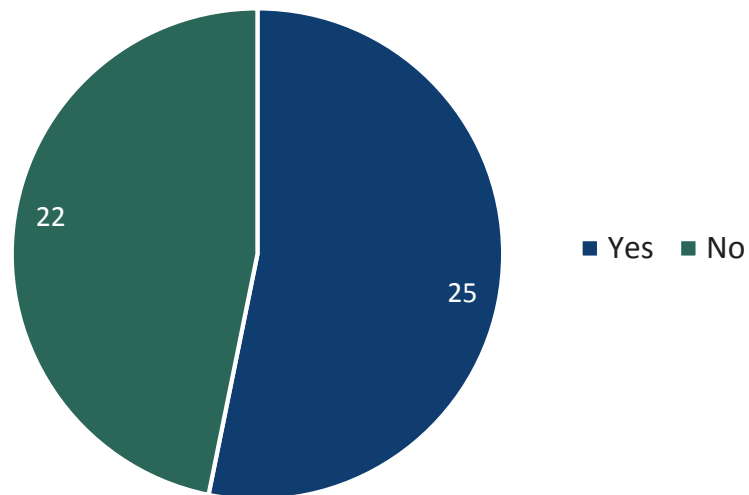
Attendees at the come-and-go public events were asked to complete an event exit survey. The exit survey provides the City with a better understanding of how the events were received by those in attendance and how future engagement can be improved in the future.

In total, 48 exit surveys were completed and the results are displayed below.

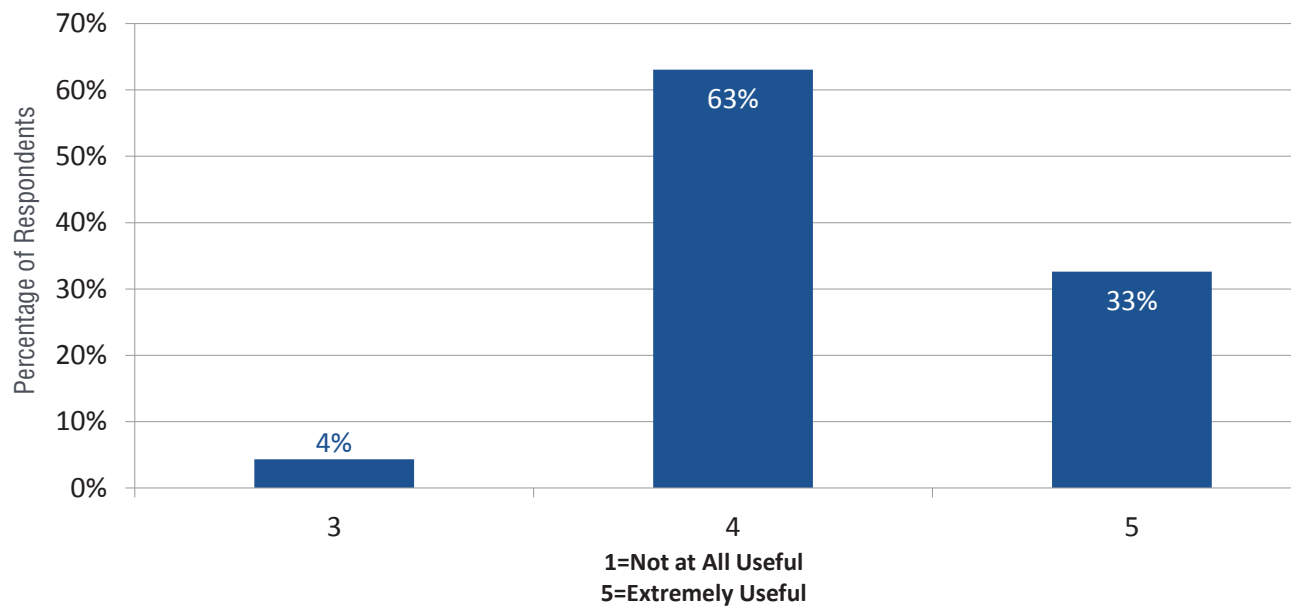
## HOW DID YOU HEAR ABOUT THE EVENT?



## HAVE YOU ATTENDED ANY OTHER GROWTH PLAN EVENTS?

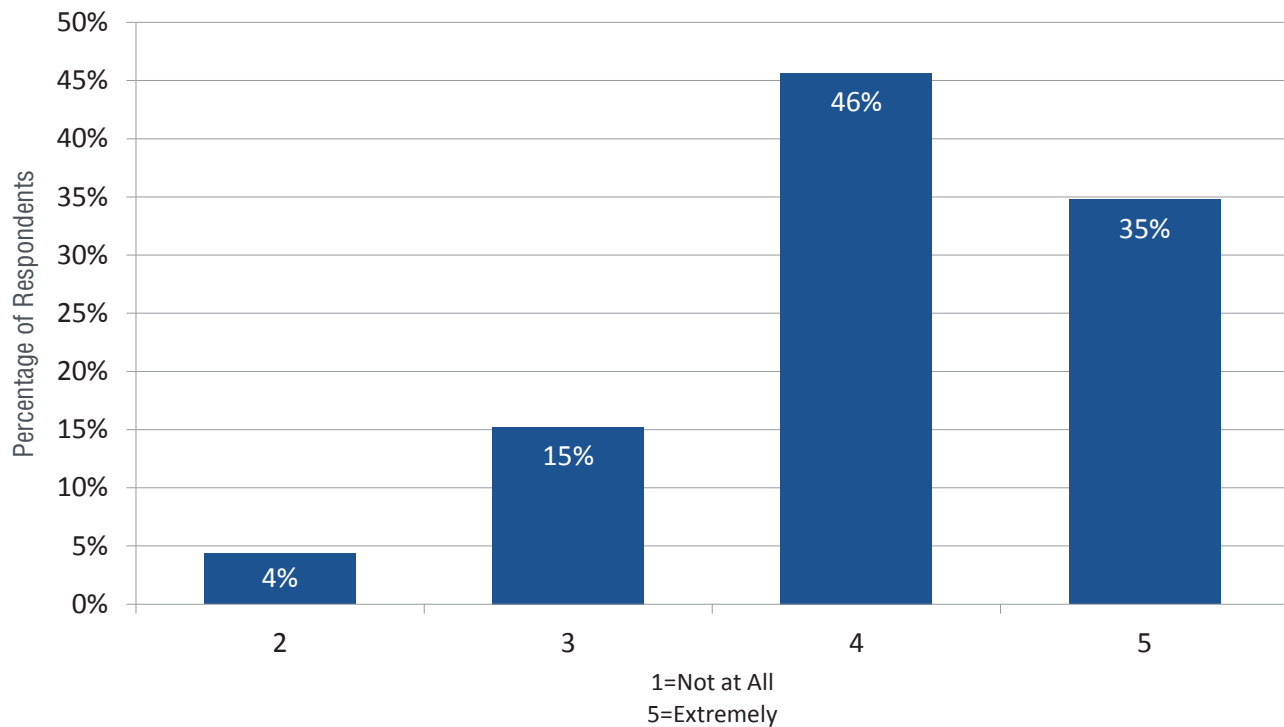


## DID YOU FIND THE INFORMATION USEFUL

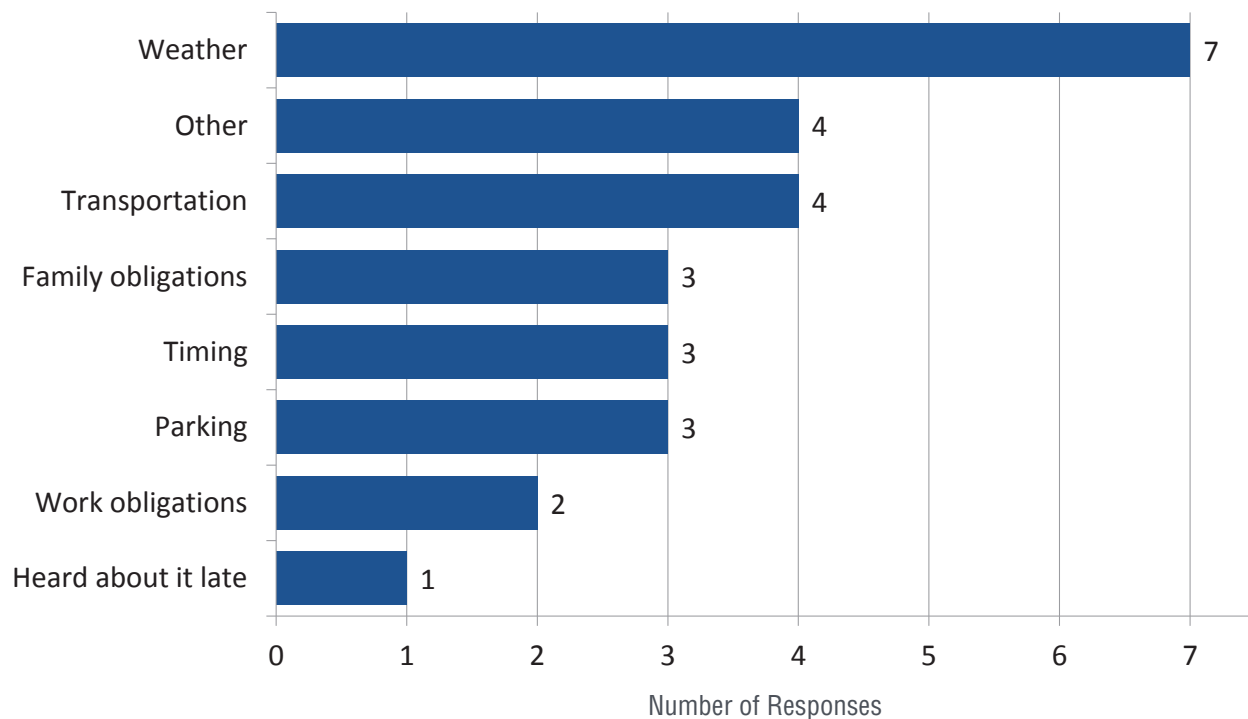




## DO YOU FEEL YOU WERE GIVEN THE OPPORTUNITY TO SHARE IDEAS AND/OR EXPRESS CONCERNS?



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



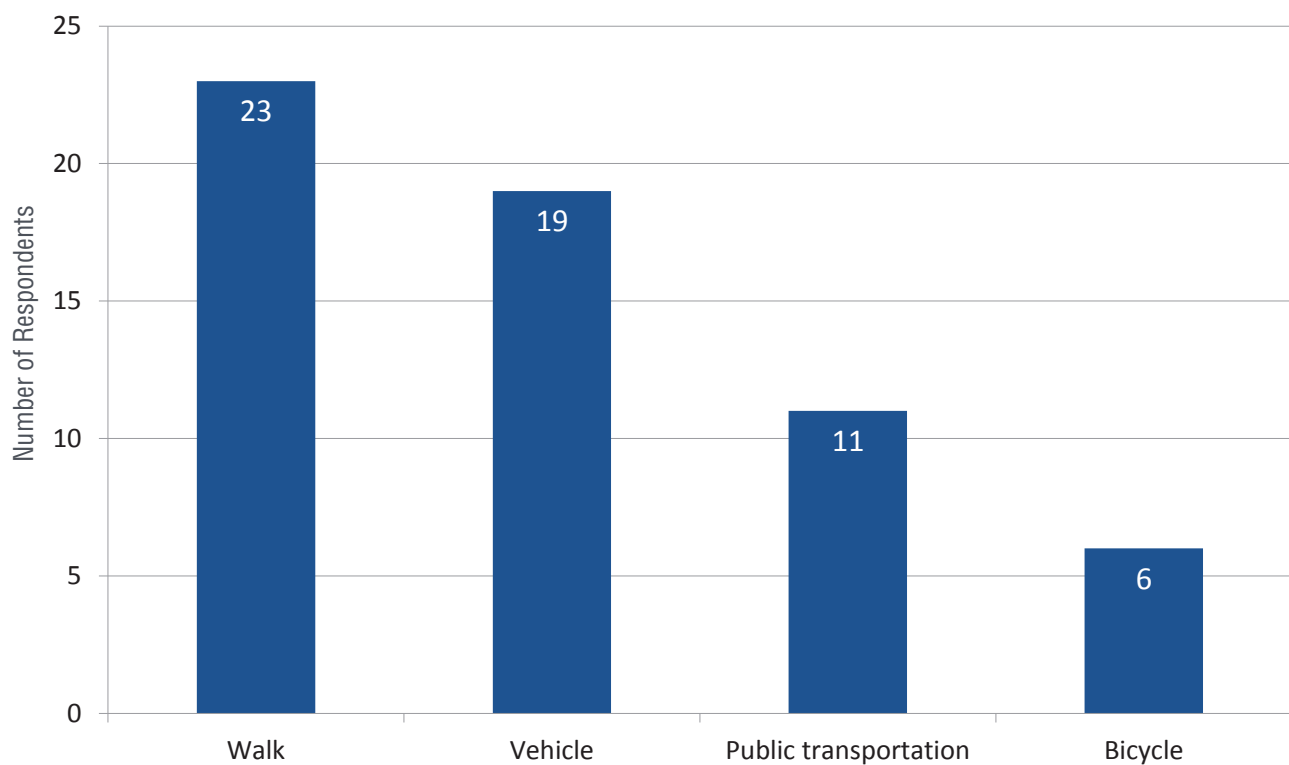
## WHAT DID YOU ENJOY ABOUT THE EVENT?

- » The openness to discuss options
- » Learning everything and then an easy way to provide feedback
- » I like the big maps to visualize the planned network - looks great!
- » Connection with the committee
- » Very informative
- » Reading about my hometown's future
- » So good to know this conversation is happening, and public transportation is given importance
- » Enjoyed all the information about active transportation
- » The outline of how the connectivity will work
- » It was very educational
- » Food provided, information, welcoming people
- » Information was good
- » Virtually unlimited opportunity to talk to staff
- » That it was located at Station 20 west
- » The information was clearly presented, concise and easy to understand
- » The public; comments and discussions
- » Posters were very appealing and easy to read
- » Good. A lot of info
- » Concise boards with lots of info graphs and maps
- » I liked seeing the maps that showed your awesome bike plans
- » The detailed information
- » Cookies
- » Information and had the opportunity to give my opinion
- » Glad it's happening --> I will add comments online
- » Good, concise presentation of potential ideas / solutions that will help in making the city an easier place to navigate
- » Lots of staff present
- » Opportunities to respond
- » Cookies
- » Good visuals, comprehensive
- » Great chat, enjoyed the updates on projects. I really liked the proposed bike network map
- » Venue/space
- » Talking to other participants and leaders
- » Well presented
- » There were some good ideas being proposed
- » Dense info!
- » Lots of info. The active transpo plan is a big step in the right direction
- » Lots of information
- » Clarity of posterboards - excellent. Proximity to my home! I can walk to the event

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

- » More interactive things
- » Very well laid out, I had a hard time finding out what the “Question of the month” was
- » People could have talked about boards
- » Get more local people involved through (?)
- » Would be nice to see how notes/opinions are compiled (post event)
- » Short video to summarize all the words
- » Avoid jargon or provide footnotes (ex. Didn’t understand what “complete street” meant)
- » A bike rack
- » FAIL no bike lock up!

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





# APPENDIX B PROMOTION OF ENGAGEMENT ACTIVITIES



## What moves you, Saskatoon?

Are you interested in making walking, biking and other forms of active transportation safer and more convenient in Saskatoon?

Join us in person or online to have your say on the recommendations being considered as part of Saskatoon's first *Active Transportation Plan*.



## Get involved & have your say!

### ATP Come-and-Go Public Events Wednesday, November 25, 2015

<b>Station 20 West</b> 1120 20 <sup>th</sup> Street West 11 a.m. to 1:30 p.m.	<b>Cosmo Civic Centre</b> 3130 Laurier Drive 4:30 to 8:00 p.m.
---	--

**Cosmopolitan Seniors Centre**  
614 11<sup>th</sup> Street East  
4:30 to 8:00 p.m.

**ATP Online Survey**  
Available November 20 to December 9, 2015  
Visit [www.growingfwd.ca/activetransportation](http://www.growingfwd.ca/activetransportation)  
to take the survey.

Learn more and get involved at  
[www.growingfwd.ca/activetransportation](http://www.growingfwd.ca/activetransportation)

November 2015 *Active Transportation Plan* Engagement Print Ad

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

## What moves you, Saskatoon?

**About the Active Transportation Plan**

The City of Saskatoon is developing an *Active Transportation Plan*, as part of the *Growth Plan to Half a Million*. The ATP will help shape changes in infrastructure and support programs to encourage all of us to use active transportation more often – whether for work, pleasure, or for shopping, visiting friends and family, and running errands.

**Help shape how you move around Saskatoon!**

This past Spring, we heard from more than 2,000 Saskatonians during the first round of public engagement for the *Active Transportation Plan* (ATP). The input we received has been used to help shape a vision for active transportation as well as a draft long-term plan for active transportation.

**NOW** - We want to hear what you think of the recommendations being considered in the draft plan! We will be hosting 3 come-and-go public events as well as collecting your feedback through our online survey. We encourage all Saskatonians to get involved and help shape the development Saskatoon's first ATP.

**ATP Come-and-Go Public Events | Wednesday, November 25, 2015**

<b>Station 20 West</b> 1120 20 <sup>th</sup> Street West 11 a.m. to 1:30 p.m.	<b>Cosmo Civic Centre</b> 3130 Laurier Drive 4:30 to 8:00 p.m.	<b>Cosmopolitan Seniors Centre</b> 614 11 <sup>th</sup> Street East 4:30 to 8:00 p.m.
---	--	---

**ATP Online Survey**  
Available November 20 to December 9, 2015  
Visit [www.growingfwd.ca/activetransportation](http://www.growingfwd.ca/activetransportation) to take the survey

Learn more and get involved at [www.growingfwd.ca/activetransportation](http://www.growingfwd.ca/activetransportation)

November 2015 *Active Transportation Plan* Engagement Utility Bill





## What moves you, Saskatoon?

The City of Saskatoon is developing an *Active Transportation Plan* (ATP) – a first for our community! The ATP will help to make active transportation - like walking and cycling - safer, more convenient and attractive transportation choices for residents and visitors.

This past spring, we heard from more than 2,000 Saskatonians during the first round of public engagement for the ATP. Your input has helped shape a vision and draft long-term plan for active transportation in Saskatoon.

**NOW** - We want to hear what you think of the recommendations being considered in the draft plan! We encourage all Saskatonians to get involved and help shape the development of Saskatoon's first ATP.

## Get involved & have your say!

### ATP Come-and-Go Public Events | Wednesday, November 25, 2015

Station 20 West	Cosmopolitan Seniors Centre	Cosmo Civic Centre
1120 20 <sup>th</sup> Street West 11 a.m. to 1:30 p.m.	614 11 <sup>th</sup> Street East 4:30 to 8:00 p.m.	3130 Laurier Drive 4:30 to 8:00 p.m.

### ATP Online Survey

**Available November 20 to December 9, 2015**

Visit [www.growingfwd.ca/activetransportation](http://www.growingfwd.ca/activetransportation) to take the survey.



Learn more and get involved at [www.growingfwd.ca/activetransportation](http://www.growingfwd.ca/activetransportation)

November 2015 *Active Transportation Plan* Engagement Poster




# APPENDIX C ONLINE ENGAGEMENT



## FACEBOOK ADS ^ LIKES, SHARES AND COMMENTS


**Saskatoon City News**  
 Written by Cy Rgrauer [?] · 17 November at 16:16 ·

Help develop Saskatoon's first Active Transportation Plan by taking our online survey!



### Online Public Survey

[WWW.GROWINGFWD.CA](http://WWW.GROWINGFWD.CA) [Learn More](#)

50,993 people reached

[Boost Post](#)

 Like
  Comment
  Share

Lala Ramos, Snezana Stefanovic, Biratu A. Tufa and 82 others like this.

54 shares


**Karla Maile** Survey won't work on my phone   
 Like · Reply · Message · 23 November at 03:03


**M.j. Johnson** They never listen so why bother  
 Like · Reply · Message ·  6 · 23 November at 13:22


**Joe Bantle** How bout having some graders and sanders out 2day!!  
 Like · Reply · Message · 24 November at 20:35


**Bill Carr** As long as there is a Atchison and people like Pat Laurie who are still objective to anything unless they feel it's for them and their pathetic glory and over the top dictorial bylaws ...then no need for us participating in their wild spending habits. Just say NO and vote them out next civic election.   
 Like · Reply · Message ·  16 · 27 November at 20:24


**William Livingston** Build a dang LRT Saskatoon, there's a REASON all of the other major cities have one...





**William Livingston** Build a dang LRT Saskatoon, there's a REASON all of the other major cities have one...

Like · Reply · Message · 1 · 3 December at 07:58



**Mikey Zilkowsky** what is the reason? is it so that mechanical engineering grads can get jobs when their boss gets a fat public contract? Here's an idea: why don't YOU raise the money and pay for it yourself. It might be a new concept to you, paying your own way, given the subsidized education you recieved...

Like · Reply · Message · 1 · 3 December at 11:16



**William Livingston** Yes, it is so grads can have jobs. That's how society works. Together. As an added benefit everyone would be able to get to work without worrying about the bus breaking down.

Like · Reply · Message · 5 · 3 December at 12:34



**Ron J. Lange** Fight nice kids

Like · Reply · Message · 5 December at 11:41



**KEvin HOang** I don't think this city is big enough for Lrt. Even Winnipeg doesnt even has one but they got bus rapid transit. They need to get one more bus to stone bridge area. 1 isn't enough

Like · Reply · Message · 5 December at 22:35 · Edited



**William Livingston** The idea is to build the LRT infrastructure BEFORE we need it and can plan the most efficient and cost effective system. I would support a rapid bus transit system if it can be proven to be as efficient and cost effective as a train system, but not because it's used by one city.

Like · Reply · Message · 6 December at 09:57



Write a reply...



**Inez Hill** I think the Mayor and some of the others from city hall should ride the bus. They made it worse by having to go to the down town terminal, now we have to get off and on the bus twice and if you don't make your transfer you may have to wait in the cold for 15 mins. This is no fun when you're 85 yrs. old. At least before we did have some direct service.

Like · Reply · Message · 11 · 3 December at 20:01



**Adam Hartle** Start with getting rid of the bike lanes you guys made. Major not cool

Like · Reply · Message · 3 · 5 December at 15:50 · Edited

↳ 4 Replies



**Frank Poncsak** Ever think of having transit service to Martensville and Warman?

Like · Reply · Message · 2 · 6 December at 15:42

↳ 1 Reply



**Kev P Neumann** This entire council and mayor have lost all credibility and need to step down. A survey won't bring them anything as they have all lost anything that mattered already. Atch is one of the worst, if not THE worst mayors that Saskatoon has ever seen IMHO.

Like · Reply · Message · 7 December at 14:09



**Inez Hill** I think the Mayor and some of the others from city hall should ride the bus .They made it worse by having to go to the down town terminal, now we have to get off and on the bus twice and if you don't make your transfer you may have to wait in the cold for 15 mins.This is no fun when you're 85 yrs. old. At least before we did have some direct service.

Like · Reply · Message ·  11 · 3 December at 20:01



**Adam Hartle** Start with getting rid of the bike lanes you guys made. Major not cool

Like · Reply · Message ·  3 · 5 December at 15:50 · Edited

 4 Replies



**Frank Poncsak** Ever think of having transit service to Martensville and Warman?

Like · Reply · Message ·  2 · 6 December at 15:42

 1 Reply



**Kev P Neumann** This entire council and mayor have lost all credibility and need to step down. A survey won't bring them anything as they have all lost anything that mattered already. Atch is one of the worst, if not THE worst mayors that Saskatoon has ever seen IMHO.

Like · Reply · Message · 7 December at 14:09



**Jonathan T. Muyres** I've got a better idea. Lower our property taxes you thieves.

Like · Reply · Message ·  1 · 7 December at 20:10



**Lois Gammel** Why are we hearing about this consultation now November 25th has come and gone long ago

Like · Reply · Message · 8 December at 14:26



**Saskatoon City News** Yes, but the survey is open until tomorrow.

Like · Reply · Commented on by Micheal Halstead [?] · 8 December at 16:47



**Riley Arnason** Quenton pour mierer du mercoux  
See Translation

Like · Reply · Message · 8 December at 21:52



**Julie Graham** I'd like to take the survey, but the link here takes me to articles only... I didn't see a survey link anywhere.

Like · Reply · Message · 8 December at 23:08



**Bev Ernst-Bessette** Inez is right....why bother. They don't listen or read what anyone says anyway!!

Like · Reply · Message · 9 December at 18:31



Write a comment...





## Saskatoon City News

Written by Cy Rgrauer [?] · 13 November ·

Drop by one of the public events on Nov. 25 to learn more and have your say in Saskatoon's first Active Transportation Plan.



### Improve how you move!

[WWW.GROWINGFWD.CA](http://WWW.GROWINGFWD.CA)

[Learn More](#)

17,342 people reached



[Boost Post](#)



[Like](#) [Comment](#) [Share](#)

Jumrael Sali Marquez, Julie Beauchemin, Patricia Anderson and 23 others like this.

[Chronological](#)

12 shares



**Trent Illerbrun** How much is it going to cost to maintain the bike lanes downtown over the winter for the 3 guys using them?


[Like](#) · [Reply](#) · [Message](#) · [6](#) · 19 November at 10:23



Write a comment...





