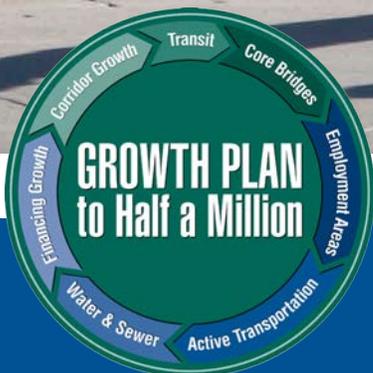


Active Transportation Plan

# ENGAGEMENT SUMMARY REPORT #3



April 2016

Prepared for the City of Saskatoon by Urban Systems Ltd.





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# 1 | INTRODUCTION

In the Winter of 2016, the City of Saskatoon launched the closing round of public engagement for the Active Transportation Plan (ATP). This round of public engagement extended over four months and engaged thousands of residents throughout the city.

The public engagement process for the ATP began in April, 2015. Over the next three months, thousands of Saskatonians provided input on the following topic areas:



Figure 1 - Public Engagement Topics

What we heard during the first round of public engagement was used to inform the direction of the ATP as strategies were developed. The input received during the first round of engagement is outlined in the Active Transportation Plan 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 three 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 the public and key stakeholders on the draft vision, goals, strategies and targets, as well as draft network plans. The input received during the second round of engagement is outlined in the Active Transportation Plan Engagement Summary Report #2.

The third round of public engagement for the ATP took place between January and April, 2016. Over the course of this four month period, an interactive on-line survey was used to obtain feedback on implementation priorities for the Active Transportation Plan. The ATP was presented with other components of the *Growth Plan to Half a Million (Growth Plan)* at the Growth Plan Summit to the City of Saskatoon Governance and Priorities Committee. There was a final meeting with the Active Transportation Plan Stakeholder Advisory Committee, to obtain feedback on the final draft ATP including implementation priorities. A final round of internal staff engagement and engagement with key stakeholder groups, including Saskatoon Cycles, Meewasin Valley Authority, Saskatoon Health Region and University of Saskatchewan, was undertaken to ensure that there is broad community and internal support for the ATP leading up to final approval of the ATP in June.



# 2 | ENGAGEMENT ACTIVITIES

## 2.1 GROWTH PLAN SUMMIT

After two years and four rounds of public engagement, the *Growth Plan* was presented to the Governance and Priorities Committee of Council on March 14, 2016. City staff presented the key directions of the *Growth Plan*, including an update on the ATP. The ATP vision, goals and targets were presented, as well as an overview of the six main themes and expected recommendations under each. The communications and public engagement components were highlighted as successes under the *Growth Plan*.

The Summit also included a presentation by Jarrett Walker, author of *Human Transit*, on transit planning concepts. Following the presentations, stakeholders and members of the public were invited to provide comments on the *Growth Plan* to the Governance and Priorities Committee for consideration. Representatives from Saskatoon Cycles and the Saskatoon Health Region, two stakeholder groups that have been actively involved with developing the ATP, spoke in support of the ATP, along with members of the public and staff from the University of Saskatchewan.

Please refer to **Appendix C** for the Growth Plan Summit agenda.

## 2.2 ATP STAKEHOLDER WORKSHOP #2

On April 11, 2016 members of the Active Transportation Plan Stakeholder Advisory Committee (SAC) met for the third SAC meeting. Committee members were provided with an update on the development of the ATP, including the results from the second and third rounds of public engagement. The presentation included a summary overview of the final draft ATP and discussion on the implementation and monitoring plan.

## 2.3 METROQUEST ONLINE INTERACTIVE SURVEY

An online interactive survey was available online for all residents to complete between January 25 and February 16, 2016. The survey was developed in collaboration with Envision Sustainability Tools (MetroQuest), a Canadian digital engagement software company. MetroQuest is a web-based suite of public engagement tools used in planning processes to engage stakeholders and the public. The survey was designed to gather input from respondents on implementation priorities for the ATP. The welcome screen from the MetroQuest survey is shown in **Figure 2**.

The survey included an interactive budgeting exercise where residents could identify spending priorities; a ranking exercise where residents could identify which strategies were their highest priorities; and a mapping exercise where respondents were able to provide feedback on what they believe are the highest priority projects for implementation.



Figure 2 - Online Interactive Survey Welcome Screen

The online interactive survey generated **2,773 page views** and **1,286 completed survey responses** between January 25 and February 16, 2016. The number of daily visits to the online survey as well as daily data counts are shown in **Figure 3**.

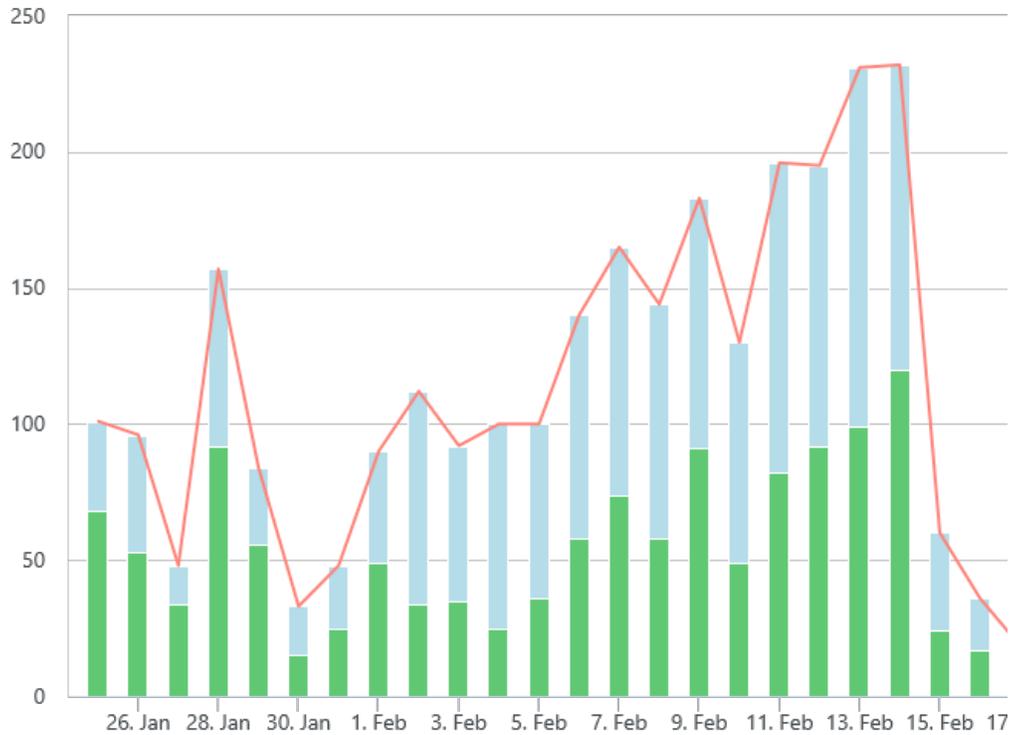


Figure 3 - Online Interactive Survey Daily Visits and Data

The survey included five screens to provide input on priorities for implementation, as described in further detail below:

WELCOME SCREEN	BUDGET ALLOCATION	STRATEGIES	PROJECTS	WRAP-UP
----------------	-------------------	------------	----------	---------

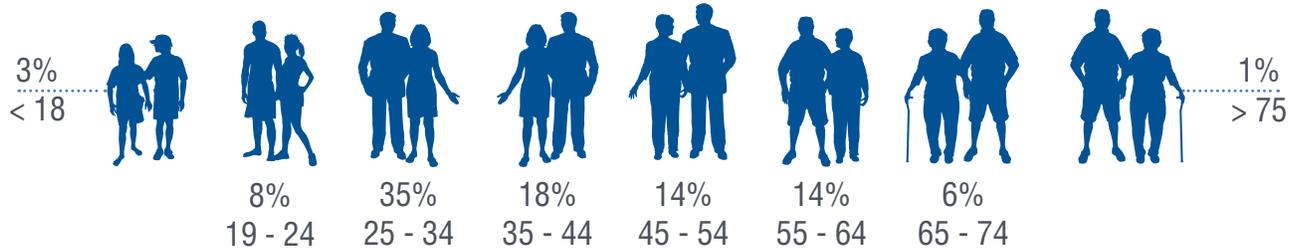
In addition, the survey included a screen with demographic questions to understand the characteristics of survey respondents.

# WHO WE HEARD FROM

To complete the survey, participants were asked to answer a series of optional demographic questions. **Figure 4** illustrates who we heard from through this online survey. 'Where Respondents Live' has been further analyzed by postal code in Appendix B

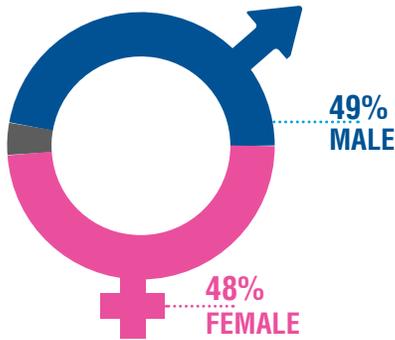
## AGE BREAKDOWN

\*3% PREFER NOT TO SAY



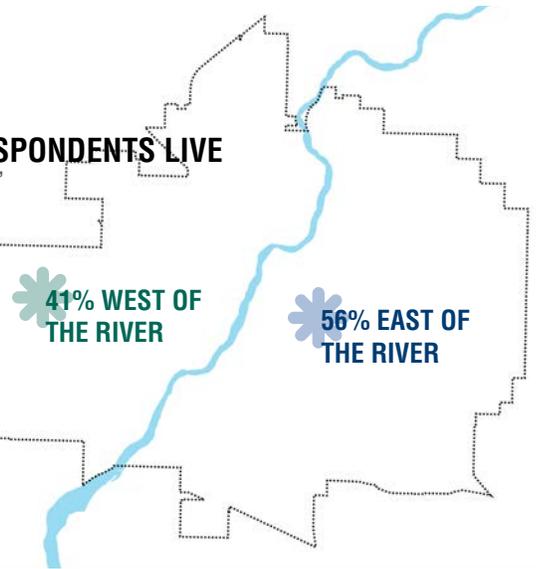
## GENDER BREAKDOWN

\*3% PREFER NOT TO SAY



## WHERE RESPONDENTS LIVE

\*3% SAID 'OTHER'



## EDUCATION BREAKDOWN

\*1% SAID 'OTHER'

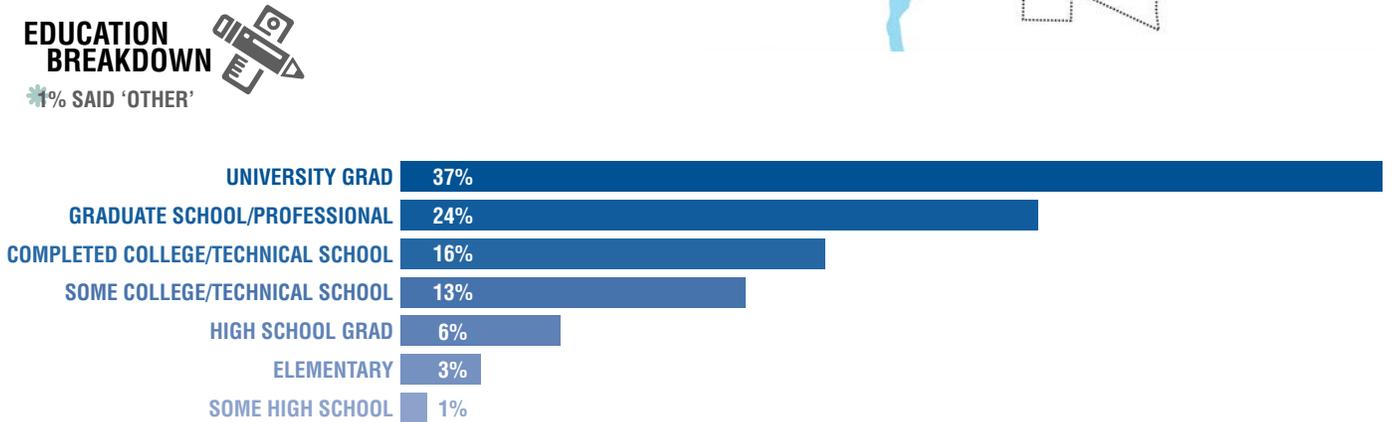


Figure 4 - Online Interactive Survey Participant Demographics

## WHAT WE HEARD | BUDGET ALLOCATION

The ATP contains a number of strategies and actions to improve walking, cycling and other forms of active transportation. To better understand respondents' spending priorities, a budget allocation question was provided. Respondents could identify where they would allocate their money if they had a total of \$100 to spend. As shown in **Figure 5**, respondents were provided a series of \$1 and \$10 coins that they could distribute within each of the following eight categories:

01. **Expand / Improve the Bike Network:** Develop a complete and connected bike network for cyclists of all ages and abilities throughout Saskatoon.
02. **Expand / Improve Sidewalks:** Build new sidewalks to fill in gaps in the existing sidewalk network and address quality issues on existing sidewalks throughout Saskatoon.
03. **Expand / Improve Pathways:** Improve existing shared pathways, including portions of the Meewasin Trail, and build new shared pathways throughout Saskatoon for all AT users.
04. **Bridges, Overpasses and Underpasses:** Provide connections and access for all AT users on new bridges, underpasses and overpasses throughout Saskatoon. Improve connections and access to existing bridges, underpasses and overpasses.
05. **Intersection Safety and Convenience:** Provide more activated pushbuttons or automatic detection to help all AT users cross. Conduct pedestrian- and cyclist- safety studies for key corridors and intersections throughout Saskatoon.
06. **Maintenance and Accessibility:** Ensure that sidewalks, bike facilities and shared pathways/trails are maintained year-round, are in adequate condition and are accessible to all.
07. **Improve Lighting:** Provide more lighting along sidewalks, bike routes and shared pathways/trails. Improve visibility in and around underpasses with lighting and/or design changes.
08. **Invest in Street Amenities:** Provide more amenities for all AT users, including: bike parking, benches, planters and patios, public plazas, street banners, public art and wayfinding signs.

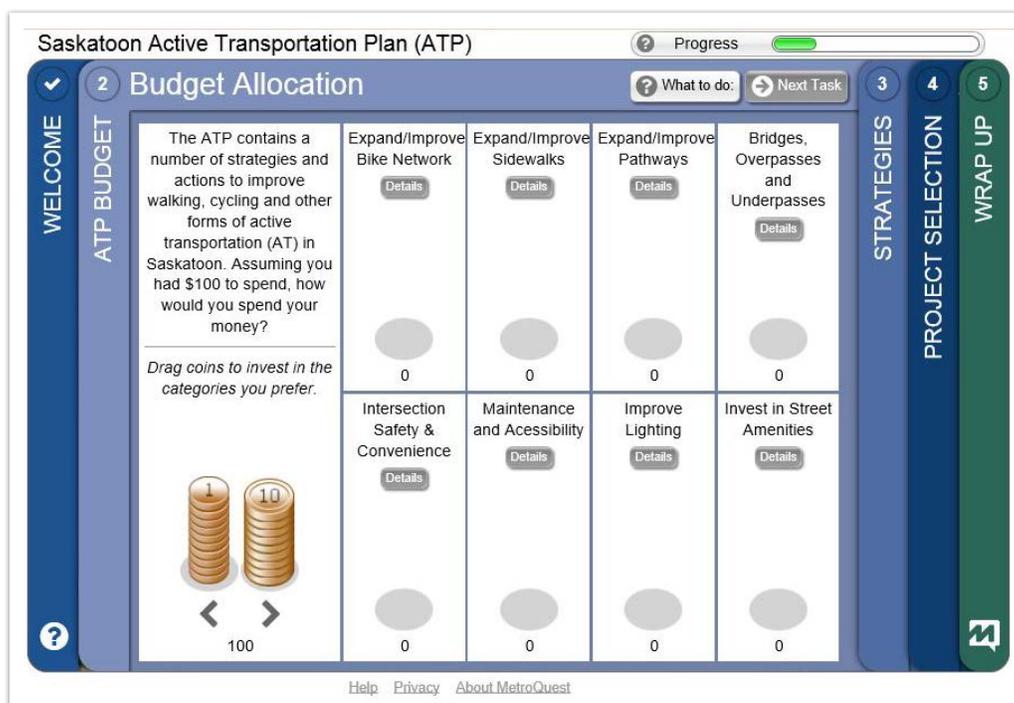


Figure 5 - Online Interactive Survey Budget Allocation Screen

The highest spending priority was identified as expanding and improving the bicycle network, followed by bridges, overpasses and underpasses, expanding and improving both pathways and sidewalks, and maintenance and accessibility. The lowest spending priorities were identified as improving lighting and investing in street amenities, as shown in **Figure 6**.

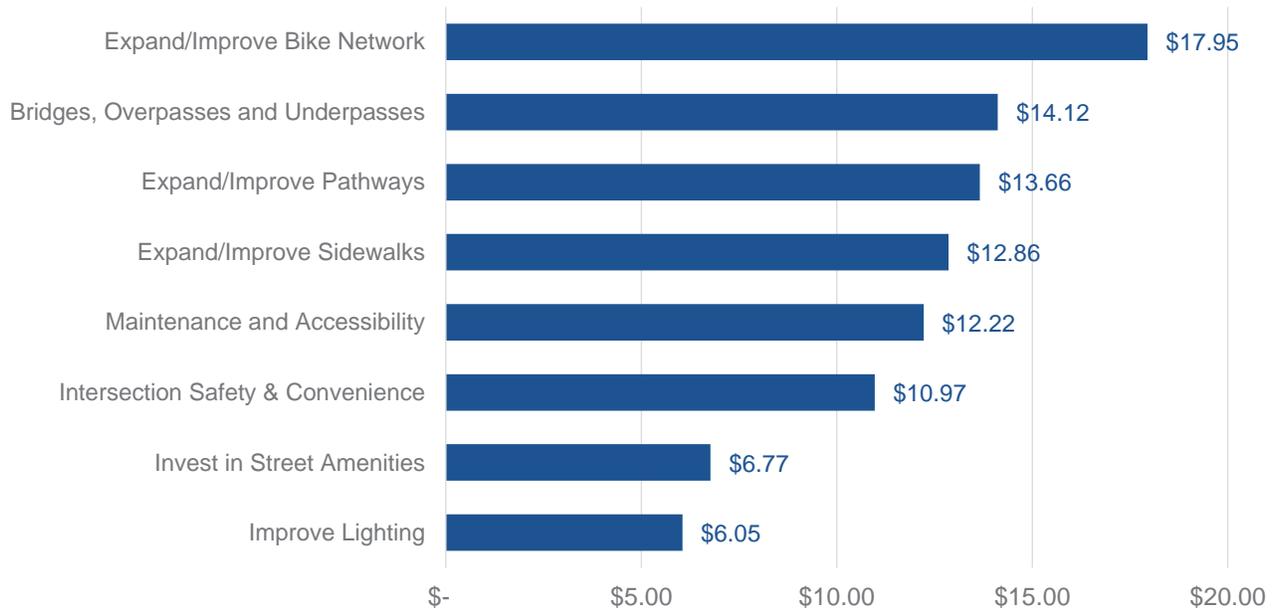


Figure 6 - Online Interactive Survey Budget Allocation Results

## WHAT WE HEARD | STRATEGIES

Survey participants were then asked to prioritize the strategies and actions recommended in the draft ATP. The strategies and actions were categorized based on the following key themes:

01. Bike Network
02. Sidewalk Network
03. Shared Pathways/Trails
04. Bridges, Overpasses and Underpasses
05. Maintenance and Accessibility

For each of these five key themes, respondents were asked to rank possible actions on a scale of 1 (low) to 5 (high) using stars, as shown in **Figure 7**.

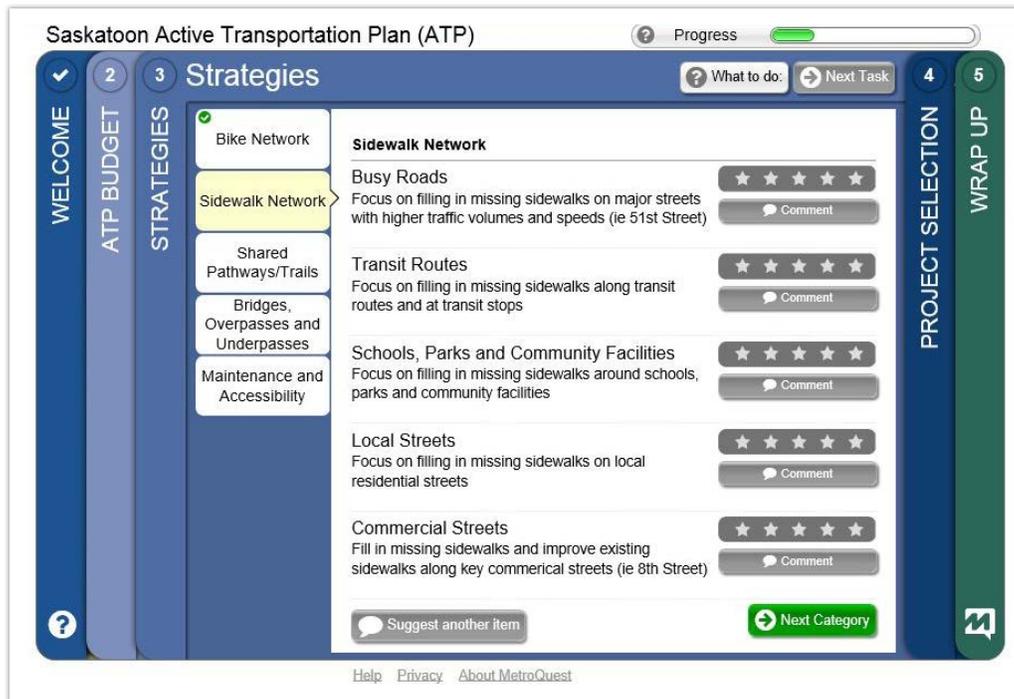


Figure 7 - Online Interactive Survey Strategies Screen

The sections below summarize the results of the ranking for each of these five themes. Detailed comments have been included in **Appendix B**.

## 01. BIKE NETWORK

The draft ATP identifies a long-term bicycle network for Saskatoon. The proposed network includes a number of different types of improvements. Respondents were asked to rank the following five possible actions to enhance and improve the bicycle network:

- **Downtown Protected Bike Lanes:** Expand the network of downtown protected bike lanes
- **Other Downtown Bike Facilities:** Improve and provide upgrades to existing painted bike lanes and shared use traffic lanes downtown
- **Neighbourhood Connections:** Provide more bike facilities that connect to destinations within a neighbourhood and to other neighbourhoods
- **Address Gaps and Quality Issues:** Focus on filling in gaps and improving the quality of existing bike facilities outside downtown
- **Regional Connections:** Provide more bike facilities that connect new neighbourhoods and the region (e.g. McOrmond Drive and Claypool Drive)

As shown in **Figure 8**, improving neighbourhood connections was identified as the highest priority, followed by addressing gaps and quality issues, improving regional connections, and expanding the network of downtown protected bicycle lanes. Improving and providing upgrades to existing painted bike lanes and shared use traffic lanes downtown was ranked as the lowest priority for bicycle network improvements.

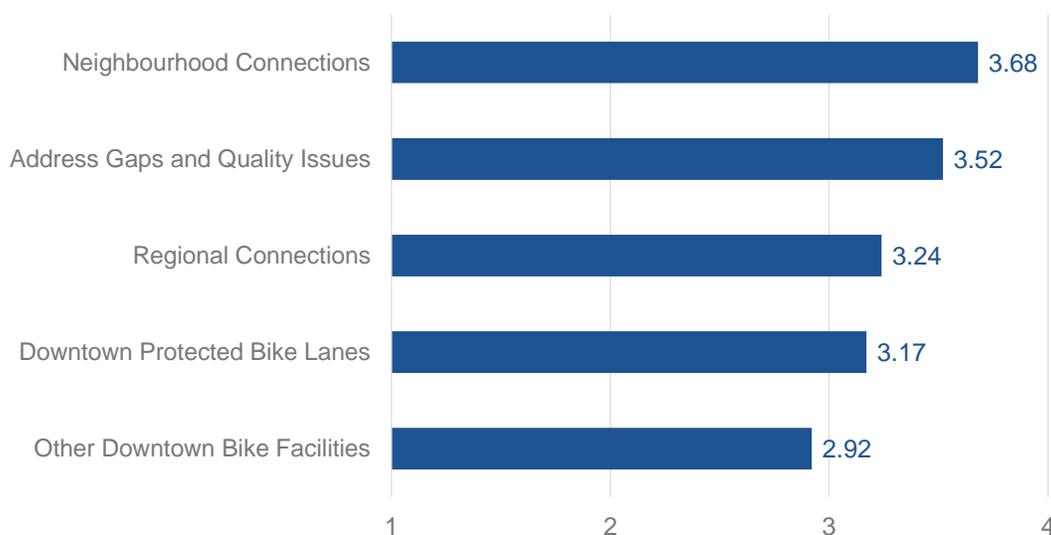


Figure 8 - Online Interactive Survey Bike Network Priorities

## 02. SIDEWALK NETWORK

The draft ATP identifies a number of gaps in the city's existing sidewalk network. To better understand where new sidewalks should be prioritized, survey participants were asked to rank the following five possible actions to enhance and improve the sidewalk network:

- **Busy Roads:** Focus on filling in missing sidewalks on major streets with higher traffic volumes and speeds (e.g. 51<sup>st</sup> Street)
- **Transit Routes:** Focus on filling in missing sidewalks along transit routes and at transit stops
- **Schools, Parks and Community Facilities:** Focus on filling in missing sidewalks around schools, parks and community facilities
- **Local Streets:** Focus on filling in missing sidewalks on local residential streets
- **Commercial Streets:** Fill in missing sidewalks and improve existing sidewalks along key commercial streets (e.g. 8<sup>th</sup> Street)

As shown in **Figure 9**, focusing on filling in missing sidewalks around schools, parks and community facilities was the highest priority, followed by filling in missing sidewalks on transit routes, commercial streets, and busy roads. Filling in missing sidewalks on local streets was ranked as the lowest priority for sidewalk network improvements.