## FACEBOOK POSTS ^ REACH, LIKES, SHARES AND COMMENTS


**Saskatoon City News**

Published by Micheal Halstead · 9 December at 09:01 · Saskatoon ·

Today is your last chance to provide input on active transportation in Saskatoon - the survey closes at midnight! Please provide your input at <http://owl.li/VFbM2>

Active Transportation Plan Survey - 0%

Active Transportation Plan Su


386 people reached

Boost Post

Like

Comment

Share



386 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

11 Post Clicks

0 Photo views

4 Link clicks

7 Other Clicks


NEGATIVE FEEDBACK

1 Hide Post


0 Report as Spam

0 Hide All Posts

0 Unlike Page


**Saskatoon City News**  
 Published by Micheal Halstead [?] · 1 December at 08:41 · Saskatoon ·

Public input created a vision and a draft plan for active transportation in Saskatoon. See the recommendations and do the survey here: <http://owl.li/Vk9gX>



2,344 People Reached

21 Likes, Comments & Shares

16 Likes	15 On Post	1 On Shares
1 Comments	0 On Post	1 On Shares
4 Shares	2 On Post	2 On Shares

53 Post Clicks

20 Photo views	22 Link clicks	11 Other Clicks
----------------	----------------	-----------------




NEGATIVE FEEDBACK

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

2,344 people reached

Boost Post

15 Likes 2 Shares

 Like
  Comment
  Share

**Saskatoon City News** added 2 new photos.

Published by Micheal Halstead [?] · 27 November at 09:37 · Saskatoon ·

Thanks to everyone who dropped by our Active Transportation Plan open houses on Wednesday.

If you didn't make it, you can still have your say on Saskatoon's vision for active transportation by taking our survey here: <http://owl.li/V9fZ7>

448 people reached

1 Like · 1 Share

Like Comment Share

[Boost Post](#)

**448** People Reached

**2** Likes, Comments & Shares

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

**2** Post Clicks

1 Photo views	0 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 Micheal Halstead [?] · 25 November at 10:29 ·

We have three Active Transportation Plan open houses today! Drop in anytime between 11 & 1:30 (first of three open houses) at Station 20 West.

**City of Saskatoon – Growing Forward!**

Events ATP Come-and-Go Public Event | Station 20 West November 25, 2015 11:00 am - 1:30 pm Station 20 West ATP Come-and-Go Public Event | Cosmo Civic Centre November 25, 2015 4:30 pm - 8:00 pm Cosmo Civic Centre ATP Come-and-Go Public Event | Cosmopolitan Seniors Centre November 25, 2015 4:30 pm - 8:00 pm

T.CO

498 people reached

1 Like · 1 Share

Like Comment Share

[Boost Post](#)

**498** People Reached

**3** Likes, Comments & Shares


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

**5** Post Clicks

0 Photo views	3 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 [?] · 24 November at 15:33 · Saskatoon ·

You're invited to the Active Transportation Plan open houses tomorrow:  
<http://owl.li/V2xMV#yxewalkroll>

367 people reached

Boost Post

Like

Comment

Share

367 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

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 Micheal Halstead [?] · 23 November at 14:34 · Saskatoon ·

Take the survey or come talk to us at one of our open houses this Wednesday about walking and rolling in Saskatoon. Go here for details about the Open Houses and online survey: <http://owl.li/UZtfe>



409 people reached

Boost Post

Like

Comment

Share

409 People Reached

1 Likes, Comments & Shares

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


5 Post Clicks

3 Photo views	2 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 Micheal Halstead (?) · 20 November at 12:00 ·

To learn more about what's happening with Saskatoon's Active Transportation Plan, come to our open house November 25! See how we're planning on making it easier to walk and roll around the city! Details here: [owl.li/ULRnI](http://owl.li/ULRnI)




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

420 people reached

Boost Post

1 Like

Like Comment Share

420 People Reached

1 Likes, Comments & Shares


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


6 Post Clicks

3 Photo views	0 Link clicks	3 Other Clicks
---------------	---------------	----------------

NEGATIVE FEEDBACK

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


**Saskatoon City News** added an event.  
19 November at 16:52 ·



25 NOV

**Active Transportation Plan Public Open House #3**  
Wed 16:30 - Cosmopolitan Seniors Centre, 614 11th Street East  
2 guests

687 people reached

2 Likes

Like Comment Share

687 People Reached

2 Likes, Comments & Shares

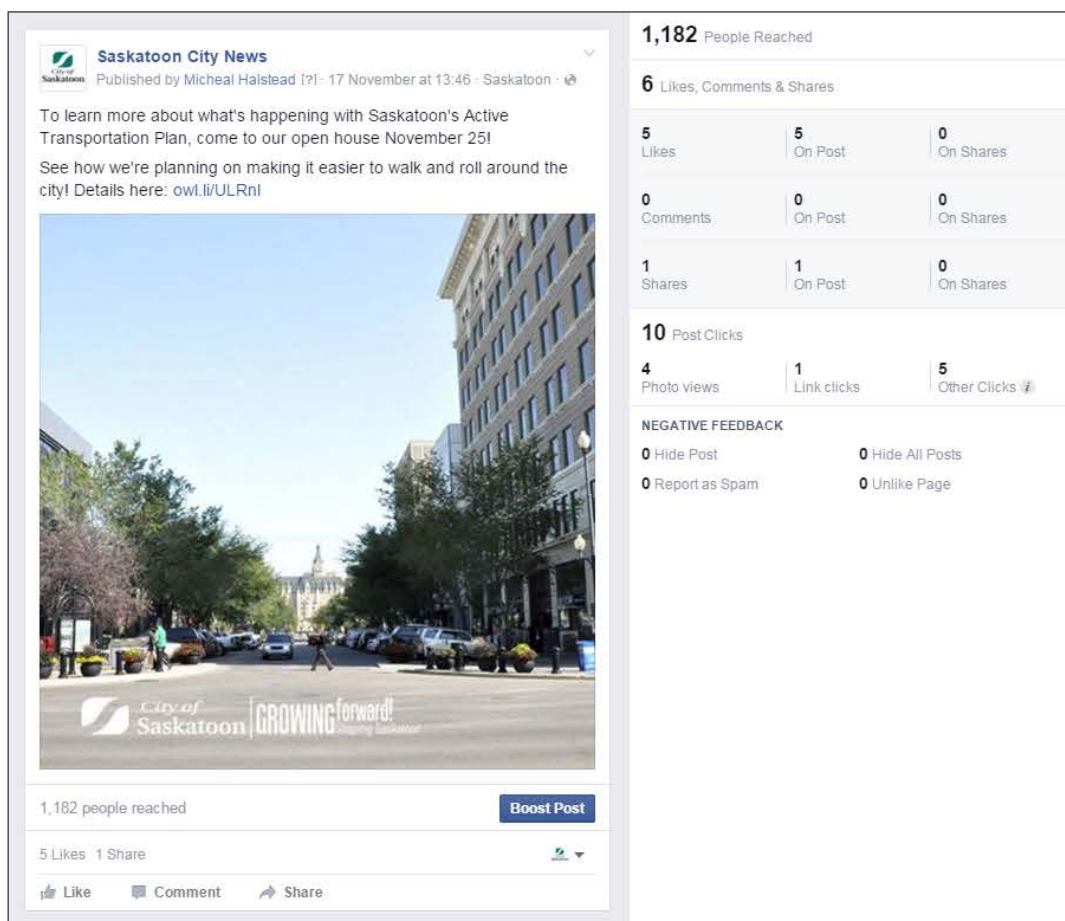
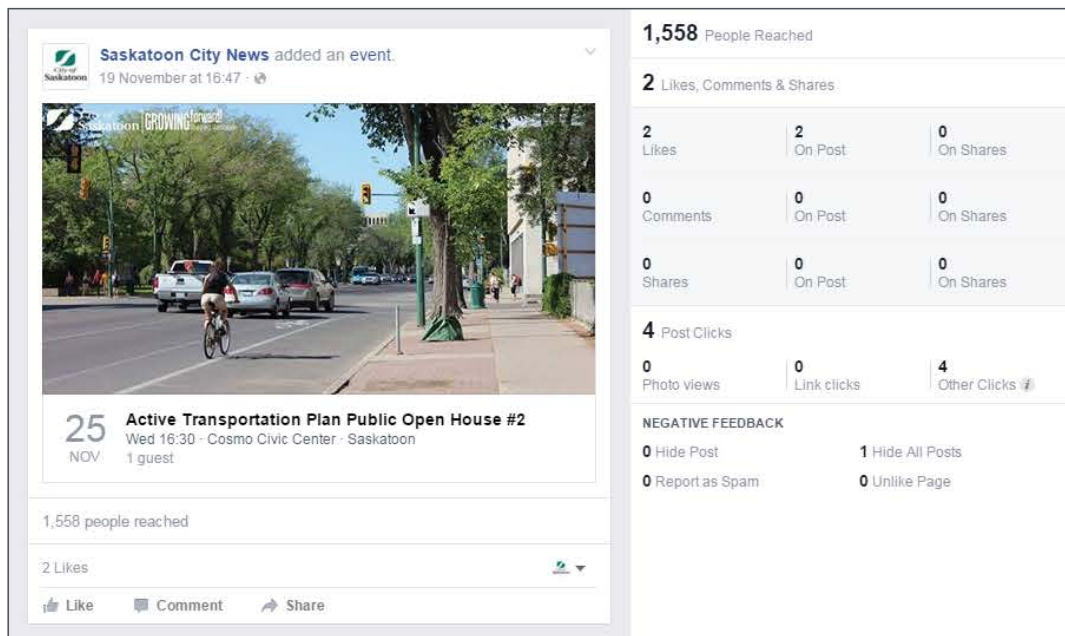
2 Likes	2 On Post	0 On Shares
0 Comments	0 On Post	0 On Shares
0 Shares	0 On Post	0 On Shares

5 Post Clicks

0 Photo views	0 Link clicks	5 Other Clicks
---------------	---------------	----------------


NEGATIVE FEEDBACK

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




**Saskatoon City News**  
 Published by Micheal Halstead [?] · 10 November 2015 ·

What do you think about Saskatoon's bicycle facilities? Please answer the Active Transportation Plan Question of the Month here: <http://owl.li/UutAf>



1,312 people reached
 [Boost Post](#)

1 Like · 3 Comments

[Like](#) [Comment](#) [Share](#)

Aesop Ng likes this.
 [Chronological](#)

[View 1 more comment](#)


**Ed Schmidt** Now that they have designated bike lanes anyone caught riding on sidewalks, crosswalks and car lanes should be ticketed.  
[Like](#) · [Reply](#) · [Message](#) · 2 · 10 November 2015 at 16:30



**Julia Herperger** What? Not trying to be rude here, but you clearly don't understand that there are only a few places in the City where there are bike lanes.  
[Like](#) · [Reply](#) · [Message](#) · 13 November 2015 at 17:00



**Ed Schmidt** I'm only referring to places that have bike lanes. I constantly see bikes on the sidewalk along 23rd street. Also on roadway along same street. Not saying they should be ticketed all over the city. Only where there are bike lanes.  
[Like](#) · [Reply](#) · [Message](#) · 13 November 2015 at 17:06


**Doug Blackport** The city has miles and miles of wide open sidewalks with seldom a pedestrian in sight! Surely a single bicyclist and a single pedestrian can some how manage to meet or overtake safely on a sidewalk!!! A much safer place in many instances to being on the street.  
[Like](#) · [Reply](#) · [Message](#) · 12 November 2015 at 09:39

[Write a reply...](#)

**1,312** People Reached
 
**15** Likes, Comments & Shares
 
**82** Post Clicks
 
**NEGATIVE FEEDBACK**


**Saskatoon City News** added an event.  
 19 November at 16:45 ·



**25** NOV

**Active Transportation Plan Public Open House #1**  
 Wed 11:00 · Station 20 West · Saskatoon  
 2 guests


1,280 people reached

1 Like

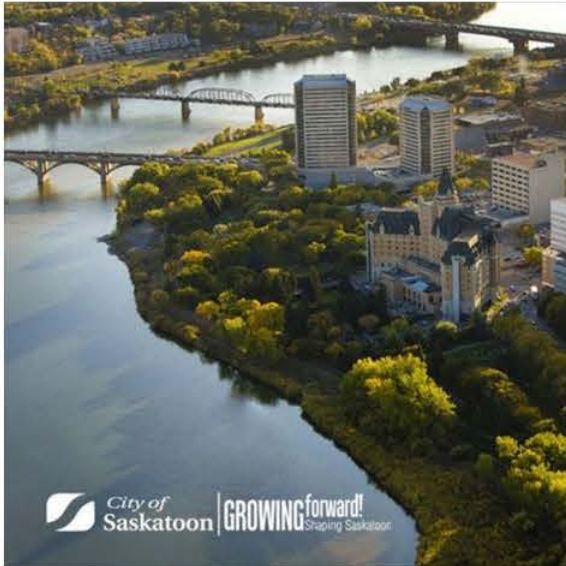
[Like](#) [Comment](#) [Share](#)


**1,280** People Reached
 
**2** Likes, Comments & Shares
 
**11** Post Clicks
 
**NEGATIVE FEEDBACK**




**Saskatoon City News**  
Published by Micheal Halstead [?] · 3 November 2015 ·

Answer the Active Transportation Plan question of the month! It closes this Friday. <http://owl.li/Uc4Gs>




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

1,388 people reached

Boost Post

6 Likes · 1 Share

Like · Comment · Share

1,388 People Reached

8 Likes, Comments & Shares


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

44 Post Clicks


17 Photo views	19 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 [?] · 18 September 2015 ·

Other than walking and cycling, what forms of active transportation do you use to travel around Saskatoon? Tell us at <http://owl.li/SpesK>



759 people reached

Boost Post

1 Like

Like · Comment · Share

759 People Reached

1 Likes, Comments & Shares

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

26 Post Clicks

22 Photo views	3 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 [?] · 8 September 2015 ·

Other than walking and cycling, what forms of active transportation do you use to travel around Saskatoon? Go here to tell us: [owl.li/RWOke](http://owl.li/RWOke)

1,273 people reached

7 Likes 2 Shares

Like Comment Share

Boost Post

**1,273** People Reached

**12** Likes, Comments & Shares

7 Likes	7 On Post	0 On Shares
1 Comments	0 On Post	1 On Shares
4 Shares	2 On Post	2 On Shares

**31** Post Clicks

11 Photo views	5 Link clicks	15 Other Clicks
----------------	---------------	-----------------

**NEGATIVE FEEDBACK**

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

**Saskatoon City News**  
Published by Micheal Halstead [?] · 8 October 2015 ·

Your thoughts on Saskatoon's vision and goals for active transportation? Find out more and provide your feedback here: <http://owl.li/TbvKtR>  
#yxewalkroll

2,395 people reached

20 Likes 2 Comments 2 Shares

Like Comment Share

Boost Post

**2,395** People Reached

**38** Likes, Comments & Shares

29 Likes	20 On Post	9 On Shares
2 Comments	2 On Post	0 On Shares
7 Shares	2 On Post	5 On Shares

**193** Post Clicks

58 Photo views	34 Link clicks	101 Other Clicks
----------------	----------------	------------------

**NEGATIVE FEEDBACK**

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

Tim Brown, Kelsea Rae, Vicky Elliott and 17 others like this.


2 shares

...

**Rory Hebb** Please stop concreting the river bank.  
Like · Reply · Message · 8 October 2015 at 22:35

## TWITTER ACTIVITY

**City of Saskatoon** @cityofsaskatoon · Dec 9  
#yxe active transportation survey closes @ midnight! Please provide input @ owl.li/VFbM2 #yxewalkroll



5 1

**Arin Jorgenson** @ArinJorgenson · Dec 4  
Help shape Saskatoon's vision for active transportation - fill out the survey by Dec. 9 owl.li/Vk9gX #yxewalkroll

2

Arin Jorgenson and 1 other follow

**Vicky Reaney** @VReaney · Dec 4  
Thanks @TylerRittinger and Ecoquesters for coming out to the Active Transportation Plan open house! #yxewalkroll

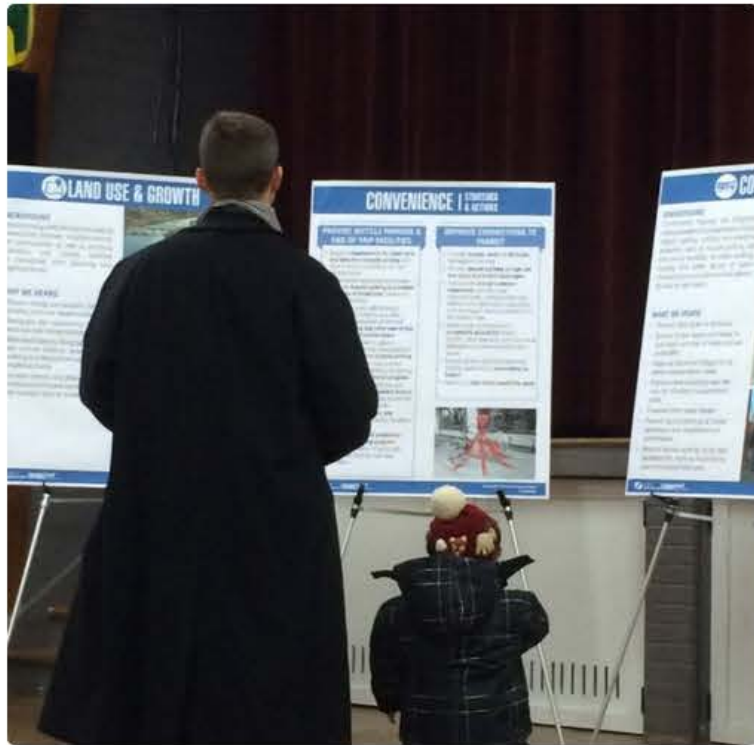
**City of Saskatoon** @cityofsaskatoon · 10 Nov 2015  
Your thoughts on #yxe bicycle facilities? Answer the ATP Question of the Month: owl.li/UueZG #yxewalkroll



7 4



**Arin Jorgenson** @ArinJorgenson · Nov 25  
@cityofsaskatoon Active Transportation Plan - for everybody! #yxewalkroll  
growingfwd.ca



1

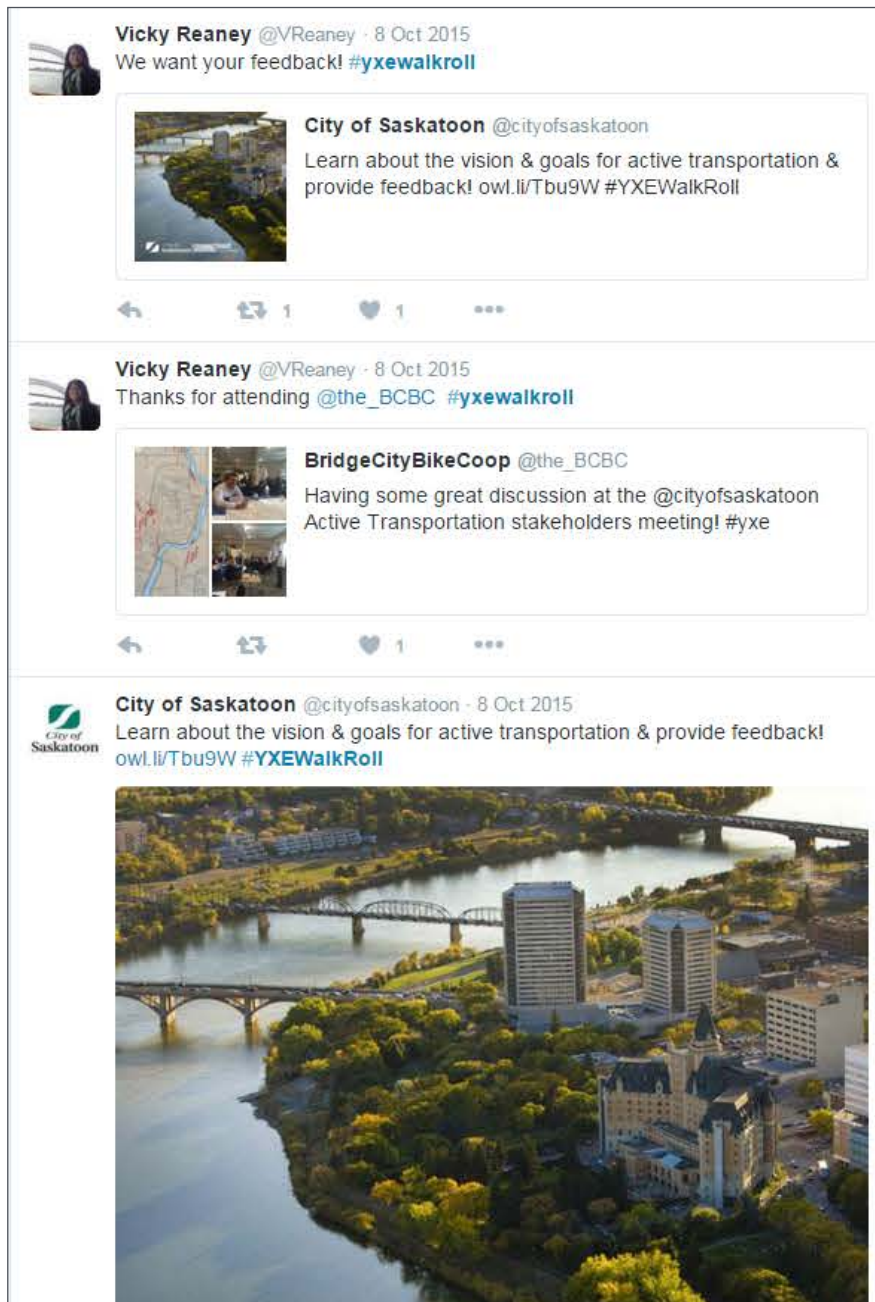


TheStarPhoenix.com follows  
**LTS** @leetorviksmith · 14 Oct 2015  
It's infrastructure like this that tells me my city doesn't care about #walkability.  
#yxewalkroll #yxex



2







Kathleen Brannen and 3 others follow



**Tyler** @TylerRittinger · 7 Oct 2015

@pattersonbri great job of getting citizen-led conversations rolling and thanks for inviting Ecoquest #yxewalkroll

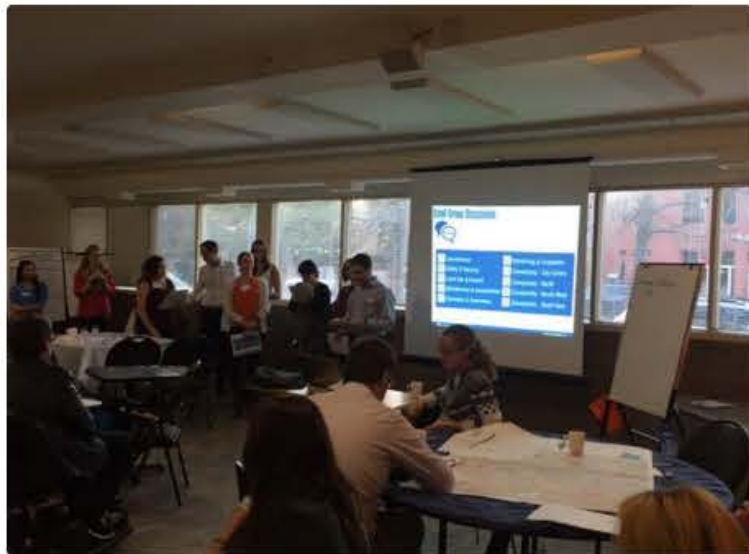


2 4



**Brian Patterson** @pattersonbri · 7 Oct 2015

Our amazing facilitators, lined up to report back on how to improve active transportation in saskatoon #yxewalkroll



2 3



**Arin Jorgenson** @ArinJorgenson · 23 Sep 2015  
big sky #yxe #yxewalkroll



**Kelsea Bloxam** @UrbanKelsea · 7 Oct 2015  
Great turnout at the @cityofsaskatoon ATP Stakeholder Workshop  
#yxewalkroll





**Brian Patterson** @pattersonbri · 7 Oct 2015

Stakeholder Workshop #2 for the #saskatoon's Active Transportation Plan is underway! Great input! #yxewalkroll



Reply Retweet 3 Like 3 More



**City of Saskatoon** @cityofsaskatoon · 8 Sep 2015

Go here to tell us what forms of active transportation you use in #YXE (other than walking and cycling) [owl.li/RWOke](http://owl.li/RWOke) #YXEWalkRoll

Reply Retweet 12 Like 1 More



TheStarPhoenix.com follows



**LTS** @leetorviksmith · 27 Jul 2015

Dang, the @cityofsaskatoon resurfaced 3rd Ave and forgot a bike lane! Woops! Maybe next time, #yxex. #yxewalkroll



Reply Retweet Like More

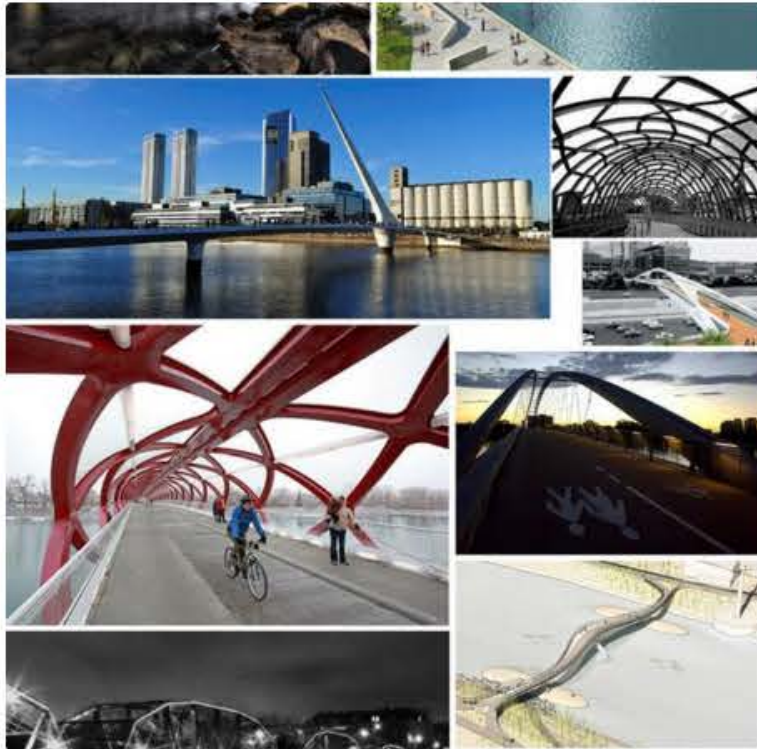






ThriveYXE @Thrive2015 · 29 Jun 2015

@DarrenDBraun @cityofsaskatoon Sure is! Are you listening, #yxec? #yxe  
#yxewalkroll #ThriveYXE @AtchisonDon



1 2



Liz Hoffman @liz\_hartman · 24 Jun 2015

Thank you City of Saskatoon and #BiketoWorkDay for the cinnamon buns and granola bars! I'm soooo full at my 7th stop. #yxewalkroll

1



Brian Patterson @pattersonbri · 22 Jun 2015

What's your favourite thing about biking in #Saskatoon? Tell us in our new Question of the Month [growingfwd.ca/activetranspor...](http://growingfwd.ca/activetranspor...) #yxewalkroll

1 1



Charlie Clark follows



Sarina @sarinagersher · 22 Jun 2015

What's your favourite thing about biking in Saskatoon? [bit.ly/1DEbdXm](http://bit.ly/1DEbdXm)  
#yxewalkroll #yxe

1 1

## EMAIL FEEDBACK

Hi Scott,

Thanks for your feedback and for coming out the open house in November. We are in the process of compiling comments from the online survey which closed Dec 9th, workbooks completed from the open houses and other comments received. We are using this input to revise the draft Plan as well inform priorities for implementation, which we will be consulting on in early 2016.

Thanks for your ideas on the priority one bike routes. Victoria and 29th Street have already been designated as proposed Protected Bike Lanes under the ATP. The Main St idea has come up in our consultations with the Cycling Advisory Group, and we are considering adding it as an 'All Ages and Abilities' route running parallel to 8th Street. The CAG preferred it to 7th Street for the connectivity under Circle Drive.

I will pass on your input on to the Consultants for this project.

Best regards,

Vicky Reaney, MCP, MCIP RPP | tel 306.975.7886

Project Manager, Active Transportation Plan

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

Senior Planner | Neighbourhood Planning

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[vicky.reaney@saskatoon.ca](mailto:vicky.reaney@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

---

From: Scott

Sent: Friday, December 4, 2015 8:40 AM

To: [Vicky.Reaney@Saskatoon.ca](mailto:Vicky.Reaney@Saskatoon.ca)

Subject: Active Transportation Plan - Priority One bike Routes

Hello Vicky. As you are leading the AT Plan, I thought I would send you my comments on bike/cycling routes directly.

Having attended an open house for the Active Transportation Plan, I have a few comments / recommendations for the biking component of the plan:

Focus all efforts and monies on turning the three following streets into a "priority one bike route":

1. 29th Street from Ave P to Idylwyld Dr



2. Victoria Ave from Taylor St to 11th St
3. Main St from Preston Ave to Victoria Ave

Why these three streets:

4. All have large center medians that could be reduced to make room for bike lanes, center medians also allow for easy logistics when clearing snow.
5. The location of these streets service a large portion of the city's population. In addition, these streets all lead into the downtown and run through areas where people are more inclined to bike (5-20 min ride to work).
6. They are not high volume vehicle routes, making for safer cycling routes.
7. Excellent tree coverage on these streets, makes for a scenic bike ride, and also cuts the wind thus creating a micro climate. The majority of the trees on the center medians are in the center, so they would not have to be removed/replaced.
8. Main Street runs parallel to 8th Street commercial, this allows easy access to services, but keeps bikes off 8th street.
9. Once you bike down these streets with this idea in mind you become a believer.

I see these streets as an easily phased in idea as each time paving/resurfacing work is being done on one of the blocks, the center median could be reduced in width, and a bike lane put in place. Given that there would be ample room for a bike lane, the need to install bike lane bollards would be low, thus allowing for easy snow clearing—snow is simply graded into the center median.

A “priority one bike route” would include:

- Signage, paint, and awareness that these streets are bike routes.
- Being the 1st streets to be swept in the spring.
- Pot holes would be filled promptly in the spring/summer.
- Traffic lights (on busy intersections) that would change immediately after pressing the walk button, perhaps relocate walk buttons so cyclists can activate them with ease.
- Give these streets priority signage at intersections; all opposing traffic would have stop or yield signs.

Here are some details on each of the streets:

Main St from Preston Ave to Victoria Ave

- Runs parallel to 8th street which provides great access to shopping.
- Center Medians Preston to Broadway, total of 2.7km or 8,900 feet.
- 22ft center median, 20ft driving/parking lanes.
- Lots of higher density developments along this street and in close proximity to this street.
- Main Street runs into Victoria Ave, Victoria Ave will lead into the downtown via the new bridge that is being designed with biking in mind.



#### 29th St: from Ave P to Idylwyld Dr

- This would tie into 29th Street, good like point with the future North Downtown Master Plan, close to Sask Polytechnic. In the short term use Ave C to 23rd Street.
- Center Medians from Idylwyld Drive to Ave P.
- 24ft center medians with 20ft driving/parking lanes.

#### Victoria Ave: from Taylor St to 11th St

- Victoria leads into the downtown via the new bridge that is being designed with biking in mind.
- Large catchment area as Victoria turns into Wilson, Clarence ties into Wilson from Stonebridge. Wilson is already wide and good for biking.
- Victoria runs parallel to Broadway, which is not an ideal street to bike on, but it is important to have the main cycling routes close to shopping amenities.
- Centre medians from 11th Street to Taylor Street.
- 18ft center median 8th to 11th section, 22ft to 36ft driving/parking lanes on 8th to 11th section.
- 20ft center median 8th to Taylor section, 20ft driving/parking lanes 8th to Taylor section.

Let me know if you have questions or if you would like more details on this idea, I think this would be well received by the public. I appreciate a plan is good to have; however, having safe well placed bike routes is even better to have. Focusing resources on a developing a few key bike routes is better than a large number of partially implemented routes—in my opinion.

Scott

---

Hi Vicky, thanks for getting back to me. I have to take the report to our next meeting to get feedback from our whole association. This won't be for a couple of weeks.

About space for sidewalks: this has been an issue we've discussed quite a bit (and taken up with Charlie Clark, our councilor). In the case of Buena Vista and a lot of similar neighbourhoods the city owns land between the property line and street where no sidewalks exist. Right now the property owners generally take care of the space even though they don't have title to the land. The city should be able to develop sidewalks on that land on both sides of the street without disturbing the actual pavement.

We have even discussed an idea where the city could fund sidewalk infill by transferring some of this buffer space to the property owner, charge them for it via an amortized property tax levy, and then use those funds to build sidewalks on the rest of the space. I'm not sure if you were planning to discuss implementation issues in your report but this is one that will come up in a lot of areas where sidewalk infill is needed.

On Thu, Nov 26, 2015 at 3:35 PM, Reaney, Vicky (CY - Planning & Development) <Vicky.Reaney@saskatoon.ca> wrote:

Hi Mike,

Thanks for attending the open house last night. The best way to provide feedback on the entire ATP is to complete the online survey (identical to the workbooks that were handed out) : <http://fluidsurveys.com/s/yxewalkroll/>

You can also download the complete set of boards here: <http://www.growingfwd.ca/wp-content/uploads/2013/12/2015-11-20-Open-House-Boards-FINAL-rev.compressed.pdf>

If there is additional feedback that you have, you can email me directly.

I noted your organization's stance to prioritize walking and cycling improvements on McPherson. I think the cycling improvements can be located there instead of Lorne and I will get back to you re. additional sidewalks south of 7th street. Offhand, I think there is space to retrofit one side of the street not sure about the feasibility of both sides of the street. If only one side is possible, is there a side that the CA would prefer?

Best,

Vicky Reaney, MCP, MCIP RPP | tel 306.975.7886

Project Manager, Active Transportation Plan

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

Senior Planner | Neighbourhood Planning

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[vicky.reaney@saskatoon.ca](mailto:vicky.reaney@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

From: Mike

Sent: Thursday, November 26, 2015 3:00 PM

To: Reaney, Vicky (CY - Planning & Development)

Subject: Feedback on ATP.

Hi Vicky, is there a formal process to submit feedback on the ATP draft?

---



Hello Ken,

Thanks for your comments and suggestions for improving active transportation in Saskatoon; they will be taken into consideration as we further develop the Plan.

Best regards,

Vicky Reaney, MCP, MCIP RPP | tel 306.975.7886

Project Manager, Active Transportation Plan

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

Senior Planner | Neighbourhood Planning

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

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

From: Ken

Sent: Monday, November 23, 2015 4:50 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

Message Body:

I'd like to take this opportunity to provide some feedback with the Active Transportation Plan.

I am an active cyclist in Saskatoon. I bike (weather and road conditions permitting) to and from work on a daily basis. I love the idea of improving conditions where cyclists can navigate this beautiful city in a safe manner. I am someone who tends to err on the side of caution and am always aware of my surroundings, especially when I'm cycling. I see so many fellow cyclists on the trails (Meewasin), or on my commute (14th Street & Preston Ave.). One concern I have is that many cyclists do not equip their bikes with bells/horns and lights. Even a simple use of their voice as they are passing pedestrians goes a long way. Cyclists need a constant reminder that they are operating a vehicle and it is a privilege to use the same paths as people on foot.

As I had just stated about cyclists needing the education on cycling in the city, so too do drivers. Many times I have been yelled at, by drivers, to "get off the road", while on my bike. I find it very concerning about the lack of knowledge possessed by operators of motorized vehicles. I have done my research and have studied the City of Saskatoon Cycling Guides and bylaws with regards to cycling. I believe that drivers of motorized vehicles also need to know this information as it would contribute to the overall safety of everyone.

One suggestion that has come to mind is on Cumberland Avenue North (from 14th Street to College Drive). That is a highly trafficked street for cyclists as well as pedestrians. The university community is very large and when the snow and ice clears, many cyclists occupy both the street and sidewalks. My suggestion is, and this is strictly a thought, to possibly get rid of the west side parking (It's mostly 1hr parking anyways) and creating a protected "Super" Bikeway, where it has 2-way bike traffic. I know it sounds quite an extreme suggestion, but I believe that could alleviate many potential dangers between cyclists & motorists, as well as cyclists & pedestrians.



Thank-you for taking time in reading my somewhat lengthy message here. And thank-you for creating an open forum for discussing about the ATP.

Best Regards,

Ken

--

This e-mail was sent from a contact form on [www.growingfwd.ca](http://www.growingfwd.ca)

---

Hi Karen,

Thank you for your email. I am sorry to hear you missed the Active Transportation Plan (ATP) Public Open House. The ATP engagement process was promoted in a variety of ways in order to reach as many citizens as possible, including PSAs, newspaper ads, social media, portable signs, posters and the utility bill inserts, which are distributed over a full month due to the nature of the billing cycle. In addition to promoting the public events, the utility bill insert served to inform citizens about the Active Transportation Plan as well as the online survey which is open until December 9th. All of the information presented at the event, including the survey, can be accessed online at [www.growingfwd.ca/activetransportation](http://www.growingfwd.ca/activetransportation). We hope that you are able to go online and provide your feedback on the ATP.

Regards,

Jennifer

---

Jennifer Pesenti, B.Sc. | 306.975.2270

Marketing Coordinator (Special Projects), Community Services Department

222 - 3rd Avenue North | Saskatoon, SK S7K 0J5 [jennifer.pesenti@saskatoon.ca](mailto:jennifer.pesenti@saskatoon.ca)

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

From: Karen

Sent: Thursday, November 26, 2015 9:41 AM

To: Web E-mail - General Inquiry

Subject: Flyers included in our bill.

Hello,

I am trying to connect with the person/department responsible for inserting flyers in our City of Saskatoon bill. I received my bill yesterday (Nov. 25th) with a "Gowing forward! Shaping Saskatoon" flyer. The meeting date was that day (Nov. 25th). Last months bill also had a flyer but I can't recall what that was about but the meeting dates had already past!

It's a waste of money producing these flyers when they are sent out after the fact plus citizens cannot attend and

voice their opinion because the meetings indicated on these flyers already happened. Can these flyers not be sent out to citizens in advance of any upcoming meeting?

A response would be appreciated.

Regards,

Karen

---

From: Brent

Message Body:

Two comments to consider regarding buses and bike lanes.

1. For buses I am a working professional. I live on the SE of the city and work downtown and at the University. I had looked into taking the buses to work and found I won't for a few major reasons:

- A bus ride is multi transfer and takes 45 mins to get me 6 blocks away from where I actually want to be. I can drive in to our parking lot in 15-20mins.
- Timing out when to get on the bus. Miss it and you probably end up waiting another 30min this is deal ending.
- Accessibility. Where I live is poorly services and I have to walk a distance to the nearest stop which takes additional time beyond that of the ride and I have to deal with the elements.

I do wish you the best of luck in addressing these issues but as someone who drives these issues are unfortunately a barrier to entry into the bus system.

2. Bikes lanes. They are not safe, easily connected or understood. As such you will never get more than the 1% of hardcore biking fanatics to regularly use them. My mother is over 60 and loves to bike to various facilities and shops in her hometown. She won't do this when she visits me in Saskatoon and refuses to bike downtown or anywhere else with heavy traffic. She would only feel safe on a side walk or in some manner where she is not directly beside traffic. I would advise you to strongly consider having physical dividers between cars and bikes and do a better job of having actual connected systems or sidewalks for bikes in place during community development plans. Think of casual bikers more as pedestrians needing the same type of safety factors build in (for both you young, older and more casual bike riders).

--

This e-mail was sent from a contact form on [www.growingfwd.ca](http://www.growingfwd.ca)

---

Hello Amy,

Thanks for your comments. By copy of this email, I will send your comments regarding biking to the project manager for the city's Active Transportation Plan project, Vicky Reaney. You have definitely raised some issues that will need to be considered as we expand and improve our active transportation facilities. There will be additional engagement in November on the Active Transportation Plan that you might be interested in. Once confirmed, the dates will be up on the Growing Forward website, so please keep your eye out for that.



You have also raised a variety of interesting ideas for southward growth of the City. Many of the areas that you note are actually outside of the City's boundaries and are either located within the Corman Park - Saskatoon Planning District that is jointly administered by the City and the RM of Corman Park, or are outside of that and within the RM of Corman Park. In both cases, however, the City is not pursuing further growth to the south as it becomes very difficult and expensive due to the large number of existing developments to the south. There is currently planning work being done by the City and the RM of Corman Park on growth around the City. There is a Regional Plan being developed at the moment as well as a number of concept plans. All of these can be found on our webpage, under Business and Development > Planning > Regional Planning.

The road changes that you suggest would provide more options, however, as I mentioned, these are not in areas of City control and with regards to railway crossings, we have little to no ability to create additional crossings. We are continuously looking for ways to improve the existing crossings throughout the City but this requires extensive negotiation with the railway companies.

As for your point on the street name plates, I personally agree with you that these should be larger. However, this topic has been discussed fairly recently by City Council and the decision was made by them for the appropriate size. I am not aware of plans to review this at the current time.

Thanks again for your comments. We will be hosting the final round of public engagement on the Growth Plan in October, so please try to come out to one of the events or check out the material online to provide your feedback.

#### Growth Plan Come-and-Go Public Open Houses

Wednesday, October 21, 2015

Mayfair United Church, 902 33rd Street West

4:30 p.m. to 8:30 p.m.

Thursday, October 22, 2015

Saskatoon Field House, 2020 College Drive

4:30 p.m. to 8:30 p.m.

Regards,

Lesley Anderson | tel 306.975.2650

Project Manager, Growing Forward! Shaping Saskatoon

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

lesley.anderson@saskatoon.ca [www.saskatoon.ca](http://www.saskatoon.ca) | [www.growingfwd.ca](http://www.growingfwd.ca)

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

From: Amy

Sent: Monday, September 28, 2015 7:30 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment



Message Body:

Dear staffs,

I'm a U of S student. I've lived here since November 2014. I've seen part of the Growth Plan June 2015 report. It's very impressive. Currently, I still can't see focus on my living area - Stonebridge. But first, I'd like to say something about safety biking. Sometimes, the bikers didn't see the biking trails across the river/ other locations, according to the Google map. e.g. South Bridge, the little hanging part under the highway (didn't see), Sid Buckwold Bridge (it is under construction nearby and unable to find the bike trail). In my experiences, I went on the highways before I aware, and found it scaring and unable to exit safely (had to stick to the road curb slowly).

So I suggest:

- a. Get some signs for biking trail to hint
- b. expand safe lanes on highway (seems unrealistic)
- c. Post "No bikes and/or pedestrians" on highways
- d. Get safe exits on highways
- e. More tunnels under highways

Also, I found that, on some highways, there are only bike/pedestrian lanes on one way, while there are lack of traffic lights/crossroads when coming back. e.g. Preston Ave S, Clarence Ave S, Lorne Ave when interpreting circle drive. (I have to say, Lorne Ave is such a messy and dangerous one). so, I think it's better to

- f. put lanes for the opposite direction, OR set traffic lights and crossroads to help them get to the other side.

I'd like to say more about expanding Saskatoon to South. We see, there are businesses on Grasswood Rd (Auto Sports, Smileys, Ice Sport), Valley Rd (various farms, Berry barn, Golf Fields, etc)(though sometimes it may seems like Vanscoy's ). Linking these areas by road may boost the economy, and offer people more choices.

g. Thinking of merge Preston Ave S to Range Rd 3052, by a longer and not so steep bridge. Meanwhile, trying linking Wellman Crescent -Lynd Crescent - Pringle Cove with Cartwright St.

h. A bridge can be put on river near Township Rd 3052 (aka Victor Rd, near the Beaver Creek conservation area.), also maybe Grasswood Rd.

The inactive rails shouldn't limit the convenience of humans, though. (namely the one under little Tuscany). I've written an email to the city in January. The reply is very dissatisfying. I still think that Saskatoon may want have larger street plates. Please consider one other than Nick Bakker to reply, if possible.

Sincerely

Amy

--

This e-mail was sent from a contact form on [www.growingfwd.ca](http://www.growingfwd.ca)

---

Hello Jim,

See the links below:

ATP Come-and-Go Public Event | Station 20 West  
November 25, 2015  
11:00 am - 1:30 pm  
Station 20 West

ATP Come-and-Go Public Event | Cosmo Civic Centre  
November 25, 2015  
4:30 pm - 8:00 pm

Cosmo Civic Centre  
ATP Come-and-Go Public Event | Cosmopolitan Seniors Centre  
November 25, 2015  
4:30 pm - 8:00 pm  
Cosmopolitan Seniors Centre

Vicky Reaney, MCP, MCIP RPP | tel 306.975.7886  
Project Manager, Active Transportation Plan

From: jim  
Sent: Sunday, November 22, 2015 12:09 PM  
To: Web E-mail - Growing Forward  
Subject: RE: Have your say in Saskatoon's first Active Transportation Plan!

Where will the 3 come-&-go public events for the Active Transportation Plan be held ??

---

Lakeview Community Association

The LCA gathered community feedback concerning a variety of issues in our neighbourhood. The largest response we received included the Lakeview Park Residents enjoy the numerous amenities the park offers which rally showed us how active people try to be. I believe we could further encourage active lifestyles by completing a jogging/walking/biking path outside the perimeter of our neighbourhood. A map outlines the specific area I refer to. A paved path exists now, running from Taylor St. to Delaronde Crescent behind the Costigan, Christopher and Crean Crescents. However, as it reaches Delaronde the pavement stops and it only continues as a dirt path.

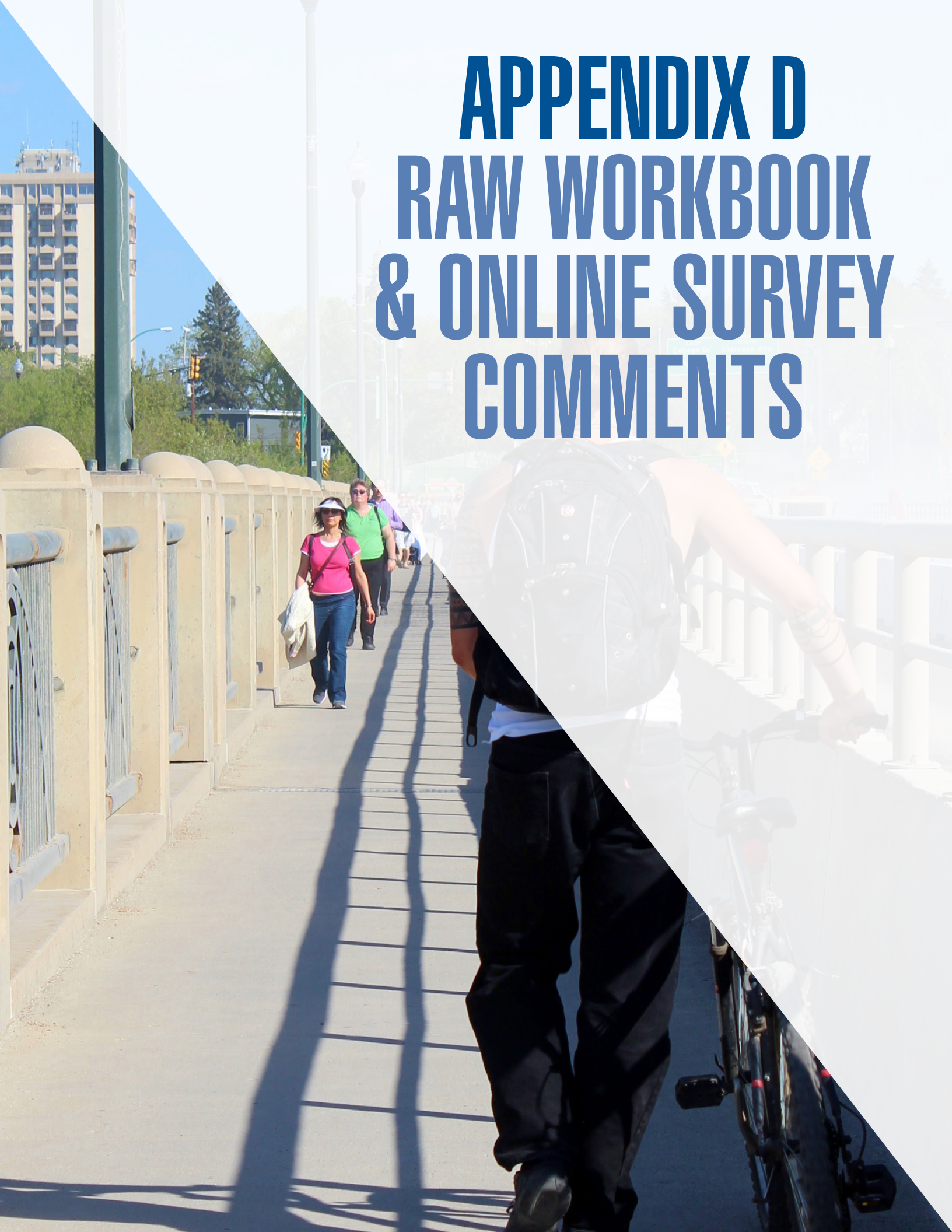
There are numerous access points that already exist on Wakaw and Wollaston and I believe crescents in the Lakeridge neighbourhood at Brightsand and Bronson.

Completing the pathway with pavement would provide a lengthy course to enjoy walking, jogging, biking and dog walking. Residents wouldn't have to leave the neighbourhood for a 20 min bike ride! People can access major streets like Taylor and Boychuk without using major streets.

I would be happy to discuss this idea further so please feel free to contact me anytime.