Figure 9 - Online Interactive Survey Bike Network Priorities

### 03. SHARED PATHWAYS/TRAILS

The draft ATP identifies a number of opportunities to improve and enhance off-street pathways, including the Meewasin Trail and other pathways throughout the city. To better understand support for these improvements related to shared pathways and trails, respondents were asked to rank the following five possible actions:

- **Meewasin Trail Gaps:** Focus on filling gaps or missing sections of the Meewasin Trail within Saskatoon
- **Meewasin Trail Upgrades:** Focus on upgrades, such as widening and repaving, on existing sections of the Meewasin Trail
- **Neighbourhood Walkways:** Focus on preserving existing walkways and building new walkways through neighbourhoods
- **New shared pathways/trails:** Focus on building new trails and filling in gaps in existing trails outside the Meewasin Valley
- **Upgrades to existing trails:** Focus on upgrades, such as widening and repaving, to trails outside the Meewasin Valley

As shown in **Figure 10**, focusing on filling gaps along the Meewasin Trail was the highest priority, followed by building new trails outside the Meewasin Valley, preserving and building new neighbourhood walkways, and upgrading existing segments of the Meewasin Trail. Upgrades to pathways outside the Meewasin Valley was ranked as the lowest priority.

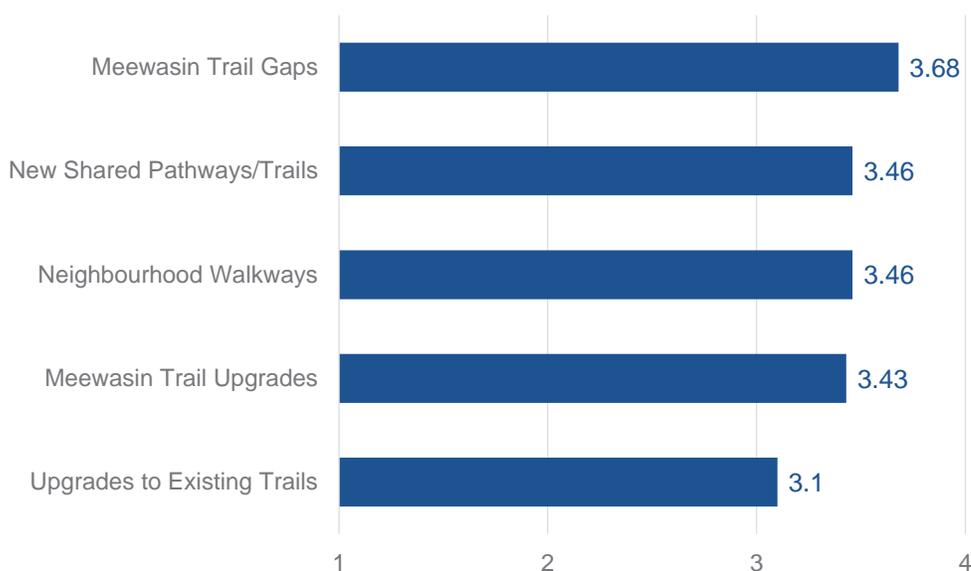


Figure 10 - Online Interactive Survey Shared Pathways/Trails Priorities

## 04. BRIDGES, OVERPASSES AND UNDERPASSES

The draft ATP identifies a number of opportunities to address major barriers by improving bridges, overpasses, and underpasses throughout the city. Survey participants were asked to rank the following five possible actions to improve bridges, overpasses, and underpasses:

- **New River Crossings:** Focus on building new active transportation bridges at strategic locations across the South Saskatchewan River
- **Existing River Crossings:** Improve connections and access for all AT users on existing bridges across the South Saskatchewan River
- **New Overpasses and Underpasses:** Focus on providing adequate access for all AT users on new overpasses and underpasses
- **Existing Overpasses and Underpasses:** Focus on improving access on existing overpasses and underpasses for all AT users
- **Neighbourhood Connections:** Provide new AT overpasses or underpasses between neighbourhoods and across major roads (e.g. Circle Drive)

As shown in **Figure 11**, providing new active transportation overpasses or underpasses between neighbourhoods and across major roads was the highest priority, followed by improvements to existing river crossings, building new overpasses and underpasses, and improving existing overpasses and underpasses. Building new active transportation bridges at strategic locations across the South Saskatchewan River was ranked as the lowest priority.

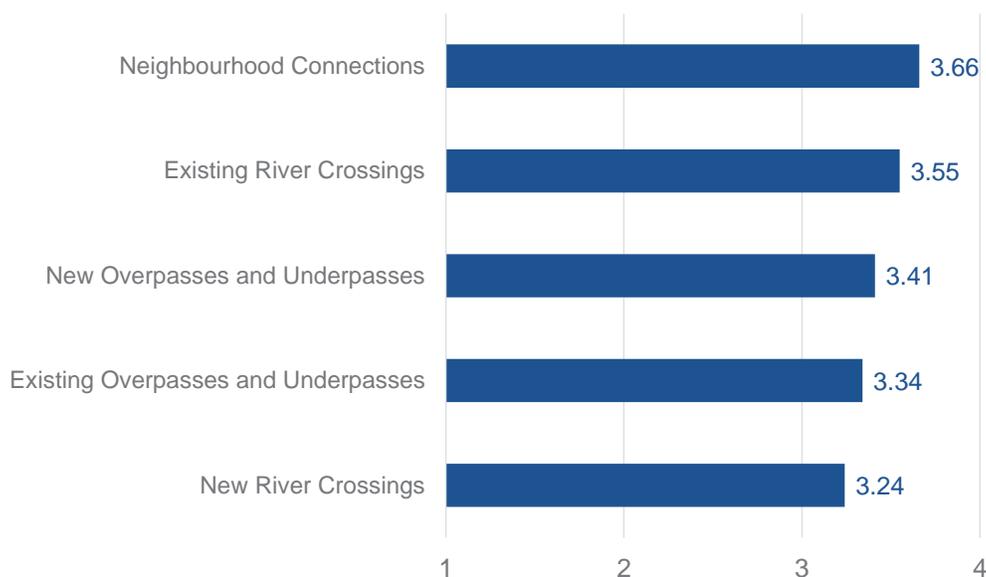


Figure 11 - Online Interactive Survey Bridges, Overpasses and Underpasses Priorities

## 05. MAINTENANCE AND ACCESSIBILITY

The draft ATP identifies opportunities to improve the maintenance and accessibility of active transportation infrastructure. Respondents were asked to rank the following five possible actions identified to enhance and improve maintenance and accessibility:

- **Snow Removal on Sidewalks:** Review and update sidewalk snow removal requirements on all types of roads and at transit stops
- **Snow Removal on Bike Routes:** Review and update snow removal and storage requirements on designated bike routes throughout city
- **Inspect Crosswalks and AT Facilities:** Regularly inspect sidewalks, crosswalks and bike routes to ensure they are visible and maintained in adequate condition
- **Expand Accessibility:** Expand accessibility measures such as: pedestrian countdown timers, crossing times, tactile curb ramps and accessible transit stops
- **Construction Sites and Activities:** Provide adequate detours for all AT users around construction sites and during road construction activities

As shown in **Figure 12**, reviewing and updating sidewalk snow removal requirements was identified as the highest priority improvement, followed by expanding accessibility measures, inspecting crosswalks and active transportation facilities, and providing adequate detours for all active transportation users around constructions sites and during road construction activities. Reviewing and updating snow removal and storage requirements on designated bike routes throughout city was identified as the lowest priority for maintenance and accessibility.

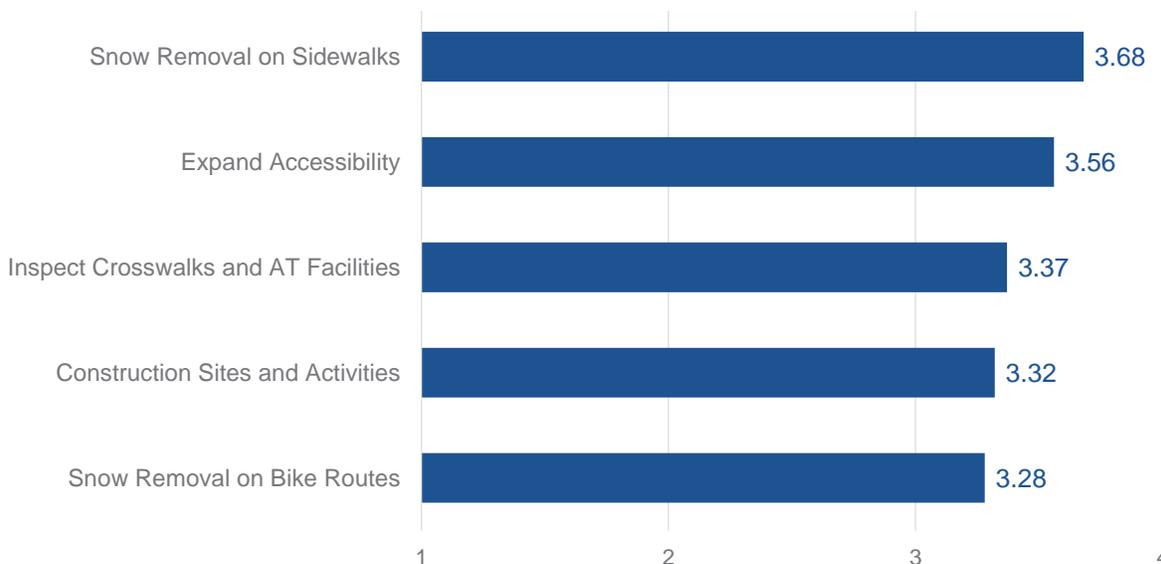


Figure 12 - Online Interactive Survey Maintenance and Accessibility Priorities

A summary of all the proposed actions for each of these five themes is summarized in **Figure 13**. Overall, the actions that were ranked the highest included focusing on filling in missing sidewalks around schools, parks and community facilities as well as on transit routes, and reviewing and updating sidewalk snow removal requirements. However, it should be noted that most of the proposed actions scored relatively closely, with a ranking between 3 and 4 for most actions.

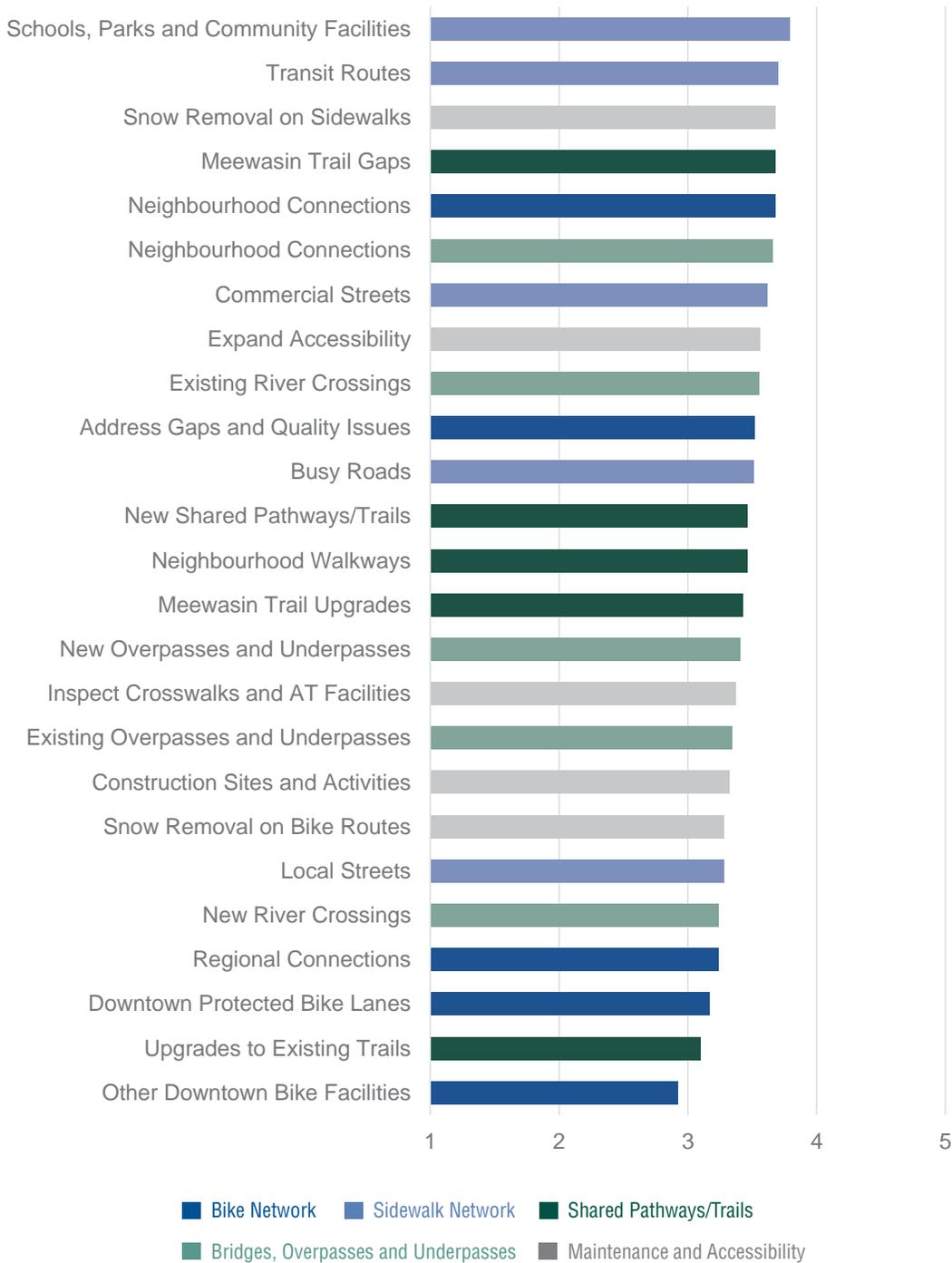


Figure 13 - Online Interactive Survey Summary of Combined Priorities

## WHAT WE HEARD | PROJECTS

The draft ATP includes a number of capital projects to improve walking, cycling and other forms of active transportation. To help prioritize specific capital projects or types of capital improvements, the MetroQuest survey identified 15 specific projects, and respondents were asked to rank up to five preferences for priority improvements, as shown in **Figure 14** and described in further detail below.

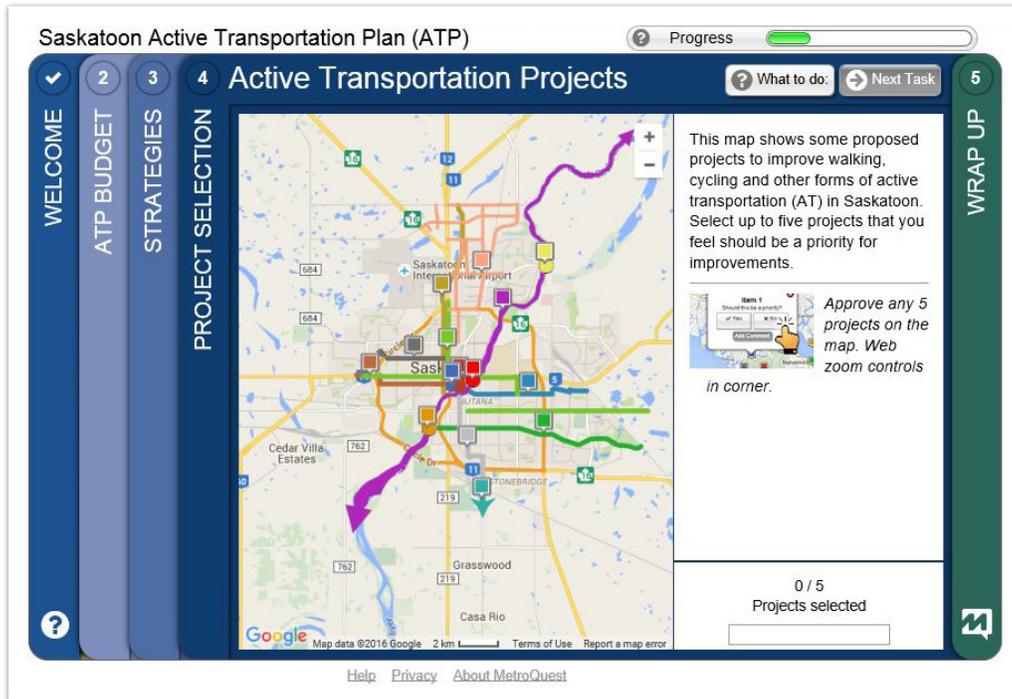


Figure 14 - Online Interactive Survey Active Transportation Projects Screen

01. **Downtown Protected Bike Lanes:** In addition to 4<sup>th</sup> Avenue and 23<sup>rd</sup> Street, build new protected bike lanes and address gaps to form a complete network (i.e. 1<sup>st</sup> and 4<sup>th</sup> Avenue, 19<sup>th</sup>, 20<sup>th</sup> Street and 23<sup>rd</sup> Street gap)
02. **Downtown Bike Routes:** Enhance existing bike routes downtown to be comfortable for cyclists of all ages and abilities (i.e. 22<sup>nd</sup> and 24<sup>th</sup> Street, 3<sup>rd</sup> and Pacific Avenue and Spadina Cres)
03. **Spine – North:** Provide high quality active transportation connections to Downtown from north areas of the City (i.e. Avenue C)
04. **Spine – Northwest:** Provide high quality active transportation connections to Downtown from northwest areas of the City (i.e. 29<sup>th</sup> Street)
05. **Spine – South:** Provide high quality active transportation connections between downtown and southeast areas of the City (i.e. Victoria Avenue)
06. **Spine – Southwest:** Provide high quality active transportation connections to Downtown from southwest areas of the City (i.e. 20<sup>th</sup> Street)

07. **Spine – Southeast:** Provide high quality active transportation connections to Downtown from southeast areas of the City (i.e. Taylor Street)
08. **Spine – East:** Provide high quality active transportation connections to Downtown from east areas of the City (i.e. 14<sup>th</sup> Street)
09. **City Centre AT Bridge:** Provide a new, dedicated AT bridge connecting downtown and Nutana.
10. **South AT Bridge:** Provide a new, dedicated AT bridge connecting southwest and southeast neighbourhoods.
11. **North AT Bridge:** Provide a new, dedicated AT bridge to be located between Circle Drive North and North Commuter Parkway bridges.
12. **Meewasin Trail:** Improve the Meewasin Trail by addressing gaps, improving quality and capacity and providing regional connections
13. **Multi-Modal Corridors:** Ensure that future bus rapid transit routes and growth corridors have complete active transportation facilities (i.e. along Idylwyld Drive North, 8<sup>th</sup>, 22<sup>nd</sup> and 25<sup>th</sup> Street and College Drive)
14. **Regional Connections:** Provide regional active transportation connections to surrounding communities (i.e. Clarence Avenue, Highway 14 and Wanuskewin Road)
15. **Sidewalks on Major Roads:** Fill in missing sidewalks on major roads (i.e. along transit routes in industrial areas)

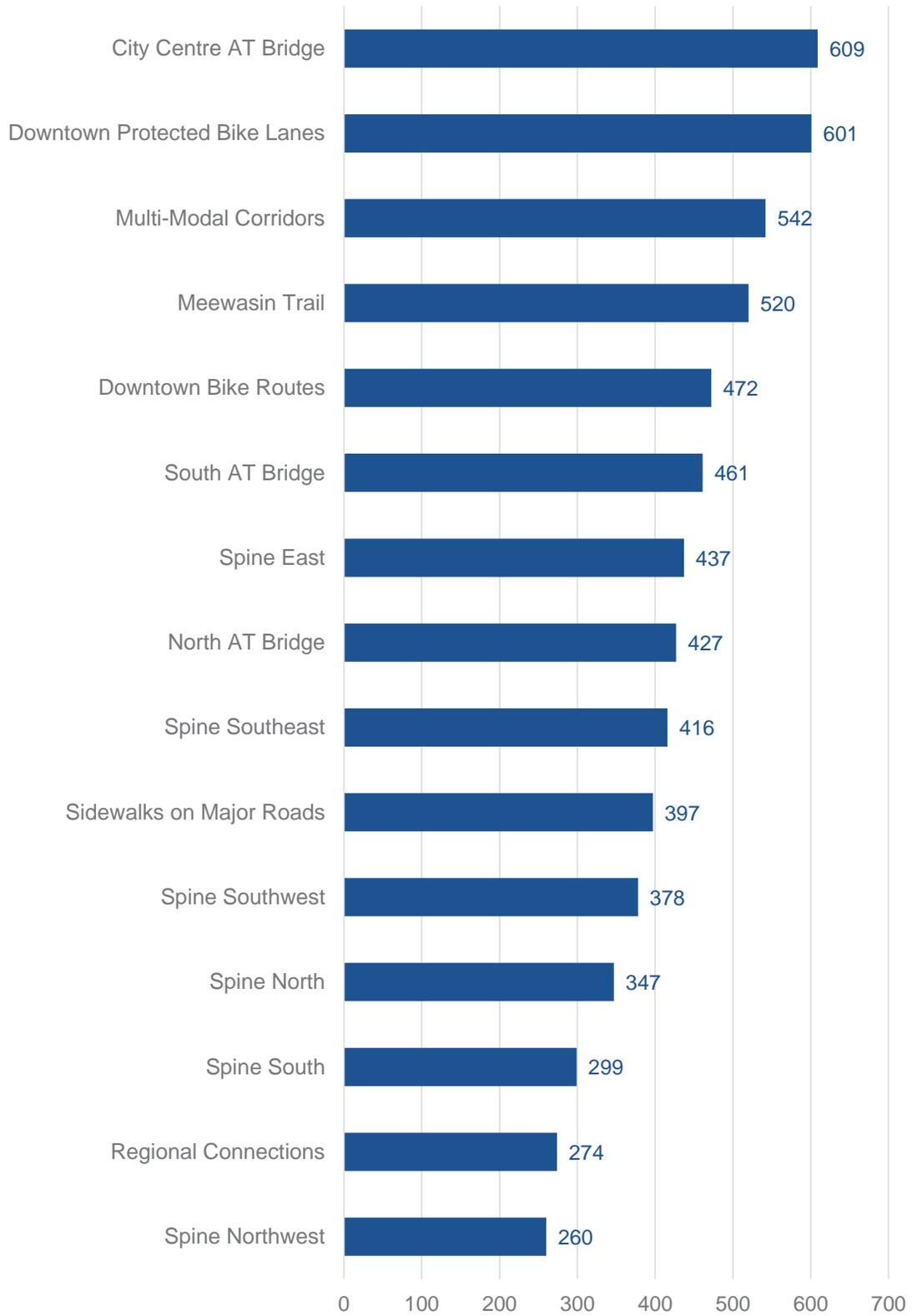


Figure 15 - Online Interactive Survey Active Transportation Projects Screen Results

As shown in **Figure 15**, the highest priority for capital improvements was the construction of a new, dedicated AT bridge connecting downtown and Nutana, followed by:

- developing a network of protected bike lanes in the downtown core;
- focusing on multi-modal corridors; and
- focusing on Meewasin Trail improvements.

The lowest ranked priorities for capital improvements included developing spine connections to the northwest, north, south, and southwest, as well as focusing on regional connections.



# 3 | ENGAGEMENT PROMOTION

Throughout the closing round of public engagement for the ATP a variety of marketing strategies were used to encourage participation and interest in the process. With the MetroQuest online interactive survey being the main focus of this round of engagement, much of the marketing material centred on promoting the survey and included print and online advertising as well as public service announcements.

## PRINT AND ONLINE ADVERTISING

The third round of engagement from the ATP was advertised through several publications, both online and in print formats, including:

- Facebook Ads (54,334 reach): January 25 - February 14
- Bridges Ads (95,000 households): January 5, 12
- City Pages Ads (95,000 households): January 30, February 13
- Planet S Print and Online Ads: February 4 (print), February 1 - 14 (online)
- Star Phoenix Online Ads: February 1-14
- ~200 Posters (distributed at leisure sites, libraries, BID poster kiosks, transit buses): January
- ~750 Information Cards: January
- E-newsletter to growingfwd.ca subscribers (1,416 subscribers): January 25
- Targeted stakeholder emails: January



Figure 16 - Winter 2016 Active Transportation Plan Promotional Material

## NEWS RELEASES AND PSAs

PSAs were distributed on January 25 and February 12 to promote the closing round of public engagement for the ATP. Both PSAs highlighted the online interactive survey specifically.

## SOCIAL MEDIA

The City's social media channels, Facebook and twitter, were used throughout the closing round of engagement. As noted above, Facebook Ads drove traffic to the project webpage and online interactive survey. A handful of posts were also made to the City's Facebook page timeline between January and February. The findings below highlight the impact of Facebook in the promotion of the closing round of public engagement.

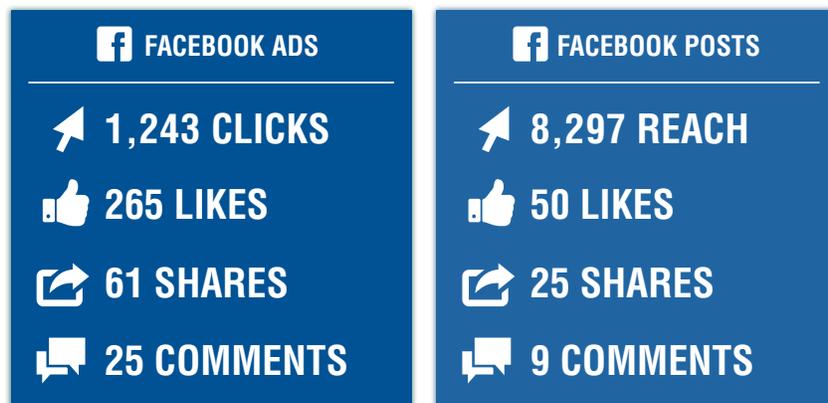


Figure 17 - Facebook Statistics for the ATP Promotion in January and February, 2016

Saskatonians 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 and online survey. Eight (8) tweets were made during this round of engagement using the hashtag #yxewalkroll.

# 4 | CONCLUSION

The closing round engagement for the ATP involved over 1300 Saskatonians. Those consulted provided valuable feedback on the implementation priorities being considered for the ATP, through ranking, mapping and interactive budgeting exercises. The input received will now be considered alongside a technical review as the project team prepares the final ATP for Saskatoon City Council approval in late Spring, 2016.

## NEXT STEPS

The third and closing round of public engagement for the ATP marks the end of a year-long city-wide consultation process. Over the past year, the project team has worked enthusiastically to plan and execute a variety of events and activities to engage a broad range of Saskatoon residents and stakeholders and obtain balanced input into the development of the ATP. Each of the tools used to engage community members were designed to meet the communication and engagement objectives outlined in the Active Transportation Communications and Engagement Strategy and listed below:

- Provide the community with information that is accessible, interesting, relatable and is easy to understand;
- Reduce barriers to participation by engaging where people are, using the tools they are using;
- Build capacity among community members;
- Obtain input from a broad range of community members using a variety of engagement methodologies;
- Ensure engagement is measurable and representative using a combination of qualitative and quantitative methods to gather data; and,
- Ensure City Leaders and Staff are informed.

As mentioned above, the project team hosted a number of events and activities to engage community members in the development of the ATP. **Figure 18**, on the following page, highlights the results of each event and activity.



DIRECT ENGAGEMENT AT POP-UP BOOTHS



2 ROUNDS OF PUBLIC EVENTS



2 STAKEHOLDER WORKSHOPS



3 ONLINE SURVEYS

**PLUS +**

- + 600 TELEPHONE SURVEY RESPONSES
- + 20+ EMAILS & COMMENTS THROUGH GROWINGFWD.CA
- + 6 QUESTIONS OF THE MONTH WITH OVER 500 RESPONSES
- + 3 STAKEHOLDER ADVISORY COMMITTEE MEETINGS
- + FACEBOOK & TWITTER INTERACTIONS

Figure 18 - Overall ATP Engagement

While this concludes the public engagement process for the development of the ATP, subsequent public and targeted engagement with key stakeholder groups will continue as the ATP is implemented over the next 10 years and beyond.

The ATP team would like to thank the thousands of Saskatonians that contributed to the development of this plan over the past year. If you would like to learn more about the ATP and the other various components of the *Growth Plan*, we encourage you to visit [www.saskatoon.ca](http://www.saskatoon.ca).



Active Transportation Plan

# ENGAGEMENT SUMMARY REPORT #3 APPENDICES



April 2016

Prepared for the City of Saskatoon by Urban Systems Ltd.





# Contents

## Appendices

Appendix A: Promotion of Engagement Activities

Appendix B: Online Survey | Detailed Comments

Appendix C: Growth Plan Summit Agenda

# APPENDIX A PROMOTION OF ENGAGEMENT ACTIVITIES





## Let's Walk & Roll, Saskatoon!

What are your priorities for improving walking, cycling and other forms of active transportation? Visit [www.growingfwd.ca/activetransportation](http://www.growingfwd.ca/activetransportation) to take our online interactive survey.

Survey available January 25  
to February 14, 2016

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

February 2015 *Active Transportation Plan* Engagement Online Ad | Planet S

## Let's Walk & Roll, Saskatoon!

Help us improve walking, cycling and other forms of active transportation in Saskatoon. Survey open until February 14!



Click to learn more and get involved.

February 2015 *Active Transportation Plan* Engagement Online Ad | Star Phoenix



City of  
Saskatoon

**GROWING**forward!  
Shaping Saskatoon

## Let's Walk & Roll, Saskatoon!

The development of Saskatoon's first *Active Transportation Plan* (ATP) is well underway!

Since Spring 2015, thousands of residents have helped create a draft plan that will shape improvements to walking, biking and other forms of active transportation in Saskatoon over the next 30 to 40 years.

**NOW** we want your feedback on how the active transportation network and support programs should be improved in the short-, medium- and long-term.

## Have Your Say!

### ATP Online Survey

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

**Available January 25 to February 14, 2016**

The ATP will help to make walking, biking and other forms of active transportation safer, more convenient and attractive for residents and visitors.



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

February 2015 *Active Transportation Plan* Engagement Poster



**Let's Walk & Roll Sas**

What are your priorities for walking, cycling and other forms of active transportation? Have your say in our first **Active Transportation Plan**.

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

**GET INVOLVED IN THE ACTIVE TRANSPORTATION PLAN!**

**ATP Online Survey**

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**Available January 25 to February 14, 2016**

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February 2015 *Active Transportation Plan* Engagement Promo Card



**Let's Walk & Roll, Saskatoon!**

What are your priorities for improving walking, cycling and other forms of active transportation?

Go online to have your say in how Saskatoon's active transportation network and support programs should be improved in the short-, medium- and long-term.

**Get Involved & Have Your Say!**

**ATP Online Survey**

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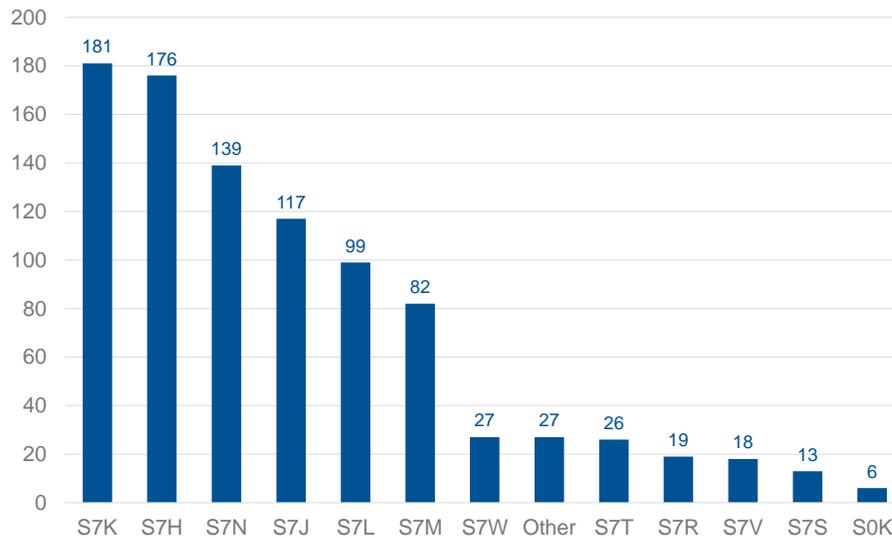
February 2015 *Active Transportation Plan* Engagement Print Ad | **Bridges**

# APPENDIX B ONLINE ENGAGEMENT DETAILED COMMENTS



## WHERE RESPONDENTS LIVE

Responses were received from most areas of the city, with over half of respondents (55%) living east of the South Saskatchewan River and nearly half (41%) living west of the South Saskatchewan River, and 4% living in other areas, as shown below. The highest participation was from the postal code representing downtown and surrounding neighbourhoods (S7K).



## VERBATIM COMMENTS

### STRATEGIES | BIKE NETWORK

#### Downtown Protected Bike Lanes

- » I only saw one person use them all summer.
- » The PBLs should be viewed as a critical project in the overall AT plan as it is essentially connecting the west side to the east side via bicycle.
- » If the streets are designed with these pathways in mind maybe. I don't think we should take a lane of traffic away for a bike lane. I work right beside the pathway on 23rd St and it is rarely used even in summer. Almost never used in winter
- » While I can understand the need/ease of implementation of protected bike lane going thru the bus mall, I avoid the lane for that very reason. I'm on a bike; I don't want to walk and so I'll use another street.
- » These lanes are a waste of tax payer's dollars. I cycle to work downtown every day Apr-Oct and the protected bike lanes are inconveniently located. I don't believe that adding more of these will encourage more people to commute by bike.
- » There are not enough cyclists in a city of our size to make this a priority at this time.
- » This was a good start but there were problems with maintenance of the signs which were driven over. Also, you seem to have alienated drivers by not letting them turn right at certain intersections until the light changes. Is this really necessary? And, the odd green box for turning doesn't make sense. That said, it was a good start and I look forward to a bike lane along 4th. Please add one on 25th from Idywyld to University bridge- which should have been done when that new road was built.

- » Current bike lanes are very frustrating as they end suddenly. You go from having a protected lane to none
- » A near total waste of \$ to date. Bike riders do not see themselves as vehicle operators. They expect right of way and can't even signal intentions. Screwing up streets for a few bike riders is just pandering.
- » Yes, but not just downtown. We need to get downtown too. Set up a network of paths to make travelling between areas easy.
- » The barriers that have been knocked down need to be regularly maintained. It certainly shows how unaware motorists are to cyclists safety.
- » I live near Broadway and 8th and work downtown. What should be a quick easy bike ride is dangerous and difficult. I feel safer riding on the sidewalk in some places yet am prohibited from doing so. I am often stuck behind buses - very difficult to bike behind safely. It is very difficult to get from my office on Spadina on the Broadway bridge. I often ride up the bridge on the left and end up on the sidewalk on the wrong side of the road. It should not be this way!
- » No please. We live in a place where we have snow 6 months a year. And are extremely ugly. In laws from the states asked what they were I told them and they just laughed and said they are extremely tacky.
- » Don't like the ones on 23. Terrible
- » Currently scared to ride my bike downtown
- » Given our climate I think a focus on bike transport is misguided. Bikes are impractical for 4-6 months of the year. In addition, this does not help the elderly or parents with young children.
- » This makes no sense. When bike numbers grow to even 10% of the total downtown traffic, let's talk about it.
- » I love the idea of these - but after trying some of them this summer, they were very bumpy and seemed difficult to maintain.
- » I would give this the highest priority as the current pilot project is currently stranded and hyphenated by a bus mall, making it awkward and unpopular. If it was connected with other protected bike lanes, preferably on busier streets where they would be more useful, I would anticipate using it more frequently. Left on its own, however, it is likely to stand as proof dispositive of the viability of cycling infrastructure downtown when the concept has yet to be given a fair trial!
- » Hate new bike lanes hard to park car and maneuver through unshovelled road to get to sidewalk
- » The current pilot bike lane is an inaccurate testing ground for a protected bike lane, because it is along an infrequently used street that involves traversing the bus mall. We need more intersecting protected bike lanes for safe cycling, especially along the numbered avenues, as those streets connect commuters from the Broadway Bridge/Riversdale area to the downtown/University area
- » Protected bike lanes are the only ones that work, if properly designed and interconnected
- » The current bike lanes were built in a dangerous way.
- » The protected bike lanes do not work. I avoided the existing one. I think they are dangerous at back alley entrances and at street intersections.
- » Those bike lanes are absolutely useless unsafe and way too expensive much rather we could have divided sidewalks for both bikes and pedestrians
- » This is aesthetically very displeasing. While cycling is important, it is only for a short period of the year. The downtown biking lane is terrible. Please terminate this plan!
- » The downtown bike lanes are dirty, full of pot holes, not cleaned of snow/ice/debris, and the barriers are ineffective.

- » waste of money
- » make them continuous, no abrupt ends. the marker sticks are silly, greatly detract from the downtown appeal
- » “Absolute waste of City Workers time and Tax Dollars!  
A biker is only going to find the fastest way to get from point A to B. If that means ignoring traffic rules, riding on sidewalks or across your front lawn they will do so.  
Providing them with special lanes and markings is not going to help.  
Biking is an unregulated form of travel and until they start paying to be licensed and insured they have no right to demand bike lanes and markings. Stop wasting our tax dollars and start charging bikers licence fees and insurance premiums.”
- » Not just downtown! Bike lanes to the university and other key destinations too.
- » As are, they’re terrible. They need a complete rethink.
- » Lots more are needed
- » don’t spend any more money on this til you have a serious plan. walking thru the bus area is lame and inane.
- » Roadways are paid for by the GAS TAX we pay at the PUMP. Bike lanes SHOULD NOT BE PAID FOR USING TAX DOLLARS!
- » The pilot project downtown is a complete failure. You need to implement pilot projects that are going to be successful from the outset. It’s as if the project was set up to fail.
- » This expense is to the benefit of a very few. Resources have to impact the majority need
- » Our city needs to expand upon our beginnings as a cycle friendly place.
- » The present bike lane turns at corners are a hazard for cyclists and vehicles -re move them!
- » For the amount of bikes using downtown, these bike lanes are a nuisance
- » need bike lanes that provide streamlined movement within the downtown corridor
- » I don’t know if I want to see the downtown bike lane network “expanded”, but I would like to see the current test one improved and better maintained. Have one North-South network and one East-West network, regardless of which Street/Avenue is chosen, but make them really well done.
- » Get serious about this - either do it, or stop pretending. Last year was a poor excuse for a start!!
- » Suggest looking at Vancouver as a benchmark
- » We cycle from the north end to downtown on the MVA trail. However once downtown it is still cumbersome and somewhat dangerous to cycle on streets that are not protected thus this needs to be expanded.
- » please make sure there are no potholes, good water drainage
- » As an avid cyclist, I support anything that might encourage more people to cycle. However, unless bike lines are put up throughout the whole of downtown, I don’t see too much of a benefit to this.
- » I bike through downtown just about everyday, primarily use 4th ave and really looking forward to the expanded protected bike lane network. Please just don’t put 5 min loading zones in any of the future protected bike lanes and please remove them from all existing bike lanes.
- » I use my bike to get around Protected bike lanes are very dangerous
- » This is the best way to make cyclists safe while riding downtown
- » Cycling rates will not increase if more of this isn’t done. People are just too intimidated by traffic in the current infrastructure situation.
- » I don’t think this is the best system of bike lanes for downtown Saskatoon

- » Bike lanes are a huge need for this city
- » more education for vehicle traffic on change in driving rules, and for cyclists on ensuring safety! and right of way for mobility impaired unloading and loading from vehicles.
- » the streets are wide enough to accommodate more protected bikelanes
- » The demonstration bike lane was put in the worst possible location. It made no sense and was the worst representation of effective bike lanes which I have used in places like Montreal and holland
- » From what I've seen, they are dangerous at intersections because cars can see and bikers army using them. I've seen so many cyclists not using them. The pillons are always broken.
- » Since the past few months that the bike specific lanes have been added, I have seen maybe 2 people in them, and I drive through downtown at least 3 days a week
- » I don't find it difficult to bike downtown. Biking on 20th St and Broadway during the day is not at all safe. Sometimes it is difficult to find bike parking downtown.
- » So inconvenient for traffic, parking. I avoid going downtown for this reason.
- » I am an avid cyclist but I'm not sure about the protected bike lane that currently exists downtown. When I used it was full of gravel and potholes. The street it occupies now is for the most part quiet anyway so is it necessary for a protected bike lane on a quiet street? Maybe on a super busy street I would want one such as Clarence Ave or College Dr.
- » I am very much not infavour of bike lanes as they are currently. Safety is is not enhanced and in fact the number using such bike lanes does not justify prioritizing tax supported funding on such rather on alternate forms of transportation such as rapid transit like "sky-train" transit.
- » please see [www.dadnyhorsemagazine.com/blog/2015/09/12/coalition-pushes-for-law-to-protect-vulnerable-road-users/](http://www.dadnyhorsemagazine.com/blog/2015/09/12/coalition-pushes-for-law-to-protect-vulnerable-road-users/)
- » The current 23rd St. lane is impractical for use entirely because it is not connected to other protected lanes downtown. Even the addition of a single north/south lane would make it at least an option for traveling safely to a downtown destination.
- » The protected lane that was created was a joke. It was not usable most of the time, and made no sense in terms of placement and extent.
- » We already have a partially protected bike lane from the west and east suburbs to Downtown. Now we need to connect these through the Downtown plus provide a comprehensive, safe network of separated bike paths Downtown to get to all the destinations there.
- » We have the me reason trail. Which is a spine that runs along the downtown. Invest in this, as it links with most neighborhoods in saskatoon. The current bike lanes are unused to be of a concern to even talk about adding more
- » I have an office downtown with view to the street and I may see only 4 bikes a week and 0 in the winter. Waste pf money
- » bike lanes cost as much as roads yet only used by less than 10% of people - what a waste of public \$\$
- » We are not a biking community. We drive vehicles and need a system that supports vehicles and buses
- » This project has been a bust and a waste of tax payers money. The usage of these lanes does not reflect the amount spent on them.
- » would rate it zero if possible. we should not sacrifice parking or traffic flow for a small vocal minority
- » It is a small minority of people who actual bike for daily transportation--it's a feel good idea with no basis in reality.
- » these are costly, useless and unnecessary, they should be removed.
- » We need more bike-friendly streets throughout the city and education to make it clear that bikes are

welcome and an important part of our transport system. This education should start with the city's professional drivers and other drivers.

- » There is no need for bike lanes in this city.
- » These are horrible for drivers and cyclists. Too dangerous.
- » Downtown is a high traffic area that can be very unsafe for cyclists. Expanding and maintaining the downtown protected bike lanes should definitely be a top priority.
- » I don't agree with bike lanes at all, I think it's a dangerous form of transportation.
- » Our system of new bike lanes is pathetic. Those white posts that sit in the middle of the street are ridiculous. We need to look at other big city bike systems and find a better solution. Take London England for example, every time I visit there I can't help wonder how they've developed such a great bike/vehicle relationship. There's usually just as many bikes as there is cars in traffic. I just think there's a better solution out there. I agree we need more protected bike lanes but I think we just need wider roads downtown but obviously that's not an easy solution as we also need the parking stalls!
- » Downtown must not be the only focus! There is no safe way to get from the north end to the river by bicycle. Once a person is at the river you can travel for miles. note there are also no sidewalks in the north and making it very unsafe for a person to even take a walk on their lunch or coffee break never mind commuting!
- » Need more info to do this exercise
- » This is waste of money in our climate. The money required for snow removal is ridiculous
- » Bikes are a dangerous form of transportation in a city at all times. I don't agree with putting in any infrastructure for bikers at taxpayers expense. If you can't keep our roads clear of ice/snow, or maintain the potholes, bike lanes are an added expense we don't need.
- » I love to bike downtown esp. in summer (in fact, I avoid going downtown if I can't bike, because of poor parking options.) The "experiment" in dedicated bike lanes last summer felt like a joke (esp. potholes and ruts in the E/W corridor). I don't mind sharing the road with cars, but I would like to have better education campaigns for auto drivers.
- » Protected bike lanes are very important, especially in high traffic areas, but I would also like to see them throughout the city and not just downtown.
- » The protected bike lanes are fundamentally flawed in design and a waste of money. The model should be based on those in modern European cities that have similar climates and emphasis on Bike commutes.
- » They aren't working! Especially in the winter. This is Saskatchewan NOT California or Australia
- » The way the bike lanes are built downtown is ridiculous! Impossible to keep up. The sidewalks should be expanded with one side being foot traffic and the other side bike traffic. Even small centers in Europe are able to keep them up
- » I've never seen anyone use them. If you're going to do it, send out an email or letter to all residents of Saskatoon explaining the new signs and what they mean
- » I think we are spending way too much money on a method of transportation that only a few people engage in.
- » I currently do not use the protected bike lane very much as it is not on a typical bike route for me. If more were available, I would likely use them, but enforcement for negligent drivers and driver awareness also needs to be addressed. Cyclists should not be fooled into thinking they are "protected" in a bike lane.
- » More people will bike if you make it convenient and they feel safe.

- » We are already behind we must get up to speed with other cities and build bike lanes
- » completely useless. There should be mandatory courses on bike safety and a firm understanding of where bikes fit in traffic!
- » A comprehensive network of bike lanes is critical. No point in having lanes in just a few blocks.
- » Downtown once you get there is easy enough to navigate on foot. It is so hard to keep track of traffic and now people biking outside of traffic. When I biked I moved with traffic.
- » this need to be a high priority because i bike on it every day and it isn't very good and well maintained
- » ADD MORE AND CLEAN THE PLACE UP.
- » Change the trial protected bike lane on Ave. 23. It is not really a used bike lane by most commuters.
- » I think that they could put it on a different street and not where there is a bus mall.
- » I think that most, if not all of the city should one day have bike lanes
- » extremely needed
- » buses are knocking down the lane guard poles, and cars are parking in them.
- » Unless you are also prepared to limit automotive traffic, this is sort of pointless
- » I don't bike often but I can see why they would be a benefit. Anything that reduces the parking spots makes driving around downtown ridiculous.
- » waste of time
- » I don't believe protected bike lanes are necessary and I am also concerned with the affect on parking
- » Let bikes go on sidewalks, it's safer for everyone in the end.
- » Downtown is actually pretty easy to cycle around. Traffic is slower and there are two lanes. I would suggest focusing on how to connect suburban communities to the downtown core via safe bike lanes (ie. Rosewood and Evergreen are very difficult to travel to/from downtown).
- » Interferes with vehicle movements. For example cannot turn right on red
- » They don't need to be protected.
- » This is a waste of money and resources
- » Slower traffic downtown is easier to maneuver through and less dangerous in my opinion.
- » Many cities implement protected bike lanes in their cores and the improved visibility and safety would be a great encouragement to those riders who are less comfortable with riding as a means of transport
- » Protected bike lanes also help prevent cars and delivery vehicles from parking in the bike lane. This happens more often than not on existing downtown "bike lanes".
- » Do us on educating drivers in how to share the road
- » We need to join other more progressive urban centres by embracing alternatives to motor vehicle traffic.
- » Narrow streets and trying to park while navigating past bike lanes make this process difficult.
- » The downtown bicycle lanes around (and through) the Bus Depot are dangerous. For pedestrian, bikes, and buses. The "floppy" barriers are useless and are a waste of money. When one gets broken, you are left with hazardous bolts sticking out of the ground just waiting for a tire to flatten.
- » I think the 4th street separated bike lane will be a very good choice.
- » I think those are the stupidest things the city has ever come up with! They are dangerous to pedestrians and give cyclists a false sense of security. They also contribute to the already difficult movement of traffic in the downtown area. Get rid of them!!
- » Protected bike lanes are great- but I do not go out of my way to use them, rather I stick to low-traffic routes. I would just like more bike lanes/accessible shoulders, and paths in general for bikes. More education for both bikers and drivers is needed (people biking on sidewalks and across crosswalks is a

pet peeve of mine- and contributes to the biker vs. car mentality.

- » The lane in front of the public library should be on the other side of the parking or not exist on that street. I almost was hit by a cyclist while getting my children out of my van to go to the library.
- » These are important in any city, but it has been a bit of a failure. One of them directly outside my front door. Twice I have seen a city truck and a SaskPower truck parked on top of one of the utility poles and currently there is one broken off and laying across the street. If you want bike lanes look at Stockholm and stop trying to reinvent the wheel
- » Yes because, why is it okay for them to bike on the street when they ride there bike at 10 km when cars drive 30-50 km that's a dangerous hazard for an accident for cars. We all know who ever came up with the law to allow bikes on the road is a moron. Get them off the road!!! Unless they have a license and they can paddle the speed limit stay off the road.
- » Our climate makes this a difficult prospect.
- » Mixed feelings on this one. These lanes are good during the summer for biking, although very inconvenient for motorists (no right turn on red?) Could these be a summer only thing? Seems like in mid winter we are inconveniencing everyone else, so that about 20 people can ride their bikes.
- » This is a winter city, & most riders put their bikes away. The city already uses enough of the roadway for sidewalks.
- » do you guys know that winter and snow happen half the year here
- » Bike lanes overall need improvement and not just on one isolated street. Should be in the MIDDLE of the road not on the side in bus lanes
- » Current routing and maintenance on these is very poor. This needs to improve (a lot) before I would support expansion.
- » There is a need for more protected bike lanes for people in the area to feel comfortable riding their bikes. Residents from Nutana, Buena Vista etc. would be more likely to ride their bikes downtown if safe riding didn't take that much planning ahead (which way to go to avoid traffic)...
- » Having more bike lanes would improve the safety of cyclists.
- » This doesn't seem like the safest way to do it. Very inconvenient to drivers and cyclists.
- » The one currently installed is dangerous because drivers have not been properly educated as to laws and strategies how to drive with it there.
- » Not a good use of resources
- » If I could rate this garbage idea zero stars, I would.
- » The current protected bike lane going along 23rd St is a joke, although it isn't funny. We need a serious effort to make this city bike-friendly and safe.
- » Genuine functioning protected bike lanes would be great, but absolutely must extend outside of downtown. The notion of a safe two minute bike journey is missing the point altogether. think about bike 'highways', not stops and starts, dismounting for busses and pedestrians or to cross the street.
- » These need to be expanded, protected, maintained, and connected. The dismount required through the bus mall is ludicrous. A new mayor would be good too.
- » I find the new downtown bike lanes really confusing, both for biking on and for driving/parking beside.
- » Bikes are vehicles. Let them drive in the road and stop wasting driving lanes and parking
- » Current route is not the most convenient. Needs to be down 4th/Spadina, bridges (collage, Broadway or new traffic), 19th.
- » Saskatoon is not made for protected bike lanes. In order to have proper bike lanes, we would need to build entirely new roads so that it would still be safe to park and drive.