# APPENDIX D RAW WORKBOOK & ONLINE SURVEY COMMENTS





## RAW COMMENTS: SAFETY & SECURITY

- » This is still an automobile driven city and we should not lose sight of that. Our streets were not designed for both autos and bikes so where we have bike lanes the road becomes somewhat restrictive for vehicles.
- » “Strategy 1: #3-6 - If money is going to be spent on more pedestrian crossings and bike lanes, the City needs to make sure that people are using the new crossings and bike lanes.”
- » Separated bike lanes like the current demonstration lane downtown are essential for bicycle safety.
- » for Strategy 2, Item 6 - I think speed limits are reasonable as they are. Slowing speed limits for the sake of pedestrians and cyclists will only strain how drivers perceive active transportation. Lots already curse us for being on the roads. I like the use of barriers and designated trails and lanes. I really liked the bike lanes in Copenhagen along their busier driving routes.
- » increase the numbers (i.e. safety in numbers) has an impact on safety; a number of these items will go to increasing the number of people walking and cycling (hopefully!)
- » “\* It is not possible to endorse one suggestion while having a lower opinion of a 2nd so remarks are mediocre, at best. \* More bike racks are desperately needed so bikes are not tied up in such a manner that they obstruct or endanger pedestrians. For instance, the large red B’s on Broadway are very poorly placed, attractive but not able to accommodate multiple bikes. \* There is not mention of education of cyclists & motorists. As a Bike Valet coordinator for 3 years, we strive to encourage the use of lights & signals, to remind cyclists that bikes are vehicles, the same rules of the road apply. Drivers need to know this too. \* Police are slow to enforce the bylaws re: lights, signals, dressing to be seen - if cyclists want to be taken seriously, they need to conform to the laws: ride on the correct side of the street, signal, be visible at night etc. \* no mention was seen re: making it safer to walk across a bridge, such as Idylwyld. The wind blows up vast amounts of dust & garbage. During a rain, the sidewalk is hit by tsunami waves of filthy water from the traffic lanes. \* Saskatoon Cycles represents cyclists. This group must be more involved with future cycle plans “
- » Improved signage all along circle drive where it be exit information, speed limits, construction. Our back lane is being used as a time saver so that a driver doesn’t spend time at a red light.
- » Re: personal safety - what actions can be taken by cyclists, pedestrians, etc. to make them more visible (primarily at night)? Will the plan have any “teeth” with respect to the expectations of those choosing modes of active transportation?
- » Put programs in place to educate the public about proper bike and pedestrian safety. Focus on; for bike: proper turning and merging with vehicles on streets. Focus on whether to ride with traffic or into traffic, and focus on basic safety. For pedestrian: focus on jay walking and crossing streets at appropriate times. It shouldn’t always be on the driver to think of safety and follow rules.
- » “Are you asking us if we support the direction of the recommendations? Or are you asking if we think the recommendations are comprehensive enough? This is a confusing survey... Strategy 2 should include separated bike lanes’
- » This all sounds great. I think another area could be to provide safety training for bus drivers. I personally have nearly been run over by city buses in crosswalks. I have reported to the City, but I thought it might be helpful to flag here. Also, I think the snow clearing bylaw should make sidewalks safer, but in a visit with a bylaw officer today, I think that this will be challenging with only 2 officers to take complaints and enforce.
- » Increase length of time for traffic light walk signals so pedestrians (elderly and mobility impaired) can safely cross the intersection.

- » Road safety: provide more bike lanes in downtown Saskatoon
- » These appear to be holistic in nature. Addressing CPTED in strategy 3 is great as that its principles cast a large net.
- » Strategy 3 - Remove ice from walkways! The only place in the City that I walk that is cleared properly is the sidewalk at City Hospital. If it can be that well removed, there is no reason that pedestrians should have to walk on ice in the winter. Also, re walking, it would be great if there was an underground tunnel with lights and phone signal to navigate the City. It would be extremely useful for people to be able to remain in some level of warmth especially since winters here are so cold and can be so windy. The bus stops also not having shelter is absolutely ridiculous. Winnipeg has heated shelters!
- » Way too many accidents are already occurring on 21st street where the bivyvle lanes are - and many near accidents. Id rive this route everyday -twice a day
- » Strategy 1 (5) - how are pedestrian priority intersections defined? Do we have some of these locations now? What criteria are we using to determine if an intersection is a pedestrian priority intersection or not?
- » “Strategy 1: it would be nice to have “”high walls”” (aesthetically pleasing) on the bridges. There is nothing stopping someone from pushing a pedestrian/cyclist into the river at night... Strategy 2: activated pushbuttons at crosswalks need to be higher. No sense in having crosswalks if cars don’t stop (eg 14 and Clarence). Millar St is also a high traffic street that needs more crosswalks with pushbuttons. Active transportation should be made as visible as possible. The moer exposure there is the more people will be encouraged to take it up.”
- » I don’t think these strategies are specific enough - they are not smart goals ( specific, measurable, achievable, results-focused and timely). And the 2045 goal is far too far away and the goals themselves are extremely minimal. I would like to see more efforts made to get serious about active transportation in Saskatoon and this plan is not ambitious at all in that sense. What about wider crossing areas for pedestrians and cyclists on bridge crossings, more protected bike lanes, longer crossing times for timed crossings at busy intersections? I feel as though I have repeated myself on at least 5 surveys by now and seen very little actually implemented at this point.
- » “1) By monitoring spots where collisions have occurred you only observe hazards from current use, but that method does not identify spots that are so hazardous that nobody ventures out there at all, even though there may be an unmet need. 2) Special consideration needs to be paid to all routes used by young school children. Every meter of these routes and especially every street crossing needs to be observed through the eyes and intellect of a 6-8 year old and made safe for each of them, whether walking, biking, roller-blading or long-boarding. It is extremely important that the large majority of these kids start using AT to get to school by themselves. 3) Safety and security in traffic is in large measure a case of speed, i.e, the actual speed of the motor traffic, but the relative speed between each AT-mode is also important(for example, the speeds of waking vs. biking on a shared path). 4) The “”design age”” for the AT network is very important. I suggest using the 8-80 age bracket as the rule, where particular attention needs to be paid to the low and high ends, i.e., the needs of children at 8 and the needs of mobility-impaired seniors at 80; if the needs of these extremes are met by the system, then the needs of everyone in between should fare well by default.”
- » Strategy 2: The intersections of MUPs and streets need to be evaluated. Having cyclists yield to motorists, when motorists have already slow to yield to the traffic parallel to the MUP, does not make sense. Effectively if the traffic adjacent to the MUP has right of way, so should the user on the MUP.
- » Security of cyclists who share the road with vehicles would be enhanced were more effort put into informing the driving population about how to respectfully and safely interact with slow moving vehicles on the road. It would benefit everyone greatly to establish a culture of acceptance and mutual

consideration. As an example, if there is a law enforcing cyclists to slow down when they encounter and pass a pedestrian on a shared pathway, there should be a similar law for cars encountering bikes.

- » Studies and audits. What would they look like and who do they involve. What sort of input numbers are you looking at to base and form your research? How well will the entire city be represented? What major cities are you using as role models?
- » For all strategies, please prioritize as follows: 1. Active transportation 2. Public transportation 3. Private (personal) transportation. It is more efficient this way than fixing a network built for personal vehicles transportation.
- » ...view of the proposed actions being recommended to improve road safety: (no number provided) No mention was made of clearing snow from any of the surfaces (roads, dedicated pathways, sidewalks, etc.) used by those people walking, cycling, etc. Does the person who devised these actions have personal experience in Saskatoon-type weather climates? Are they aware of the differences between City of Saskatoon policies on snow removal and what actually occurs (e.g. bike lanes along Spadina Cres. used as the location for windrows by made by snowplows/graders)? 4. You do not seem to understand the difference between an action the \*City\* can take and the possible outcomes thereof for the \*public\*. To reduce conflicts between pedestrians, cyclists, and other users of multi-use pathways like the Meewasin trails, the City could take actions such as marking (with paint, signs, etc.) one side of the trail for cyclists and the other side for pedestrians. 6. Look at cities (e.g. Copenhagen, Seville) where active transportation (specifically cycling) has risen over the years and is more common than it is in Saskatoon. Was reducing speed limits on local roads to below 50 km/hr key to their success? No. Such propositions will infuriate many motorists (including some like me who also happen to be year-round cyclists, not to mention motorists who are die-hard against any City-mandated accommodations for cyclists). A speed limit is just that, \*a limit\*. Competent drivers already realize when it is that they should reduce their speed. ...view of the proposed actions being recommended to improve personal safety: 1. Improving the visibility \*of\* underpasses is not the main issue, improving the visibility \*within\*, \*throughout\*, and \*surrounding\* underpasses and other similar structures is the issue. 3. You did not identify what the acronym “CPTED” stands for, nor did you list what the CPTED standards entail. At the very minimum, you should have listed what the letters in “CPTED” stand for and provided a link to the CPTED standards to which you are referring. Whoever composed this survey text should brush up on their professional communication skills.
- » I think a big thing here is education. Forums for people to talk about cycling, walking, etc. as a valid means of transportation ( support for groups doing this work, sponsored events, etc ) would go a long ways to more people accepting these alternative methods of transport
- » I would like to make a comment on the Safety and Security map. If we want to be realistic about this plan showing 8 potential river crossings is a dream. Please reduce this to 5. For example, 8th Street and 11th Street West; the traffic bridge; the crossing at 33rd Street exists it just needs upgrading; Lenore; and North Bridge. Some of these crossings are already planned so I could see them happening in the next 30 years. The only two that are not is 8th and Lenore. I am really surprised that the map is not showing our newest river crossing jewel under the South Circle Drive bridge.
- » Cameras in places, traffic cameras, underpass, any places where if trouble strikes it will be useful as extra set of eyes. Also maintenance of bike path and bike lanes. Will it be shoveled? Some of us do bike in the winter you know.
- » Strategy 2: Conflicts between pedestrians and cyclists are a problem. Cyclists should ideally stay off sidewalks but frequently it is too dangerous to ride on many roads. Mostly this means there should be separate paths for cyclists and pedestrians. Cyclists tend to demand the right of way on shared paths by aggressively ringing bike bells when riding behind pedestrians. They should ring their bell once, at



most, and then unobtrusively ride around, going off the path if necessary. However this behaviour is impossible to enforce.

- » Overall this is a very good plan, but I am concerned that there are going to be few resources behind this plan. I am concerned that many of the key pedestrian and bicycle related safety measures are described in terms of “monitoring” and “studying”. Work in other cities should have already identified best practices; if the safety of pedestrians was a priority many of these should already be in the implementation stages.
- » Most of these actions improve specific aspects of a city that has design flaws impeding active transportation, having been designed primarily for cars. They are a lot of band-aids, not bad in themselves but cumulatively, will they make much of a difference? There are no details here on how crossings or access points will be “enhanced,” so it is not fair to ask for degree of approval at this point.
- » Further to safe pathways for pedestrians and bikers, ice on these pathways can be a barrier and danger of falls and injury. Each neighborhood should have places where people can get sand to spread on problem areas.
- » Any lighting added must be consistent with clear dark skies. The city might become more friendly for active transport, but become an alien territory for birds and amphibians because of lighting. Driving safety has also to be considered - drivers who are trying to find a street sign or numbering on buildings are needlessly distracted. Either more drivers need to use a system that talks to them, or the streets and buildings must be more clearly numbered. Speed limits must be reduced - both by reducing the limits and by making the streets less friendly to speed.
- » Strategy 2 1,2,3,4,5,6: It is fine to study, have meetings, groups, sessions, ponder and head scratch. How about do things like regular upkeep. Perhaps the sanding truck that drives in front of the snow grading equipment crew could have a little inservice. I don't drive downtown ever. It is a huge cluster. Just make it so the taxpayers can get to work without sitting for 45 minutes on Attridge. And no I am not riding my bike or taking the bus. Going to work then Picking up my child and groceries and heading to sports does not lend itself to your focus of transportation.
- » A lot of people walk / would like to walk in this city, so everything that can be done to make pedestrian safety and comfort a priority is great! I think adding sidewalks to the many many streets that don't have them could be helpful...
- » The city needs more separated bike lanes to ensure bike safety.
- » As victim of being ‘doored’ accident right on 4th ave in front of City Hall and many more victims repeated this bloody sacrifice all over....it is convincing truth that anyone who plan this and approve this to happen should be held responsible as crime against public safety...this two white lines in the space of opening doors of hundreds parked cars....is gross abuse of urban planning rules and basic human right to live for cyclists. They are giving absolute false sense of safety ( “here is your to white lines go there and you will be safe...to die). This two lines much more danger then sharrows paint sign ...where your senses automatically expect danger 360 there....I urge you in your planning reflect this bloody failure of the City that is already cost pain and suffering of many cyclists. Only separated bike lanes is way to go...
- » It's important to separate cyclists and pedestrians. It is unrealistic to expect cyclists to get off their bike to pass pedestrians.
- » I would like more bus stops and transfers to be nearer to heated Mall, rec. centers doorways, like at the U of S or Lawsons Mall. The city seems to have a hard enough time keeping the existing sheltered stops, clean and lighted. At least the Malls and rec centers would be responsible for keeping the areas clean and heated and there are security people around those places.  
I would like the sidewalks along 8th and Central to be wider and dual purposed. Both bike and pedestrian use. Hardly any pedestrians use the side walk and more bikers would feel safer on the shared

sidewalk on really busy streets.

- » I've noted that lighting in some cities is blue-ish or has a more calming effect rather than bright white. Also Saskatoon already uses solar for many signs, I'd like to see more use of solar. Sidewalk ramps should be on as level as possible to road surface and open on three sides (by this I mean instead of only 1/3 of the corner ramped make them larger open at both sides and centre) at each corner, as a new design, especially on downtown streets where the walk ways and road crossings tend to be wider.
- » Add to Strategy 1: Monitor worn dirt tracks using satellite photos (Google Maps) on an ongoing basis to determine the need for infrastructure changes.
- » This is about the missing bit. Significantly improve public transportation. More routes. Better times. More frequent pickups. Significantly decrease car and truck traffic. Special pass to drive into downtown (like the one in London, England).
- » I don't see any actions to address the attitudes of Saskatoon vehicle drivers. A lot of these engineered solutions would not be necessary if drivers did not "rule the streets".
- » Need to address winter biking / walking as well to ensure there are safe routes. Living in Silverspring paths are good from ditch growers to university but can be isolated and scary along river to get to downtown or complicated traffic trying to bike along campus drive In winter could use a path all along central to help get around by bike or foot. Right now traffic too scary. Also the intersections along attridge are not great for people cycling to willowgrove have to keep getting off bike to walk it across
- » To date the city has not really improved cycling opportunities in Saskatoon. As an everyday cyclist I find the recent initiatives of funneling cyclists in traffic to be if anything dangerous to cyclists exposing them to driver road rage. I find our mayor to be particularly regressive in his attitude towards modernization of this city.
- » Safety would also be improved dramatically by adding bikeways and separated bike lanes. Safety in new shopping areas would be greatly improved if there were mandatory guidelines in place for new construction (e.g. of shopping areas) which would include pedestrian access (i.e. sidewalks, etc) and bicycle racks. I think your proposals are generally sound but are too little!
- » STRAGEDY 2, 2 - HOW ABOUT CLOSING THE ROADS DOWNTOWN TO CARS AND MAKE IT BIKE AND PEDESTRIAN ONLY. BUILD MORE HIGHRISE PARKING LOTS CLOSE TO DOWNTOWN, SO WE CAN PARK THEN WALK INTO TOWN. THIS WOULD BE MORE SECURE AND SAFE FOR PEOPLE WALKING AND BIKING. AND WOULD DEFINITELY REDUCE TRAFFIC IN DOWNTOWN SASKATOON
- » Helmet use for children and teens should be mandatory
- » This is all well and good on paper but how is this to be implemented? The railway bridge needs an underpass. I am terrified of heights and walking across on rickety boards when a train goes by does nothing to ease my anxiety, yet it is the shortest route to work. What about sensor lights on sidewalks? So if someone is walking a pet, the streetlights will go on when someone is near. Saves energy but keeps pedestrians safe. Heavy emphasis on biking.
- » Pedestrian and cyclist centric designs in a few areas of downtown (better yet, all of downtown) should be reviewed. See the work of Jan Gehl in Copenhagen and other cities, and the results that they measure. Making cyclists and pedestrians obey the laws through incentives would be beneficial. Consider making obeying the law the easiest way to cross a street for example. This will help reduce motorist disdain for cyclists and pedestrians. That danger isn't addressed above.
- » Not sure about the Strategy 2, reducing speed limits - if bike lanes are marked and have enough room there shouldn't be a need to reduce speed. Not sure what CPTED is under strategy 3 (don't use acronyms in documents unless you provide a link to what it is)"
- » don't like this survey. You ask for rating of strategy 1, with six recommendations. I like some and not

others. I don't think it's useful to have a survey of block recommendations. Try me again when you propose a better feedback tool.

- » I like the idea of more lighting on the pathways - more visible. Also some education for drivers on watching for cyclists.
- » "Strategy 1: Address Barriers. Safety includes sidewalk users in winter conditions.  
A very significant barrier to people with mobility disabilities is how snow & ice is piled between the curb and the sidewalk. A person with even a slight mobility challenge cannot safely move from their parked vehicle onto the sidewalk without climbing a 6-12 inch ridge of snow & ice. This is impassable for someone with a mobility aid, and very dangerous for someone with reduced balance or arthritis, etc. (e.g. an elderly person). Sidewalk snow clearing must include clearing all the way to the street, and removal if necessary. Think of all the stores and parking spots on 2nd Ave alone that have this barrier in winter! This translates into customers, revenue, business viability and tax revenue."
- » 3. 2. Please insure lighting is directed only where needed, and does not cause light pollution or unnecessary energy use.
- » Poorly designed intersections are a visual hazard for left turns
- » "1. The Plan refers to ""other modes of active transportation"" but makes no mention of people using wheelchairs and scooters or to their safety. They are also ""vulnerable road users.""  
2. Will efforts be made to improve personal safety of pedestrians on sidewalks and pathways shared with cyclists?"
- » "Strategy 2 = you have no clue how to make our roads safer. Either use existing studies to build a strategy, then include it here, or call this section ""START THINKING ABOUT FUNDING STUDIES TO DETERMINE POSSIBLE WAYS TO IMPROVE ROAD SAFETY"" Strategy 3 completely misses severe weather and isolation as safety issues. If I have to wait an hour for the bus and there are no other buses going past I'm vulnerable to heat, cold, and various types of assault with no hope of assistance. If I'm walking a kilometer through meth-infested gang territory to go to a dance class, extra streetlights are less important than a bus that takes me there on time, or police walking a beat frequently enough to be visible. Please note that I get mild hypothermia most winters waiting for the bus despite dressing for the weather. Buses need to run very frequently in dangerous weather, and transit supervisor vans need to fill in the gaps when buses are late."
- » Monitoring collision areas isn't enough. I think more police enforcement of the laws is the road for vehicles will help (speed, signalling, insurance)
- » I think anything to improve bike pathways and defined routes is a plus. Many people think I am crazy just riding my bike to work because it is "too dangerous"
- » There is so much lumped together in one category in this survey that it makes it virtually impossible to answer with any meaning, hence my following comments. Strategy 1, completely disagree with the expense of 4 or 6. In strategy 2, I would think 1. would have been a priority for years. What's new with this? Ditto #2. That should be and is already someone's job. Number 4, 5, 6 I vehemently disagree with. What kind of cost are we looking at for an increase of 4% for walking, 4% for biking? This is totally unpalatable (and I walk and bike as well as driving a car.) Strategy 3 is great, and should be implemented as part of a common sense approach regardless of whether or not there is any increase. Something that is totally missing is any kind of system in place to monitor lawful and unlawful behaviours of cyclists, the same as any other traffic. I note that you talk about transit earlier, but any Strategy for it is completely lacking here. It is where the most focus should be placed as given the area of the city and our weather extremes, it is the most logical place to look for a big gain to take away from vehicular congestion, although I realize it is not part of "active transportation." (A ridiculous and pompously unnecessary phrase, by the way.)



- » Safety could be improved by using secondary routes parallel to arterial roads (eg. Main rather than 8th). Medians between bike lane and vehicular traffic.
    - Steep fines for parking in bike lanes; trucks and cars using bike lanes as “Loading Zones” is scary/dangerous, and quite common.
    - Bike lanes alongside parked cars is dangerous!!
  - » ADDRESS BARRIERS-any physical barrier between bikes and cars will be an asset-many people knowing I bike to work say they don't like passing a bike on the roadway without much shoulder-i.e. 25th street because they have to pass by so closely to the bike rider.
  - » Have police monitor traffic during the peak am and pm commute hours to ensure that cyclists are using the roads appropriately and that motorists are treating cyclists appropriately.
  - » For Strategy 2, I think there's room to be proactive - how are streets being designed in the new suburbs, are they designed with multiple users (and their safety) in mind or do they prioritize fast car access? Better to examine this issue before the roads are built, rather than audit and remediate later.
  - » Strategy 1. “1. Identify potential locations for safe and convenient walking and cycling access on new bridges, underpasses and overpasses” seems a bit weak. Identify then what?
  - » Strategy 2 is extremely needed, except I don't support reducing road speed limits. improved signage would be better, with more appropriate focused lighting. Address uncontrolled animals on paths.
  - » I think safety also includes consideration of the quality of the surfaces one cycles on (free of potholes, debris) and walks on (even sidewalks, low curbs, continuous sidewalks).
  - » In general security and safety can be improved simply through increased modal share for active transportation and increased density; those two factors will automatically improve safety and security. The plans above are all fine, and I support them strongly; the only reason I don't rank them as 'excellent' is that they should be more ambitious. The current plans are timid even for 2015, and quaint for 2045. Be more ambitious, visionary, lead the change. If there is concern that conservative councilors, commentators, and ratepayers will push back against more ambitious plans, then part of the role of the ATP should be education, to bring those people up to speed on current best practices in urban planning, and to highlight the value to the community (even to non-active transport citizens) of an advanced active transportation infrastructure.
- For example re: 2.6 - “Explore the feasibility of reducing speed limits on local roads” - this does not need to be done, don't repeat existing studies. This is already feasible, and being done in many similar jurisdictions, with significant success. Instead, this line item should read “investigate and prioritize roads for implementation of reduced speed limits” (and an parenthetical comment on every action item could be “and communicate benefits to all stakeholders”).
- Re: 3.3, it is good to follow evidence-based policy, and to review existing studies and best practices, and adopt those. There should be more of this.
- Re: the vision statement “In 2045, Saskatoon is a leading city for active transportation”; Saskatoon already trails other cities our size around the world, and other North American and Scandinavian municipalities; we require significant development just to catch up, and so an aggressive plan will be required should we truly wish to be a 'leading' city.
- Re: Strategy 2 - three missing components, all related to motor vehicle operators: 1. Environmental design (traffic calming, physical design to ensure drivers are aware of other road users). 2. Education - educate drivers about the rights of cyclists and pedestrians, and the significant benefits to drivers of increased active transportation modal shift. 3. Enforcement/penalties - work with local and provincial police and legislators to increase and enforce penalties for operators of motor vehicles who hit cyclists and pedestrians.
- » First of all, get rid of the Weir, and replace it with a pedestrian/cycling bridge only, and also do the same

with the so called Traffic bridge, it is obviously not needed for vehicles now, and the pedestrian bridges will be far better suited to the city.

- » Strategy 2-3 - I think the city needs to be prepared to undertake certain construction-improvement projects, such as widening Ave C north of Circle Dr. OR install a sidewalk  
Also under Strategy 1, there seems to be no specific initiative to identify areas of the city that have very little active transport infrastructure - i.e. north industrial incl SaskTel Center region.  
Strategy 1-1 - at corner of airport Dr and circle dr. a pedestrain overpass is highly warranted, walking across is only option right now, and its high volume, high speed, high risk.
- » The bus's are unhygienic and make people with dander allergies and asthma sick. There should be cleaning system implemented. The Dyson vacuum brand can reduce these allergens. And perhaps the homeless can be the ones cleaning. I have had friends get really sick after 20 minute ride and the elderly are being affected
- » What do I do if I feel it is unsafe to share a road with a cyclist in snow covered, icy streets, in high traffic? Try to improve your plan to beef up this component.  
Reducing speed limits for vehicles to accommodate the small percentage of cyclists in our city will result in more traffic congestion. Rethink this please.  
Why does the scale only have one option for me to note that I do not support this plan, but 5 positive ratings? Have you considered how this will impact your results?
- » Safety, 2. I think its particularly important to think of women and other vulnerable groups that are out walking at night to ensure safe lighting in darkened corridors.
- » Install separate barricaded paths for cyclist. thats the way to go!
- » STRATEGY 2 | IMPROVE ROAD SAFETY - Reduce conflicts on multi-use pathways between people on bicycles, people walking, and other pathway users. I hope that this includes an education piece for all transportation users. We need more awareness and education for vehicle drivers. They need to know that they must share the road with cyclists and the proper rules for passing and driving along side/ behind a cyclist.
- » Strategy 2 - Improve Road Safety. A lot of effort needs to be placed on educating the driving population. As a cyclist to downtown I noticed that this has improved somewhat in 2015 as a result of what I found more cyclists on the road as a result of the University Bridge being closed.
- » Continue separated bike lanes, but avoid making cyclists detour/dismount. Ensure lanes are cleared in winter.
- » I think it's so important to consider our pedestrians and cyclists as the city grows. Active cities are healthy cities! We want to make it easy for future generations to get out and see the city by foot and by bike. :-)
- » Let the bike path people pay for the construction
- » As a pedestrian in the city I often feel unsafe as driver's disobey traffic signals (especially on left turns) and lighting in some areas is inadequate for walking after dark. I don't currently bike to work, but having bike-commuted in the past. I don't feel safe biking because there are not adequate travel routes from my neighbourhood (Buena Vista) to downtown. Protected bike lanes and adequate bridge crossing is imperative to protect and encourage bikers in our city. I would imagine many people are like myself, wanting to bike to work to lessen carbon footprint, decrease expenses and increase physical activity, but do not feel safe or confident doing so given the current lack of bike friendly infrastructure.
- » It is important to recognize bikes as different than vehicles. They should not be expected to behave like cars at intersections as this creates delays and mutual frustration. We need separate and consistent infrastructure for cycling and better education about biking in the cities

- » I walk to and from work on a regular basis but there are some paths I won't use after dark because they are secluded and dark and I don't feel safe. I notice that a lot of the streets are well lit but the walking paths in my area are not well illuminated. Providing better lighting along sidewalks and bicycle paths will go a long way to improving safety for pedestrians and cyclist.
- » "For all three strategies Saskatoon ought to be studying and evaluating the plans of other cities comprehensively. There are many success stories and fair warnings to be found even around North America. Saskatoon should be using the best available evidence in advancing these strategies. For improving road safety for cyclists, nothing will do more than creating a wide and integrated network of separated bicycle lanes. Any plan that excludes this will ensure that Saskatoon will not be a leading city in active transportation."
- » All of the Safety & Security strategies represent significant progress. Strategy 2, Number 6: This target is not aggressive enough. The feasibility does not need to be explored. How is it not feasible to reduce the speed limit? I fully support a reduction to 30 km/h on local roads.
- » These strategies do not go nearly far enough. They are kowtowing to vehicle traffic. For example: Strategy 2, #6. "EXPLORE" the "FEASIBILITY" of (maybe, potentially, someday) reducing speed limits on "LOCAL" roads? Give me a break. The downtown should have a universal limit of 30 km/h TO START WITH. Another major problem I do not see here is a design-based approach to wrangling bad driving habits. Inappropriately fast turns at a red light without stopping is one example. Proper curb design and road and lane widths can prevent this. Signage and rules do nothing.
- » Strategy 3.3 - CPTED can, in many instances, be overkill and unreasonable for keeping people "safe". Often their standards will strongly impact the built environment, particularly landscape, which negatively impacts the experience of space. This can lead to lack of users in a space, making it uncomfortable and gives the perception a space is not safe.
- » There are great ideas I think but I guess it just seems like there is always an element of danger when biking because one is so exposed.
- » Have cameras for safety
- » The city needs to improve crosswalks by lining up the cross walk straight. I meant the curb should line up across from one another. It would make the curb easy for wheelchairs and bikes and people to cross the curb.
- » Education for people in cars about bikes! Improve the culture - too much road rage and rude drivers.
- » Enforce existing traffic regulations on drivers and cyclists! - Keep me safe. This plan does not appear to address enforcement and driver education. How often should cyclists be subject to drivers screaming "get off the friggen' road" or "get on the sidewalk" and following up the yells by forcing a cyclists into the curb? I have lost count of these encounters on my daily commute.
- » Strategy 2 Action 4 - It is important not to just lump biking and walking together. Cyclists often impede or are not respectful of pedestrians.  
Strategy 2 Action 6 - Lowering speed limits will only increase the number of speeders; not help safety.  
Strategy 1 Action 3 - Crossing such as those along Broadway going east and west are dangerously short - especially as many points are used by children and/or seniors. These should be changed immediately.  
Strategy 3 - Pedestrians must not use cell phones while crossing the street. It should be illegal. Develop a plan for those with disabilities (e.g. blind) such as voice signals.
- » Remove parking kiosks because they interfere with cycling routes.
- » There should be efforts to enforce traffic violations and aggressive behavior of drivers against pedestrians and cyclists.



- » 4th Avenue going south to Broadway needs to be more clearly directed for cyclists to get onto the bridge walkway/bike lane.
- » Strategy 2 Action 6 - Honestly how many people will actually follow these limits?
- » Divided bike lanes from cars.
- » Prioritize safety! Override the loopholes.
- » Have there been any investigations in overhead lighting for cycle tracks/buses at major intersections?
- » Strategy 1 Action 3 - Should install more of those countdown indicators at crosswalks.
- » Basically everything that has been suggested sounds helpful.
- » For night time walking/cycling lighting is crucial of course.
- » Strategy 2 - speed limits should be reduced to 30 km in all residential areas or at the least within a 6 block radius of schools.
- » Strategy 2.4 - ensure that there are safe means to cross a street near bus stops. We may start a journey on the near side of a street, but the return trip would drop us off on the far side.

## RAW COMMENTS: SAFETY & SECURITY

- » Strategy 2 item 3.... Maintain bus stop waiting areas.....many are not kept clean and serviced
- » I take the bus mostly in the winter when roads are too dangerous for bicycles. Especially in the cold, it's helpful to know when the next bus is arriving or expected to arrive. I have seen some displays that work (Viva Transit north of Toronto) or Apps that could track and display bus locations and arrival times. On the coldest snowiest days I have found myself waiting more than 45 minutes for a bus at Midtown Plaza heading away from the bus mall.
- » In regards to Strategy 1, item #6; the Saskatoon Cycles offers this service currently. The City should look at supporting these efforts via them rather than competing resources; partnering with Saskatoon Cycles to offer/expand the service or to take over the service if Saskatoon Cycles does not have the capacity to continue.
- » Appears to be A LOT of time and energy on bicycles and it's not rocket science. People will figure it out. We have 4 or 5 months of Winter months... I suggest improving transit for persons standing- waiting for their bus. Perhaps heated benches. Improved lighting, installed security on enclosed bus stops.
- » Teach bus drivers to follow the rules of the road and teach them basic customer service skills. Many bus drivers are extremely crabby with even the nicest of people. They are the faces the public deals with on a day to day basis and the face looks cranky!! Improving driver training with improve the experience for riders and the road rules will improve other drivers perception of bus drivers.
- » I am unsure why "conduct a bike share feasibility study" is under a Transit heading. it is a good idea and would be neat to see carried out, but I am not sure it should be under the heading that it is. I could also just be nitpicky.
- » See previous comments.
- » Ask the Police service how many stolen bicycles are recovered/auctioned every year. Then, look at your secure end locations for commuting. unless supervised, there is no safe place to leave a \$3000 bike.
- » Does Strategy 1 (8) fit within that category? It seems like a more broad action that relates to more than just bike parking and end-of-trip facilities.
- » Fat bikes are increasingly popular. Please ensure infrastructure can accommodate the larger tires. Bike lockers are an option that are used in Edmonton

- » 1) Please remember that there are all kinds of bikes besides the standard, such as long cargo bikes, broad cargo tricycles, bikes with trailers, children's tricycles, etc.
- 2) Bikes are only one of what I call "medium-speed" modes (say 5-30 km/hr). Please ensure that roller-skies, roller-blades, long-boards, wheelchairs & motorized wheelchairs, Segways, etc. are also taken into account.
- 3) Transit might want to remove the 3-seat bench across the isle from the centre/rear door and make that space into standing-room only that could act as an additional space for child strollers and even a bike or two during low occupancy.
- 4) I do not know if washroom facilities fall under end-of-trip facilities, but their timely availability is absolutely essential for many people. A dense network of publicly accessible, clean & safe washrooms need to be available from at least 7 AM to 11 PM (plus some late night facilities to avoid so-called "photo sessions" at the Legislature as happens in Regina) across the entire City. Their locations need to be well marked on a map and through street signs and a phone-app. I suggest that every taxpayer-funded building, such as City Hall, bus terminals, libraries, schools, leisure centres, park buildings, fire stations, etc. should have publicly accessible washrooms supplemented by semi-private facilities, such as grocery stores, shopping malls and designated cafes and bars. The City's role would be to map out existing facilities and come up with a plan to fill any gaps.
- » For convenience, establish places in the city where active transportations do not need to interact or intermingle with vehicle traffic. Imagine connecting all the major neighborhoods to riverside pathways or directly to Downtown/Broadway areas with multi-use, traffic-free pathways. Use infrastructure that the city already has by repurposing less-used roadways. Provide cyclists and pedestrians a way to cross the river without the need for using the Broadway or University Bridges, so we can keep slow moving traffic out of these dangerous areas.
- » Strategy 2: Prior to develop this strategy, public transit has to become more reliable. Buses being on time is a major factor: network has to allow buses to be reliable.
- » ...view of the proposed actions being recommended to provide bicycle parking and end-of-trip facilities:
  7. The private (for-profit, not-for-profit, co-operative, etc.) sector already has bicycle repair and maintenance stations throughout the city: they're called bike shops, repair co-ops, etc. These organizations will grow and/or increase in number in response to demand. What the City should do is work with such organizations where there is a clear public benefit. As an example, if a community group wanted to install and maintain a free station for minor bike repair and maintenance open to the public 24/7 on City property, the City could have an open mind and consider the proposal on its merits as opposed to rejecting it outright.

Consider this situation: a commuting cyclist gets a flat tire on the way to/from work or school. He either (a) has the time, skills, tools, and supplies necessary to do the repair right then and there, or (b) does not have one or more of the requirements listed in option (a). If (a) is the case, then he can fix the flat tire right away himself. If (b) is the case, then he may want to complete his commute on foot and/or via the City's transit system, call a friend to pick him up, or perhaps take a taxi or use a ride-sharing service like Uber. Thus, good inter-modal commuting options would be of assistance (\*this\* is where the City has an important role). He could decide to take the disabled bike with him or lock it up close to where the flat tire occurred. If he has the skills to fix the bike himself and has tools at home, he could lock up the bike and return later to complete the repair. If not, he could take it to a local bike shop or repair co-op. As more people become serious about cycling (especially as a means of everyday transportation as opposed to solely a recreational activity), more cyclists will carry small repair kits with them, and a good number of those people would be willing to help a fellow cyclist whose bike needed a minor repair. The City has spent hundreds of millions of dollars on road infrastructure for cars and trucks. The last time I checked, none of that money went to providing roadside auto repair stations, so I don't see why

there would be any difference as far as cycling infrastructure is concerned.

8. What is the purpose of said “automatic counters that display real-time information”? Based on the City’s recent experience replacing parking meters that worked fine with supposedly superior parking pay stations, I am highly suspicious that the “automatic counters that display real-time information” for bicycles would do nothing other than enrich the private vendor of the system and simply be a drain on the City’s finances. If the primary purpose of the proposed counters is to collect cycling traffic count data, I do not see what benefit displaying that data in real-time (e.g. on a nearby sign) would bring to the cyclist, the City, or the public at large. Unless the City has some solid plans to \*act\* in real time in response to the real-time data collected and displayed, this seems like nothing other than a cash grab. To be clear, I have no problem with the City collecting cycling traffic count data (e.g. using the typical hose-across-the-road devices), but it seems that a large expense and little benefit would be associated with displaying the data (to City employees or the public) in real time.

..view of the proposed actions being recommended to improve connections to transit:

1. Bike racks should only be installed on all buses if there is a significant demand from the public for such. I could be mistaken, but I believe that the buses running on the City’s Direct Access to Rapid Transit (DART) routes already all have bike racks, and I very rarely see them being used.

- » I definitely appreciate the plan to get more businesses putting bike racks up by their place of business.
- » Increasing frequency of bus service and encourage use of bus service should be absolute priority. Bike parking by major transit spots should be enclosed and equipped with camera. Too many bike thieves in the city. How accessible this bike repair place would be? All year long? I can’t even go to gas station to fill up my tires for free anymore
- » These are all good initiatives that I support. The fact that things such as sidewalks to bus stops need to be discussed in this plan points to the woefully inadequate approach the city has currently taken to basic accessibility issues.
- » What about public washrooms for pedestrians and cyclists? Water fountains? Racks for large packages or heavy packs? Convenience means different things from the view of people actually trying to live through active transportation, e.g., a woman shopping with small children and an elderly person with infirmities.
- » Route maps should also indicate where public washrooms are available.
- » Strategy 2 -6 Please stop wasting my taxes on bikes.  
I guess it depends on who is deciding what “adequate bicycle parking” is. There are probably some (mostly people who don’t actually ride bikes) that think there is already “adequate” parking at civic facilities. I would say it is not so.
- » Bike share in Saskatoon will multiply bike users at least 10 fold+ like this happen in many other places worldwide.  
There is app that will “pay” walkers and cyclists for using it....why not all Carbon polluters in Saskatoon will pay a ‘dime’ to promote enviro way of moving around...  
Bike theft of all kinds on steep rise in the city...within last 3 weeks my bike trailer was stolen in front of west Canadian Tire ...store did nothing to expose them (in front of front door camera)....and week ago my son bike was stolen in his Bethlehem High School...City should have some program to help victims....for example if your bike is registered with City in case of theft after reporting incident they should have some kind voucher for replacement (used but working bike ...it can be facilitated with bike Coop...  
Also there is should be app map ready accessible to public in real time about any bike accident and separate for theft.”
- » Strategy 2 (5) The GPS program for the buses should have the real time arrival at a certain stop. I want to know the scheduled time and the real time of arrival at a certain bus stop.



- » Noticed congestion on buses at front end. Encourage people to exit buses at rear doors, to aid in flow of traffic especially this helps unclog the front of the bus where access areas are provided. The access area intended for wheelchair users is also used by people with baby strollers - and the new bus's back doors do not have stairs and are level with the sidewalk so it should be easy for stroller users to exit at back.
- » In terms of connections to transit it would be good to see coordination/harmonization between the overall transit plan and the designated cycling routes of the city, if this isn't already being looked at. In larger cities it's my experience that cycling routes tie in nicely with transit for those who need to combine both into their commute. It's not always apparent that the City of Saskatoon has either systematically looked at transit or cycling as viable ways of commuting in the past, let alone combined the two, but I'm optimistic that as times change these options will be looked at more seriously to ensure that barriers such as the long wait times between buses even on critical routes or the critical missing infrastructure we have in terms of cycling on the downtown bridges are dealt with.
- » I support active transportation, but this is a lot of proposed planning, as opposed to activity - ironic for an 'active' plan. Not really meaningful.
- » Missing item on Strategy 2. Bicycle racks on all taxis. As in Europe.
- » Bike security prevents people from riding to work downtown
- » Strategy 2.4 This is long overdue! Right now Saskatoon is less desirable as a place to live for people with mobility challenges because of the inability to access transit independently, especially when there is snow or ice.
- » Speed up bike path installations
- » I especially agree with 3 and 4. But keep seniors in mind. We need closer bus stops and accessibility to all major public buildings such as the Field House and branches of the public libraries. We are trying to encourage people to walk more, but then you have to drive to a fitness centre, in order to walk on the track. Field House is terrible access. Forestry Farm as well. There is a pathway at the Field House leading to the entrance but you have to go a hill, then up, just to get to the pathway from the bus stop. And there is no corresponding bus stop to take downtown. You have to walk all the way into canvas. Not everyone has the ability to do this yet have enough mobility not to qualify for Access Transit. It is especially bad in the winter time. Pathways must be safe and cleared always!
- » There are laws requiring a certain number of handicapped spaces in a parking lot. Why not push to have mandated bicycle parking equipment also?  
Also with the loss of most parking meters downtown, they should all be retrofitted into bike parking lock stations.
- » I don't think the city should get involved in the bicycle repair and maintenance "business" - if local businesses or community associations want to do that, great - but I think city resources could be better used in other places.
- » 1. 1. Please ensure bicycle parking facilities are close to destinations, not located far from entrances or in out of the way places.
- » Bicycle parking needs to be mandated for businesses. Too often I bike up to a business with no bicycle lock ups. More could be done downtown.
- » I am especially pleased to see Strategy 2.4, a universally accessible transit system and trust all improvements will be made without hindering the accessibility people with mobility aids require.
- » Two vehicle parking spots = 10 or more bike spots! Bike parking at events is very important I would say. Unfortunately coming and leaving events on a bike is very dangerous in Saskatoon, the cars just budge in. Pedestrians and bikes could have one route of access, and cars another
- » Improve connections to transit-Making transit quicker or using more frequent and smaller buses might

be helpful. I can drive to work in 8 minutes, bike it in 17 minutes or take a 45 minute bus ride and get dropped off 5 blocks from work having to still run or bike the rest of the way.

- » Strategy 1 - We have far more important places to spend our money. #1 and 6 are fine, the rest is not cost effective, even the cost to plan such things is ridiculous in comparison to the return.. Strategy 2 - Good, except for #6. No to the study. Let's be reasonable about the cost. How many studies do we need? Have a look at the success rate in other western cities that have tried this, and realize the time is not now, and spending money when we don't have it for such things is not wise.
- » All bus stops should act as information booths, including excellent signage and maps regarding networks for biking, walking, bus routes. Along with estimated walk/bike times to core neighborhoods. Also include recommended and MORE pleasurable walk/bike routes to core neighborhoods.
- » Agree with all of them, especially connecting multiple active transportation modes to transit to allow for city-wide travel without a car. One point related to Strategy 2.4 - ensure that there are safe means to cross a street near bus stops. We may start a journey on the near side of a street, but the return trip would drop us off on the far side.
- » if bikes aren't safe at home for half the citizens, then will the city help to make bikes safer where they live ( supporting secure apartment parking/storage, and for those with disabilities too )
- » I'm not sure this is covered, but you need bike parking downtown now that the meters are gone.
- » "Again, I would rank things "excellent" in terms of my strong support for the initiatives, but only list as "good" because the plans are too timid.  
re: 1.1 and 1.4: new building developments have requirements for vehicle parking based on zoning and square footage. A \_key\_ item that should definitely be implemented here is a similar requirement for active transportation support (secure and \_convenient\_ bicycle parking, changing/shower facilities for buildings of a certain size, etc.)."
- » Bus system is the worst in Canada, possibly the world. It is shameful to say the least. Dirty old empty buses all over the streets just getting in the way. Privatize the bus system should be first priority such that the private sector can fix it properly.
- » Strategy 2-3 again, need to also identify gaps in current transit/bus service - maybe looking at smaller units that are less costly to operate in city regions that have less volume - tons of models out there from other parts of the world that could be adapted to our context.
- » Please spend more time considering safety and anti-theft measures for bicycles.
- » Bike get stolen way too much in Stoon, something that prevents or stops that would be great.
- » We need bike parking options downtown to replace the parking meters.
- » I don't find having bicycle racks on buses or bicycle parking at bust stops and transit exchanges a worthwhile investment. As a cyclist I would not take the bus or leave my bike in a parking facility for long term. Bike theft is a big concern.
- » A very small percentage use bicycles, spending for all above is a waste of money
- » My concern with these points is that they concentrate too much on new developments and there isn't enough mention of developing infrastructure in older or core neighbourhoods. Year round accessibility (also benches, shelters and sidewalks) to transit should be a given, let's work on actually improving the system instead of just making it functional.
- » It needs to be easy to bike and walk down major roads like 8th Street for access to groceries and other services. Right now 8th Street, as an example, is among the least convenient places for active transportation. More parking, better sidewalks, more bikelanes, etc.
- » The conversion of old parking meters to bike parking has been poorly handled. The ultimate number of added bike parking conversions is not sufficient. The COS should partner with local cycling advocacy

groups to have more conversions implemented.

- » We needed to have the right action plan and communication. It would help to have meetings and a newsletter. We should be able to make a route map through the City of Saskatoon with bus routes with what time the bus comes.
- » These items are way past due. Saskatoon is behind the curve.
- » More bus shelters (heated) downtown at the bus malls. Have more direct bus mall to bus mall routes and a core bus route around downtown in 15 minutes would be nice.
- » Looks good!
- » Great!
- » Improving on transit and conclusion of a strong Ride training program that is all inclusive of walking/cycling/wheelchair access and mobility.
- » Strategy 2 - Overall I feel this is very important steps to encourage more people to use public transit.
- » There should be more parking for bikes.
- » Add more bike racks to buses.
- » Increase bus service to all areas, including new development areas. It's a pain to have half hour and hourly bus.... no wonder everyone has car and complain about the traffic.
- » Also, bus routes should improve across the city. Not many people have cell phones. It would help to have a bus schedule to see what time the bus comes.
- » I would like more bus stops and transfers to be nearer to heated Mall, rec. centers doorways, like at the U of S or Lawsons Mall. The city seems to have a hard enough time keeping the existing sheltered stops, clean and lighted. At least the Malls and rec centers would be responsible for keeping the areas clean and heated and there are security people around those places.
- » Significantly improve public transportation. More routes. Better times. More frequent pickups.
- » Maintenance and accessibility are great, but when it comes to transit more must be done to maintain schedules, improve customer service and refocus on providing a valued service to the community.
- » It would be extremely useful for people to be able to remain in some level of warmth especially since winters here are so cold and can be so windy. The bus stops also not having shelter is absolutely ridiculous. Winnipeg has heated shelters!
- » That's great, but unless bus frequency is increased and promotion of bus service also in place, in the winter people going to start parking their behinds in the car again.
- » \* More bike racks are desperately needed so bikes are not tied up in such a manner that they obstruct or endanger pedestrians. For instance, the large red B's on Broadway are very poorly placed, attractive but not able to accommodate multiple bikes.

## RAW COMMENTS: LAND USE & GROWTH

- » Strategy 2: #3
  - When designing new neighbourhoods, design them with vehicle traffic at peak hours in mind. ex: Stonebridge: has 2 entrances/exits that are single lane and bottle neck traffic for an area that houses close to 7,000 residents. unacceptable.
- » Paths must lead to destinations such as shopping, library, work places. Cycling in a circle around a pond is fine for Sunday afternoon. NOT feasible for every day
  - \* Infill must fit into the neighborhood. The present duplexes are unsightly in size and in exterior treatments. For instance, Shannon Cres is a nook of 1960 era homes. Cramming (now 2) of these institutional obscenities onto a lot meant for 1 home is not infill, it is rape of a lovely area.



- » INFILL.... GUIDELINES before, during, and after construction.... “LOTS” cannot remain vacant forever and needs a timeline on building. They’re disastrous when not taken care of. The careless use of heavy equipment and machinery coming into older neighborhoods are the cause of many issues to the roadways, boulevards and alleys. Who is fixes the problems? Size of buildings need to be addressed. WHY is it that the builders can build every square inch of the property with NO area for yard just building???
- » I think these are awesome propositions. I hope that private developers are accepting of these concepts.
- » Existing neighbourhoods should be rezoned to ensure there are grocery stores in walking distance (no more than 15 minutes away). a 40 minute walk in winter is not walking distance.
- » Strategy 2- It would be great if Saskatoon could think about complete neighbourhoods when planning new neighbourhoods so that it is actually reasonable for citizens to bike and walk to stores, schools, other amenities. Generally, I find walkability (bikeability) needs to be more heavily considered in new developments. I find walking and cycling in these areas unappealing not only because of safety but because they are unsightly. Too much concrete is used, streets are massive with nothing to look at, not much greenspace and few amenities within walking distance.
- » too much time and financial resources spent on strategy planning and not enough actual work done - I live in an area where I attended many information sessions on closing a walkway (catwalk) and in the end the majority of the residents were not listened to
- » Higher density only turns our city into an overcrowded slum in the future. Public amenities such as planters and crap do not improve the usefulness of business districts, and, when damaged, are expensive to repair. Why do we have to learn these lessons over and over again?
- » Strategy 1 - is way-finding signage an urban amenity? Not sure if it fits in this area or should be somewhere else.  
Strategy 2- these actions seem like things we are already striving to do. Are there ways we can improve upon how we implement these actions?  
Strategy 3 - what do site design guidelines that support/enhance ped & bike connectivity look like?
- » Existing neighborhoods should be looked at for improvements.Strategy 2 only lists new neighborhoods.
- » 1) Again remember that AT is much more diverse and complex than just “walking”, “biking” and “connecting with Transit”.
- 2) Complete Streets should not just mean that we put a sidewalk beside a separated bicycle track beside a motor lane. The true meaning of “Complete Streets” is that each mode of traffic has been evaluated through its own, unique needs and the proposed solutions reflect and satisfy those needs. The Bowl on University campus provides a simple illustration, where these unique needs were not met: The oval Bowl has been designed to provide access by horse and buggy, later motor car, to each building around the Bowl, while the unofficial pedestrian tracks that crisscross through the lawn in the middle meet the needs of pedestrians.
- 3) Mixed-use principles should not just apply to new neighbourhoods. Rebuild and infill in existing neighbourhoods is required ASAP, where appropriate. This is not yet happening, because new housing tracts are still planned in the outlying eastern suburbs, while new tracts of offices are still planned in the north, as recently announced by the City, instead of both being built Downtown and along the 8th Street and 22nd Street corridors.
- » New Neighbourhood Connections. Include the community associations, schools and businesses in the areas under investigation. Hold an Open House that invites all the involved citizens and have some fun discussing how to make their neighbourhood more Active. We are all spending money enhancing our community and programs ... focusing dollars and encouraging change connected to the ATP would be a great challenge for the community.