- » Very few people use these bike lanes, it's a waste of resources.
- » Space for bikes is good, but the dedicated lanes don't make sense here since we have non-ideal bike weather for 4-6 months of the year. Would be better for non-street-side bike paths too.
- » I have seen few if any bikers on the pilot project on 23rd. It is ridiculous. Not a good use of tax dollars
- » The current system doesn't seem to be used by cyclists - have a feedback session at each of the bike shops to find out why and how to improve the system before investing further.
- » The current bike lanes are adequate for now
- » These are great. To be better they need to be up out of the street drainage, on the sidewalk level. Also they need to connect!
- » The city has already done almost everything it can to impede the flow of motorized vehicular traffic. Traffic chokers preventing right turns on reds are unnecessary from a safety perspective and only serve to frustrate motorists. Bikes should NEVER be in traffic on bridges, ESPECIALLY uphill. I don't feel more protected lanes will improve anything, as the existing lanes are under-utilized.
- » Separation is needed for AAA on busier streets!
- » Another system for bike and bus interaction needs to be in place. Clean, smooth and of course safe pathway would be nice.
- » One of the stupidest things the city has ever done. Restricts traffic- both vehicular & pedestrian- downtown.
- » Use real barriers. Driving downtown and seeing all the broken white sticks of the protected bike lanes proves it is unsafe.
- » The protected lanes are in an area where traffic is subdued by congestion and traffic lights at each corner. Motorists are more aware due to congestion and lights. Expanding the downtown lanes is wasteful. Protected lanes would be more beneficial in areas of higher speed and narrower road lanes. These are the bottleneck points at the before and after bridges. Broadway, 25th ST bridge and 33rd/ Circle, 22nd/Circle are good examples.

### **Other Downtown Bike Facilities**

- » sharrows are not good things. this is now acknowledged by industry professionals. get rid of em.
- » Shared use doesn't seem to work, unless it's a very "traffic-calmed" area. i.e. a pedestrian street or alley way or parking lot.
- » No more shared use traffic lanes. They are JUST traffic lanes.
- » This is the best way to protect cyclists - inform drivers of the requirement to share the road with road paint.
- » sharrows don't work. Cars/trucks drive on them and don't respect cyclists' speed.
- » I like the painted lanes, but dislike the shared lanes.
- » Sharrows and painted lanes don't make cyclists feel safe. If we're going to invest in anything - please invest in more protected lanes!
- » Again... There's too much emphasis on this already. Why do the screaming few take priority over the majority.
- » Shared roads results in more driver/cyclists incidents
- » Shared traffic lanes are pretty much car traffic lanes. Many motorists in Saskatoon do not provide room for cyclists in such lanes. Protected lanes is the best way to keep both motorists and cyclists safe.
- » hate new bike lane hard for disabled people to park get into wheelchair and maneuver through unshovelled road to get to sidewalk

- » Shared use traffic lanes are dangerous for cyclists and normalize the unequal sharing of the road with cars. Protected bike lanes need to become first priority, painted bike lanes and sharrows do little to nothing to protect cyclists and promote active transportation
- » Useless unless separated.
- » The current bike lanes are a failure. The route needs to be changed as well as the intersections for cycling. We should be looking to successful models in other cities and not expending the resources to create our own system.
- » These are not comfortable for cyclists. Motorists do not like to share the road.
- » I do like the sharrows, for example, and the painted bike lanes.
- » Sharrows are a sick joke: very, very dangerous. A cheap(er) way to pretend to provide designated bike lanes.
- » stop there needs to scale back
- » Sharrows are the worst component of the cycling network in Saskatoon. Find alternative ways, sharrows need to be eliminated.
- » better bike parking facilities that do not interfere with pedestrian traffic & hold more than 2 bikes
- » Same comment as above.
- » Parking areas for bikes are needed
- » Be able to park bikes safely. Adequate supportive well lit!
- » all roadways are shared traffic lanes for bikes and vehicles.
- » The Downtown area needs MORE PARKING NOT BIKE LANES
- » sharing a lane doesn't feel safe on a bike
- » In a time of financial restraint why are we spending millions to satisfy the nearly invisible minority? People riding bikes on downtown streets. Maybe they should be paying road taxes.
- » bike parks at strategic locations
- » Painted lanes and sharrows are not effective in providing safety for cyclists
- » Use of the 23rd street lanes are still an issue thru' the bus mall.
- » Better than nothing but not effective like protected lanes
- » Sharrows are ineffective. Don't waste your money on trying to get bikes and cars to share the road.
- » I am afraid to ride my bike in those lanes.
- » too bad the old parking meters were not left to be used to lock bikes, strollers etc. they were there and paid for.
- » where is painted turning signage for drivers to follow when snow is on ground?
- » The biggest thing is to keep bike lanes clean and free of potholes so we don't have to choose between hitting a car or a death pothole.
- » need its own traffic lights and better crossing at junctions.
- » Shared use are rarely useful, nor safe. Narrow lanes, which will slow down traffic, and permit enough room for a bike lane.
- » Painted bike lanes are virtually useful for most adults and entirely unsafe for children. Shared traffic lanes are possible only when speed limits are below 30km/hr.
- » "Same as above.  
Waste of money so far."
- » spend \$\$ on sidewalks with a bike lane
- » Separated bike lanes are preferred over sharrows and similar shared use traffic lanes.

- » Shared use lanes with pictures of bikes on them are of little use (unless Saskatoon truck drivers are required to take a course on road safety for cyclists)
- » Why is more money going to be allocated to less than 2% of the traffic in the city when the roads are sub-par? The infrastructure of the city's transit system needs improvement before these other commodities are even considered.
- » again catering to a minority at the expense of the vast majority of users. The existing painted lanes are sufficient for demand. the coming 4th ave. lanes will demonstrate the folly this summer.
- » useless for something that is seasonal
- » Make it easier to drive and give bikes access to a enlarged sidewalk so ped's and cyclists can share sidewalks instead of roads
- » The two streets with actual separated by claims that exist now are a baby step in the right direction, but the whole topic has to be taken much more seriously! I have ridden I rented bicycle in Montreal in the middle of the night for many commoners and felt completely safe because I was away from the traffic. What a concept!
- » We need dedicated bike lanes rather than shared.
- » Painted bike lanes are not useful. Might as well go for it and create the separated lanes
- » Make sure that the existing bike lanes are maintained so that cyclists can use them. Bike lanes are not snow lanes.
- » Improve the bike lanes by changing them completely
- » Share traffic lanes? Are you trying to slow down traffic? Getting out of downtown is already a nightmare.
- » Again, driver awareness and consequences for poor driving/ignoring road rules needs be implemented and applied in addition to these improvements.
- » priority should be given to protected bike lanes.
- » If you can't do the protected bike lanes.
- » This helps driver actually recognize that there are bike lanes and that biker have rights on the roads, especially during the winter season.
- » What about other areas? Maybe the city in general rather than just downtown.
- » more bike lanes please, protected or not
- » Again, unless you are going to have less access for cars, then not much point.
- » Please add secure bike parking by the government of Canada building on corner of 1st Ave and 22nd Street. Bikes are not allowed in many downtown buildings
- » existing (non-protected) infrastructure is unsafe due to how it's been implemented. These should be replaced with protected lanes, and non-protected infrastructure used on streets that are quiet and big enough for them to be used safely
- » Better is better! Improved bike lanes (maybe painted a bright colour at intersections) will help drivers and bikers be safe.
- » "waiste of money - not being used"
- » Downtown should be primarily separated bike lanes. There's too much traffic, too many parked cars, and too many street lights to make painted bike lanes a safe option. Paint also comes off every winter, so cyclists are left wondering where their lanes are. Waste of money in my opinion.
- » Keep bikes away from the main bus corridor on 23rd.
- » Shared lanes are the worst idea! A bike cannot stop like a car, and a car driving at 10-15 km/hr. behind a bike is not realistic! Also, many bikers abuse this privilege and weave in and out of traffic, stop

beside cars at red lights, and do not obey street lights and signs. So dangerous!!

- » “24th street is a much better street for cycling than 23rd street. Many times I get stuck behind a bus (needing to stop and wait at each bus stop) making the street an inefficient cycle route to travel. In addition dismounting at the bus station does not foster swift and pleasurable commuting.”
- » Bike lanes should have their own lanes where possible that are NOT integrated on streets. Ex. Spadina has plenty of room for bike only lanes, yet they are traffic integrated and dangerous for everyone.
- » This is another joke. Where is one supposed to go from a bike lane that disappears, for instance? How is one to cycle safely along 25th street at the foot of the university bridge merging from Spadina? There are countless examples of inadequate bike lanes. Let’s face it. The city has done a dismal job of promoting cycling.
- » These need to be expanded, protected, maintained, and connected. The dismount required through the bus mall is ludicrous. A new mayor would be good too.
- » Waste of money
- » These lanes need to be protected with physical barriers (concrete) ideally.
- » Painted bike lanes are useless, with Saskatoon drivers I won’t ride in these lanes. I either ride with traffic in a full lane or on the side walk.
- » My concern with the shared lanes is the cyclists act like a vehicle when they want and then a pedestrian at another time.
- » Again the bike lanes don’t need to have additional money added to them.
- » My experience has been that the “sharrows” and painted bike lanes are at best useless and at worst dangerous. Motorists do not respect them and forcing cyclists to ride so close to parked cars (with doors that can open without warning) is wrong-headed.
- » Mixing bikes with cars does not work. Mixing bikes and pedestrians is less bad but still not good.
- » We do not need more shared use lanes. If everyone follows traffic laws and uses common sense, there is ample room for cyclists, pedestrians, and vehicles to coexist. What I would like to see is more enforcement of traffic violations. Cyclists frequently seem to pick and choose which regulations they obey and which they ignore.
- » Shared use traffic lanes only on quieter roads. Sharrows do little to improve safety.
- » Seems to be the shape of things to come; more bikes, less cars equal more local people.
- » Mixing bikes and cars does not work. Have you ever tried biking with children in car traffic?
- » limited funds should be spent here - put the money towards dedicated protected lanes instead
- » I have seen 2 people riding bikes downtown in a year. the initiatives may work elsewhere but not in Yxe unless u legislate that people must ride bikes! Again one of the most insane initiatives !
- » Shared traffic lanes do not work.
- » “Maintain the existing before investing in new. I use the bike lanes that are not swept until well into the spring and summer. Many times the lines are painted before they are swept and then are removed by the annual sweeping. A second sweep of the lanes is required. If the lanes are not swept they become hazards and you cannot ride in them. The vehicle drivers expect you to drive in them and that increases their frustration.  
MAINTAIN WHAT IS IN PLACE!!  
Share the road signs/road paint on bridges and areas before and after bridges and overpasses.”
- » Bike lanes on the bridges are much needed!
- » we need places to park/lock our bikes!!!!

## Neighbourhood Connections

- » not sure if the priority should be neighbourhood to neighbourhood, or rather land use to land use. ie, commercial to residential.
- » These are the areas that most people are cycling in - especially young people who don't yet drive.
- » The downtown core is getting better, but from my neighborhood I still do not feel safe biking to the river to get to the core (I live in Adelaide/ Churchill)
- » It is essential to make it safe and easy to bike from Broadway to downtown and vice versa
- » Particularly getting from west of Idylwyld to Spadina. Currently there's very little options, biking on 33rd is flat out unsafe.
- » Particularly making it better for biking from west of Idylwyld to Spadina. Currently it's possible to cross but 25th and 33rd are not good for biking down. Once you get to Spadina it's smooth sailing but prior to that is too dangerous to bother.
- » This can make sense It would be great to have a couple of bike corridors that are perpendicular to the river.
- » I'm in Arbor Creek and for my kids to bike to their French elementary school in College Park, they have to go through Surherland. I wish there was a way they could use the rail tunnel.
- » Neighbourhoos connections are extremely important, because cycling does not only take place in the downtown core area. Have these facilities will enable active transportation within and between neighbourhoods where people currently think cycling is unsafe or unfeasible.
- » Should be able to move throughout the city, not just around neighbourhoods
- » Access to all areas of Saskatoon is important!
- » Biking should be normal and should be considered normal by everyone, including drivers. Penalties for dangerous driving by cyclists and by motorists should be more severe. Motorists must acknowledge cyclists' right to the roads: we pay for them too!
- » no more needed
- » Let them use the sidewalks - there doing it regardless of the bylaws. Get them off the streets.
- » Preston crossing area is in BAD need of an upgrade
- » The best opportunity has already been blown up. City to focussed on the automobile and not focussed on the environment.
- » the broadway bridge is a very poor connection for cyclists. hopefully that can be changed or improved with the replaced traffic bridge on victoria.
- » this is crucial as these connections connect people! We live in arbor creek and the railway is a significant deterrent to connection with other neighborhoods and the university.
- » What use are bike paths that don't connect locations?
- » Suggest looking at Vancouver as a benchmark.
- » The Giant Tiger store on Avenue F South is a major destination for pedestrian and cyclists in the neighbourhood. With the new fence that was put up, everyone west of the store now has to go around to access the front door. The well used (muddy) path between the end of the facade sidewalk and the Avenue G S sidewalk needed to be paved instead of being blocked. How crazy is that?! More garbage cans are also needed - the pathway along the railway track from Tim Horton to Avenue F N is a disaster area. Please prioritized this well used corridor instead of ignoring its potential.
- » We cycle downtown from the north end on the MVA trail. However it is fearful to ride on streets needed to destinations beyond that.
- » I'm not totally sure what is meant by this

- » People won't cycle commute if it's inconvenient/onerous to get to places. There needs to be a grid in place so that routes are straightforward and safe.
- » how to safely get to large events for all by trail or sidewalk?
- » stonebridge northern connection very weak and dangerous in places as it sits
- » Offer safe bike lanes in neighborhoods close to the university and downtown. Down streets like Elliott or Wiggins and university drive.
- » the trails along attridge are well done but at the UH commercial area this was completely overlooked, its terrible to get from willowgrove to anywhere by bike because of this, have to use sidewalks in this area as biking on attridge is deadly. connections across and along college needed in the future and when brighton overpass is developed
- » Bike boulevards are cheap, easy, and safe. The only problem is trying to get them implemented in the far-flung neighbourhoods that don't use the grid. You'll have to add small paths that cross arterials.
- » Most cycling trips should take place within the local & adjacent neighbourhoods (< 5km trip distances). Children as young as 8 should be able to bike alone safely to school, sports, parks, local library, pool, shops and friends. Again an alternative to separated bike facilities everywhere is a sufficiently low speed limit throughout the entire neighbourhood, say 10-30 km/hr, and light-controlled crossings of any higher-speed streets. Safe connections to adjacent neighbourhoods in all directions and especially to key services are very important
- » practical idea, make bike lanes convenient but not at the cost of efficient traffic flow and lost parking
- » existing bike lanes and pathways are acceptable considering it is an activity that is rarely done in Saskatoon
- » I'm not sure what you mean by "bike facilities."
- » We choose to live in the city, however, I see the ongoing expansion of the city as detrimental. More and more "islands" of suburbs are being created, which only promotes more cars on the road, and lack of bike/friendly pedestrian infrastructure connecting these communities to the city encourages people to use cars. In the era of reducing emissions and uncertainty about the future of oil, cities need to be proactive in encouraging citizens to engage in low emissions transportation.
- » Not sure what is meant by bike facilities.
- » Helping to connect the new suburban areas to the city will help these people have a choice to participate in AT.
- » Hampton Village
- » Please do this in Exhibition, Buena Vista, Queen Elizabeth area please.
- » might be useful
- » Safe pathways from some neighborhoods are lacking and would be a nice alternative compared to having to ride down circle drive or 22nd street for example to reach your destination
- » Ensuring that there are clearly marked, convenient, and well maintained corridors between the neighbourhoods (and to downtown) for cycling would be very helpful
- » "This is preferable. Usually more room  
And less traffic."
- » I'm sorry I can't think what these facilities would be.
- » A better idea in residential neighbourhoods and University and SIAST areas.
- » Downtown is not a good place for bikes. More should be done to let people bike in their own neighbourhoods safely.
- » need much better and safer ways to get to the North Industrial area

- » This would be wonderful. Let's work at it.
- » Find routes for bike lanes throughout neighbourhoods, and longer streets to connect them to downtown. 14th Street would be a good example; from the river, a path could be made on the north side of the street to connect to the shared-use pathway starting east of Cumberland.
- » It is almost impossible to bike safely on 33rd St W, and residents would like to bike down 33rd St W to get to the Mayfair shopping district, the university, and Innovation Place for work. It is a long stretch of road from Hampton Village to the river, and there is no safe way to get there by bicycle.
- » Currently no dedicated bridge crossing, access west of Idylwyld in poor shape or non-existent. North to Kelsey dangerous.
- » Cyclists have and know the right ways to get around our city
- » Shopping centres have no bike access. Why? Bikes and cars should take a different route into malls. This needs to be a requirement of shopping centres. Ever try biking to a big box store or mall with children? It is a horrible experience. It should be encouraged. But it is discouraged.
- » Convenient, safe and direct connections to destinations are essential if we want to see cycling participation for transportation purposes increase.
- » There are certain neighbourhoods, that I am loath to try to get to, account traffic patterns.
- » Yes, connect!
- » Important when neighborhoods are divided by major roadways.

### **Address Gaps and Quality Issues**

- » quality of bicycle infrastructure is very inconsistent neighbourhood to neighbourhood or street to street. I hope the list of "gaps" is quite lengthy.
- » This is most important for young cyclists travelling to school, activities and socializing.
- » there are now too few places to park/lock bikes now that you've removed the parking meters. You've chosen an excessively expensive option of retrofitting just a few meters with fancy bike locking spots. Why didn't you just leave the meters there and stick a sticker on them saying they were left there for the convenience of cyclists? I wonder if the people who plan cycling amenities use bikes and try to park them downtown?
- » The busiest streets are the most important to have dedicated bike lanes (downtown, 8th St). Other areas are less crucial
- » I live in Buena Vista but work in the north end. I used to ride my bike (it only takes 25 minutes), but there is way too much traffic now and is very dangerous. There is a terrible traffic problem north of 51st, which could be greatly reduced with bike access, especially on 51st street and then north on Millar.
- » Overall I would strongly endorse the creation of a "minimal grid" that ensures no particular stretch of cycling infrastructure becomes stranded. Currently the city seems to have a patchwork of infrastructure and I believe this does little to encourage the "cautious but interested" cyclists that make up the majority of the population. Instead, you have cyclists who are comfortable with traffic being the main bike users in the city but small and slow moving tracts of cycling infrastructure that provide priority to vehicles at intersections will be of little to no interest to this demographic. I've seen many cyclists riding down 23rd in the lane to avoid the potholes and muck in the pilot project, for example, as it feels safer for those comfortable on the roads (myself included). I can say the same for other tracts of shared use paths that follow along the road on the westbank of the river where every intersection gives priority to turning vehicles, meaning that any one comfortable on the road is almost sure to stay on the road to avoid being killed by these turning vehicles who have this bizarre form of priority.

- » Filling in the gaps between current cycling infrastructure is extremely important. The place where current gaps exist is where I feel the most in danger when I am cycling. Coming from a designated or protected area that suddenly ends and requires me to merge with cars is where I am most vulnerable.
- » Biking to 51st, circle north or trying to use the Sid Buckwold bridge can be dangerous due to poor planning, and especially difficult because the available routes sometimes run counter to what is legal.
- » The Meewasin Trail needs attention. If it is to continue as a mixed use trail, it would be prudent to move to a system similar to Edmonton where there is a dividing lane for traffic. This will mean either widening the existing trail or creating dual lanes in some places where possible.
- » It's ridiculous that a city just ends a bike lane, as if cyclists are suddenly expected to fly or disappear. Stop stalling on basic improvements.
- » "cut back on snow removal
- » consult with Saskatoon Cycles & all the bike clubs first!
- » Same comment as above
- » some of the blairmore bikeway is very bad why it travels through that area makes no sense think would try for scenic and at least safer
- » this is of critical importance
- » There are numerous "holes" - they will be challenging for planners but not nearly as challenging and dangerous as they are currently for cyclists
- » There needs to be a way to access Valley Rd safely for the many cyclists that use that road for recreational cycling. Forcing cyclists to take a dangerous route like 11th or to illegally ride on the freeway is ridiculous. A short stretch of bike path from 11th to the dump would alleviate the problem.
- » Let's prioritize a decent, well maintained bike & pedestrian link along the railway tracks between Station 20 and the CP train station.
- » Not exactly sure what is meant by this. It would be great to ensure that the bike repair stations (on campus) are in working order
- » This includes proper bike racks, I presume.
- » Focus on connectivity.
- » North End Bike Paths to the Industrial Park using Lenore/51st Street to Millar Ave. Tried to bike to work once and it was terrifying!!
- » It is frustrating to ride in a bike lane, only to have it end suddenly on a busy road without pathway alternatives.
- » Right now routes are fairly fragmented for cyclists. Make it more cohesive and convenient with the least amount of stops. Bike lane freeways!
- » the trails along Attridge are well done but at the UH commercial area this was completely overlooked, it's terrible to get from Willowgrove to anywhere by bike because of this, have to use sidewalks in this area as biking on Attridge is deadly. connections across and along college needed in the future and when Brighton overpass is developed
- » Most of us don't live downtown, and downtown is pretty walkable once you get there. Improving access to the city core may be less visible, but it will be far more useful.
- » Gaps need to be filled. Bike boulevards or Greenways are an excellent reuse of existing streets for all forms of active transportation
- » as above
- » Yes improve paths to U of S for example.
- » biggest gap in my life: being able to cross the north end (ie from home in Lawson Hts to work near

airport)--I take my life in my hands if I ride 51st; I take my bike's life in my hands if I go elsewhere through the industrial area (blew a tire and wrecked a rim the first day I tried it last summer); and crossing Idylwyld by either the main overpass or pedestrian overpass at 45th is currently terrifying.

- » I do not cycle much outside of the downtown/university area, however, I have heard from friends who live in suburban neighbourhoods who say they would bike if there was better infrastructure. Additionally, in the event that I have something to attend in a suburban area, I would be inclined to bike, however, I am concerned that I am at risk on roads that are not friendly, or not very accessible by bike.
- » I think that this one is especially important because if the paths are not maintained and they get ruined then nobody is going to use it
- » Exhibition, Queen Elizabeth and Buena Vista please... also improvements to 8th Street too please.
- » Dedicated cyclists will find a way despite the gaps, but in order to encourage more people to start biking, safer transition areas are needed.
- » waste of money
- » A bike lane along mewassin trail please. People who like to walk are on the grass because of bikers taking over the path. I've seen 2 bike/pedestrian accidents already. Not safe! You make bikers bike on the streets instead of the sidewalk for pedestrian safety, but they are allowed on the walk trails!??
- » Downtown is already too congested and difficult to move around in. By all means improve bike facilities outside the downtown area but please remove the protected bike lanes downtown.
- » There is absolutely no bicycle or pedestrian access from the east into the north industrial area between 33rd St and 51st St. Are we actively trying to discourage access into this area?
- » Dah. That seems pretty evident.
- » It's important to figure this out, but a more complete and improved network downtown should be the first priority.
- » Stop wasting money on bicycles
- » Currenty no dedicated bridge crossing, access west of Idylwyld in poor shape or non existent. North to Kelsey dangerous.
- » Connecting the path on Preston to the path that come from the circle drive north bridge would be a good start.
- » Bike paths are on the roadways. They go hand in hand. Fix the roads and improve the paths.
- » High quality facilities are important to convince people that they matter as cyclists.
- » Yes, the one time I rode the 23rd street pathway, it was a shock to see how pitiful an attempt it was, also nearly got run over by a car running a stop sign.
- » "I have commuted by bike for over 20 years. I appreciate the lanes but often find them ambiguous. On 4th AV the lanes are painted next to the cars/drivers who will be opening their doors. The dictate to ride in the danger zone and the vehicle drivers expect you to ride in the designated lane. This creates frustration for both. Another example of this is the bike lane eastbound on 108th at the Circle Dr overpass. The lane abruptly ends. A sign indicating narrow road, share the road would be better than the Bike Lane ends sign.  
There is a large gap in infrastructure at the bottleneck point at bridges and overpasses. These are often higher speed and along stretches of road with fewer lights. These are areas which all ATP traffic must navigate through from most of the large residential areas to get to and from the core area.  
CONSIDER A MINIMUM DISTANCE BETWEEN CAR WHEN PASSING CYCLIST BYLAW. THIS LAW HAS BEEN PASSED AS A PROVINCIAL LAW IN ONTARIO."
- » Providing bike lock up areas in shopping centres.