- » Strategy 3: higher density is essential. However, City and Developers have to allow people in these higher density areas to shop for essential groceries without using a vehicle. Small grocery stores should be at walking distance. This might be well planned in new neighborhoods, but what could the City do for increasing density areas in older neighborhoods? i.e. Downtown and City Park.
- » ...view of the proposed actions being recommended to enhance streetscapes and the public realm:
  3. You have given no information as to what is meant by “parklet and plaza program and on-street bicycle corral program”, so I am unable to make any informed comments or concerns. As a consultant, the expectation in your being hired by the City is that you will bring some knowledge that the City (and possibly the general public living in Saskatoon) did not already have. Therefore, when you introduce this supposed wisdom to the City and its citizens (especially in a public survey such as this one), you need to *\*explain\** what you mean when talking about things with which the concerned people are likely to be unfamiliar.
- » I would love to see more walkable mixed use public areas - courtyards, etc where people can socialize and be outside
- » On your presentation panel it says: “reduce vehicle parking requirements” I understand this as allowing less parking stalls in a parking lot. You would only want to do this if you can restrict on-street parking because on-street parking conflicts with bike lanes.
- » We need designated smoking places with ashtrays (just like in Singapore and Japan) so we don't get cigarette buds all over the city. Need more grocery stores within walking distance, and fresh market spread throughout the neighborhood. That can be weekend neighborhood activity. Increase bus service to all areas, including new development areas. It's a pain to have half hour and hourly bus.... no wonder everyone has car and complain about the traffic.
- » Strategy 1 - include public washrooms and public amenities
- » City should develop complete street standards that are enforceable.  
Why is the city currently planning for industrial and job creation centres on the west side of the river and huge new suburbs on the east. Where is the connection between what they say they should work towards and what they plan on doing. From a public tax payer perspective it makes no sense at all and reinforces the observation that there is an extreme lack of coordination and competency in city planning.
- » Again all good initiatives. I don't understand, however, why the elements in strategy 2 are not currently being implemented as a matter of course in new neighbourhood development.
- » Again, it is hard to know what is meant here by “complete streets” or “connectivity” but if the proper research and commitment are in place, these actions could be good.
- » 3. for infill, all new buildings should have to consider the amount of land that is made impermeable; currently, infill (and in new areas as well), water is allowed to pour off a lot and fill the storm sewers. New buildings (infill) should not be allowed to shade the yards of current buildings; sunlight and views are public property and new buildings should not take these away from others. Further, all new builds (infill or otherwise) should be wheelchair accessible - for visitors as well as for those who live there. If we want to encourage active transport, we want a beautiful livable city.  
Strategy 2: malls should not be providing free parking. Malls should have bus and biking to them, and parking should cost.
- » Connecting new neighbourhoods is great, but I'd really like to see better connections for existing neighbourhoods - identifying and removing or ameliorating the effects of barriers to connectivity.
- » Just do it. Like, today. Actually build a complete street in the new developments. Stop talking about it. The City has been talking about complete streets for a decade.
- » City fail to protect and I'm afraid promote abuse of pedestrians and cyclists ...making their travel more stressful and dangerous than it is already...Here two most blatant examples abuse of common sense and

winning greed at expense of most vulnerable :

1) Riversdale Deli for entire Summer took over 70 % of pedestrian space for there ugly fenced in patio that is most of the time empty....this is most dangerous crossing in Saskatoon on 22 and IW with heavy traffic...place is so tight that often not safe....

2) Giant Tiger cut off entire West safe access to the store with ugly and insulting poor people fence for the greedy glorified junk food outlet - Tom Horton to facilitate drive-in polluting bunch while walking people don't even have sidewalk to get to store and forced on the road in clear danger of leaving and entering cars.

My multiple appeal to City clerks ...lead to nothing...

We need very powerful inspector who will stop this abuse before it starts...shut down immediately or fine that they will remember...

- » Guidelines are needed already to address infill development. This should actively be worked on, not a consideration.
- » Civic government encourage (provide strong incentives or alternately, penalties) commercial property owners in all zones to upgrade to bylaws that new infill contractors must meet. Too many older buildings do not improve access and do not address mixed use provisions because they choose not to.. Many one story buildings in downtown Saskatoon are actually preventing density and thus pedestrian growth in downtown core, thus also preventing economic benefits for the city.
- » Add to Strategy 2: Ensure active transportation links are provided that follow existing or likely desire lines to and from key destinations and major intersections.
- » Don't see evidence of this happening.
- » Infill is the way to go. Whole new neighbourhoods are a terrible way to grow.
- » Strategy 2 should also include higher density planned into new neighbourhoods.
- » Slow down perimeter neighbourhood growth. Don't build more bridges and force people to take the bus or new commuter train. Boot CN out of Saskatoon and force them to use CP lines. Replace railway cars with inexpensive rail commuter cars. Commuter rail train from east would meet short commuter rail train from west and reverse outward. Platforms should not be fancy. Have connecting small commuter buses to rail platforms.
- » I DON'T UNDERSTAND INFILL DEVELOPMENT CONSIDERATIONS
- » How many new neighbourhoods do we need to build? Does Saskatoon really need 500,000 people living here? Take care of the existing neighbourhoods as well. I live in North Park and there is not a grocery store within walking distance. One recently closed its doors. Churches are closing its doors. Absentee developers are buying land but have little sense of community. Once vibrant neighbourhoods are becoming dependant on car usage. I do not own a car but sometimes feel I need one. Make sure all neighbourhoods are safe with sidewalks and well lit streets.
- » Any type of connection between neighbourhoods is a great idea for people to walk/bike as it can lead to a greater sense of community.
- » Living in a new community the streets are not wide enough for two cars to drive down especially with parked cars. I don't let my child ride her bike on the roads where this is the case as it is too dangerous.
- » Strategy 1: Enhance streetscapes, 2. Access to commercial areas  
Enhancing streetscapes for pedestrians to access commercial areas must include winter conditions. A very significant barrier to people with mobility disabilities is how snow & ice is piled between the curb and the sidewalk. A person with even a slight mobility challenge cannot safely move from their parked vehicle onto the sidewalk without climbing a 6-12 inch ridge of snow & ice. This is impassable for someone with a mobility aid, and very dangerous for someone with reduced balance or arthritis,



etc. (e.g. an elderly person) who does not need an accessible parking spot in summer. Sidewalk snow clearing must include clearing all the way to the street, and removal if necessary. Think of all the stores and parking spots on 2nd Ave alone that have this barrier in winter! This translates into customers, revenue, business viability and tax revenue.

- » Higher density will drive everything and make active transportation a necessity. I would like to see the emphasis away from new neighbourhoods and actually fill in existing transport needs closer to the core. There are many streets in the University neighbourhood that do not have sidewalks. The University area is perfect for bike lanes (Wiggins, Cumberland, 12th street) yet curiously has none.
- » Strategy 2 issue 4 is possibly the most important thing to do. Making amenities closer to where we live and preventing sprawl.
- » If active transportation is to include people who use mobility aids as well as the able-bodied who can choose to bike or walk, strategies should be explicit in mentioning accessibility.  
For example Strategy 1.1. “”continue to work with Business Improvement Districts.... should ensure accessibility of the streets and sidewalks while supporting public amenities and also encourage businesses to become more accessible.  
Strategy 2. 3. would be better if Complete Street designs are implemented rather than considered - and since they are not being implemented Strategy 2.4 should have an addition - grocery stores, parks and schools should be within walking distance and fully accessible to get to as well as get into.  
Strategy 3 - accessibility should be supported in infill development considerations too.
- » Complete streets need to be the rule not the exception. Designing streets and neighbourhoods for all modes of transportation needs to be mandatory if there is any real hope of a diverse transportation strategy in the city.
- » A little late for ensuring bike /pedestrian paths in new areas isn't it? Stonebridge can hardly be manoeuvred for two oncoming cars. Growth has come so fast and furious the last few years and will likely slow down now, and now you want to enforce it? Seems a bit late
- » Strategy 1 - No! A resounding no! We can't look after what we have right now. Taxes keep climbing, roads need repair, our water and sewer already has a “temporary” special surcharge that is starting to be long past “temporary” and you are looking for money for banners and patios and such? Plazas where? In the way of everything else? How about money for the homeless first? Strategy 3 - There is no support for higher density. As to the rest, we already have guidelines in place, watched over by our city employees. This is so vague - who ensures? This is a matter for city council to decide, based on far more than the needs of the current 8% of the population that are walkers and cyclists.
- » Implement stronger controls on urban sprawl! Develop much more densely, but creatively and aesthetically.
- » Trees! And other natural elements! I go outside to be outdoors, not to be in traffic.  
- Attempt to encourage multi-use pathways that flow through parks, etc.—not necessarily following vehicular corridors.
- » New and infill development guidelines are crucial. Encourage mixed-use development and good path layout so that walking, cycling, and transit become viable options - move away from the car as the default means of getting around, especially in the suburbs.
- » With regards to strategy 3 infill development considerations number 1, higher density mixed use infill is not usually welcome in older neighborhoods with existing single family homes being the norm. Duplexes, apartment houses, or other similar do not improve the neighborhoods and are not a good idea for many reasons. Parking becomes an issue, the new homes look out of place and the roads have more traffic.

- » Lack of retroactive upgrading of sick neighborhoods like pleasant hill , meadow green, etc is failing to address basic economic and social inclusion in community and failure to address social determinants of health.

Strategy 1#3 Parklets are needed on 20th st and 22nd Street

- » I especially think that in strategy one you use good design to enhance the city, not expect artworks to “beautify” it after the fact.
- » Again, the plans are all positive and I strongly support them, but they are timid, tentative, and certainly not innovative or market-leading.

Re: 2.3 - “”\_consider\_ complete streets””?! This should be a minimum \_requirement\_ for new developments.

Raise the bar. Developers will not stop developing because you increase the requirements. We won’t have tent cities springing up in new undeveloped subdivisions because developers refuse to build to the new requirements, while customers are waiting to purchase housing. Do you think Northridge will stop developing and say move to Vancouver (where requirements are higher)? Of course not. And of course they won’t move to Biggar.

Raise the bar, raise the requirements on all subdivisions, and all developers will be playing to the same rules. Perhaps some small developers might not choose to rise to the meagre challenge, but others will fill their place. Everyone benefits - developers learn new techniques, charge more for their units, homeowners get a more beautiful, liveable, and cost-effective community, and the city becomes more attractive to immigrants (Canadian and foreign), increasing the tax base and reducing costs (due to increased density, active transport, live/work etc.).

BE BOLD. Not that it is very bold to follow a decades-old strategy that has been proven to work in other municipalities (e.g. “”The Vancouver Model””). Copy successful strategies from more advanced municipalities (advanced in terms of age and population), and avoid their errors (e.g. avoid Calgary 80’s style suburbs, follow Calgary 10’s new developments (density, complete streets, active transport, etc.)). Why are these Land Use/Growth plans so unambitious and timid? Are developers influencing staff and council decisions? Businesses are not supposed to have a vote in a democracy (let alone a controlling vote). Implement regulations that favor the people, and are the most cost-effective and beneficial to ratepayers; not regulations that allow the lowest-common-denominator and lowest quality/lowest barrier to entry development (and highest profit for lowest investment) for developers.

- » New neighborhood connections: I want to ensure that within Buena Vista that the main roads that are focused on for pedestrian and bike paths are McPherson Ave, Eastlake and Melrose. We want sidewalks and a bike lane in this area. The proposed Sask Cres sidewalk or Lorne Ave bike path or Victoria Ave are not as viable options for Buena Vista.
- » Strategy 1) Downtown especially needs more green space and less parking lots. I work on the north side of downtown and there is no where close enough in the summer to walk and enjoy an outdoor lunch in green space during a standard lunch hour. While some public art fixtures can be changed out for variety, others become part of the community and it would be nice if they weren’t lost when the lease was up.
- » I like what I’m reading but my concern is the city will design the paths for people who are cycling and walking for leisure. I’m not saying the path should be straight as an arrow but I don’t want to walk on a trail that is meandering this way and that when I’m trying to get to work or the grocery store and time is of the essence. That being said, I still want the path to look nice with the addition of trees and lights and maybe a bench and statue.
- » In strategy 2, new areas should not only include cycling and pedestrian facilities, but prioritize them. If Saskatoon wants to be a leader, then new areas ought to be designed first for active transportation

(to be truly safe and convenient), and then for others. This might sound radical, but it needs to be considered if part of the goal is to develop sustainable, highly diverse and live-able communities and neighbourhoods. Active transportation can't be a mere token if Saskatoon genuinely wants to be a leader in this category, as it should.

- » don't think that enough thought and consideration has been put in place for infill housing guidelines... too little too late
- » Saskatoon will never achieve significant success with Active Transportation without addressing the fact that, for decades, we have been developing our city to primarily accommodate cars. The cost (financial and otherwise) of driving must be increased so that alternatives become more attractive. We cannot simply make the alternatives as appealing as possible and hope everyone starts shifting away from driving. That is not how paradigms are shifted. The "minimum parking requirements" bylaws or development standards are a disaster. Vacant lots used for parking should be heavily taxed to discourage such lots. Underground parking for new commercial developments should be subsidized or given preferential tax treatment. Parking should be relatively unavailable downtown so that transit and active transportation are the most attractive options. This ties in perfectly with the other components of the Growing Forward plan.
- » Strategy 2, #3: Why only "consider" complete streets? Why not mandate them?  
Strategy 3: Again, this doesn't seem strong or committed at all. It seems like lip service. "Support" higher density, "develop guidelines"... As long as sprawl pays, that's what we'll build, right? Infill is not some nice little thing to do and feel good about, it is critical for long-term wellbeing of a city.
- » Strategy 3: need to create strong infill development guidelines to ensure new development actually fits in (aesthetically, functionally) with existing development.  
Strategy 1: this doesn't go far enough. Site furniture and bike storage is only a surface treatment. Pedestrian/cyclist only areas need to be explored, especially in downtown (and maybe Broadway) areas. This would free up space to really make significant revisions to spaces and maximise comfort and usability by all users.
- » We need a plan to improve sidewalk and bike routes and road repair. Also, bus routes should improve across the city. Not many people have cell phones. It would help to have a bus schedule to see what time the bus comes.
- » Slow the traffic to 30 km. Where are the trees in the tree wells? Replace the dead trees on Broadway already!
- » Develop (or work towards) a walking/biking pathway throughout the City that includes ecologically sound wetlands - Recreational as well as active transportation. Include sufficient benches for those new to walking/biking or who need to rest along the way.
- » Strategy 1 - If they don't interfere with cycling sight lines and routes.
- » Design new areas with walking/cycling/public transit in mind. Encourage park and ride set-ups in new areas. Make suburb residents "jealous" of core areas.
- » Promotion of "routes and needs" within walkable distances with neighbourhood designed connectivity and accessibility is wonderful!
- » Stop closing pedestrian/cycling access in existing neighbourhoods.
- » Strategy 1 Action 1 - Just ensure privately/business owned patios don't interfere with walking/cycling traffic.  
Strategy 3 - Yes more infill and less unnecessary spread of the city. The Northeast is already getting to far from downtown for walking or cycling.
- » There should be more buildings to do with biking but I don't believe that they should be in



neighbourhoods.

- » Connections between neighbourhoods; and neighbourhoods and the river are essential.
- » Safety in new shopping areas would be greatly improved if there were mandatory guidelines in place for new construction (e.g. of shopping areas) which would include pedestrian access (i.e. sidewalks, etc) and bicycle racks. I think your proposals are generally sound but are too little!
- » For Strategy 2, I think there's room to be proactive - how are streets being designed in the new suburbs, are they designed with multiple users (and their safety) in mind or do they prioritize fast car access? Better to examine this issue before the roads are built, rather than audit and remediate later.
- » Strategy 3. It would be ideal to move railway outside of the city and turn those railways into cycling-walking paths.
- » General comment: move on-street parking into lots. Saskatoon has lots and lots of parking downtown.
- » I think more emphasis needs to be placed on enhancing pedestrian and cyclist scale environments by use of landscape. Widening sidewalks is a waste unless there are enough people using them to warrant it.

## RAW COMMENTS: LAND USE & GROWTH

- » Strategy 3: #3 - Why can't pedestrian countdown timers be installed at Red Light Camera Locations? If the cameras at red lights are meant to increase safety, I fail to see how letting people know exactly when the light will turn yellow would not add to the safety at those intersections.”
- » Clarify usage of paths and ways between cyclists and pedestrians.
- » \* sidewalks are not needed on both sides of a street, which would decrease costs
  - \* ramps are vital, should be a given at every corner, when a sidewalk is installed
  - \* the rubber bumpers at crosswalks are distracting to drivers who watch where they are going more than they watch what is going on around them, ie a pedestrian. Basically, they clutter the streets & provide another huge challenge along with the winter ruts
  - \* snow clearance needs to be upgraded for all streets. Tag, fine & tow vehicles, to the impound lot, must happen. Minneapolis has an excellent program. The consequences of leaving vehicles that obstruct snow removal must be meaningful to encourage compliance.
  - \* all well & good to have the snow angel program. Again, if it is not enforced, it is a joke. Rather than have the ticket writer running around the city to reported sites, pick an area & start writing tickets for amounts that are meaningful. Word will spread. Winter is not a new phenomenon in Saskatoon, it is way past time that everyone can travel easily & safely on the sidewalk or streets. Again, look at the program in Minneapolis & learn. Yes, some lazy people will be upset, oh dear. Life will be much easier for ambulance, fire, mail delivery (while we have it). Less people will be house bound till it is safe for them to venture out.
- » Once again listen to the people that live in the area. If there are complaints ... come out and listen. We've had an interested city councillor come out and listen. He listened... He did his best... but then the push back came with the negative engineers sending us 3 page emails explaining why something can or cannot be done and bylaws on this and why something was done in one neighborhood but cannot be done in another neighborhood... It's plain and simple. They will do what they want when they want and if it has a “positive” impact on the city... It's criminal.
- » Pedestrian countdown timers are great. these also help drivers and should replace all red-light cameras. safety is more important than making a buck
- » The count down timers should be on ALL crosswalks. It gives pedestriand, riders and drivers information on when a light will change. This would help the running of yellow lights too. Especially in

winter when roads are icy.

- » There are groups in Saskatoon that would be more than happy to assist with strategy 3. we have the Council on Aging and various other accessibility-oriented organizations that could champion the need for this.
- » Strategy 2- The strategy looks good however I have observed that snow is being cleared from the sidewalks adjacent to the 23rd street bike lane into the bike lane. Clearing the bike lane needs to be a priority.  
Strategy 3- Walking downtown is a terrifying experience for pedestrians. Often cross walk signs are not observed by motorists. perhaps a blinking sign would help? Maybe a red light?  
Saskatoon has very short walk lights. I am often running to be able to cross within the posted time.
- » too much focus on bike lanes - also - we have to maintain our sidewalks to ensure they are free of snow yet the city does a horrible job of maintaining theirs - we are constantly shovelling the city paths between streets in our area
- » The snow removal on sidewalks put back on elderly residents is a disgrace. The city should remove themselves from this process, they have done enough damage already. Very few residents - although as much as public transit - use bikes in the winter. It is a wasted effort to clean sidewalks for them. Public transit is the Zombie Apocalypse of Civic budgeting! What a waste of millions of dollars a year for a measly 2% ridership. Privatize that ASAP - and subsidize it for seniors and students - they're the only ones using it anyway.
- » Strategy 1 - its good if this strategy ever comes to light. Our sidewalks are in terrible shape in many areas. Strategy 3 - #3 countdown timers should be everywhere.
- » Bike barriers would be practically essential for an on-road winter cycling network
- » I think that crosswalks need to be properly cleared in residential neighbourhoods so that people can cross the street more easily - especially for seniors or those with disabilities. Also crosswalks with potholes should be repaired quickly because they pose a safety hazard to pedestrians (I have noticed these on many busy streets in Broadway and downtown).
- » 1) The snow-clearing priorities of the City should be: emergency vehicle routes plus AT & Transit routes to work,school and other priority destinations are Priority 1, commercial routes are Priority 2 and private motor vehicle routes become Priority 3. The time required to complete each is then simply a question of available funds.  
2) ""Accessible Pedestrian Signals"" should read Accessible ""Mode-specific"" Signals"" to provide the right kind of signals for each AT mode, and also appropriately accessible signal-buttons for bikes, pedestrians in high heels, wheelchairs, etc.  
3) Bus stops need to be accessible by each AT-mode.
- » Strategy 2: The City needs to include bike lane and MUPs on its snow clearing status map. It currently does not. A large factor in whether a person chooses to ride or not, is whether the route is clear or not. It would be help to know in advance before leaving home. With respect to pavement condition, I think the City is in dire need of regular condition assessment on its MUPs. Many of them are quite old and the ride quality is awful. I would guess that the City currently is unable to quantify the condition of the surfacing, and likely does not contribute any funds to the preservation of these assets (crack filling, patching, levelling)
- » Consider using cyclists that use the infrastructure to help keep it maintained by giving a way to report pathway debris/interferences, so the city can address issues as they arise in an organized and targeted approach.
- » Strategy 3- countdown timers. Excellent.

Strategy 1- connect the community to the sidewalk clearing, snow angel program. CA's are needing to build their membership and seeing a direct link between CA and City programs and initiatives makes sense. So asking for the CA's to put the Snow Angel link on their website page, in their newsletters..... The more involved and value people have & see in their small community will transfer to the bigger city as a whole.

- » Strategy 2: Another action should be added. All City workers in public works should be educated to understand the needs of pedestrians and cyclists. This would allow to prevent from temporary sign on bicycle lanes, gravel piles on sidewalk or bicycle lanes, snow piles on bicycle lanes, ...
- » I'm unaware of issues with walking around Saskatoon, that is I don't hear a lot of people complaining about the ability to walk places. This could be a function of my age (26) and the people I am around, but I see priorities lying elsewhere
- » Great, someone making plans of bike lane snow removal so i don't get hit by car trying to bike on busy street because sometimes side streets are too messy. People should really shovel their sidewalk, as this is my saving grace in the winter sometimes. Need more bike lanes. Cumberland, wiggins (one on wiggins is useless), taylor, 8th street, clarence (the worse, i don't even bother even in the summer) broadway ave, etc etc. What we need before more bus stop is more frequent bus. We're not asking for subway you know, though that will be great as then people in martensville, dundurn, etc can take subway into the city (instead of taking highway) especially in winter time... nice right?
- » Strategy 2 Bike lanes need better snow & gravel removal
- » Snow removal policies in Saskatoon are "unCanadian" and do not match the standards of many if not most Canadian cities. Snow clearing equipment should be out at during a storm, not just after. All streets should be kept clear, not just main routes. Plowing in the middle of the night is better than during rush hour, except during a storm. City sidewalk plows are preferable to "snow angel" programs. In my youth in the Maritimes we cursed first the street plow, then the sidewalk plow when they came by after we shoveled the driveway. But that is the proper system.
- » Again all good initiatives. My main beef with these is that these are largely basic accessibility issues that the city should have been dealing on a regular basis. Given the amount of money being spent on car-related infrastructure, it is a travesty that some of that money is not spent on basic pedestrian safety and comfort initiatives.
- » Bike lane infrastructure is poorly maintained during the winter. There is a significant difference in difficulty level riding on a well cleared road vs a snow/debris filled bike lane forcing may riders to either move to sidewalks/paths during the winter, or ride in traffic outside of the designated bike lane which many are uncomfortable with. In addition, in winter vehicles have a lot lower confidence in passing cyclists due to ruts/unclear road conditions outside of the established lanes leading to congestion and significant pressure on the cyclist to either speed up or get off the road. Ensuring the bike lanes are as clear as possible is very important to encourage year round cycling.
- » It would be good if pedestrian and cycling infrastructure was better maintained in these ways, but it still won't mitigate sidewalks built at the edge of roads that shower pedestrians with dust and slush, or the danger of crosswalks that are completely visible but ignored by cars anyway. However, perhaps these measures are a first step in changing the "car culture" in our city.
- » Remember that ice on sidewalks and pathways are a hazard.
- » Strategy 1: I don't understand why private developers are allowed to block sidewalks and streets while they are building. Perhaps they should pay for the detours, and the rate would go up the longer the sidewalks and streets were out of commission?
- » Strategy 1-2. There are other areas in the city that aren't downtown. Shocking I know.



Those of us paying taxes in the suburbs would like to walk down the sidewalk and not trip too.  
Strategy 2. Dear god enough with the bikes.

- » Snow removal for cycling lanes needs to be closer to that required for pedestrians/sidewalks/multi-use trails.
- » Making Saskatoon accessible to mobility challenged users should be the very top priority
- » Regarding curbs where one park or bike path connects to another bike path. Could we not make sure these crossings have graded curbs? Having a 5 to 8 inch curb to navigate by bike, wheelchair, or stroller is a challenge.
- » Snow clearance is a very important issue: coordinating total removal, not just the roads but in tandem with sidewalks. The large graders tend to pile snow along sidewalk edges, this is a barrier for most pedestrians. When snow is being cleared it should all be taken up, graders on the roads, front end loaders on the sidewalks -- the city of Ottawa has a great snow efficiency removal system. Thus making the road markings more visible more months of the year. Loading zones made larger will help keep people from stopping in traffic trying to get around snow 'berms' left by the graders.
- » One issue I notice almost every day on my commute, usually walking to and from work, is that many drivers in Saskatoon do not seem to understand that pedestrians have the right of way to cross at intersections even where there is no sign for pedestrian crossings. I get so little respect crossing at these types of intersections that I almost convinced myself that the rules might be different in Saskatchewan than other provinces I've lived in. However, SGI's website is quite clear that the crosswalk is imputed to an imaginary line from sidewalk edge to sidewalk edge across the intersection. While I'm aware that 'education' campaigns rarely if ever work in terms of correcting driver behaviour of this sort and there's far more evidence in favour of better design resolving these problems, I can't help but wonder whether most Saskatoon drivers really understand who has the right of way at intersections since most pedestrians seem to have given into this 'might makes right' approach of drivers not giving you the time of day unless absolutely necessary. In the absence of an obvious design response, is there room for better clarification of pedestrians' rights in drivers' education? Or would the design response come along with speed reductions? Has the City considered narrowing the very large lanes that seem standard here? Apparently there is research to suggest that this could be a more effective response to issues of aggressive speeding in areas of high pedestrian/cyclist activity than the usual post and police model of traffic enforcement. As a side benefit it would also provide more space to be allotted to other road users. It may not work because of construction vehicle needs in single lane contexts but that shouldn't be an issue in a multi-lane context where there's no absolute need for all the extra space as most road users wouldn't choose to drive parallel to large vehicles in any event.
- » Eliminate pedestrian push-buttons at signals where pedestrians are often present, such as within BID areas.
- » Again, I don't see evidence of these action items that would make planning realistic.
- » Maintenance and accessibility are great, but when it comes to transit more must be done to maintain schedules, improve customer service and refocus on providing a valued service to the community.
- » The snow removal needs to be on top. We live in a city that experiences long winters. Budget for this. It is fine to have a bylaw in place for residents who are able to, to clear their sidewalk in a reasonable hour, but it is difficult for me to endorse that when I see public areas (esp. businesses and bus stops) full of ice, snowbanks and snow. It becomes too hard to clear later, then it becomes dangerously slippery. 8th St is especially guilty of this. Re: pedestrian crossing. All crosswalks should have the overhead bar that lights up when it is pushed. (1 is on the foot of the 25th St bridge). Cars can barely see the small crosswalk sign esp. in the winter.
- » All intersections should be handicapped accessible, which is currently not the case in this city.

In Quebec city, most intersections have a pedestrian crossing time, where people can cross in any direction while all lights remain red. It's a nice touch, but does require slightly more patience from all parties. Please review.

- » All season accessibility to sidewalks and pathways is key to continued use
- » I like the pedestrian countdown as this is a good indication for drivers as well as pedestrians. Also, maybe think about putting in a “green to red” light counter for drivers so they know to begin to prepare to stop.
- » 1. Maintain the sidewalk network, 1. snow removal requirements  
A very significant barrier to people with mobility disabilities is how snow & ice is piled between the curb and the sidewalk. A person with even a slight mobility challenge cannot safely move from their parked vehicle onto the sidewalk without climbing a 6-12 inch ridge of snow & ice. This is impassable for someone with a mobility aid, and very dangerous for someone with reduced balance or arthritis, etc. (e.g. an elderly person) who does not need an accessible parking spot in summer. Sidewalk snow clearing must include clearing all the way to the street, and removal if necessary. Think of all the stores and parking spots on 2nd Ave alone that have this barrier in winter! This translates into customers, revenue, business viability and tax revenue.
- » 1. 5. The City should consider removing snow from all sidewalks not removed by residents within a set time period, and fining/charging residents, with charges being waived for residents who are unable, as is done in cities such as Edmonton.  
1. 6. Pedestrian detours should not only be accessible, but convenient, not causing delays such as backtracking and crossing of streets. This may mean closing and rerouting traffic lanes to prioritise pedestrians as is done in most European cities. A half-block detour for a disabled person or parent with children is much more inconvenient than for an automobile.
- » “Winter bicycle network needs to be maintained.  
Accessible pedestrian signals are a good thing as Edmonton has a number of them.”
- » It would be nice to have pedestrian cross walk signs that light up when pressed in certain areas of high traffic to better alert drivers to pedestrian presence in dark. Ex. 33rd and Edward st. Crossing is dangerous to cross when it's dark as drivers aren't paying attention to whether someone is trying to cross.
- » I am fully supportive of strategies to ensure universal accessibility and am relieved to finally see mention of people with disabilities in this document. People with disabilities are more often sidelined in life than the rest of us realize. They need more accessible infrastructure to do things the rest of us take for granted. Many also need more encouragement than they often get too. I see the photos used in the Active Transportation displays as a missed opportunity to say they are as welcome as people with full mobility on Saskatoon's pathways, roads and sidewalks. (Many pictures of cyclists and pedestrians who need no such encouragement, none of people in wheelchairs or using walkers - says volumes.)
- » Strategy 3, #4: Bus stops and the bus terminals have some of the worst sidewalks around. The downtown terminal is never shoveled and the bricks are always broken. It was a nice idea but it's not being maintained. Perhaps using concrete but getting it painted with murals in the summer, and kept clear in winter, would be a better strategy.
- » Consider prioritizing active transportation over automobile infrastructure maintenance. or at least only plow the transit lanes before the bike lanes/ sidewalks
- » Everyone who walks or cycles in the winter in sk expects shitty roads/conditions. Getting rid of the snow plow hump (snow row I think it's called) is the biggest priority. Every one can manoeuvre over a dusting of snow until it's packed down. But try to safely cross a busy street but going up and over a snow row! That's dangerous!

- » Strategy 2 - 4 % of the population needs snow removal? 94% need more snow removal on the streets first! As for gravel, etc., last spring you could hardly see down 8th Street for dust due to the gravel, and it took a long time to get it removed. I suggest removing it for bikes is a very low priority, as 100% of the population is using the streets. Also, all of this costs a lot of money. Strategy 3, #3 Should be installed at all signalized intersections, as it is helpful for vehicles and pedestrians alike, greatly reducing the running of red lights.
- » How about a on-going hot-line number or email so that pedestrians or cyclists can report issues (e.g. gravel in bike lanes even after cleaning is over, or 'hey, how about mounded snow ridges on the boulevards be cleared at intersections that have only pedestrian/cycling crossings?').).
- » MAINTAIN THE BICYCLE NETWORK-clearing a route for winter biking would definitely appeal to having me ride all year round. having a defined bike path that is cleared would definitely be an asset.
- » With regards to strategy 2 maintain bicycle network. Please maintain it in all seasons as there are many of us who cycle all the time. When the graders make the bike lanes impassable it slows things down.
- » Strategy 1, #1- ensure crosswalks are sanded for safety of pedestrians. Potholes need to be patched to prevent lakes of ice in crosswalks in winter. No more broken bones when stepping off the sidewalk to cross the street.
- #4. will you clear snow for those in walkers and wheelchairs parked at 23rd st in front of library and city hall, where bike lane snow furrows block off the wheelchairs, etc from accessing the sidewalk, at regular parking spots( their new handicapped parking permit right). How will wheelchairs get up the curb?
- Strategy 3- urgent for human right to safe inclusion of citizens. Get rid of overpasses that are not accessible.
- » This issue and interconnectivity of routes we two of the biggest issues. The quality of maintenance is key in encouraging walking and cycling, a route filled with snow, ice or sand is not safe even for able bodied people. Another issue is not having sidewalks adjacent to busy streets such as 22nd or 8th (probably goes into different section)--do you want to walk next to speeding traffic? The ppl doing the planning and making decisions need to actually use active transportation to experience what is wrong and what could be improved. It is not theoretical.
- » Re: strategy 1 - investigate municipal sidewalk snow removal; apparently this is done in Winnipeg and is not very costly. I would be happy to pay increased taxes to have the city do this work.
- » Use more positive reinforcement re snow removal rather than punishment.
- » I don't see the bicycle maintenance shops a priority for Saskatoon
- » Please clean your bus seats they are very unhygienic
- » I appreciate the plan for all the above areas. I am excited to see how inclusive the vision is and am really hopeful that it can be worked on within each neighborhood. I am happy that there has been alot of dialogue between the groups within the city and I hope that it is listened to very carefully.
- » Snow removal and de-icing needs to be prioritized for off street paths prior to average mornings commute time (much like major road ways)....or else many winter days will make for dangerous active transport.
- » Snow removal on bicycle paths is nuts. What percent of our fine population ride in the winter?
- » You mention removing the gravel and debris from bicycle paths, it would be nice if the city would also consider removing gravel from the pedestrian paths as well. Removing the snow from paths in a timely manner is very important for pedestrians who are commuting on foot. The paths should have the same priority as the roads.
- » Expand the cross country ski trails that parallel the Meewasin trails along the rivers to give people the



option to ski as well as bike or walk in the winter.

- » I'm concerned that there will not be the (political) will to implement the strategies outlined for Maintenance and Accessibility. Currently, summer and winter maintenance of sidewalks, paths, bike infrastructure is quite poor.
- » Decision makers at the City should take the time to really consider why urbanists across the world call pedestrian signals "beg buttons," and if we really want to continue living in a city with "beg buttons" everywhere. It reinforces the pedestrian as the victim. In downtown, we don't have beg buttons - it's great. All of the BIDs should be rid of them as well.
- » Strategy 1: there shouldn't be any bus stops that are not connected to well maintained, consistently cleared hard surfaces.  
Strategy 2: moving bike lanes out of the road gutters would significantly reduce maintenance requirements - for both snow and grit clearing.
- » Strategy 3 Action 1 - Walk light buttons on College Drive seem to have no effect - long waits to cross streets to get to RUH or St. Thomas College.
- » It would help to improve curb ramps with tactile strips. We needed more time to cross at the crosswalk. We needed pedestrian countdown timers with more time to be able to cross the crosswalk.
- » So many curb ramps to fix - way behind
- » Strategy 1 Action 2 - Publicize the danger of having electrical cords lying across sidewalks, where they can trip pedestrians.  
Strategy 1 Action 1 - Snow removal is a tricky question. Often removing all the snow is the worst thing to do as there are ice patches left. A slight dusting of snow conceals them and the sidewalk is doubly dangerous. As a result I often have to walk in the street.
- » Strategy 1 Action 3 - Have indicators both ways for pedestrian crossings as pedestrians don't always know that the yellow light has actually been activated (e.g. Victoria and Main).  
Strategy 3 Action 1 - If APS isn't working, walk signals is shortened. APS is not always accessible in the winter due to snow build ups.  
Strategy 3 Action 3 - Excellent  
Strategy 3 Action 4 - Excellent  
Strategy 3 Action 5 - Broadway going east/west is not adequate and should be changed immediately. We have been complaining since before Broadway 360.
- » It would be great if these things were being funded and implemented instead of discussed as things the city might want to do in the future.
- » Make sure snow is cleared from bike lanes in core areas prior to completing clearing in suburbs.
- » Why are cyclists "kicked to the curb"? I noticed this fall that the new cycle lanes were jammed with water/leaves and that cyclists avoided the lanes, using sidewalks and vehicle lanes to get through.
- » Cycling routes (especially on-street) lanes protected or otherwise need better service than car lanes in both quality of service and regularity of service. Stop making bike lanes dumping grounds for sidewalk snow and rubbish and stop using them as parking for downtown festivals.
- » Strategy 3 Action 5 - Very good idea. These reduce collisions for all (pedestrians, cyclists, vehicles).
- » I myself have been blocked by construction while biking and walking - There should be detours.
- » Strategy 2: Both Meewasin and the City on its own on some streets, have been letting bushes and trees grow branches into walk-ways and bikeways. To prevent eye and skin injuries, the overgrowths should be trimmed more ruthlessly than is the case now.
- » Develop a plan for those with disabilities (e.g. blind) such as voice signals.
- » Ensure lanes are cleared in winter.

- » Strategy 1: Address Barriers. Safety includes sidewalk users in winter conditions. A very significant barrier to people with mobility disabilities is how snow & ice is piled between the curb and the sidewalk. A person with even a slight mobility challenge cannot safely move from their parked vehicle onto the sidewalk without climbing a 6-12 inch ridge of snow & ice. This is impassable for someone with a mobility aid, and very dangerous for someone with reduced balance or arthritis, etc. (e.g. an elderly person). Sidewalk snow clearing must include clearing all the way to the street, and removal if necessary. Think of all the stores and parking spots on 2nd Ave alone that have this barrier in winter! This translates into customers, revenue, business viability and tax revenue.
- » Need to address winter biking / walking as well to ensure there are safe routes
- » Also maintenance of bike path and bike lanes. Will it be shoveled? Some of us do bike in the winter you know.
- » Further to safe pathways for pedestrians and bikers, ice on these pathways can be a barrier and danger of falls and injury. Each neighborhood should have places where people can get sand to spread on problem areas.
- » No mention was made of clearing snow from any of the surfaces (roads, dedicated pathways, sidewalks, etc.) used by those people walking, cycling, etc. Does the person who devised these actions have personal experience in Saskatoon-type weather climates? Are they aware of the differences between City of Saskatoon policies on snow removal and what actually occurs (e.g. bike lanes along Spadina Cres. used as the location for windrows by made by snowplows/graders)?
- » Strategy 3 - Remove ice from walkways! The only place in the City that I walk that is cleared properly is the sidewalk at City Hospital. If it can be that well removed, there is no reason that pedestrians should have to walk on ice in the winter. Also, re walking, it would be great if there was an underground tunnel with lights and phone signal to navigate the City
- » Also, I think the snow clearing bylaw should make sidewalks safer, but in a visit with a bylaw officer today, I think that this will be challenging with only 2 officers to take complaints and enforce.

## RAW COMMENTS: EDUCATION & AWARENESS

- » Tag onto the transit app with a walking and cycling mapping program with it
- » Strategy 2: #8
  - Grand-openings are ok in that they inform the public about a new lane/pathway that is open and ready to be used. However spending money on on-going year long events seems unnecessary and wasteful.
- » In terms of education, we need to expand the offerings beyond the current Grade 3 program. The Grade 3 program is good however many of these children are not going to be going from point A to point B alone. Targeting children that are gaining independence and having a larger travel radius from home (unsupervised) is very important (kids around Grade 6). Many of these kids might not have parents that cycle for transportation therefore safe cycling practices on the road aren't necessarily modelled or taught to these children. This could be incorporated into schools but also into communities via Community Associations - family programs could be offered, adult programs as well. Learning how to cycle safely on the road, route planning, etc are key knowledge pieces and skill development that is important.
- » “\* enforcement of traffic bylaws is mandatory for cyclists & drivers for signalling, lights, visibility, road sharing
  - \* education of adult drivers & cyclists is mandatory. Not much point in teaching school kids when those on the roads are breaking all the rules. The old maxim “don't do as I do, do as I say” has never

worked & never will. There has to be meaningful consequences.

\* Police records should track cycle infractions same as for speeding etc. The computer is a tool, let's use it.

- » This survey is too detailed for the average person to understand. Bikes are too much on the agenda. This is not a straight forward survey... good luck
- » Focus on eliminating the stigma that the general Saskatoon public has towards cyclists and the aggressiveness behaviors that drivers have towards cyclists.
- » Strategy 2- educate ALL motorists on cycling rules (stressing that cyclists are also vehicles and have a right to be on the road)
- » again - too much focus on bikes
- » Leave the bicycle bylaws out of it. The Police don't want/Can't enforce it anyway. Kids need helmets because they're prone to act stupid. Let the adult riders decide for themselves, as nobody wants BIG BROTHER to force stupid rules on everyone anyway. Bikes will always lose in a collision with a motor vehicle, that's a no-brainer. But adults have the ability to show care and restraint, and don't want more supervision and wasted enforcement for no gain. Waste of time and money!
- » St. 1-6 - I don't know what this means. This action is unclear.
- » Strategy 1 #2, walking/biking maps would be great awareness
- » Immigrants and refugees should be a priority group for encouraging cycling
- » Trip Planning: Engage schools and employers through hands-on support to educate their patrons about AT & Transit in general, but also about the specific AT & Transit route network that could be used for each person individually to get to the facility. Shoulder-tapping specific, amenable institutions is a good way to start small, build expertise, and provide excellent sources for word-of-mouth to the larger community.

Education, Communication & Awareness: It is absolutely crucial that each specific target group (whether that be a particular school, the houses along a proposed greenway, or a particular office such as City Hall) be individually approached to engage everyone there and then also alleviate each person's unique fears and obstacles and provide a tailored solution to their needs; otherwise you will just keep talking and providing ever more sophisticated aids to the already converted.

Positive Messaging: The experiences and joys one gets from the many forms of Active Transportation are very different from those that people in motor cars ever experience. Many motorists are totally unaware of the exhilaration that a brisk walk on a cold winter day can provide (when properly dressed), or the conversations one has with a grandchild when interacting with the people and animals in the neighbourhood, not to mention the physical & emotional "high" that a hard bike ride will provide.

- » Renew the bicycle laws using interest groups that represent the demographic, or get some experience yourselves by hopping on a bicycle for a month before making any decisions.
- » This to me sounds like the area that will make the biggest difference in the success of ATP. Education and Awareness. Kids have the power. They will encourage their parents. Campaigns in schools, challenges between CA's.... this is very exciting.
- » Business and store owners need to be educated on real impacts of increasing active transportation. We still hear store managers saying that removing a parking spot in front of their store will decrease their business activity. All serious studies show the opposite result.
- » "...view of the proposed actions being recommended to increase marketing and communications:  
3. This is type of overly general, self-promoting marketing by the City is a completely unnecessary and wasteful use of taxpayers' money. People are capable of making their own observations about the state of the City's active transportation network and increase or decrease their use of active transportation as



they choose. Marketing campaigns such as the City's "Better Winter Roads" billboards do nothing to improve the state of the roads in winter.

4. It would be more beneficial if the City were to restrict itself to spreading \*realistic and practical, useful information\* in its messages to the public."

- » All sounds great!
- » That's great, but unless bus frequency is increased and promotion of bus service also in place, in the winter people going to start parking their behinds in the car again.
- » Strategy 2 - speed limits should be reduced to 30 km in all residential areas or at the least within a 6 block radius of schools.  
The streets are too dangerous for children to be riding to school without a significant change in driver behaviour. Active and safe routes to school programming is irrelevant without reduced speed limits."
- » Reviewing the bicycle bylaw is essential.
- » Educating everyone with regards to the rights and obligations they have in any kind of vehicle is of high importance. Many sidewalks in the city are pedestrian only yet cyclists will often be found traversing on them; likely out of fear/lack of confidence in riding on the roads in traffic. Additionally, road rage directed at cyclists for actually being on the road is another significant detriment to making people feel safe while riding on the roads. Ensuring that drivers are aware that bikes belong on the road will help a lot.
- » Most people who walk and cycle find their own preferred routes, often through back alleys or other unofficial pathways that they prefer to the ones mapped out for them by planners. Promotion of active transportation is needed to create better understanding of its needs and benefits.
- » Just testing the function of survey, please delete.
- » As mentioned earlier - mark public washrooms on maps.
- » Strategy 1: The Transit "click and go" is terrible. It needs lots of work. Input from those who use it is required.
- » Strategy 2. Give me a dash cam and a few tickets as riding your bike like an idiot has no consequences in this city. But by all means let's celebrate a bike stand.
- » Marketing is not as important as putting the physical structures in place
- » Strategy 3 4. create pedestrian bridge (from the former traffic bridge) to and from downtown core.
- » This all sounds great and perhaps renders some of my earlier comments moot. A few things to consider in terms of tourism might include the possibility of making bicycles available for rent at the local tourist information site and/or providing signage/route information of relevance to cycle tourists. It's not always obvious how to cross Circle Drive from some of the city's best highways for cycling even from the perspective of someone who lives here, for example. To the extent that basic signage could help incoming cycle tourists find their way through town it would likely be greatly appreciated.
- » This is painful.
- » 2 Seems to be missing education for vehicle drivers about the rules of the road for cyclists and pedestrians.
- » Advertise the heck out of non-auto options on radio, TV, social media and bill boards. Subtle shaming of the car culture. Use similar tactics as the quit smoking campaign did for the past 40 years.
- » More work needs to be developed with seniors, people with disabilities and young children. #2 does address some of this and find this to be the most important of all of these. Not everyone goes at the same pace.
- » I'd recommend investing more time in google maps for trip routing. I haven't used it, but I can't imagine Saskatoon Transit's planner being very good.

- » I have no idea where to currently look up/Google a list of walking/biking paths so having that listed somewhere would be great, and a good way to pick new areas to explore. Having re-time transit information at the main terminals would be amazing.
- » The emphasis on education should be on driver awareness. Bicycle riders and pedestrians disobey bylaws in order to be more safe, or to ameliorate delays and inconveniences caused by poorly planned routes and lack of consideration for their needs, not because they don't know the "rules". Motorists interpret bike routes as the preferred location for bicycles and tend to become more aggressive to riders who are legally on the streets but not on designated bike routes.
- » I would focus the resources on the actual infrastructure (i.e. barricades for bike lanes, paint etc.) rather than promoting something that has yet to be fully embraced by the community.
- » Suggest a competition or some sort of reward to encourage active transportation to new and current users. Find a better way to announce and publicize that Saskatoon prefers and prioritizes active transport especially compared to driving personal vehicles. I'm still not sure that I'm getting that message from my city planners. Perhaps if these ideas actually get implemented.
- » Under Strategy 1.2 can work with community groups include information about sidewalks with curbs for wheelchair accessibility?  
I am especially pleased about Strategy 3.2. plans to engage with under-represented groups. Consulting with Citizen Advisory Groups will also be important in monitoring of outcomes and any unintended consequences.
- » The bicycle bylaw needs to be updated and modernized. The current rendition is full of rules that make no sense.
- » Is the main goal to have people bike everywhere or wouldn't it just be a huge thing to get people biking from home to work. We prob don't need min by min updates of random places that you can park your bike today. That sounds like a waste of a lot of \$\$\$. Let's just get main arteries flowing into and out of areas. The individual can figure the rest out
- » Strategy #1 - all too expensive. Strategy #2 5,6,7 are good ideas.
- » I'm a bike commuter, but I'm regularly embarrassed by fellow cyclists who have very unskilled cycling habits (e.g. cycling on sidewalks, cycling on the wrong side of the road, cycling by weaving in and out of parked vehicles, etc...). We all need education and this should be rigorous and accountable.
- » Make bus stop ids/numbers much larger and visible from a distance.
  - Use bus stop ids/numbers as way markers and checkpoints throughout walk/cycle maps placed in transit booths located at bus stops.
  - Show estimated walk/cycle times between major checkpoints on walk/cycle maps placed in transit booths located at bus stops.
  - Provide phone numbers people can text/call for more information about routes and recommendations.
- » I appreciate strategy 3.2 - too often cycling is portrayed as middle-class leisure or young/student form of transportation. For some people it is the only affordable transportation they may have access to: alternatively, newcomers from countries with a more robust cycling culture may want to continue here. Understanding and sharing these diverse perspectives will help create a better plan.
- » Until you actually improve the system, there isn't much point talking about it. Make it an amazing option and people will do it. Then spend money reaching out to others. There are so many people who use active transportation because they have to, and those of us who choose it as the wiser way, either way we are on the margins. Offered only compromises. The car cannot be king any longer.
- » Re: strategy 1 - need to have more on-street signage and street markings to help develop/promote the on-street infrastructure to newcomers/timid users. Having a cycling booklet is of little value. The

routes need to be self-documenting/obvious.

Also require minimal bike lane markings during any repaving/relining.

Re: strategy 2 - enact ""Idaho stop"" regulation, and implement education campaign.

Re: 2.5 - excellent.

Re: 1.7 - very good.

Re: education in general - need to educate non-supportive/adversarial councilors/staff/commentators/ratepayers so that they understand the well-documented financial and lifestyle benefits of increased active transport.

- » Strategy 1 and 3 - some cities like Mexico City have created opportunities where downtown sections and other secondary arteries are closed to vehicle traffic on Sundays, allowing for active transport and a boost to tourism activities - could that work here in S'toon?
- » What are you doing to convince driver's to give you feedback, in addition to cyclists and walkers?
- » Again, I am happy to see the work that has been put into this strategy and really hope that City Council will adhere to the suggestions that are being made to address the large scale concerns of the city re transportation.
- » Driver awareness needs to be a priority. Fines for drivers not abiding by yield rules should be similar to school zone and distracted driver infractions.
- » People driving cars need better awareness of bikes, especially during the winter months. Fines need to be implemented when people on bikes are cut off, harassed ,and pushed off the road by ignorant drivers, not sharing the road. People biking should be able to report aggressive and dangerous( towards biking people), and have follow up.
- » It is also important that education about active transportation extend and be relevant to all road users -- especially motorists, who may be more unfamiliar with cycling safety and bylaws.
- » Les of this could keep my taxes from going up every year
- » More definitely needs to be done to support and promote cycling in our city. We shouldn't be making biking just doable, we should be making it enjoyable. The easier and more accessible it is to cycle in our city, the more people will do it.
- » I really like what I'm reading and I really hope that the city is planning these initiatives for the whole city and not just Broadway, Riversdale and downtown.
- » A targeted public education campaign on the personal and community benefits of increased active transportation, as well as the vision, goals and strategies of the city, could be very helpful.
- » Strategy 2, Number 1: Major updates are required for the Bicycle Bylaw and other bylaws that affect cyclists. Saskatoon Cycles should be consulted on this matter. There are individuals within Saskatoon Cycles currently working on providing recommended updates. Past work by Saskatoon Cycles in this area seem to have been dismissed.

Strategy 3: I think this is a very important initiative. In my opinion, the perception of cyclists in this city is quite negative. Cycling, and active transportation, needs to be normalized. More positive message will help to normalize active transportation.

- » Strategy 1: a paper guide is not needed. Bike infrastructure should be navigable from within the network: intersections/nodes with high frequency use should have clear wayfinding signage. Similarly with the bus system: a city visitor should be able to walk up to any bus stop and know where the route connects to/through, and when the next bus is expected. A simple route map at each stop, rather than a cryptic phone/code would vastly improve system usability.

Strategy 2: equal education for drivers and cyclists. As a cyclist, I understand the frustrations cyclist have with drivers not seeing/paying attention, but I also know many cyclists who are equally as bad at



sharing the infrastructure.