## Regional Connections

- » “I wouldn’t worry too much about connecting to the “region”” any new subdivision built should have strong links to other area for bikes and walkers.
- » Focus on recreational facilities, parks and family venues.
- » Are you going to bike from Willowgrove (Mcormond drive) to downtown and make it to work on time.
- » This can make sense as long as they are shared use pathways for people to walk, bike, and run.
- » Let’s get a downtown infrastructure that’s in place and then worry about expanding
- » Again, I think there should be a minimal grid across the city to ensure full connectivity. I would have raised this to a higher priority were it not for the inevitable fact that there is a connection between use of bikes for transportation and the density of a neighbourhood. I think that at this early stage of Saskatoon’s embrace of active transportation options it would make most sense to ensure credible and well planned cycling infrastructure in the neighbourhoods that are already cyclist rich in the relative core of the city, whether this is because they are students, marginalized or just gentrifying yuppies. Once this is accomplished it will make more sense to expand out in a structured fashion. Right now there is no real destination for regional connections in the downtown core since the state of infrastructure there is so poor. Regional connections to the river valley may make more sense at this time though those would more likely encourage recreational cycling rather than utilitarian.
- » Same comment as neighbourhood connections
- » Bike lanes must be easy to access and safe to use, especially if reluctant riders will use them with any consistency.
- » Every area must be connected by safe and accessible bike/pedestrian paths. Why are current problem areas not fixed, such as the relatively new intersection to Cabela’s? NO thought put to cyclists’ and pedestrians’ needs to cross from the trail to the mall area. And why isn’t the path along the stretch of road behind Wal-Mart paved and the trail extended to meet the paved trail at Preston Ave.? Willful blindness is not acceptable. Neither is procrastination.
- » make the enforcement of bike safety mandatory
- » YES we have been asking for this for years. more people would bike IF it was safe
- » Same as above
- » Particularly convenient connections across the river for commuting. The riverside paths are lovely for leisure, but not ideal for getting to and from work efficiently.
- » STOP building the city outwards convert old buildings into apartments (stop calling them condo’s) --- stop urban sprawl.
- » Waste of tax payers funds. We need MORE ROADWAYS Not BIKE LANES
- » this must become part of the planning process anytime a new neighborhood comes up
- » New neighbourhoods need to be planned and built with bicycle commuting in mind. Roads and overpasses need to be built wider to allow for bike lanes and allow bike commuters to ride safely out of the neighbourhood instead of having to dismount and walk on a sidewalk. The south Preston overpass, for example, is a disgrace. Roadway bike lanes such as Preston Ave at the UofS should be the norm, not the exception.
- » The city should really do a better job of connecting new neighbourhoods, instead of having to fix bad designs in the future. Example all AT access to stonebridge is pretty horrible. Very bad design for the 21st century. Don’t leave it up to the developers to make the choices.
- » Need better connections from suburbs to core. I used to live in Hampton Village and there are no good cycling routes.
- » The more we can make biking convenient, the more people will use it!

- » the trails along attridge are well done but at the UH commercial area this was completely overlooked, its terrible to get from willowgrove to anywhere by bike because of this, have to use sidewalks in this area as biking on attridge is deadly. connections across and along college needed in the future and when brighton overpass is developed
- » It can be incredibly difficult to bike outside of Circle Drive, and in some places, essentially impossible.
- » I rarely bike into new neighbourhoods so don't know if this is an issue or not.
- » These suburbs are so far out in the "boonies" that it is very expensive to provide the connections to Downtown at this stage. However, internal bike-friendliness should be built in right from the start. McOrmond Drive is designed as a high-density motor traffic route and as such will be very unpleasant. I would prefer to see the connected bike network be built entirely elsewhere through these neighbourhoods
- » Pathways and sidewalks will work just fine for this. Don't need the expense of building maintaining separate bike paths from these areas. Too expensive. Lot prices are high enough and taxes are high enough
- » as above
- » Look at how Victoria interconnects communities with repurposed rail easements
- » This city planning department is guilty of not planning had sufficiently.
- » This should be done as part of original construction.
- » would like to be able to travel from Lawson Hts to Hampton; parts are OK, but it means going S to 33rd, much of which is too auto-congested, or crossing Idylwyld on 51st/C overpass (see comments above). Biking Meewasin is always fantastic; the route to Hampton is always the opposite.
- » Would be great if we could create a rapid transit system (either bus or train) to connect major areas of the city that people could then either bike or walk from easily. MAKE THIS EASIER THAN DRIVING!!!!
- » Not sure what "the region" means
- » how are students or working people supposed to safely leave their neighborhood with no protected bike lanes.
- » Definitely fix Claypool
- » I never go to suburbs so i don't no
- » A bike "highway" connecting outerlying neighborhoods and other difficult to reach areas like the north industrial portion of the city with the city core would allow a cross city commute to work that would otherwise take hours
- » I would like to see a bike lane from the rail bridge up 33rd street into Kensington and Western neighbourhoods.
- » As a person who bikes if you want to goanywhere but downtown or university you have problems. Regularly wanted to bike to Lawson, and SaskTel Centre, biking to those areas is dangerous from West Side.
- » Yes please! I bike from Evergreen to Airport Drive- it is a bit of a task but I lovely ride!
- » Trails along the river provide great North-South movement for biking. Improvement to connect from various neighborhoods to the north-south trails would be valuable. One specific area would be to add a trail from Preston Avenue to the east side of the river, parallel to the CP rail line (on either the North or south side of the tracks). This would service Forest Grove, Erindale, Willowgrove and Silversprings.
- » Yeso! Biking in this area can be difficult bit many of us who live out here could use it!
- » Current connection from Stonebride to the rest of Saskatoon is ABYSSMAL! Come on people, at least try to do some non-automotive planning when developing a neighbourhood.

- » Of course this is a good idea. The problem is that with our current mayor and councillors these ideas are all pie in the sky.
- » Select those routes that are most sensible for serving outlying neighbourhoods. Don't necessarily choose arterial roads like McOrmond, since these are poorly sheltered and easily windblown.
- » Plan and study for best routes and build as demand increases.
- » I think we should be focusing more on improving the bus system, since in Saskatoon it is very difficult to bike in the winter especially. More people would take public transit if it were more convenient and less time consuming than it is now.
- » We need more multi use paths to destinations such as Pike Lake, Cranberry flats other towns etc. New suburbs are dreadful. They do not connect to the city. Getting to our zoo by bike or foot or bus is a disgrace.
- » Cycling to/from the edges of the city would currently be challenging.
- » People in outlying areas have less options for transportation and more often have to rely on their cars. Improving cycling facilities helps to give more people that option.
- » Absolutely need connections!
- » New neighbourhoods are terrible to get to. Why are they still doing this? We biked to Evergreen to visit once. We will not return. Such a circuitous route and such a waste of time for us. Cars have a more direct route. It should be the other way around. Evergreen is supposed to be "green"? Really? Also our zoo is dreadful. When you try to approach it other than alongside major car traffic arteries, you can't get into the zoo. It is dreadful to approach by bus. You cannot get to the zoo from the west where bus stops are, but have to walk all the way around to the car entrance. If the city does not control the zoo, they should raise property taxes for land-use that does not favour AT.

## STRATEGIES | SIDEWALK NETWORK

### Busy Roads

- » pay close attention to the land uses and primary transportation methods in areas where there are no sidewalks.
- » Without sidewalks very few people will walk between destinations on busy roadways.
- » there's no sidewalk on the north side of 22nd street between W and Diefenbaker. Do we not want people to walk or use bikes? Also, please experience what it is like as a pedestrian trying to cross 22nd St at W. It is a very stressful place to try to walk- as soon as you step into the road there's a hand flashing for you to stop. How uninviting is that?? Especially as you have to be fit and young to be able to make it across in the very limited time allotted. It sucks being a pedestrian on 22nd.
- » Yes please! Would love to be able to go for a safe walk at lunch!
- » Hard to balance this with local and commercial streets - lack of sidewalks is more of a danger here, but I'm guessing they would be used the least.
- » The busier the road the less likely pedestrians or cyclists are going to feel safe there and the less the priority that ought to be afforded to these routes. It would make more sense to look at connectivity first. If a busy route such as 8th or University Drive, for example, is skirted by destinations frequented by pedestrians then there would be a need for prioritization. However, the busiest routes such as highways are also likely to be the least attractive routes to people on foot or bike unless absolutely necessary for convenience, directness, etc.
- » There are many pedestrians and cyclists on Millar Ave that need a safe place to walk/ride.

- » Very important. Though pedestrian foot traffic may be lower in areas with high vehicle traffic volume and no current infrastructure, it does not mean it does not still occur. That means current pedestrians are in great danger when walking is a necessity because there are no safe places for them to be.
- » Absolutely. And what about 11th St. to and from Montgomery? Do you really need a survey to figure this stuff out??
- » just how many people walk on this street of industrial businesses that are spaced apart. Is it worth the cost of a sidewalk? If so, only do one side of the street
- » Also 8th street -- it's terrible for pedestrians
- » Non issue
- » Grammatical observation: ie (should be i.e.) means "that is", implying in this instance that 51st Street is the only location being considered. The correct notation would be "e.g. 51st Street", indicating that this is just one example, of which there could be many. "ie 51st Street", besides causing me to choke and over-focus on the grammatical error, leads me to wonder if this is the only location that would be considered (which is what it says). The proper notation for "for example" which is presumably intended here, as well as in several other items in this survey, would be "e.g."
- » This is the worst place for sidewalks. How many people actually use this street to walk along?
- » Pedestrian usage is important. i.e. I rarely see any pedestrian traffic on 51st Street. Pedestrians using these rarely used and unimproved routes have a responsibility for their own safety
- » Perhaps fixing extremely slanted sidewalks that are extremely dangerous in winter regardless of whether they are shovelled or not might prevent some injuries.
- » Turn efforts to providing efficient public transit rather than expense of sidewalks in these corridors.
- » fix the roads
- » And make sure there are buffers between traffic and the sidewalk.
- » "51st Street Bike Path Millar Road Bike Path"
- » need lighting, winter maintenance to access bus stops
- » controlling speeds of vehicles millar ave, 51st st etc is a very major problem throughout the City . That needs more focus on dampening Drivers new Kamikazee attitude that has been getting out of control for the last 10 years
- » I work on Quebec Ave - with no sidewalk, and I don't feel safe walking anywhere with the large volume of traffic and semis!
- » 51st Street has a lot of businesses that require access by active transportation, so sidewalks are needed, preferably along the store fronts and far away from the street. Also, use existing quiet streets in the neighbourhood as access routes by active transportation to the shops
- » 51st Street at Wanauskewin and Millar is the most dangerous place that I ride. I would rather illegally cross the railroad tracks than attempt these intersections
- » Definetely need a side walk on 51st street
- » East /West travel near 51st needs urgent attention.
- » I work on Northridge Drive and last spring attempted to walk to a business on Circle Drive. I felt I would've been much safer on a bicycle because there were no sidewalks for me to walk on and the area was full of puddles forcing me to walk on the street. Not only that, I had to take my life in my hands trying to cross circle drive at the light. No consideration take him for pedestrians!
- » Support pedestrians make it safer for pedestrians
- » It would be an answer to prayer if you really meant "i.e." (= "that is"; you are saying which one you will do), rather than "e.g." (= "for example" you are saying you \*might\* do this, or might do others like it.).

But 51st is my need.

- » 51st Street for SURE!! and the south side of 115th from Central to the forest confectionary.
- » I think this is low priority currently and depends on the transportation in the area. If there are bus routes, then absolutely, sidewalks are a necessity and they need to be properly maintained.
- » This is a BIG problem with AT in Saskatoon. The current sidewalks are not consistent nor are they accessible for everyone. It is currently unsafe to walk along roads in some areas as the sidewalks are either too close to the roads or else they don't exist at all.
- » When travelling from downtown to the north industrial area, where many people work, it would be nice to utilize the path and sidewalk on Warman Road. However, there is no way to cross and enter the industrial area west of Miller Avenue and north of Circle Drive. In order to enter this area, I must go onto 33rd Street from the River Trail, then turn left onto 1st Street. Ride through the grass at the end of 1st Street, over the train track, back onto 2nd, and cross Circle Drive at First Street. It would be much more accessible if there were an overpass on Warman Road.
- » Not a real priority...
- » It's terrible that I can't walk along 8th Street safely. It's a major shopping area with good bus service but it is AWFUL to walk anywhere around there.
- » Yes! I work in the north end and normally bike using Warman Rd and 51st and it is not an easy nor safe ride to make.
- » It's not just sidewalks that are a factor here - streets need to be more pedestrian friendly with more greenery, benches, etc. Crosswalks. Preston Crossing needs more easy access.
- » yes
- » Alternatively, create beautiful walkways one block over from high speed roadways.
- » Filling in gaps with existing infrastructure is much better than focusing on new stuff.
- » The north industrial in particular is atrocious for pedestrians.
- » It is crazy that there are no sidewalks in the North Industrial Area, where so many work but it is impossible to bicycle or commute to work. And it is dangerous to walk on the streets!
- » Sidewalks on 51st is unnecessary, more dangerous in a sense.
- » No fix the side was people would actually use
- » "I don't feel the demand is high enough in industrial areas to provide extensive costs for pedestrian use. Maybe I'm wrong..."
- » Not sidewalks. Pathways. For bikes and pedestrians. We hate biking on 51st. Extremely dangerous. We have money to spend at Lee Valley & Hobby World but can't get there.
- » Yes, for sure, this is a safety issue. Marquis has it already (only to Flying J).
- » Not side "walks." Pathways. Include bikes. We need to get to places like Lee Valley and Hobby World. We aren't going to walk out there. And we won't bike on streets like that, especially with kids. We have money to spend, but can't spend it.
- » Connect parking lots so that people have a walking or biking path that isn't directly adjacent to traffic.

## Transit Routes

- » Create nice pedestrian environments and rapid transit on commercial streets, then create policy to push buildings to be built close to the street. Instead of huge parking lots being located between the sidewalk and a business.
- » Every transit route requires that users walk to transit stops therefore the absence of sidewalks are a factor that will reduce ridership

- » People who take transit walked there. They didn't drive to the bus stop. So, please ensure they have safe sidewalks to get to/off the bus.
- » How about actually having bus routes that don't take over an hour to get from your home to the bus stop to work ie Willowgrove
- » Important to encourage multiple forms of non-car transportation
- » Yes - important as no sidewalk on Central by Dutch Growers and major bus stop there
- » This seems like an obvious place for prioritization. I can think of many examples of bus stops in Saskatoon with no associated sidewalk and considering the fact that everyone on a bus will be either a pedestrian or perhaps a cyclist the moment they step off the bus this seems a terrible dissonance. Taking into account the likelihood of mobility impaired people taking public transportation the situation seems even worse and crying out for a prioritized remedy.
- » Yes, very important. Transit user are almost always going to be on foot or wheelchair, they need to have accessible sidewalks connecting them to their bus system.
- » Especially important for accessibility for disabled individuals...
- » Why not? If money is tight, look to save money of useless things, and I bet you know what that means. Look at the cost of city employees who stand around watching one person work:(
- » as not a bus user, not sure this is as relevant as having snow cleared away from the stops so they are easily accessible.
- » It is beyond absurd the city would build a bus stop and no way to walk away from it.
- » This makes sense as a way to encourage transit use!
- » Please demonstrate some respect and value for public transportation. Healthy cities have strong public transportation networks.
- » navigating the industrial areas in this city on a bike or by foot is risky business. There should be bike lanes even there, for example on Quebec between 33rd and circle and it should be useable all year round. gravel should be removed in spring.
- » vital for those with disabilities. lighting needs to be addressed.
- » Those who have accessibility issues are often poor, and rely on the bus much more than the average, car-driving suburbanite.
- » Transit routes and stops must be safely and conveniently accessible from all directions, in all seasons and by people of all ages and abilities
- » Only if you also work at the larger issues with the transit system.
- » Absolutely. I am horrified at the state of sidewalks along some of the bus routes. There are times where the sidewalk is not cleared or is sheet ice, or there is not a sidewalk present shortly after a bus stop.
- » Not a real priority...
- » Just terrible when you get out at a major bus stop and you feel like you are going to slip under the bus because of very poorly maintained sidewalks WHICH ARE CITY PROPERTY.
- » I work in the north end and on my lunch break I would like to be able to get out of the office and go for a run/walk but I can't because I work near 56th and Miners and there are no sidewalks at all in the north end. Doesn't encourage folks to bike or walk even if they live as close as River Heights of Silverwood Heights.
- » yes
- » There is a bus stop on Central ave near Reid Rd. that requires transit passengers to climb snowbanks or walk on central avenue to access it. This could be resolved by moving the bus stop 1 block south.
- » Hugely important for transit commuters. Not having sidewalks by transit routes/stops discourages

people from using buses and reduces safety.

- » And snow clearing at bus stops
- » The fact that there are missing sidewalks along transit routes could help explain why our city's transit service is so dismally ineffective.

### **Schools, Parks and Community Facilities**

- » Schools are important, yes. but how many kids actually walk to school anymore? it would be interesting to observe the transportation methods of elementary school aged kids.
- » While pedestrians could walk on the park grass it seems ridiculous that there are sidewalks lacking in areas around schools (ie Egbert Ave at Sutherland School).
- » Obviously, parks, schools and community facilities need to be accessible to pedestrians and the mobility impaired. However, I can't think of many examples where this is a problem in Saskatoon. Also, to what extent is a particular park being used as a dog park vs. a pedestrian route, for example? In the former case the sidewalks may be of minimal concern to your average user. Priority would make the most sense when based on connectivity and the amount of use a particular route sees, rather than trying to deal with this categorically (IMHO).
- » Just do the right thing already.
- » to date, have not noticed that there is a lack in these areas.
- » Ever tried walking north-south from 8th street to Campus? I didn't think so.
- » It is more important to maintain riverbank walking trails such as unpaved and closed walking trails in Cosmopolitan Park.
- » Again, I question how many people actually walk to these neighborhood amenities in the first place? For sure some do, but not huge numbers of residents do. Audits should be done first to determine whether infrastructure is justifiable. In low density neighborhoods there simply isn't the local population to support a great pedestrian network.
- » This should be the sidewalk priority as it makes the spaces our children use safer.
- » Make sure that ALL sidewalks have access ramps instead of an afterthought. School grounds are especially pitiful...
- » St Philip School needs an extended sidewalk on Haultain Ave which the city could help maintain.
- » This seems obvious. How can the city expect people to use parks if there are not pedestrian-friendly accesses to the parks? Not everyone has a car and the city needs to encourage people to not rely on vehicles.
- » I would like to see a European model where sidewalks are on one side only in residential neighborhoods. The snow shovelling alternates by year.
- » Not a real priority...
- » this is important so that these places are easily accessible to handicapped people and people with kids and strollers.
- » Example of missing links is only a dirt path behind Lawson soccer centre to connect to other area paths and streets.
- » yes
- » Including seniors homes, hospitals, daycares
- » Again, hugely important for local residents. Having proper sidewalks encourage residents to explore and spend time in their neighbourhood without having to drive everywhere. Support healthy habits when one can go for a walk where you live. Safer for kids.

- » Why is this a question? Why are there gaps to start with?
- » Public amenities should be accessible to all members of the public.
- » Not sidewalks. Paved Pathways for bikes and pedestrians. Children and parents should not be required to bike on streets like Wellington.
- » Again, not “sidewalks,” pathways. Kids and parents need to bike to school along streets like Wellington. Some cars & school busses are extremely disrespectful of bikes & pedestrians, even when it is children.
- » This dependent on the amount of vehicle traffic. If it is in an area of low car traffic it may not be necessary.

## Local Streets

- » Some local residential streets such as those around the university are frequented by pedestrians who are trying to get from point A to B and could perhaps warrant some priority attention. However, where local streets are neither a frequent destination nor a frequent route for people trying to get around on foot or bike there seems no reason to prioritize them.
- » Though this is important, seeing as there is lower traffic volume generally on residential streets we are able to get by For Now with having this as a slightly lower priority than filling in pedestrian sidewalks on other busier areas.
- » A man was recently hit on 23rd in an area without sidewalk. According to witnesses, the vehicle also ran into the curb, which stopped it. This is important to me feeling safe in this city.
- » Every street should be safe for pedestrians. No brainer.
- » people are fine to walk on the road if it is a local. filling in sidewalks on locals should not be a priority.
- » possibly on one side of the street, reducing traffic speeds would be cheaper & as effective
- » Some of the sidewalks in the older neighbourhoods are reminiscent of the highway back from Kuwait City following the first Gulf War.
- » Use either stone work or concrete. Blacktop is for roadways not sidewalks. Ugly!!!!!! Looks like we live in a war zone.
- » Especially on side streets that students use to walk to university. Some of the streets off College Drive do not have proper sidewalks.
- » Same as above comment about extremely slanted sideways. Icy conditions make it likely to slip into traffic.
- » Developers should be given standards for accessible sidewalk inclusion in planning. Going in after, is always too expensive.
- » i believe there is no need for cyclists to use streets like Cumberland, 12th street, etc for commuting. There are adequate parallel streets for cyclists to use and be quite safe and away from cars. Spend money elsewhere. Put the \$ into bike routes on places like 8th street and Quebec where there are no alternatives to cyclists using those streets to use the services on those streets/areas.
- » I would prefer a 10 km/hr speed limit on ALL residential streets, in which case sidewalks might be unnecessary (woonerf). ALL collector roads should have sidewalks and 30 km/hr speed limits.
- » I'd like some in montgomery
- » Obviously it's important but in quieter residential areas not such a priority. Safety is the high-priority
- » McClocklin Rd desperately needs a sidewalk between Hampton Circle and Caypool Drive.
- » like the south side of 115th from Central to the forest confectionary.
- » I think this is dependant on how high traffic the residential street is, as some streets are very safe to walk on, where as others are so high traffic that sidewalks are crucial

- » Again, obviously yes. How can people have a positive role in their community and take pride in their neighbourhood if there are no sidewalks. Sidewalks will encourage people to walk more, although they need to be properly cleared in the winter and some enforcement of this needs to be done.
- » Not a real priority...
- » E.g. St. Henry avenue, at Sunnyside Care Home, there are no ramps on the existing sidewalks and no sidewalk along parts of the street. Pushing a wheel chair in that neighbourhood is scary!
- » If one side of the street has a side walk I don't think this needs to be a priority.
- » Supports healthy habits when one can go for a walk where you live. Safer for kids.
- » All sidewalks at intersections must have ramps. Very exhausting and frustrating to navigate a two person stroller and lift the front down or up, then go lift the back, etc.
- » "Please halt the practice of letting people put driveways over sidewalks. Often the sidewalk is left tilted toward the street which is hazardous when slippery. Also the cars park across, blocking the sidewalk. They pack the snow down so it cannot be shovelled off. And ramps are needed at intersections everywhere."
- » Local streets is where people are most often walking at night so having safe and handicapped accessible is most important for safety reasons

### **Commercial Streets**

- » using 8th street as an example is interesting. it wouldn't matter if the sidewalks were literally paved with gold, it would still not be pleasant to walk/roll there because the built form isn't too friendly to pedestrians.
- » Create nice pedestrian environments and rapid transit on commercial streets, then create policy to push buildings to be built close to the street. Instead of huge parking lots being located between the sidewalk and a business.
- » I think filling sidewalks on busy roadways such as 8th street is important for people using public transportation in order to do grocery shopping.
- » I think the city needs to work with private property owners here as well to better facilitate pedestrian traffic. ie. places like stonegate center. You follow a nice city sidewalk to a dead end, and then close your eyes and pray as you try to make it to wall mart without getting run over.
- » 8th street is a perfect example of where there is already a proven need for improvements to sidewalks (in terms of the number of people who walk, bus or cycle down this route) that is contrasted with an obvious lack of safety and viable infrastructure for these manners of getting around along that route. While it's likely that there would be conflicts in terms of private and public powers, the number of uncontrolled surface parking exits and entrances along the route and unaware drivers makes this route feel a bit like being a fish in a barrel at a shooting range for those walking along it.
- » Why was this not accomplished years and years ago? Is everyone at city hall a car addict?
- » this is important. the sidewalk needs separation from 8th street. Slush and rain creates splashing. Also vehicles simply shouldn't be that close to the pedestrian.
- » provide more monitoring of those who do not clear the walks. Improve the drainage to reduce water on the road that rude motorists speed through which sprays pedestrians & windshields thus reducing visibility.
- » Eight street so SO UGLY and so dangerous for anyone walking or biking. The business group needs to develop a BID program.
- » Make 8th street more pedestrian friendly. Sidewalk repair along a street where no one wants to walk is pointless. Sidewalk repair along a street like 20th st makes sense.
- » don't forget fixing up sidewalks in the downtown and city park commercial areas

- » Not everything in our city should be about businesses!
- » Potential curb-side BRT in corridors like 8th & 22nd should have transit shelters inclusive of weather protection/recycle stn/news/cust svc
- » see my comment above. Eighth Street is a nightmare for cyclists. The street can be avoided for ordinary commuting by using parallel streets but sometimes one has errands and need to use businesses/ services on the street like grocery stores and banks. It is very very difficult to get from one place to the next on 8th street. Bikes should NOT be on that street, leave it for vehicles so there needs to be an alternate way to travel along that street. How about a dedicated bike lane? Similar for streets like Quebec. There aren't even sidewalks up there for cyclists to remove themselves from the street. Don't forget lighting up there as well.
- » People find it very difficult to take the bus to commercial areas due to lack of pedestrian safe areas to walk
- » The side walk on 11th street west is terrible between ave W and ave P
- » Absolute #1 priority. You can't get people out of their cars if they can't safely walk to and in shopping areas.
- » As above, ensure there are buffers between traffic and the sidewalk.
- » 8th St. indeed!
- » 8th st is horrible for pedestrians - needs major changes for a better pedestrian environment
- » I do shopping for groceries on 8th St, and getting my trolley around is not easy, and particularly difficult in winter. This area should be walking friendly and not forced to be a car area.
- » This needs to be done in walking areas, when redevelopment is done. There's no point putting sidewalks in places where people can't walk between stores. The parking lots need to go first.
- » Curb cuts along 8th should be entirely eliminated with car access only from the side streets. Sidewalks should be along the store fronts with parking preferably underground or at rear. Wide separation of active transportation from the noisy street is absolutely essential. Although many excellent shops exist along 8th, most of the existing buildings are not very inspiring, so the walk is not particularly pleasant, but the potential is excellent with the RIGHT re-development.
- » Yes but this is the city's responsibility not the land owners!!!!
- » Don't really see a gap on eighth street
- » pretty sure that whoever wrote the survey isn't clear about the distinction between "i.e." and "e.g." ...but I digress...
- » Again, obvious. If there is a bus route, if there are businesses that might want pedestrian traffic, or have limited parking, having proper sidewalks is essential. As I have said before, the onus is on the city to encourage people to use their cars less. This can only be done if there is proper infrastructure in place for pedestrians and bikes and buses.
- » Not a real priority...
- » Yes 8th Street please.
- » yes
- » At some point in their commute, whether bus or cycling or walking, they all walk and are a pedestrian. Give us a flat surface that is clear of ice, snow, and without holes and we can consider walking further if it is pleasant.
- » Also ramps at intersections, some are non-existent and wheelchairs cannot jump curbs
- » Sidewalks should not be immediately adjacent to streets like 8th or 22nd. it is hostile to walk within inches of cars speeding 60+ km/hr. also those sidewalks are rarely cleared of ice, snow, sand, and are close to soaker puddles.

- » Plan these simultaneously with BRT corridor redevelopment plans. Limit parking lot driveways along these streets.
- » A city is so much more liveable when you can walk to shop and to entertainment.
- » Again, not side”walks.” Pathways. Include bikes in our plans!!
- » “Again, do this for bikes, not just pedestrians.  
We bike. We have money to spend. Why can we not get to the stores?  
Let’s get this right!”

## STRATEGIES | SHARED PATHWAYS/TRAILS

### Meewasin Trail Gaps

- » if all of these gaps connect multi-use pathways, and users understand that it is actually multi-use, then great.
- » As long as the link to a city-wide network. The priority should be to create a city-wide network.
- » The Meewasin Trail in a really nice part of living in Saskatoon.
- » from Spadina West to the new bridge would be great!
- » The river is a key asset in Saskatoon!
- » LOVE the meewasin trail, but broken bridge = broken trail right in the most important part. Please find a reasonable fix for the next two years!
- » They should be kept up to maintain safety for walkers
- » The “missing link” behind the Preston Crossing Wal-Mart is obviously a key example. What are you waiting for?
- » give more funding to MVA, they are the experts rather than city hall being involved. yes, the MVA trails should be increased
- » Extensions to North & South pathways out of city need to be expanded
- » Meewasin does excellent work
- » The Meewasin trail is the centrepiece of outdoor activity in our city and should be maintained at the highest standard possible
- » With the amount these routes are used, I think this priority is easy.
- » The on going demolition of Victoria Bridge is a prime example of a planning oversight. There is no excuse for blocking the major access on the west shore for so long. Proper planning would have protected - or at least minimized - the disruption of the bike-pedestrian path under the bridge for such a length of time.
- » Public forums and workshops, gather people and apply citizen power to these plans.
- » meewasin trail is great for sunday afternoon strolls but if the city is spending money here, and it should in order to keep it in good condition, don’t think you are improving infrastructure for cycle commuting. If we want to be a modern environmentally city we need infrastructure for cycle commuting.
- » I don’t know that I would add any new trails.
- » seems ok - areas with limited connections are due to poor planning a hundred years ago (SK cres) where lots back the river
- » don’t expand until what’s there can be properly maintained
- » Meewasin Trail is beautiful and essential. However, it is a joint venture between the City, the University

and Meewasin Authority, who are jointly responsible for its funding. At this point in time I am not willing to favour the Meewasin Trail until the other gaps in the City's active transportation network have been closed. With separate funding from more senior levels of government Meewasin Trail could be improved and lengthened, particularly by moving fast bike traffic further away from the river bank.

- » Are there any gaps other than east of Idylwld at Sask Cres? I don't mind this.
- » MVA/the city are already doing a great job with new Wasson trail expansion. Good job
- » Meewasin is \*such\* a gift to this city (and \*from\* this city to our visitors). Please keep it awesome.
- » We are very lucky to have the MVT in Saskatoon. A trail like this greatly enhances the quality of life in this city year round. Every effort should be made to support this trail and provide appropriate maintenance and updates.
- » I believe that the Meewasin trail is already how most people want it
- » The trail is brilliant. However, it is too narrow. I have used similar trails in another urban centre very similar to S'toon that can accommodate walkers, riders and cyclists side by side. There is no need to be constantly checking to avoid bikes or runners. Expensive...yes. Good use of money ...yes!
- » We need to maintain these beautiful areas which are enjoyed by bikers and walkers. They provide recreational and enjoyment at no cost to the user. Affordable for all citizens.
- » I use the Meewasin trail every day and love it but I think these upgrade projects aren't as urgent as improving accessibility to sidewalks in neighbourhoods or adding bikelanes.
- » More important to maintain what currently exists.
- » "The Meewasin needs to be twinned where it gets heavy use. One strand for pedestrians another for bikes.

Also we need a trail from the sanitorium site to the south bridge along the west side of the river. Until then, speed bumps would be a good idea: some of the car traffic along (Spadina?) is too fast and too close."

### **Meewasin Trail Upgrades**

- » have a full trail before upgrades are made.
- » If you had a separate bike lane on the MVA trail that would increase pedestrian safety and encourage more people to ride their bikes. Also, there should be a fine for cyclists who don't have or use a bell to alert pedestrians.
- » See previous comment under bike network.
- » I think the Public needs to know that this process is led by MVA .. Or used to be, as they had to raise \$ to explain trails, City provided maintenance
- » Many large cities paint a dividing line of their trails to separate pedestrians and cyclists. Too many cyclists zoom by pedestrians without any bell or verbal warning. Just plain rude - and dangerous.
- » again, provide funding, MVA should administer this
- » Consider separating bike and walking traffic in separate lanes (like Vancouver Seawall).
- » Promote & maintain chosen active lifestyles!
- » if you build a bike path you have to be prepared to maintain it when it starts to fall apart in the future. The path along 14th street between Cumberland and preston really isn't all that old but already it has cracks across it that are bone-jarring to cyclists. There is a 6 foot section of the path that was removed for a repair to an adjacent underground electrical box (near leslie avenue) and that part of the path still has not been repaired, almost a year later. There is only a sloppy patch of loose gravel. Why not build a path to make it last. It all starts with a deep base of crushed gravel and sand, then pave over that. Know

why the city paths and streets have dips and cracks and potholes? it is because we do it the cheapest way possible. When a road is dug up workers toss in a bit of dirt, then a bit of gravel, then pave it. Packing the base is always totally inadequate. This method is so sad, so short sighted. Do it properly once and you wont be repairing it for years and years and when you do have to the repair will be quick and inexpensive because the base is already there.

- » Repaving, yes
- » Graveled trails are perfect but widening paths would be good
- » Consider improving sight lines if possible (e.g., removing curves).
- » partly shaded trails with resting spots and washroom/ water fountain are needed supports
- » repairing and upkeep of existing is and should be imperative. Not like your infamous traffic bridge
- » seems ok
- » Generally the trail is in good condition
- » It is nice to have the gravel parts to the Meewasin trail for variability of use (running). Good to 'expand' areas only that are really NEEDED.
- » I think that they could focus on finishing/ filling in gaps instead of upgrading.
- » Not widening - just maintenance of already planned paved trail network. Improve trail networks at the outer reaches of non paved mountain bike traila in the city. Do not pave those but please use International Mountain Biking Association of Canada sustainable single track design principles when planning for these. thank you.
- » “The trail is used by many pedestrians and cyclists and ensuring there is adequate space for both to coexist through all seasons should be important.  
In the winter, when many city roads are no longer safe for cyclists, these paths become even more important”
- » This should be a priority as they see a lot of use.
- » The Meewasin trail is heavily used, and a hidden gem for tourists. Lets try and keep it navigable by all.
- » Meewasin is well used and is deteriorating - used for recreation and transportation - This should be the highest priority - focus all available resources here in the short-term until it is of an acceptable quality relative to its use.
- » Make sure this remains one of the best parts about Saskatoon!
- » In busy areas, please twin the trail: one for bikes & one for pedestrians.

### **Neighbourhood Walkways**

- » Not everyone lives near Meewasin Trail and uses it for active transportation.
- » Every neighbourhood should be walkable.
- » wheelchairs ramps must be mandatory on every walk put in, enforce snow removal, have a walk on 1 side (only) of new streets
- » Just maintain sidewalks.
- » If this is walkways between streets I have been happy to see the city closing them as they were garbage and other things. if it is walkways across green space (parks) I think this is great.
- » Please see the previous comment about Giant Tiger. Natural pathways like the one connecting the facade of that store and Avenue G South are a big priority. The major corridor along the train track from Station 20 and the CP train station (especially between Avenue F S and Ave H S) are to be prioritized. Well maintained - year round - paved paths with proper lighting and garbage containers would improve this slum like neglected corridor. It would simply be transformative.

- » Again...if the developer did not design decent path of travel in the neighborhood, learn from the err.
- » important for safe access for mobility, aging issues
- » upkeep where required
- » Walkways are an excellent short-cuts for active transportation through neighbourhoods as long as they are then well and safely connected to the surrounding pedestrian and bike networks
- » Attention should always be given to linking neighborhoods in such a way that people can walk or bicycle around the city. It should be a normal part of the planning process!
- » Sidewalks are more important than pathways/trails but the later are nice too.
- » I have been frustrated to see walking paths between houses closed as this makes walking to a destination longer and less likely in areas with lots of cul-de-sacs. These should not be closed off and sold to a adjacent houses.
- » city needs more cement walkways in residential areas such as mount royal
- » These non-automobile pathways can be crucial links between neighbourhoods in an expanded bike network (e.g. ped overpass and catwalk connecting Central to Acadia via Glacier Park). Links such as these shorten the time it takes to travel, thereby making biking a more attractive option.
- » Please stop all removal of breeze ways connecting cul-de-sacs. Please don't call them "walk"ways. Bikes need them too. Dendritic streets are excellent as long as they are not dendritic to bikes & pedestrians :-)
- » Existing sidewalks require maintenance.
- » "Neighbourhoods need to connect. Please halt the practice of closing the 'breezeways' between cul-de-sacs. Dendritic development is good, as long as it is not dendritic for AT users. The bike network needs to parallel the car network, but be separate from it. Neighborhood connections and breezeways are a big part of that. For that reason, please dont call them 'walkways.'  
Biking from one neighbourhood to another can and should be quicker and easier than car driving."
- » Having walkable and biking pathways connecting communities will promote active transportation

### **New Shared Pathways/Trails**

- » multi purpose pathways suck. They aren't efficient and fun to use for cyclists and they are unsafe for pedestrians. Please add lines that separate bikes from people! Please please, get with what other cities in Canada are doing. Multi-purpose pathways are so 1980s. No one builds new ones anymore because they don't encourage active transportation.
- » Please focus on this rather than making bike specific amenities!
- » When you know there's a problem, fix it.
- » Shared pathways are teaching cyclists to ride on sidewalks. They are a well-intentioned mistake and should be discontinued in favour of properly planned roadways which take cyclists into account. New roads are built only with motor vehicles in mind and are far too narrow.
- » This brings in tourism and really makes our city shine. These trails are used so much, winter and summer.
- » See above Re: Railway corridor between Station 20 and Ave F, and all the way to the old CP Station.
- » just do gravel trails and maintain them, paving is unnecessary
- » shared pathways are fine. some streets could be closed to cars and used for active transportation. They could be used to park cars for people who live on the street, just no through traffic.
- » outside the city is lowest priority
- » ensuring new subdivisions link into other systems

- » pathways separated from streets provide a much more pleasant ped enviro
- » The shared pathway along 14th Street is amazing. More of those along busy streets would make biking and walking so much easier.
- » Shared trails only work when speeds are low and bike traffic volumes are low. They are not well-suited for fast commuter traffic, which requires other alternatives. Shared paths through string-parks are excellent venues for families with small children on bikes. North-south routes are sorely needed, for example from Wildwood through Sutherland to the north-east sector
- » shared bike pedestrian pathways are well done in vancouver why not Saskatoon
- » I think it would be great to have a network of trails in this city. It will only add to the selling point of the city and makes for a healthier community. Furthermore, it may help relieve the amount of traffic on roads as the city grows.
- » Extremely important. Also, with each trail, make sure to divide these trails so that one side is for biking, and another for walking/running. This city is becoming too busy, and therefore its safer to have these specific trails for each.
- » Make sidewalks wider than make them shared pathways between pedestrians and cyclists.
- » New trails would be GREAT!
- » this would be worthwhile
- » New trails would benefit everyone , easier transit for walkers and cyclists and less congestion on the busy streets (bicycles with cars)
- » Pathways should be prioritized to improve linkages between neighbourhoods and key areas of the city. Instead of creating pathways simply for recreation, they should be for transportation. They should also be wide enough and well maintained to allow multiple modes of active transportation.
- » especially the CPR pathway from Meadowgreen to Downtown
- » My sons would love to use their skateboards more as a means of transportation but are unable to as there is very little pathway access outside of meewasin trail. Maintained pathways in residential neighbourhoods ( not just the new neighbourhoods) would be a great benefit.
- » Especially pathways that connect to Meewasin so I don't have to drive there first
- » Where possible, especially in new areas with the space for them (provided they are landscaped adequately to provide sufficient shelter).
- » People won't use the trails if they can't get there easily.
- » Connect!
- » By far, the most preferable root is to use trails and pathways as opposed to adding further restrictions to vehicular traffic. Motorists are already frustrated by the city's insistence on impairing traffic flow at every opportunity.

### **Upgrades to Existing Trails**

- » make separate bike lanes please. You can have half for both directions of bikes, and the other half for both directions of pedestrians or pedestrians who walk side by side or use strollers.
- » Can other municipalities share costs for this?
- » While leisure walking is nice, few folks use these pathways as a route to or from somewhere.
- » I don't believe the existing meewasin trail needs to be widened.
- » outside the valley is lowest priority
- » all trails need to be kept up irrelevant of sector as long as it is in our Saskatoon land Base

- » no issues apparent
- » There are more pressing issues like the sidewalks discontinuity and disrepair
- » Adequate maintenance of any built infrastructure is a given. If we cannot maintain it, it should never have been built in the first place. Widening, however, is another matter and not essential until the total length of the network has increased substantially.
- » Maintenance of trails is important. People will not use trails if they are unsafe or not upgraded.
- » Finish sidewalks but I've been promised in neighborhoods for years... Green space adjacent Highway 16 right now in Lakeview and Lakeridge patio finish sidewalks but I've been promised in neighborhoods for years... Green space adjacent Highway 16 right now in Lakeview and Lakeridge to name one
- » Trails should be replaced with recycled tire surface instead of tar.
- » Important to keep these maintained and landscaped.
- » Upgrades are needed most where traffic is heaviest. But first we need a connected network :-)

## STRATEGIES | BRIDGES, OVERPASSES AND UNDERPASSES

### New River Crossings

- » Hypothetically speaking, will these “new AT bridges” allow cars to use them?
- » Only if you can go back in time and decide to build a pedestrian/cyclist/transit bridge where the Traffic bridge was.
- » If this is done properly without hindering vehicle traffic I believe it would be a benefit.
- » Those wishing to cross the river using active transportation do not need separate facilities - walkways included in the bridge construction are fine.
- » “If you mean adding cycling/pedestrian walkways to existing bridges, then this is a cop-out (therefore low-priority).  
If you mean the creation of pedestrian/cyclist only bridges, then that is a higher priority (e.g. 4)”
- » make the new suggested bridge at 33rd a pedestrian/cyclist only bridge. This will make those along 33rd who hate the idea of new car bridge happier, encourage more students to use the 33rd st pathway to the university and make the experience at the weir more quiet and peaceful. It would really be a great place for an active transportation bridge ONLY and I bet it would be much cheaper to build too!
- » All new Crossings should have pedestrian, bike options over river automatically built into development.
- » A pedestrian/cyclist only bridge would be fantastic.
- » Vancouver has 2 bridges and moves more people than saskatoon ever will. Save your money and spend it on public transit so you won't need more bridges and more parking
- » Not sure where the new traffic bridge counts (new or existing) - in any case, I would have preferred it to be active transport only!
- » More and more bridges aren't needed. Improving and maintaining the infrastructure that we have should be priority. Fixing local infrastructure will also enable people to move around easier closer to home.
- » This is important, but after the new Victoria bridge is in place, I think we have enough.
- » the time has passed for this - the traffic bridge location would have been the ideal setting / location - too bad it was not accepted as an option for bikes/pedestrians/ etc
- » While I think it is important to have a pedestrian bridge, I think an existing bridge could be used. It doesn't necessarily have to be a new bridge.

- » The City had the chance to do this with the replacement for the Traffic Bridge which is currently being demolished, but unfortunately Lord Atch. & Co. decided against such a wise idea.
- » not really understanding this, but means bridges and overpasses only for pedestrian and bikes? if that is so, that's a brilliant idea. while you are planning this though, maybe should include plan for some sort of underground transportation network.
- » The only cost effective bridges for car traffic are bridges with many lanes. Any small bridges should focus on pedestrian and bike traffic
- » We have enough bridges, especially bridges heading into the downtown core. The Victoria Street bridge should be free of motorized vehicles (except emergency police and fire). So many people come downtown for the festivals so they should have a safe, exhaust-free way to get to and from the downtown core. Less pollution, fewer parking issues, more people friendly.
- » If I could put a 0 I would in this category. We do not need to spend our very stretch AT budget on a new bridge for more vehicles. Make the transportation system user friendly to those choosing bus, bikes or their own two legs.
- » this backward thinking council missed the boat here - the victoria street bridge was perfect. YES this is needed so walkers & bikers can be safe.
- » Just make the rebuilt Victoria/Traffic bridge pedestrian/cyclist only.
- » There's enough bridges. However, have you tried crossing the College or Broadway bridges without getting covered in silt in the spring and fall?
- » Big waste of money putting useless light on the historic Traffic Bridge. Bridge should have been restored. Stop focussing on the automobile focus on rapid transit and find ways to reduce all the fossil fuel emissions in Saskatoon
- » "cycling across the university or broadway bridge isn't safe for pedestrians or cyclists in their current set up.  
cyclists are too fast for pedestrians and there's no room if they are on the roadway with cars."
- » specifically crossings that are not unpleasant or dangerous (Idywyld bridge - I get splashed by traffic frequently and the road noise and close proximity of fast moving traffic makes this a miserable experience, even with the new approaches on each end)
- » Should be properly designed in anticipation of increased population forecasts
- » With two new river crossings being built, the focus should be on improving connections to existing river crossings.
- » The North end bridge is badly needed
- » I don't want to see any new bridges at all
- » Victoria Bridge for pedestrians and cyclists is the priority.
- » it should be automatic in the future...build a bridge for cars, make sure cyclists and pedestrians get a lane as well.
- » A pedestrian/bike bridge between the evergreen and Lawson heights neighbourhoods would beneficial
- » The 33rd street bridge is a horrible idea
- » Encouraging use of public transit and alternative methods of commuting between home/work besides driving should result in less traffic and thus render additional bridges redundant.
- » Pedestrian bridge in the North End to connect to Meewasin Trails on the other side. Will improve access to trails.
- » we have enough bridges...NO more bridges
- » Either new, or upgrade existing - pedestrian crossing similar to the 71st street bridge make crossings

much easier for non drivers without the frustrations of some of the smaller shared pathways such as the University or Broadway bridges (too narrow to share effectively with pedestrians and cyclists, etc.)

- » lowest priority
- » It is disappointing that the old traffic bridge was not turned into a bike and walking bridge.
- » It would be really really nice to have a pedestrian/cyclist only bridge in the city!
- » in combination with vehicular bridges
- » Under no circumstances should we prioritize over \$30 million for rebuilding the Victoria Bridge. Focus efforts on something far more worthwhile please.
- » I think this would be best as a dedicated pedestrian crossing connecting east and west along an Active corridor. This is necessary if we want to get cars off the road and increase transit ridership and biking.
- » should have built the bridges in the right place the first time
- » an active transportation only bridge would be ideal. Too bad the new Victoria bridge wasn't designed this way. we will always be a car culture if that's what we always prioritize
- » No longer a key requirement since we wasted the excellent opportunity at the Traffic Bridge
- » We do not need new traffic bridges. Existing bridges should be able to accommodate active transportation options. It would have been great to have the Victoria Bridge be an alternative transportation bridge since it connects Broadway, Downtown and Riversdale.
- » "33 St. bridge not needed  
Victoria Bridge should be non vehicular"
- » if by AT crossing you mean dedicated bike/pedestrian bridges then no
- » Build active and motorized bridges
- » A good pedestrian link at the north commuter bridge and the traffic bridge should be enough
- » The new traffic bridge should be pedestrian only. Obviously not going to happy now, but should have.
- » I don't see a need for anything more than what we have, but perhaps I'm missing something
- » many years ago I suggested building a pedestrian/cycling \*suspension\* bridge to connect Meewasin Park and Evergreen etc area--it could be a major tourist attraction (better than Souris! --almost as good as Capilano Canyon (BC)!).
- » Well overdue! ! Should be top priority
- » Well overdue. Make a priority
- » The pedestrian underpasses for circle drive north and circle drive south are great. It would be wonderful to have a dedicated pedestrian river crossing somewhere central in the city. The train bridge is great but it is far too narrow. The Victoria bridge location is somewhat ideal, however, I think having a pedestrian bridge more central to connecting the university area to downtown area would be great.
- » We missed the perfect opportunity to do this with the replacement of the Traffic Bridge.
- » We need a walk/bike/skateboard (Etc.) Specific bridge with no availability for traffic! Maybe allow city transit buses, too.
- » Crossing the river on a bike is pretty awful for the cyclist, the pedestrians and the motorists. Just design bridges with more space for humans and less space for cars. Simple.
- » as a Victoria bridge was out of commission for so long... People adjusted just fine without it. Why spend money there when it could be spent improving the flow of traffic elsewhere.
- » Build new crossings and connections to correspond with all new vehicle bridges
- » A pedestrian bridge would be wonderful!
- » yes a real need for a growing city and traffic

- » Stop investing so much in new bridges! It's absolutely ridiculous. Investing even a fraction of that amount toward improving active and public transportation would make a world of difference (for people and the environment).
- » Since our city is divided by the South Saskatchewan River, we have no choice in this matter. We need bridges to facilitate movement between the two sides.
- » Can't we change our mind about the new "traffic" bridge? With the addition of the south bridge, we no longer need another vehicle bridge in the middle of town.
- » I would love to see the replacement for the Traffic Bridge focus on active transportation, but my understanding is that the planning for that replacement bridge is complete.
- » Improving (widening) the pedestrian path on the CP rail bridge would be great.
- » For walking, running and biking
- » I still need to cross the river on my bike. The more crossings built and accommodating me the better.
- » A pedestrian/bicycle only crossing would be nice to see. There are enough vehicle bridges.
- » Not a good use of resources at all given other priorities - resources shouldn't even be expended considering this when there are so many other priorities.
- » It is such a shame that the traffic bridge is not going to be replaced with an AT bridge. As it stands now none of the other bridges downtown are supportive of cyclists.
- » Automobile bridges are useful. Don't waste money on bicycle and pedestrian bridges
- » At least one dedicated pedestrian/bike bridge.
- » "I believe the money required to do this would be better spent elsewhere.  
I would say the same goes for new highways, commuter roads, and motorist bridges as well.  
We need to stop pouring millions of dollars into projects that only increase the use of fossil fuel."
- » We need clean, unpolluted car - free crossings!
- » Yes, but the active transportation bridges should NOT be part of the motor vehicle bridges. When trying to be healthy, getting a blast of exhaust doesn't help the lungs.
- » We have enough bridges. When the university bridge was down everyone panicked but then there was never an issue. This illustrated the number of bridges is more than accommodating the city as we were fine with one less. If we are good with one less why do we need one more?
- » It's an excellent idea to put bikes and pedestrians on separate bridges from cars. Car exhaust is toxic and carcinogenic. Even electric cars spew out bits of brake lining material etc. Some of that still contains asbestos. The noise is stressful and makes conversation difficult. The mud spray is daunting enough to drive people into cars, thus repropagating the congestion problem. Car-free bridges are the answer. The other thing is that bikes and cars should follow separate arterial systems wherever possible.
- » Pedestrian and bike overpass would be excellent addition.