- » Having biking and transit shown in a positive light as an extremely viable option. People don't even consider biking, especially in the winter but if it was shown in media more or just shown as something considered as transportation on the same level as driving vehicles.
- » We need to make aware of the public about Education and Awareness at the Star Phoenix and on the news to have more input from the public. To get more marketing and communications.
- » Strategy 3 Action 2 - Have low-cost bus passes for people with low income.
- » If cycling is safer, more will do it.  
Remove fines for cycling on sidewalks on routes (such as Broadway Ave) where it is the only safe option.
- » Why is there no plan to educate motorists and change their aggressive and threatening behaviors.
- » The Idaho Stop signs, signals etc. help to tell cyclists where to go.
- » The City Police bike unit involvement in the schools is fabulous. More education and promotion with younger generations are key.
- » Strategy 3 - Part of the marketing and promotional info should revolve specifically around convincing those who refuse to walk or bike in the winter.
- » People should be more educated.
- » One issue I notice almost every day on my commute, usually walking to and from work, is that many drivers in Saskatoon do not seem to understand that pedestrians have the right of way to cross at intersections even where there is no sign for pedestrian crossings. I get so little respect crossing at these types of intersections that I almost convinced myself that the rules might be different in Saskatchewan than other provinces I've lived in. However, SGI's website is quite clear that the cross walk is imputed to an imaginary line from sidewalk edge to sidewalk edge across the intersection. While I'm aware that 'education' campaigns rarely if ever work in terms of correcting driver behaviour of this sort and there's far more evidence in favour of better design resolving these problems, I can't help but wonder whether most Saskatoon drivers really understand who has the right of way at intersections since most pedestrians seem to have given into this 'might makes right' approach of drivers not giving you the time of day unless absolutely necessary. In the absence of an obvious design response, is there room for better clarification of pedestrians' rights in drivers' education? Or would the design response come along with speed reductions? Has the City considered narrowing the very large lanes that seem standard here? Apparently there is research to suggest that this could be a more effective response to issues of aggressive speeding in areas of high pedestrian/cyclist activity than the usual post and police model of traffic enforcement. As a side benefit it would also provide more space to be allotted to other road users. It may not work because of construction vehicle needs in single lane contexts but that shouldn't be an issue in a multi-lane context where there's no absolute need for all the extra space as most road users wouldn't choose to drive parallel to large vehicles in any event.
- » Route maps should also indicate where public washrooms are available.
- » All bus stops should act as information booths, including excellent signage and maps regarding networks for biking, walking, bus routes. Along with estimated walk/bike times to core neighborhoods. Also include recommended and MORE pleasurable walk/bike routes to core neighborhoods.
- » We needed to have the right action plan and communication. It would help to have meetings and a newsletter. We should be able to make a route map through the City of Saskatoon with bus routes with what time the bus comes.
- » There is not mention of education of cyclists & motorists. As a Bike Valet coordinator for 3 years, we strive to encourage the use of lights & signals, to remind cyclists that bikes are vehicles, the same rules

of the road apply. Drivers need to know this too.

- » Put programs in place to educate the public about proper bike and pedestrian safety. Focus on; for bike: proper turning and merging with vehicles on streets. Focus on whether to ride with traffic or into traffic, and focus on basic safety. For pedestrian: focus on jay walking and crossing streets at appropriate times. It shouldn't always be on the driver to think of safety and follow rules.
- » Security of cyclists who share the road with vehicles would be enhanced were more effort put into informing the driving population about how to respectfully and safely interact with slow moving vehicles on the road. It would benefit everyone greatly to establish a culture of acceptance and mutual consideration. As an example, if there is a law enforcing cyclists to slow down when they encounter and pass a pedestrian on a shared pathway, there should be a similar law for cars encountering bikes.
- » I think a big thing here is education. Forums for people to talk about cycling, walking, etc. as a valid means of transportation ( support for groups doing this work, sponsored events, etc ) would go a long ways to more people accepting these alternative methods of transport
- » I don't see any actions to address the attitudes of Saskatoon vehicle drivers. A lot of these engineered solutions would not be necessary if drivers did not "rule the streets".
- » Also some education for drivers on watching for cyclists.
- » 2. Education - educate drivers about the rights of cyclists and pedestrians, and the significant benefits to drivers of increased active transportation modal shift.
- » Strategy 2 - Improve Road Safety. A lot of effort needs to be placed on educating the driving population. As a cyclist to downtown I noticed that this has improved somewhat in 2015 as a result of what I found more cyclists on the road as a result of the University Bridge being closed.
- » As a pedestrian in the city I often feel unsafe as driver's disobey traffic signals (especially on left turns) and lighting in some areas is inadequate for walking after dark.
- » Education for people in cars about bikes! Improve the culture - too much road rage and rude drivers.
- » If you are going to add more bike lanes no matter what then add by-laws so that bikers can/will be ticketed for not using them.
- » Please include public awareness of bike lanes. I don't feel that the demonstration project is intuitive, and is probably forgotten frequently by non-cyclists.
- » Loading zones must be clearly marked to make it clear to motorists where they can stop.
- » I would like to see some education dollars put toward respect for pedestrians. Cyclist seem to be one of the worst offenders for not following the rules. They often ride too fast by pedestrians and rarely use their bells to warn pedestrians of their approach.

## RAW COMMENTS: CONNECTIVITY

- » Strategy 2: #2
  - Downtown does not have wide enough streets to allow more bike lanes. Taking away driving lanes to allow bike lanes is ridiculous as more people drive than bike as will always be the case. If you are going to add more bike lanes no matter what then add by-laws so that bikers can/will be ticketed for not using them.
- » Strategy 3. It would be ideal to move railway outside of the city and turn those railways into cycling-walking paths.
- » we need more separated bike lanes than just downtown
- » \* hopefully better use of existing infrastructure will be used rather than creating more infrastructure,

ie: bike paths on boulevards. Existing infrastructure must be maintained before new is created. At this moment, the streets are of 3rd world quality. Once a crew is in place to install pavement - do the whole street rather than patch sporadically. Be more efficient with workers & material.

- » Improve lighting on the pathways... walkways.... UNDER THE UNIVERSITY BRIDGE... I walked everyday when bridge was closed and it is frightening. Safer walking paths under the bridge... perhaps some sort of hand rail when it's icy going down. Connecting to the east side of the bridge takes roughly 7 minutes... why not put in stairs like they have on the west side. That again is a disaster....
- » The sidewalks in older neighborhoods are crumbling & giant cracks. Not safe. The company that was filling the cracks with concrete filler was a joke & complete waste of tax \$. Did nothing for the unevenness & looks awful.
- » for strategy 2, model after successful cities like Vancouver. bike priority roads that connect to paths and other thoroughfares are crucial
- » General comment: Meewasin is grossly underfunded.
- » Strategy 3- enhance connections between meewasin and cycling networks
- » again - too much focus on bikes
- » Use words like "explore" - what great ideas come from crap like that?...Who's going to commute to work via water or snow? c'mon, who dreams up this crap...they must really like listening to themselves talk??? Last I heard, it is illegal to bike, skateboard, or rollerblade on a sidewalk downtown....you have to find the one and only protected bike lane on 23rd street. What if you don't work on 23rd street
- » Why only a downtown separated bike lane network? Why not a city wide network? This seems like a short term plan. Be more ambitious!
- » St. 1(1) & St 2(5): what updates are required to new neighbourhoods? by updating the sidewalk/bike requirements what would be achieved?  
 St 1 - general comment: improving the network also means making these facilities easier to use, along with widening the sidewalk, do we need to have rest stop amenities along the way? Street trees installed? Planters to buffer pedestrians? Are there streets within the downtown that should be noted as pedestrian priority streets where we could focus our efforts? Some of these streets were noted in the CCP - does this plan make recommendations that support those connections?  
 St 4 - this seems thrown in - especially 4(3) - has there been consideration given to how these modes will integrate with the proposed ped/bike network and improvements? Is there an education component that has been considered on where these modes are acceptable and what proper etiquette between the different modes looks like?
- » The meewasin trails need more lighting in order to increase safety at night.
- » 1) As the Dutch experience with woonerfs (naked streets) has shown, sidewalks are only necessary when the speed of traffic is excessive. A quiet cul-de-sac could probably get along without sidewalks if a 10km/hr speed limit was strictly enforced. The entire ""street"" area would now become a public common that would be used as general play area for small children, for street hockey and other games by older children, as training ground for a inexperienced cyclists and also, occasionally, to convey motor vehicles to each house. Any contact between a motor vehicle and anybody or anything else would always be 100% the fault of the driver (who also carries the compulsory insurance to pay for any deaths or injuries).
- 2) We are currently thinking in terms of sidewalks for pedestrians, bicycle tracks for cyclists, and street lanes for motor vehicles. I prefer to make the separation by speed, not mode; therefore anybody moving at < 5km/hr could use the ""sidewalk"" (even a car on woonerf fits this category since the entire street is now the ""sidewalk""), anybody going 5-30 km/hr should use the ""bike"" path and anybody going



>30km/hr should be on the “street”.

- » Strategy 4. I haven't read the full document, Farmer's market along the river. Canoe for your groceries.
- » Strategy 1: Sidewalk infill program is needed. Many streets linking Meewasin trails and neighborhoods do not have any sidewalks!
- » I'd be curious to hear more about snow- and water-based forms of active transportation. Sounds super neat!
- » “Completing the Connectivity of the Active Transportation Plan is the most important thing for Saskatoon. You have great suggestions and ideas but I would like to see you prioritize these goals over the next 30 years.  
On your presentation board it talks about sidewalks only being needed on bus routes in the industrial area. I don't think you understand how people use the sidewalks in the industrial area. Very few people take the bus in the industrial area because there is free and endless amounts of parking. People would use sidewalks to walk during lunch and breaks. Tying sidewalks to buses is not accurate. You need to tie sidewalks to destinations people enjoy.”
- » Maybe should take example of some of the sidewalks in the city on nagoya, japan. Some big enough (especially on busy street) and separated into bike and pedestrian side... i'll send you pictures if you want to get an idea. It was brilliant. Maybe thats what we should have on clarence, so i don't get run over by a car ... or bus
- » Connectivity within the bicycle and sidewalk networks are essential for the active transportation plan to succeed. All other initiatives in this plan will fail if the money is not spent to create a connected network. This needs to be the number 1 priority for resource usage within this plan.
- » I like these strategies which make it possible for people to move through the city by a variety of active transportation modes in an orderly, safe way in all seasons.
- » Testing functionality
- » Consider protocols and education for where sidewalks are shared with bicycles.
- » Strategy 2: 6 - considerations for bicycles? Too weak a word.  
General comment: move on-street parking into lots. Saskatoon has lots and lots of parking downtown.\
- » Strategy 1. There are sidewalks other places than downtown.
- » Some big wigs in the City pushing to double or triple width of existing MVA trail...this is huge mistake... because it was built with perfect right proportions...it is already great shortage of grass there...they don't have enough parking lots in DT they want to pave to the max already tiny green space in DT.
- » I would be against recreational motorized water based activity on the river. And we do need a pedestrian bridge for walking and cycling. Skate boards go too fast to navigate sidewalks instead they should be in the bike lanes.
- » Strategy 1: Add sidewalks in the North Industrial areas.
- » I live in North Park, and often walk to the meewasin trail on spadina, but there are only a few routes with sidewalks all the way to spadina, so I often have to walk on the street. It's especially bad on Windsor, where there are lots of vehicles parked by Archibald arena
- » Hurry up with the bike paths. Connect suburban neighbourhoods with downtown with bike ways.
- » Keeping walkways open is very important! If there was a way to reverse closures that have been happening over the past several years, the city should actively pursue re-opening closed walkways.
- » underpasses on the bridges, esp. the Railway Bridge (like you have at the Circle Drive bridge).
- » Please include public awareness of bike lanes. I don't feel that the demonstration project is intuitive, and is probably forgotten frequently by non-cyclists.

» 1. Enhance the sidewalk network

The current strategy of repairing sidewalks with asphalt is short sighted. If one of the strategic planning goals is greater density within the core, then poor and unsightly repairs of core infrastructure will not make these areas attractive and desirable. They will always be considered second best because of the cheap and unsightly repairs. Nice core neighbourhoods with established trees, like in City Park or North Park, will be ruined in the long term by unsightly asphalt repairs that make them undesirable for higher density living.

4. Enhance other forms of active transportation, 3. e.g. scooters

It is essential to reduce and remove barriers to those with mobility disabilities and enhancing paved areas, including better snow removal in winter, will increase active transportation for people using scooters or other mobility aids. We are taxpayers too, users of downtown services, and also good customers for businesses. Saskatoon is in good company with other cities in having an aging population, and barrier free active transportation options are necessary. You likely know an older person, and you will also be old one day and will benefit from improved infrastructure and better winter snow removal standards on sidewalks.

- » 2. 1. Bike routes should be protected with concrete barriers/curbs, not flimsy pylons which get bent by motorists and obstruct bike routes causing a safety hazard. Loading zones must be clearly marked to make it clear to motorists where they can stop.
- » Sidewalk gaps are readily apparent in some core neighbourhoods of the city and make pedestrians walk on the roads with vehicles (e.g. Munroe ave between Colony and 15th street). This is dangerous and frankly embarrassing.
- » I gave an Excellent to Strategy 1 because of the Section on Maintenance and Accessibility. Lack of accessibility is however such an overlooked issue I must reiterate accessibility must be a feature of the sidewalk infill program, eliminating gaps in sidewalks, etc.  
All shared pathways need to be monitored for safety of pedestrians and people in wheelchairs.
- » This can't be a piece meal approach. Just do it and reap the rewards. Like Calgary!
- » I like promoting of the scooters and electric bikes too.  
The city is too big for most to walk to work, widening the sidewalks is a waste of \$. Put it into road maintenance ! And yes, light up and maintain the ""monkey paths"" between neighbourhoods please!
- » Unable to comment on Strategy 3, as did not read the Meewasin Trail Study.
- » Wow! Water based active transportation!? I'm curious about that, and excited! Also, as a winter city, we need to celebrate what we have and not fear winter. XC Skiing trails are now maintained by volunteers and the city should support and expand that. Although separated cycling lanes are great, they need to be functional. Why do cyclists have to demonstrate a need for lanes?! Do we have demonstration lanes for cars?? Lanes can be interrupted by 'oh-now-we-have-to-get-off-our-bikes-and-walk-for-for-a-block'! And the reality is that we will always have to cycle in traffic at times, but I think a reasonably simple solution is to increasing protected lanes is to designate some corridor streets and intelligently create protected lanes. In the winter scrape, don't salt!
- » Multi-use pathways should be left partially covered for cross-country skiing. - The entirety of Meewasin trail would be a great candidate for cross-country skiing.
- » Definitely agree with strategies 1 and 2. Our older neighbourhoods like Nutana and Haultain are very walkable in terms of location, but are missing sidewalks along key residential streets even though there is room. Creating an integrated bike network with useful separated lanes will help encourage cycling and improve safety.
- » With regards to strategy 4 number 1 we would like to see the city encourage people to take up sports such as skijoring. So far the city of Saskatoon has been hostile and rude about dogs on cross country

ski trails, and there are many of us who cross country ski with our dogs on harnesses. As of right now we make our own trails and go out with our dogs and children anyway, but it would be nice to be welcome in other places as well.

- » 3-3: much more pleasant to walk on an off street path to get where you need to go than an on street path.
- » I am struggling with all the effort and money that is going into bike lanes. This is not a reasonable mode of transportation for families so are you catering to a certain gender or lifestyle. Also, bike lanes continue to slow traffic down. There needs to be a heavier police presence to ensure they are following the rules. I am all for going green, but there needs to be limits. Instead of the focus so much on bike lanes, perhaps public transportation should be pushed. A family can use public transportation all year round.
- » It is hard to interpret the many diagrams with coloured lines. The main thing is that cyclists and pedestrians take the most efficient route. This means not having to dismount at the bus mall or the bridges, or cross the street because there is no longer a sidewalk. This simple fact must inform the routes. Plan your routes with a 10 year old user in mind. Is it safe? Convenient? Does it take you where you need to go? Cycling and walking are healthy leisure activities but they are also a mode for commuting and need to be acknowledged as that. Keep it simple and intuitive. Build a pedestrian bridge.
- » Re: 4.2 - also investigate/support removal of the wier and creation of the water park + run-of-river hydro. This could be transformative for the city.
- » Downtown is not where cyclists are riding! You have done nothing for the new neighbourhoods such as Evergreen. 4 lane roadways on two separate streets with absolutely no thoughts of the cycling lanes that could have been built properly and even off the road - you have all the room in the world, just no brains to think. Just look at McCormand Drive, no bike lanes with all the room in the world to have them in both directions.
- » It is interesting to see the inclusion of other forms of active transportation. I like the idea of snow and water based forms and look forward to seeing how that gets integrated.
- » A network of separated bike lanes should extend beyond downtown, to include at least main artery roads that are otherwise unsafe for cycling.
- » Strategy 2 should be a major priority. The protected and separated bike lanes should go beyond just downtown.
- » Suggestions from Buena Vista Community Association on proposed bike and sidewalk lanes in our neighborhood (Strategy 2 and Strategy 2):
  - Two-sided sidewalk infill on McPherson Avenue (Taylor to 8th)
  - Two-sided sidewalk infill on Eastlake Avenue (Taylor to 8th)
  - Two-sided sidewalk infill on 2nd and 4th Street (Coy to Belfast, Coy to Kilburn)
  - Protected bike lane on Victoria (Taylor to 8th)
  - Bike boulevard on McPherson (Taylor to 8th)
  - Bike boulevard on 2nd Street (Broadway to Belfast)
- » **STRATEGY 2 | EXPAND AND ENHANCE THE BICYCLE NETWORK**
  - 2: Separated bicycle lanes in areas beyond downtown (Riversdale, Nutana, College Park, City Park etc) would increase ridership across the city and make cycling safer for everyone, including drivers.
- » Not only should some sidewalks be widened but some sidewalks and universal trails (i.e. the path along Central Avenue) should be levelled and not on such a slant that it makes walking treacherous in winter. If the trails are wide then they can accomodate a variety of active transportation. I would like to see some education dollars put toward respect for pedestrians. Cyclist seem to be one of the worst

offenders for not following the rules. They often ride too fast by pedestrians and rarely use their bells to warn pedestrians of their approach.

- » In strategy 2, separated bike lanes should not be confined to downtown - there are many areas that would benefit, including 8th Street, Warman Road and Taylor Street, among others. Please consider extending separated bike lanes to high traffic commuting routes.
- » Strategy 4 is important to me. Provide opportunities for people to travel by skiing as well as biking and walking in the winter. Consider space for people to stand with poles and skis on buses on selected routes - those that access popular ski trails maintained by the city and the Saskatoon Nordic Ski Club (Wildwood, Holiday Park, Kinsmen).
- » some small shortcomings in continuous nature of the MV pathways...when riding east on paved pathway towards Preston Crossing pathway ends..options head onto roadway with 60 km traffic or manoeuvre mud/grass divot way until you reach the sidewalk further along Preston. Could the pathway be continued? whether gravel or paved makes no difference
- » A significant amount of work is required to enhance the network of active transportation infrastructure. Do not forget about the north industrial area. There are basically no sidewalks and very limited cycling infrastructure. Bus service is poor. Connectivity is also poor - especially with respect to the railway running along Warman/Wanuskewin Road. There is no place to legally cross these tracks between 33rd St and Marquis Drive (that is over 6 km!!!). It is an incredible barrier to active transportation. Cyclists can cross on the street at 51st (far from ideal for timid cyclists) and there are a number of illegal crossings (desire paths). The COS needs to work with the railway to create at-grade (or even grade separated) crossings. At a minimum, crossings are needed at 36th Street (through the cemetery), 43rd Street (epic desire path, frequent illegal crossings/trespassing), 51st St (there is no real crossing here - sidewalk ends in 'no man's land'), 60th St and/or 64th St (both would work well - both are currently illegally used). I know the railways are near impossible to work with but the COS needs to make improvements. Look at the 6 km barrier on a COS map. It is unbelievable how it impacts connectivity. Strategy 2: Saskatoon Cycles has completed an excellent cycling infrastructure map. The COS should adopt this map, or heavily reference it. This was a map designed by cyclists for cyclists.
- » Generally speaking, in most commercial and high-density areas, vehicle space should be reduced by half and people space should be doubled. Cars don't spend money and make a place enjoyable -- people do.
- » I think more emphasis needs to be placed on enhancing pedestrian and cyclist scale environments by use of landscape. Widening sidewalks is a waste unless there are enough people using them to warrant it.
- » Strategy 3: it is essential that neighbourhood shortcuts be preserved (and designed into new areas) regardless of adjacent homeowner concerns. These shortcuts reduce walking/cycling times significantly.
- » Strategy 1, Action 4 - Doesn't seem like this should be a big priority. Actually creating bike paths then modifying ones that already exist.
- » Snow removal
- » We should be able to get a family pass through the week. The family pass is only available at the customer service hub downtown. The family pass and other bus passes should be available across the city.
- » Victory Bridge should be an active transportation bridge with transit and emergency vehicle access.
- » Some active transportation corridor identification seems based on guesswork rather than numbers or community association consultation.
- » Strategy 1 Action 2 - Fixing gaps and uneven sidewalks is vital.



- » There needs to be considerable upgrades to the existing roads and bridges to improve access for pedestrians and cyclists.
- » Downtown cross-country ski-trails between 25th and Broadway would be nice.
- » Good idea!!
- » Present day sidewalks are really unsuitable for walkers/wheelchairs especially in the core neighbourhoods which have the highest percentage of wheelchairs users and walkers.
- » Design paths of travel connecting roadways - all inclusive.
- » Connectivity is key to this plan. Building a beautiful protected bike lane that is only a few blocks long, goes from nowhere to nowhere and doesn't connect into safe accessible network is not going to be used much and therefore viewed as useless.
- » Strategy 4 Action 2 - This would really be quite limited.  
Strategy 4 Action 1 - This should be prioritized as winter is one of the largest conflicts with people walking and cycling year round.
- » There should be a bicycle network.
- » A closer look at ways to exit city as road cyclist. Its hard as a cyclist going 30 km/hr and faster to share pathways with slower bikes and pedestrians. A better way to share the road with traffic on major roadways (Circle, College, Attridge) would be easier for road cyclists to exit the city without holding up traffic on freeways or going to fast for pedestrians.
- » Strategy 2-Action 2: I've used the provisional 23rd Street bike lanes and have a number of dislikes. (1) The pavement is extremely rough and water pools and remains there the longest. (2) The lanes and markers don't look very nice. (3) Instead of being door'd by a driver I was nearly door'd by a passenger-side opener!
- » Strategy 2-3 - I think the city needs to be prepared to undertake certain construction-improvement projects, such as widening Ave C north of Circle Dr. OR install a sidewalk. Also under Strategy 1, there seems to be no specific initiative to identify areas of the city that have very little active transport infrastructure - i.e. north industrial incl SaskTel Center region. Strategy 1-1 - at corner of airport Dr and circle dr. a pedestrain overpass is highly warranted, walking across is only option right now, and its high volume, high speed, high risk
- » It needs to be easy to bike and walk down major roads like 8th Street for access to groceries and other services. Right now 8th Street, as an example, is among the least convenient places for active transportation. More parking, better sidewalks, more bikelanes, etc.
- » Strategy 3-4. Create pedestrian bridge (from the former traffic bridge) to and from downtown core.
- » We need a plan to improve sidewalk and bike routes and road repair.



# APPENDIX E ADDITIONAL COMMUNITY INPUT





## NOVEMBER PUBLIC EVENT POSTCARDS

I am most excited about the Active Transportation Plan because:

- » It will increase walking, cycling & other modes of transportation other than driving.
- » Could walkways be suspended under the existing bridges to connect at the train level
- » The proposed bicycle network.
- » All ideas and projects proposed will make Saskatoon a better place!
- » Love that bike paths along Meewasin Trail cleaned regularly and early (It is my commute on my bike).
- » Potential for improved cycling and walking facilities.
- » Active transportation is an all-around win - it's good for your health, good for the environment and streets, and good for your bank account.
- » At least ideas are being considered and discussed.
- » Partnering; Strategy 2 #4; Suggestion: Pathway connectivity throughout the City.
- » I am glad the city is going through this process. The presentation is very nicely done.
- » At least the city is considering improved infrastructure for pedestrians and cyclists instead of past actions which actively discouraged it.
- » Looking at active transportation from multi-perspectives.
- » It seems there is a genuine interest in encouraging (not just tolerating) biking & walking.
- » Getting better bike lanes and maintenance. Better road maintenance. Sidewalk maintenance.
- » It will get people out, save money and help the environment.
- » It will make the city a lot better for bikers.

The Active Transportation Plan concerns me because:

- » Don't spend money on anything else but bike lanes on 29<sup>th</sup> Street, Main Street, Victoria Ave/Wilson
- » A map on a shelf with lots of "Bike Lanes" on it is good for no one. A few well built / designed bike lanes is better than a whole bunch of half decent ones.
- » Cyclists & Pedestrians are being lumped together in part. They need to be treated separately.
- » Good etiquette needs to be part of the education program for ATP to work.
- » People with disabilities & cell phone usage by pedestrians is not addressed.
- » Lorne Avenue has been incorrectly identified as the major active transportation corridor in the area. McPherson Avenue is the main north/south active corridor.
- » It's just preliminary planning with no assurance the city will ever actually approve, fund, or implement. With current council none of this is ever likely to materialize.
- » Include a 3-1-1 hotline to communicate ad hoc suggestion / concerns (e.g. things you notice as you're walking or biking such as "put a sidewalk ramp on south side of B'way bridge".)
- » Make a bike lane through bus mall (perhaps on south sidewalk)
- » The potential for lack of political support (as administrative support).
- » Targets are too low considering the 30 year timeline.
- » Active transportation targets are way too low. Car trip target should be 50%.
- » The 2045 targets are way too low - 12% reduction in non-active transportation over 30 years? Surely we should aim higher.
- » I'm an avid cyclist (365 days a year). Also, I think walking is pretty great.
- » I'd like to drive less to get around the city for day-to-day activities (work / grocery shopping etc.).