### **Existing River Crossings**

- » More stuff like the Circle Drive pedestrian/cyclist bridge. Actual separate, cycling/pedestrian infrastructure. Plus it's great that it is closer to the water, which is such a nice feature.
- » As long as we do not hinder vehicle traffic flow
- » Access to and from the existing bridges is fine with the exception of the CPR bridge.
- » it's a very unpleasant experience walking/cycling over the Idywyld bridge. Noisy, speeding cars and a sewage lift station at the end of the east side. The present barricades new the new art gallery make it hard to cycle to 19th St.
- » Possibly rebuild the pedestrian walkway on the CPR bridge to a lower elevation to remove the need for

stairs, discourage people from climbing onto the railway tracks, and allow 2 people to walk past each other without having to turn to allow the other to pass.

- » Safely biking over Broadway or university bridges deterrent - and becrs an issue for pedestrians, as biking often done on walkway
- » Improve and maintain the stairs on the east side of the 33rd street train bridge.
- » The Victoria Street Bridge should be for non-motorized movement only (except for emergency police and fire). There are already 2 other bridges for cars/trucks heading to and from downtown. Why does this city council cater to the “cars rule” mentality? It is highly disrespectful. And just because some people in power would never walk or bike does not mean they should determine the outcome for all citizens.
- » YES some protection must be provided to walkway users to reduce splash from the cars. The under bridge walkways are not safe - if anyone has an issue - who can hear calls for help or assistance. Dumb idea
- » Invest in public rapid transit
- » Broadway Bridge specifically needs a lot of work
- » Existing river crossings are too small for current and probably predicted traffic use. Major decisions must be made to either twin existing crossings or build new ones that have traffic routes designed to more evenly distribute the flow of traffic.
- » River crossings could be better, especially in the core. Whether they are new or improved depends largely on affordability.
- » daily seasonal cleaning needed.
- » works ok now
- » Access improvements to University & Broadway bridges are sorely needed. The Traffic bridge is the only bridge with wide enough sidewalks so safe access to it from far and wide in all directions is absolutely essential
- » We are talking about less than 1% of the population that uses bikes year round so I’m confused on why this is so important to Saskatoon with all the bike paths we already have.
- » the planned new traffic bridge addresses this. Broadway, university are fine
- » as long as it doesn’t mean putting in bike lanes on traffic bridges
- » Railway bridge at 33rd needs work
- » Give me your ideas and I’ll comment on them
- » seems to me they’re in good shape now...
- » The train bridge walkway
- » The exit on the west end of the 25th strreet bridge is dangerous and inconvenient if you happen to be on the wrong side of the bridge.
- » “There should be a seperated bike lane over at least one bridge.

Eg: Barrard bridge in Vancouver. Pedestrians on one sidewalk, cyclists on the other side.”

- » Improving (widening) the pedestrian path on the CP rail bridge would be great.
- » A lot of these are used by padestrians it would be nice to have something just for bikers and other non vehicle transport
- » I think the city has done a good job on existing river crossings. The only poor access is the east side of the rail bridge near the weir.
- » For walking riding and running

- » Ones I've used are pretty good already.
- » Especially in the downtown area where there is so much AT already. encourage it instead of discouraging it.
- » Add dedicated bike lanes on bridges.
- » We need pedestrian/bike activated stop lights & crossings at either end of all bridges, like Broadway, etc.
- » I'd prefer separate AT crossings.
- » Please put bike/pedestrian activated stop lights & crossings at either end of the bridges such as Broadway, University, Victoria, etc.

### **New Overpasses and Underpasses**

- » Ensure that any new overpasses are conveniently located to reduce illegal crossing of roadways (ie across Attridge to Rever Rd from Forest Grove).
- » Build these at the start instead of expensively retrofitting them. If a positive, safe experience for pedestrians and cyclists are built into EVERY NEW ROAD construction in Saskatoon then the public would see the commitment of the City of Saskatoon. If they don't see this, and it's a special 'add-on' that's expensive later it increases residents' cynicism that the city is committed to supporting active transportation. Thanks for considering this.
- » Should be automatically incorporated anyway - rather than waiting until after bridges built and then seeing a need for it.
- » Particularly with respect to the train tracks that has severed accessibility in this city. No person should have to wait over half an hour to get home or receive emergency services because the railway deems it a good time to shunt trains in the north end. There needs to be access for emergency vehicles at the very least.
- » If anything could be done about the train crossing at Idylwyld and 25th I'm sure everyone would be happy. Same with 33rd and 2nd ave. The occasional 5pm train just wrecks everyone's commute
- » I'm always baffled when I have to walk farther than a car would have to drive.
- » well, i support only if it's for bikes and pedestrians only.. and the city should really start planning for underground transport network, not just adding more bridges and overpasses
- » Create links from Assiniboine to Millar, Ave. G to Airport Dr and other connections to N. Industrial
- » Are you talking about pedestrian underpasses for all bridges here? It would be more healthy to be further removed from traffic exhaust.
- » This needs to be asked? You have hundreds of millions to build freeways, but can't afford a walkway over it?
- » Invest in rapid transit
- » This is a solution to our railway problem
- » Goods & Freight, auto, transit, cycle, pedestrian, wheelchair, strollers... A crossing that is all inclusive promotes health & well-being.
- » There should be an overpass over Circle Drive South from Montgomery to connect to the path in the industrial area
- » at strategic locations where they will be used - mcormond/ college
- » This is a given. First consideration in any traffic project should be to improve the movement, safety and experience of active transportation, transit and adjacent residents plus the needs of commercial traffic, and only when they have been satisfied should the needs of private cars be considered.

- » if building new then yes
- » From my house in the Silverwood area, I can travel south easily but I can't safely travel to the west because of the railroad or 51st and Wanuskewin. There is no adequate travel route in the north industrial either.
- » This continued misuse of money for more over/underpass's is getting out of hand. You need to focus on traffic flow and you need to focus on design to which neither is being applied by City Hall.
- » Additionally, I would STRONGLY encourage the city to invest in overpass crossings at College Drive. This would have two benefits: it would improve traffic flow along college, and it would help protect pedestrians. I was almost hit on college drive years ago when a bus ran a red light. This is such a heavy pedestrian area, and cars drive very fast down College. Pedestrian overpasses are long overdue. I would recommend the city look into covered passes that have solar panels on them, thus the overpasses would have the added benefit of protecting pedestrians from elements as well as generating energy.
- » I don't agree with building more traffic bridges.
- » The city should build underpasses instead of biking on sidewalks where it is windy and dusty. it is more convenient and easier to access
- » Focus any active transportation on the Traffic Bridge reconstruction. Should be a pedestrian bridge.
- » this is an extreme need for traffic safety in the Saskatoon region
- » This is an expensive way to provide safe crossings for pedestrians and cyclists, and can also pose accessibility challenges. Are there surface level solutions instead?
- » For walking, biking and running
- » "An overpass with stairs only is no good for someone with kids in a Bike trailer. Instead of making AT users climb ramps & stairs, keep pathways level as design principal and let cars do the climbing. Let's make AT the easier quicker and obvious choice."
- » Instead of making AT users climb to cross roadways, make the cars do the climbing and leave trails level. We need AT to be attractive to all, even lazy folks.

### **Existing Overpasses and Underpasses**

- » The majority of the underpasses should be closed and overpasses built instead - these are inherently dangerous.
- » try riding your bike east on 22nd st from Confederation Drive to Ave W- you're taking your life in your hands as cars speed up to get onto Circle Drive. very poor design here.
- » Based on questions, it should be obvious that any new plans should include people not just vehicles
- » None are safe and convenient.
- » How about making access to the Broadway Bridge from downtown safer for cyclists and pedestrians? How about fixing potholes on paths? Not after 6 months or a year but right away.
- » Invest in public rapid transit
- » the underpass on 14th street (and circle drive) and the long shared use bike/pedestrian lane along 14th is a model for future city building
- » This could be a way of improving connections between neighborhoods
- » Same as river crossing comment: whether new or improved depends on affordability. In new areas, build them properly in the first place so they don't have to be improved or replaced later.
- » Look after what we have.
- » existing all have pedestrian and/or bike access already
- » Current pathways on existing bridges are pretty good except the 33rd St. train bridge. That would be

nice to see a AT ONLY bridge built there for pedestrians/cyclists.

- » build the new needed ones first
- » For walking, biking and running
- » Overpasses with stairs only are not much use to someone on a bike pulling a child trailer.

### **Neighbourhood Connections**

- » has anyone ever recorded the use of the existing pedestrian overpasses?
- » Focus on overpasses only.
- » Yes
- » Has anyone noticed how bad the traffic is just going down highway 5 to mcormond to Willowgrove let alone when Brightsand opens? I saw a semi the other day pile on the breaks in the through lane because someone decided to sneak into the off lane to willowgrove but couldn't get in because they were "sneaking" in and cars were too tight and the semi was at 100 k already. He almost lost control. Ridiculous!!!
- » It's illegal to walk or bike on circle drive yet I see it all the time. Why? Because if you don't have a car, circle drive is like a prison fence.
- » The current lack of connections is downright dangerous.
- » I'd have to know where the overpasses would be on Circle Drive in order to comment effectively.
- » ramps rather than stairs would be preferred
- » Need to move away from sprawl and being so car-centric.
- » Do Not WASTE Tax dollars on these types of expenses which ONLY AFFECT LESS THAN 2% OF THE POPULATION. USE TAX DOLLARS TO MOVE TRAFFIC AT A REASONABLE SPEED rather than Traffic Calming ( oxymoron) measures which cause driver rage by forcing traffic to slow down to the point that you can be lapped by a little old lady with a walker
- » We cannot emphasize enough how divisive freeways and railways are to the movement of people within and between neighborhoods. Let's make our city friendly for those choosing to walk or bike!
- » YES YES YESS!
- » No underpasses please. Overpasses only. Underpasses are crime sites in waiting, and seem to become dank and dirty. Overpasses are more attractive and at least feel safer if not actually safer.
- » Development of an efficient (valued) public transit system will decrease expenditures in this area, would it not?
- » Over Circle Drive south from montgomery to the path that runs along the industrial area/holiday park golf course
- » where it can be seen as beneficial and not causing a possible safety issue
- » These barriers are the largest impediment to cycling. Having to take a 4km detour around a rail line or Circle Drive is very disincentivizing for active transport. At the same time, quit treating active transport as the secondary attribute. Where are the multi-use paths on the Circle South overpasses? Why are they only dedicated to cars? These will be consistent sore points, and will require millions to remedy, when they could have been done right the first time.
- » Circle Drive and other such vehicle routes are major hindrances between neighbourhoods. They should never have been allowed to be built without due consideration of the needs of adjacent residents. The expense is now prohibitive to retrofit, but millions could easily be diverted from the existing transportation budget
- » wont be worth the expense vs. what would be marginal usage

- » College Drive at University
- » At this point in time, I see a huge gap in safe Routes out of the north industrial area going into any other area, especially towards the river or downtown. Right now Quebec is a main route and the road is deplorable condition
- » This is important. Neighbourhoods become segregated into “islands” by having large roads built and limited pedestrian access around or under them. Once again, this only encourages people who want to leave their neighbourhood to use a car.
- » Make it easier and safer for cyclists to cross busy streets.
- » this is important because now, AT users are having to find big detours to get where their going.
- » Official crossings across rail lines may help too. Example in north industrial area an official crossing between 51 and marquis could encourage more direct AT access for some users.
- » Warman Rd needs one.
- » on the locations that deaths have and are occurring focus on those overpasses
- » Connection between Caswell Hill and City Park. North Downtown Master Plan will take 30 years. We need a connection before that!
- » Critical above busy roadways. Example @UofS over College.
- » For walking, biking and running
- » This can be expensive so there needs to be a good assessment of how many people would use it.
- » There already are there?
- » Yes! But preferably let the cars go over or under. Keep AT level. Make AT attractive to ordinary (out of shape)people.
- » Montgomery used to have a level connection to the industrial area at Dudley street. This should never have been severed. Now AT users are forced to follow alongside arterials like 11th street which is noisy, dirty, polluted and unsafe. This is the opposite of the ‘parallel universe’ we need to create.

## STRATEGIES | BRIDGES, OVERPASSES AND UNDERPASSES

### Snow Removal on Sidewalks

- » As a family with a 1 year old and no vehicle we rely on walking to do anything from going to work or the doctors or getting groceries. The snow removal issue is appalling. Considering we live in winter majority climate the saskatoon should be ashamed.
- » All city sidewalks city wide should be cleared within 24hrs of a snow fall - large fines should be given for those who do not clear their sidewalk.
- » It is such a pleasure to walk in the winter on a plowed sidewalk in a park. Thank you for doing this!
- » Is extremely important. The City sends out news updates etc saying that people have to clear their own sidewalks within 48 hours of a snow or get fined and yet the City is guilty all the time. They do not clean the sidewalk in our park in willowgrove, Patrick Lane, where we have to go through the park to get to the mailbox on Muzyka because in the City’s wisdom they put the mailbox away from our location and they DO NOT clean the snow in a timely fashion and people, including seniors, have to trudge through the snow to access their mailbox. The City should be fined. It’s ridiculous and I have contacted the councilor on a number of occasions to say that and to say that the City doesn’t clean the garbage cans there on a regular basis and it is a disgusting mess but I have never received a response.
- » Winter is a reality, and this needs to be done within reason. Lets not spend millions spit polishing our sidewalks in the winter so long as they’re accessible.

- » Snow removal on the Meewasin is great!! Keep it up!
- » Snow removal is good but issue is often poor design that put sidewalks where pedestrians get spattered with mud, dust and fumes and have to cross icy intersections.
- » The City already has sufficient bylaws for this.
- » The number of times I have seen wheelchair users on the road rather than the sidewalk because of this is absolutely shameful
- » Pedestrians' and cyclists' transportation requirements need to be given top priority. Some cities do that without being forced. Transportation and commuting include walking/cycling/etc., NOT just cars/trucks. Basic fact.
- » spend less on downtown snow removal and more in neighbor hoods I can't believe how much equipment is downtown when other streets are unattended
- » YES, the sidewalks are marginally cleaner this year, which is not saying much. Businesses on 8th street are the worst offenders yet they clear their parking lots
- » This is not nearly the deal people make about it, at least in the core neighbourhoods.
- » Policy review must focus on enforcement.
- » Keep all roadways and side walks clear of snow and ice. Invest in public rapid transit.
- » Property owners are responsible to maintain their street fronts. There should be a greater emphasis on compliance to these regulations
- » It's really important to ensure snow is cleared around transit stops
- » i am very critical of the incredibly slow progress this city is making toward proper infrastructure for cycling. The money spent on vehicles is in the millions. Money spend on cycling...5 digits. One thing that continually amazes me is the speed with which the bike trail along 14th street is cleared after snowfalls. Way to go!!
- » Be faster at it
- » This is necessary for all titled land holders residential , commercial and city properties
- » This is a high priority as every year I fall from ice buildup on sidewalks. Prioritizing this will also mean less visit to hospitals for seniors who fall due to ice build up, taking up hospital space.
- » Civic snow removal of private sidewalks is routinely awful (according to my experience in Eastern Canada). Maintain the sidewalk bylaw, and keep the public clearing to public sidewalks and paths.
- » All people are pedestrians, while only some people are cyclists or motorists. First priority should always be given to the needs of pedestrians, and by extension transit, which is the pedestrian's long-distance mode of transportation. Transit routes and sidewalks should be Priority 1, with all other modes having a lower priority. Private cars should be Priority 3.
- » Generally pretty well done
- » Stop piling snow against sidewalks I pay to have my sidewalk shoveled as I am a senior! When Snow melts onto sidewalk then freezes it is extremely dangerous and consequently hazardous to walk on every year it's the same! Fed up with situation either remove snow completely or don't plough at all. I am 70 years old and don't want to break my leg !!!
- » This is critical as winter snow removal is not sufficient and I believe contributes to the amount of road maintenance that is required in spring.
- » I can't believe this even needs to be addressed. If you want people to use your transportation system, it has to be accessible. Having sheet ice at a bus stop or snow or puddles that have built up so much at the curb the bus can't even pull in properly is ridiculous. I feel very bad for the elderly people and people who have mobility issues. Driving is often not an option, and so they have to rely on public transport. It

can be a hazard to them to try to navigate sidewalks in the winter.

- » Gosh some transit stops turn into a mountain climbing exercise and if it is hard for me to access then it is brutal for the elderly or those with mobility issues
- » Make this more important than plowing roads.
- » We're probably too obsessed with 'lowest taxes' crap but we MUST improve snow removal on sidewalks which means MORE TAXES.
- » Snow removal in residential areas is unnecessary and expensive to the tax payers Snow removal in residential areas is unnecessary and expensive to the tax payers. Homeowners control their own walks homeowners can shovel their own walks...
- » Enforce the residential snow-clearing bylaw. I have noticed some improvement the last few years but far too many people still ignore it or do such a poor job that it remains a hazard, particularly over the melting season.
- » I have barely been able to walk this year due to icy sidewalks.
- » Bus stops and non-residential walkways should be kept cleared; like the walkway on 14th and North along Preston toward UofS.
- » Since the citizens are responsible for their sidewalk snow removal, only at bus stops and corners.
- » Honestly I think the snow remove this year sucked. I also almost had a car go through my house window due to really bad road conditions. We are paying alot of money for all this stupid crap that hardly is happening to our city. I have only seen 2 gravel trucks and snow removal trucks through this winter and I live on a busy road which is really sad me and my neighbours do a better job at shoveling then our own snow removal and gravel trucks.
- » Yes!!!
- » especially in residential areas... I live in Nutana and there are some sidewalks that still have an inch of ice on them because the homeowners haven't made any effort to break it up
- » Home owners are required to clear sidewalks and so should the city.
- » This winter the most treacherous sidewalks were those which were cleared.
- » In general, the City seems to be doing quite well with snow removal on mixed use paths. Thanks! Keep it up.
- » People should not have to walk on the road because the sidewalks are not accessible due to the amount of snow.
- » Snow removal is vital. Salt is not. Please discourage salt use. It creates miserable conditions and ruins equipment. If something must be put, let it be non messing like dry sand or wood ash etc.
- » Please shovel snow, but please avoid salt. If traction is needed, wood ashes are a better alternative. Sand is better than salt but is not the best for soil when it piles up over the years. The mud that salt creates is just miserable to trudge through.

### **Snow Removal on Bike Routes**

- » I don't think this is really necessary. There are do few bikers I believe it is waste of money
- » bike routes btwn major facilities such as the Uof S and downtown need to be cleared within 24hrs of a snow fall.
- » Not enough users to justify
- » Please don't mess with the status quo!! The City does a great job with this.
- » The main challenge of riding a bike in the winter is the snow builds up on the edge of the road forcing cyclists further into traffic. Also, it is often the very edge of the road that is in the WORST shape making

it difficult to ride a bike in fine weather too. Please have road maintenance people consider the last 3 feet beside the sidewalks. Thanks.

- » For the handful that bike in the winter not worth the tax money. Should be spent on actual roads. I dont wanna see piles of money into bikes since we do live in Saskatchewan.
- » That should not be a priority as the percentage of bikers in winter is what almost 0%
- » We're a winter city. People walk during the winter, and people cycle!
- » Really? This seems cost prohibitive for the tiny percentage of people who want to bike in the winter time.
- » I think bikes are dangerous in snow and should be discouraged from using in winter
- » bike lanes in a city were half the time is winter? and the other 1/10 is raining
- » Cyclists are forced to ride on the sidewalks because snow removal is simply not done.
- » The city has a new tendency to sand-salt most downtown and residential streets and then does not remove the resulting sandy-slushy-fluffy snow. However, this stuff is exceptionally dangerous to encounter on a bike. It causes the front tire to sway unpredictably as it catches the friction and at the same time the back tire will spin out, causing the rider to suddenly loose speed and balance. Please take measures to ensure that this type of snow doesn't accumulate on streets.
- » very important! if we are to bike on the road, bike paths needs to be cleared and visible. i almost got run over on wiggins, there's a tiny bike path pass the school that's never cleared in the winter
- » Many, many times I have been cycling or driving in Saskatoon and witnessed windrows of snow from graders/plows directly on top of bike lanes. If the City would at least refrain from adding more snow to bike lanes than nature already places there, that would make a good start!
- » please do. wiggins road supposed to have short and tiny bike path pass the school towards u of s, never cleared up in the winter, hence the occasional angry cars when i bike down wiggins. also, if bikes expected to be on the road, bikes expects the road to be safe too, not having to share tire path with cars :(
- » City is doing a good job already. Kudos
- » In my experience, the snow removal on the Meewasin Trail has been excellent the past two years. It is the residential sidewalks that are difficult to maneuver because oh so many people do not shovel their walks.
- » Commuting to work on a bike is equal to driving to work. Respect cyclists. We pay taxes!
- » total waste of money
- » Haven't biked in the winter, so I really have no opinion.
- » Currently it is very POOR, it needs to be much better
- » Maintenance of MVA trail is adequate.
- » Again, why WASTE Tax Payer dollars during the winter when bikes should be PARKED IN THE GARAGE for the winter. During winter months bike lanes affect such a low percentage of the population we should not even be having this discussion
- » Shouldn't be biking in the winter!!!!
- » make it easy for machines to clear dedicated bike lanes downtown. Now they are used to pile snow cleared from the part of the road used by vehicles. Spadina is a perfect example. A bike lane with 2 feet of snow in it. Amazing!
- » Been happy with how the city has been clearing the 23rd street bike lane this winter. But very very disappointed in just about everyone along the bike lane except STC. STC has been a leader and has maintained by far the best stretch of the 23rd bike lane. Colliers, ICR, Meridian, the City of Saskatoon

- contractors, and the Sk employment centre, have all dumped a lot of snow into the bike lane.
- » In this City, Bicycles should Not be allowed in WINTER...TOO Dangerous!
  - » As a winter rider for many years, it is frustrating to see road snow piled onto bike lanes and paths - it is hard and dangerous enough to ride alongside traffic, but with limited and sometimes hazardous conditions in winter, these need to be cleared as well.
  - » this is necessary unless you would like more bikes on the roads
  - » Look toward Copenhagen Denmark on how they clear snow. Prioritizing sidewalks, then bike lanes, then roads proved to be a smart move.
  - » too few use it in winter< and this will not increase usage.
  - » The number if individuals riding bikes in the winter is limited. Spend the money elsewhere!
  - » The bicycle is the most energy efficient mode of transportation in existence; it even beats pedestrians. Therefore, biking should be vigorously promoted as a year-round activity and mode of transport. Bike routes should be labelled Priority 1 or 2.
  - » Get real
  - » remove the snow for the 4 or 5 cyclists? per capita expense is ridiculous
  - » and snow removal on bridges for walkers, etc
  - » Focus on roads first they pay the costs for this
  - » because the main street bike lanes are not cleared
  - » aim to improve snow removal for roads with cars first. cycling in winter is safer when vehicles have a clear path
  - » Bicycling in the winter has become more popular and bike routes therefore must be kept clear, not just of snow in the winter but small gravel in the spring time
  - » “Has a count been done on the use of the bike lanes on 23rd street been done? Cost ??????????”
  - » Maybe if cleared they might actually use them instead of driving down the middle of the street
  - » Remove snow from downtown area and University area on bike paths due to the high volume of use. The rest of the city should have snow removal based on volume of use
  - » Many people on bikes ride in the grooves on snowy roads... it's dangerous. I'm all for people riding bikes all seasons, but I'm nervous when cyclists ride in dangerous situations... I would be happier if they road on the sidewalks.
  - » I'm not sure how this is going right now, so this isn't well-informed answer. But I think snow removal needs to be happening on bike routes in a timely fashion.
  - » waste of money
  - » Why build them if people can't access them? And it's not just snow removal. The amount of gravel and debris that is left in bike lanes make riding in them extremely dangerous.
  - » Obvious reasons. Tough task as water drains to curbs on downtown bike routes creating ice covered routes.
  - » This seems to be going well.
  - » Many winter bikers have bike tires suitable for the snow. This should only be a priority if others are looked at
  - » I've been biking 9km to work every day this winter, from University Heights to downtown. Having the snow cleared on bike paths has made this possible.
  - » The reality of winter reduces the number of cyclists.

- » Current removal is poor to non-existent on the majority of bike routes
- » Biking in winter is actual quite enjoyable. A lot more people would bike year round if there was a logical and comprehensive cycling network that you could count on to be clear of snow and ice.
- » Whatever pitiful bike routes we have should be regularly maintained so that one could actually ride a bicycle safely on it.
- » Waste of money to clear bike paths in the winter
- » Snow ploughing is essential to biking. Salt is not. Salt ruins bikes. We need to bike in expensive professional clothes. Salt ruins them. It is also bad for the environment. This is a winter city. We need to embrace that. Perhaps public education is necessary on the need for studded tires and shoes.
- » Snow removal is essential, but salt is a big problem. Salt makes a miserable mess which is corrosive and harmful to professional office clothing, it also ruins bikes etc, not to mention concrete and is hard on the environment. Saskatoon is a winter city. Winter includes ice. It is a citizen's duty to be prepared for ice with studded tires, studded footwear when necessary, and a good attitude. Public education on the need to drastically reduce salt dependency is a good idea.
- » In my experience things are actually really good in this regard.
- » The snow removal in the downtown protected bike lanes is a joke! It is not safe to use them for many reasons.

### **Inspect Crosswalks on AT Facilities**

- » Same as before. These paths don't seem to be used. Right now at 2:05 PM in front of my building I didn't see one track in the snow
- » Please change the flashing hand light signal to the countdown to cross the road. The flashing hand is SO discouraging to pedestrians and makes one feel unsafe as you really don't know when it will switch to the solid hand. Also, please consider adding a bit more time at all intersections for pedestrians that push the light button. Cars are heated/cooled and moving entertainment, comfortable zones. Why are they given priority over people who walk/bike/wheel? Pedestrians should be rewarded and encouraged as they don't cause expensive road damage.
- » Is important - have you ever done an inspection of where City employees put signs for cross walks and speeds - stupid locations - check the park access area on Willowgrove Drive and see all the signs behind trees - stupid
- » The City does the maintenance
- » If we have them, we got to make sure they are maintained!
- » I have, in the past, sent info. and photos to city councillors about unsafe areas on the Meewasin Trail - and nothing has been done, or else it took months for even the most basic repair. Pathetic.
- » not so much on bike lanes
- » provide an easy platform for users to bring issues to the attention of the correct department & make this an easy to find/use place on the city web site rather than waste \$ sending inspectors around who could be employed more usefully
- » It'd be nice if those crosswalk buttons worked better - or better yet didn't need to be pressed at all.
- » At present regular maintenance is being done
- » Can't be a pedestrian and a cyclist at the same time!
- » Consider an app that allows public to report issues to the city.
- » and that the water drainage is adequate to prevent ice building to block off crosswalk. also address ice right in the crosswalks. Limit curb drop off at intersections for those with mobility issues.

- » you do not do this now? That's disappointing
- » The Spadina bike path is routinely worn down, and ignored by drivers. It needs to be painted 4x/year.
- » Gravel on bike routes is deadly; major intersections on school routes must be 100% safe; crossing times must be adequate even with a walker or cane,; etc.
- » This question makes me feel like it isn't already being done. It should be done regularly! When you buy a car you check the oil on a regular basis. Why wouldn't you invest time in making sure the investments you've already made are being maintained and taken care of?
- » Many of the crosswalks in this city are dangerous. They are poorly lit and they are placed in areas where traffic routinely goes faster than the posted speed. Furthermore, there is no overhead lighting or "active" crosswalk activator at many of the sidewalks to indicate a pedestrian is waiting to cross.
- » I'd rather see efforts to obtain feedback from AT users. An online forum, maybe, with signs about it at key trail locations.
- » Inspections are one thing; maintaining and doing are another.
- » If this includes sweeping the debris, glass, sand, etc. out of bike lanes, then I would give it 5 stars.

### **Expand Accessibility**

- » Majority of crosswalks are not stroller friendly, except for downtown. Trying to cross Idylwyld Drive N is terrible because none of the vehicles give a safe enough distance or time to allow a stroller to be lifted up on each curb. I can only imagine what wheelchair and walkers suffer through. Crosswalks need to always have the ramp/drop portion
- » Pedestrian "countdown" timers and "beg buttons" are very, very car-oriented. The timers should be way longer and all pedestrian-heavy areas should automatically change without beg buttons.
- » Building pedestrian bulbs may make it easier for cars to see them, but they force cyclists further into traffic to get around them. They make the experience of cycling unsafe and unpleasant. They therefore should be discouraged. Painted pedestrian crosswalks increase their safety. Also, please remove the flashing hand and replace it with the countdown light, increase the time we have to cross the road! Even as a long-legged fit person I barely make it across most intersections downtown and on 22nd/8th street. This gives me the message that pedestrians are less important than the cars' continual convenience.
- » Yes please. Focus has continued to be on vehicles moving rapidly at the expense of increased danger to pedestrians. If need is rapid traffic flow, then build pedestrian overpasses...eg 8th street/Broadway
- » Curb ramps need greater presence in this city. I watched my father struggle in his wheelchair and I am very aware of the areas where should he still be with us, he would be unable to access facilities that should be accessible to all members of our community.
- » I have had a lot of trouble pushing a stroller in the city due to inconsistent sidewalk ramps/accessibility. I can imagine it would be very difficult for people in wheelchairs to get around.
- » These don't really work because cars ignore them.
- » yes to ramps & countdown timers. crossing times????
- » Crossing times need to be long enough that a person walking at average speed can get across before the countdown timer starts. If that slows down cars, good! Maybe then more people will choose other ways to get around.
- » The countdown timers are very helpful as a fast walker such as myself can easily clear an intersection with 6-7 seconds left.
- » If nothing else is done this will be a major improvement

- » Consider allowing more time for people with disabilities to cross - it's almost impossible to make it across if you're using a walker
- » sidewalks etc should be easily accessible to all. Just think of the mobility impaired persons out there and the frustrations they have to live with. I am thankful that i am ok, but who knows what is in my future. If that happens to me i hope i am still going to be able to move around freely and be independent.
- » It really sucks, sitting alone at a light that stays green won't change for a cyclist (like 4th and 25th)
- » need awareness of caution from cyclists, skateboarders, etc of safety needs of those with mobility issues.
- » money is not growing on trees, Countdowns can go in ne subdivisions and new installs . But to put throughout not needed if costs are tight
- » "McClocklin and 37th have none or horrible bus transit. 37th St w should have a service at least every 2 hours and could alternate with a service on McClocklin. No service during the day is unacceptable."
- » all intersections downtown and in the BIDs should have countdown timers
- » countdown timers are good for everybody--please install as many as you can afford!
- » Wouldn't it be grand if Saskatoon was known as the most accessible city in Canada regardless of ability or disability!
- » My mother would have died an entire decade earlier than she did if she were in this city. She walked. And that means broken bones for seniors. I'll have to leave as well if we continue to choose not to fund sidewalk maintenance and clearing.
- » A number of pedestrian crossings at major intersections (e.g., 20th and Idylwyld; 8th and Clarence) do not allow you to cross before the lights have changed. The 20th street intersection particularly is very hard on the elderly, parents with children, people with physical challenges and this area has a higher than usual number of pedestrians because the residents around 20th cannot always afford a car. Waiting an unduly long time to cross is also frustrating; as one wag said to me while waiting to cross Idylwyld "you gotta pack a lunch to cross this street." Then when it finally changes, only the nimble get across before the lights begin to change.
- » There are still many areas like 8th st and 51st, etc that do not have curb ramps on corners or driveways. This should be mandatory.
- » At busy streets this is always a safety benefit. Installation in conjunction with red light cameras could assist pedestrian safety.
- » where needed it should be done
- » We need to revisit dedicated travel on main intersections and downtown. 1. Let's reintroduce scramble corners; 2. Pedestrians move or vehicles move independent of each other. Vehicles should not be attempting to turn on busy streets while pedestrians are crossing. I have never understood why this exists in Saskatoon.
- » Particularly the countdown times.
- » It is shocking how inaccessible even downtown is for wheelchairs and pedestrians--in terms of sidewalk design and crosswalks especially.
- » Public works should be accessible to all the public.
- » This shouldn't be just about the AT users. Put countdown lights at major intersections to cut down on accidents
- » We simply need curb ramps everywhere. Like Vancouver has.

- » Making the city more accessible for people with disabilities so sidewalks with transition curbs.

### **Construct Sites and Activities**

- » With the traffic bridge (re) construction, I was annoyed that pedestrians were forced to detour around the construction while car traffic on Sask Crescent was unimpeded. Why not close that stretch of Sask crescent to cars and make it pedestrian/cycling only?
- » If you want people to respect signs for construction zones, keep them relevant. This is frustrating for pedestrians and drivers alike! Irrelevant signs will get ignored, and that leads to relevant signs getting ignored, and people getting hurt.
- » When construction is not happening at sites, signs should be covered.
- » This is obvious. That providing “adequate” detours would even be up for discussion shows that the City does not take active transportation seriously.
- » This seems like a necessity and a part of what should be proper construction protocol.
- » For the safety of everyone.
- » same as for vehicles - cycles are vehicles too, subject to the same rules of the road - another point that needs to be driven home to all who use the streets
- » The attention paid to pedestrians - especially in the dark hollows around the College Drive Bridge - during the College Bridge reconstruction was shameful. This needs to be re-evaluated.
- » why do pedestians have to be the ones that suffer. Large cities provide better workarounds!
- » This is particularly bad around the demolition of the Victoria bridge. The mewassin trail just stops.
- » Placing signage in advance enough to not having to detour excessively would be nice (or requiring private construction companies to do this).
- » This one is a no brainer.
- » Repair and construction is part of growing. People will leave earlier, take different routes and accommodate. Look how well we did when the University Bridge was being maintained.

## **PROJECT PRIORITIES**

### **Downtown Protected Bike Lanes**

- » No one uses the bike lanes
- » This should be a major priority
- » again.. for safety!!
- » If a downtown is not people friendly (absolutely giving priority to walkability and cyclist friendly), it will falter and die.
- » There should be one NS route and one EW route. Don't want to see this expanded over multiple streets.
- » Must be better tahn the pilot.
- » Complete network is needed; Current widths are too narrow for cargo bikes and bike trailers
- » these should be removed, waste of taxpayers money, parking revenue and road space
- » This isn't working and should be ended!
- » Car/motorized vehicles should not share bike lanes. 25th St is dangerous.

- » “Mixing bikes with cars just doesn't work. Sharrows are no good for children. Some of the existing bike lanes, like on 4th St are in the door zone of parked cars which is dangerous. When the city revamps a street like 3rd St and puts thousands of dollars into concrete barriers but nothing into a bike lane, it can be very discouraging. Those are our tax dollars and we are left biking on the sidewalk. The protected lane on 23rd is great. The main problem with it is that it needs to be raised up to sidewalk level so it doesn't collect all the runoff and garbage from the rest of the street.”

### **Downtown Protected Bike Lanes**

- » This should be a major priority. Start in the city centre and expand outwards.
- » yes! this is for safety!!
- » Bikers need to use the existing roads
- » Don't bother if they are like the pilot.
- » Painted bike paths should be removed and replaced with separated bike tracks. Always keep in mind other users of the bike tracks as well, such as skateboarders, roller bladers, Segways, handicap scooters, long or wide cargo bikes, children on bikes, etc.
- » and either move the bus mall or the protected route. it's ridiculous to have to dismount for a block on a bike route!

### **Spine - Southwest**

- » The map is not easy to read due to the colored lines covering the names of the key streets. If this green line means 22nd St., then by all means this “spine - southwest” needs improvement. That 23rd St. so-called “bike route” is a joke. It is worse than what it was before that money was spent so ineffectively. Do you consult actual cyclists before doing these projects?
- » Rejuvenation in the 20th St/Central area underway. Continued growth here would be nice.
- » What does spine mean?
- » trips to pike lake regional park should be encouraged

### **Spine - Northwest**

- » You drew the easy line within Circle Drive, I would like to see you draw the route outside Circle Drive.
- » It is a toss-up between Southwest and Northwest. One of them should be given priority. Which one would depend on analysis as well as insight from people living in those areas. I clicked Southwest as a priority but could just as easily have chosen Northwest.
- » I think you are going to get people saying that the spines close to where they live or work are important, so I hope this is taken into account in the calculations. all the spines are important I would think.

### **Spine - North**

- » North Spine yes, but most jobs are east of of Idylwyld, not Ave C.
- » Include north industrial area east of Idyllwild too.
- » eventually this should be - but it takes time -- Traffic must be changing their attitude or be toned down by authorities applicable
- » With extension into Cormack Park, where there is a corridor of green can be traced out on landscape maps.
- » Very little access this way in place now and what is not safe
- » It is so difficult to pick priorities! I think that access to the North is so important, but I understand that

one can't prioritize everything.

- » Why do we have to choose between 7 or 8 "spine options? This should be an integrated plan to allow AT between ALL areas of the city!

### **Spine - Southeast**

- » All spines are important
- » Increase efficiency of public transit to accommodate this.
- » This is particularly important for AT to all the schools along Taylor. Whether the AT route should go right along Taylor, which should be a transit route, or a block away from Taylor is open for debate

### **Spine - East**

- » Why is there no route being considered for the NE? The rail line is a major problem to cross for AT users and motorists.
- » Should be a priority especially with the new neighborhoods being developed
- » I'm not against this, but compared with others this area is pretty well served so is a much lower priority than others.
- » although i approve of this project, i cycle from this area to downtown daily, 12 months of the year. There are lots of easy to use side streets (west of Cumberland, for example). Cyclists should not expect major spending so they can ride safely on Cumberland when bottomley runs parallel with it one block over. Use money for something else. Now the part of the 14th path toward acadia can use some work. I do, however, acknowledge some of the rudimentary changes made in that general area. Not adequate but at least i get the impression that someone in the city recognizes the problem cyclists face commuting along 14th street in the vicinity of acadia.
- » you have a nice trail here now. see what future brings
- » 14th street from Cumberland to the river is ripe for an inexpensive (contraflow) Greenway
- » Again, separate bike from vehicle with a barrier.

### **Spine - South**

- » Don't know what this is
- » I voted no on this only because the area is all grid streets. You can be stay off streets like Victoria ave and be safe...just take a parallel street in your travels. Lets spend money where there aren't safe alternatives. when all those things are dealt with, then go back to consider things like shared maintaining shared lanes on streets like Victoria ave.
- » it is very dangerous on south bound traffic ways currently
- » North-south routes are sorely missing. Whether Victoria is the best route is open for debate.
- » Better service to and from Stonebridge would be great

### **Multi-Modal Corridors**

- » Protected bike routes in the core + multi-modal corridors should be the major priorities.
- » On the surface, this seems like a good idea, but I am very concerned that automobile traffic would become squeezed and even more congested and frustrating than it is already.
- » i have colleagues at work (cycle commuters) who have been ticketed for riding their bike along 25th street. The only reason they did so was to avoid the vehicular traffic on 25th street between 2nd ave and the univ bridge. The sidewalk was otherwise empty of pedestrians. Lets have some common sense rules put in place for situations/conditions like this.

- » Cities have showcase streets that introduce outsiders to the city. Saskatoon ought to redesign Idylwyld into an active transportation corridor
- » So important!
- » It shouldn't take 45 minutes to go from centre mall to downtown on the dart busses
- » Cannot put bike traffic in same lanes as vehicle. Dangerous.
- » Yes bikes need access to shops etc, but where there are a lot of cars, it may be better if bikes are distanced from the air pollution, especially if that works in to a shorter trip for the bikes.

### **Regional Connections**

- » More of a long term need.
- » A connection at the Willows is pointless. There is not enough density to support this.
- » The Clarence/Circle and Preston/Circle overpasses should be a priority over this. They are barely adequate for pedestrians, not adequate for cyclists. The expectation for cyclists is to cross over traffic to the sidewalk on the other side, walk across the overpass, cross traffic again on the other side or ride on the sidewalk. Unbelievable.
- » Maybe corman park should be putting some input on this or a mutual program together
- » Yes but, it's better if they follow the river or swamps or parks than put alongside polluted motorways.
- » NO bridges should ever be built just for AT. PERIOD.

### **Sidewalks on Major Roads**

- » Sidewalks on major roads should be a priority. however with the existing set up on 51st and the current car culture, I am not sure if putting sidewalks here would make a difference and result in a large number of people walking in the near future (other pieces need to change in addition to the sidewalks being added in this area).
- » On major roads (8th street) bikes should be able to ride on the sidewalk, instead of widening the roads.
- » i wanted to approve this project but accidentally clicked NO and was unable to reverse it to YES. Streets like Quebec and Ontario are so unfriendly to cyclists. Cars pass way to close to my handlebars, they are always passing at high speed. How about cleaning the gravel in the spring. Cars leave me in a cloud of dirt and dust and gravel.
- » Adding a bike lane from the Residential North End across 51st Street to acess Millar Road.
- » sidewalks or paved lanes - ie - millar ave ugly situation - have watche one gentleman wlk millar from 51st to 60th for last 8 years all year to work- It is amazing he has not been hit and run over by traffic yet.
- » Desperately require access to industrial areas for AT from the rest of the city.
- » It is pretty upsetting that this would even be an option for any city. It should be a given that all major roads should be built with sidewalks to allow for walking traffic, but that is not the case in Saskatoon.
- » widen sidewalk along warman road adjacent to neighborhood fences (across road from cemetery). Or add a sufficient pathway along warman road on the Westside of the road so as not to be so close to traffic.
- » Sidewalks on one side only!
- » This is high traffic area that is back up almost times. I have seen many riding bikes unsafe on 51 street this would make better access
- » I feel like I'm risking my life when I walk on major roads such as 51st. Especially in winter.
- » lack of AT access in the industrial area is a disgrace
- » Yes. Again, not side"walks" but something cyclists and pedestrians can both use.

## Meewasin Trail

- » Development of the Meewasin Trail is definitely a priority as long as such development does NOT ruin existing off-leash dog parks such as the one at Chief Whitecap.
- » Meewasin desperately needs funding for all mandate areas (education, conservation and development - in that order in my opinion). The City, as a funding agency to Meewasin, needs to remind itself of the mandate and stick to the core responsibilities and not have Meewasin expand outside of its jurisdiction to build linkages that should be the City responsibility and that favours development over conservation and education. Meewasin is not a department of the City of Saskatoon, or the University or the Province but an entity that relies on its partners to assist it in its mandate. Some of the survey questions are biased and skewed.
- » SO many people use the Meewasin Trail (walking, biking, boarding, strolling). It is where we take tourist friends and relatives. It must be clean and safe. Empty the garbage cans more routinely, place more garbage cans - so lazy people don't just toss their momentarily inconvenient coffee cups.
- » but not outside the city.
- » but keeping the natural dirt trails along river alone. As a natural environment. Leave paved/gravel pathways out of the low lying river valley areas .
- » Enough has been spent already
- » Significant resources need to go here.
- » Yes and yes. The Meewasin is our family's 'spine.' We would rather see shopping (groceries!), restaurants and civic facilities locate close to the Meewasin, than expend a lot on bike corridors along major car roads. The big car roads are just too polluted and noisy. Car exhaust actually kills more people than cars do. Lets make the Meewasin something special with cafes, small shops and opportunities within close range of the river :-) Think 'parallel universe' bikes and cars can focus on different streets in the same city.
- » don't know why u ask for comments because nothing good is going to get done--whatever happens will help motorists and motorists only

## City Centre AT Bridge

- » Good long term goal but there are other more pressing short term needs.
- » Yes, but it should have been connecting Victoria Ave and 3rd Ave.
- » Not as a AT only bridge
- » Or improve the Broadway bridge to be accessible on both sides from 4th ave with dedicated bike lines.
- » Again, was kind of hoping that Traffic bridge would fill this role!
- » Also like idea of closing it to traffic on Sundays to allow bikers and walkers only then
- » Located between Rotary Park and Riverlanding....ie. the Victoria Bridge
- » Traffic bridge should be AT only, but since that ship has sailed, all bridges should be improved to include AT rather than adding another one
- » if no cars allowed here, i support, because ensuring pedestrian and bicyclist safety should be a priority
- » A good downtown must encourage and welcome people to its core. Most important is walkability and access via non-motorized means.
- » "I have voiced my concerns many times regarding this idea of a new bridge. Let me reiterate again how detrimental this will be for the City Park and North Park Communities. It will divide the communities that depend on the one school located in NP and also bring in a huge amount of traffic into an area that was never intended to house that much traffic. As well how quickly we forget the cost of putting in the brand

new bike lanes along 33rd. What a total waste!

The cost alone to do this project should be a deterrent. We should be looking to projects that include a rapid transit system and better bike routes that will be a benefit for everyone and will invest in our future as a growing city. I feel the proposed bridge will only compile the problem of too many vehicles in our city centre.”

- » The new traffic bridge is already planned. It should have adequate walkways.
- » Don't congest this area any further!!!
- » Not sure what this is.
- » Compared with other areas of the city, there are lots of connections already downtown. They could be improved, but there are higher priorities to be addressed first.
- » although i would love a dedicated bridge i would be happy with one that can be used by cars as well. Just be sure there is easy to use and separated cycle/pedestrian lanes.
- » mobility access year round is important.
- » NOT Standalone new build - Only if this is in package with New traffic bridge. But a standalone bridge not available to everyone is not good. Keeping an existing traffic bridge in place and repairing to allow for foot & bike traffic is a much better idea
- » Only if on the site of the Victoria Street bridge.
- » The excellent opportunity was missed when motorists (other than emergency vehicles) were allowed on the new Traffic Bridge
- » There are already many problems with slope stability in the area. Why build more. There is already two good bridges here anyways
- » this is important because its the city center. a bunch of people use the university bridge and those on either side. its hectic and difficult to be a cyclist going down the side walk parts of the bridges and having to go super slow and basically dinging your bell every three seconds. Its unsafe and unacceptable. This problem needs to be fixed.
- » High priority. With Traffic Bridge gone, it adds 20 minutes to a walking commute for the many downtown workers who live in Nutana.
- » Fixing Victoria bridge instead of demolishing it would have been a great idea in this case.
- » Just improve the east side of the rail bridge.
- » Not at the expense of vehicles. Look at ways of including all forms - not just one.
- » We have enough bridges - a specific AT bridge is a waste of resources
- » Is this even possible?
- » Never, ever, in a million years. This is not needed. Another traffic bridge is needed, and it can be multi-use just like every bridge is now.
- » Not really. Add into Victoria bridge replacement.

### **South AT Bridge**

- » Should be a long term priority once other higher priority needs are addressed.
- » Again.... If no cars allowed on the bridge, i support
- » The south bridge isn't that far away, at least for cycling, and it's got a great walkway.
- » This is a very interesting idea which should be considered after more pressing issues are dealt with.
- » Can we really afford dedicated bridges. This seems to be a luxury, especially when we don't even yet have the basics. In the future it would be fabulous.
- » Connect 11th St W to 8th St east. For AT only please :-)
- » Yes. A good location would be between 8th St E and 11th St W. That would connect residents on the west to shopping areas in the east and residents in the east with sports venues, industry and parks and etc in the west.

### **North AT Bridge**

- » AT bridges should be part of car bridge projects
- » Not as AT bridge only
- » I thought this was part of the design of all bridges - if not, it should always be a priority to have AT included with bridge design.
- » Along with the South AT Bridge, this is a very interesting idea which is worth exploring but there are more pressing issues right now.
- » Sooner the better!
- » I would like to check this one five times!!
- » With the bridge build most definitely
- » This could single handedly double your AT commuting to the North Industrial area
- » Most important
- » We must have bike access for lower traffic
- » Perhaps farther north would be better as a bypass for big trucks. The big bottleneck on Circle drive North is hazardous and a bypass would be a good idea... I think.
- » Yes, but only if it is environmentally friendly and doesn't interfere with wildlife and natural habits of animals - review and move the current planned bridge

# APPENDIX C GROWTH PLAN SUMMIT AGENDA



## Growth Plan Summit at Governance and Priorities Committee

March 14, 2016  
2:00 pm – 11:00 pm

**City Council  
Chambers, City Hall**  
222 3rd Avenue North  
Saskatoon  
Saskatchewan

S7K 0J5  
Canada

The development of the *Growth Plan to Half a Million (Growth Plan)* for the City of Saskatoon is nearing completion!

In advance of requesting a final decision on the Growth Plan, City Administration will be presenting the key directions of the plan at a public Growth Plan Summit event as part of City Council's Governance and Priorities Committee meeting on March 14, 2016. Along with presentations from the Administration, the Summit will also include a presentation by Mr. Jarrett Walker, author of the book *Human Transit*, regarding transit planning principles and the recommendations for Saskatoon Transit included in the Growth Plan.

Following the presentations, stakeholders and members of the public will be invited to provide comments on the Growth Plan to Committee. Written requests to speak may be submitted in advance via the City's website at [www.saskatoon.ca/writetocouncil](http://www.saskatoon.ca/writetocouncil). Prior requests will be accommodated first, followed by those in attendance who wish to speak.

The Summit will be broadcast live on the City's website at [www.saskatoon.ca/watchcouncil](http://www.saskatoon.ca/watchcouncil).

To review the final *Growth Plan Technical Report* prior to the Summit, visit the [Downloads](#) page.

### **AGENDA**

2:00 – 2:20 p.m.	Overall Context for the Growth Plan
2:20 – 3:00 p.m.	Transportation Presentation
3:00 – 3:15 p.m.	Break
3:15 – 3:55 p.m.	Corridor and Strategic Growth Presentation
3:55 – 5:35 p.m.	Transit Presentation <ul style="list-style-type: none"><li>• Jarret Walker, author of the book <i>Human Transit</i></li><li>• Long-term Transit Plan</li></ul>
5:35 – 5:45 p.m.	Active Transportation Plan Presentation
5:45 – 6:45 p.m.	Break
6:45 – 7:00 p.m.	Summary of Discussion
7:00 – 11:00 p.m.	Requests to Speak Open Public Comment