

February to June 2015

ENGAGEMENT SUMMARY REPORT #4



June 2015

Prepared for the City of Saskatoon by Urban Systems Ltd.

OVERVIEW

BETWEEN FEBRUARY AND JUNE, 2015, THE GROWTH PLAN TO HALF A MILLION TEAM CONSULTED WITH OVER 2,000 SASKATONIANS, GATHERING INPUT ON THE DRAFT LONG-TERM GROWTH PLAN AND PROPOSED IMPLEMENTATION PRIORITIES. THROUGHOUT THE THIRD ROUND OF GROWTH PLAN ENGAGEMENT THERE WERE A VARIETY OF ENGAGEMENT OPPORTUNITIES FOR THE COMMUNITY TO GET INVOLVED IN AND HAVE THEIR SAY!





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1 INTRODUCTION

In March 2015, the City of Saskatoon completed the third round of open public engagement for the *Growth Plan to Half a Million (Growth Plan)*. This followed two rounds of public engagement in 2014 where community members were asked first to provide input on the high-level direction of the *Growth Plan* and then subsequently provide feedback on specific possibilities/options being considered for the *Growth Plan*'s core initiatives, Corridor Growth, Transit and Core Bridges. The input received during the first two rounds of engagement is outlined in the Winter 2014 Engagement Summary Report #1 and Fall 2014 Engagement Summary Report #2 and helped to inform the draft long-term plan and implementation priorities presented during this round of engagement.

The third round of open public engagement for the *Growth Plan* occurred from February 25 to March 18, 2015. This round of engagement presented the community with a detailed overview of the proposed draft long-term plan and possible implementation priorities for major corridor redevelopment, a new transit system with BRT, and a 33rd Street river crossing with BRT lanes on the University Bridge.

Supplementary Engagement, including an online representative citizen survey and targeted engagement with affected stakeholders, took place between May and June, 2015.

The input received during this round of engagement is summarized in this report and will be used to help finalize the long-term directions contained in the *Growth Plan* and shape priorities for implementing the final plan.



2 ENGAGEMENT ACTIVITIES

2.1 Growth Plan Public Workshops

Two *Growth Plan* Public Workshops were held on March 3, 2015, at TCU Place. The Public Workshops were open to all residents and included both a mid-day (12–2 p.m.) and an evening session (6–8 p.m.). A workbook with detailed information on the draft long-term plan, proposed implementation priorities and activity sheets was given to each participant as they arrived. The workbook approach was first used during the second round of engagement and provided participants the choice of working through the material during the workshop sessions or on their own. This approach was well received by those who participated in the second round of engagement and as a result was incorporated into the third round of engagement. The March 2015 workbook was also available online one week prior to the workshops, for those who preferred to review the information independently, then provide their input either in-person or electronically.

Each Public Workshop began with an overview of what can be anticipated if the City continues with “Business-As-Usual” and the impact growth will have on peak travel times, travel demands and traffic volumes, as well as the impact on transit services. This was followed by an overview of what is included in the long-term plan and possible short- and medium-term implementation phasing for a new transit system with BRT and redevelopment along major corridors.

Participants sat around tables of eight and were encouraged to introduce themselves to the others at the table. Sitting in groups of eight allowed participants the opportunity to share points of view and ideas. Three separate tabletop discussions took place throughout each workshop, allowing each table the opportunity to share their perspectives on the proposed long-term plan and the implementation phasing being considered for Transit and Corridor Growth. Each tabletop discussion lasted 10 minutes and included a group report back to end each session. Facilitators moved throughout the room during these discussions, answering questions and providing support to any group in need of additional attention.



Workshop Attendance

Workshop attendance was recorded using sign-in sheets, however sign in was entirely voluntary. In total, 234 participants signed in to the Public Workshops. Participants represented a relatively broad cross-section of Saskatoon's community, including:

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

Input Intake Methods

The workshops used a variety of methods for recording attendee input, including:

- Detailed workbooks where participants provided feedback on activity sheets included in the workbook. The activity sheets were handed in after each session;
- In-person dialogue through tabletop discussions and group report backs,
- Large group question and answer periods;
- A biggest opportunity and challenge call-out exercise, and;
- One on one discussion between participants and project team members after the formal session.



2.2 Other Engagement Activities

A variety of targeted engagement activities were hosted following the Public Workshops in an effort to engage a larger audience and to accommodate those that could not attend the Workshops. Activities included a Campus Consultation session, transit intercept surveys, a lunch-and-learn session and meetings with stakeholder groups. A brief overview of the targeted engagement activities is outlined below with a complete snap shot of the events and input described in Section 3.

GROWTH PLAN CAMPUS CONSULTATION

On March 10, 2015, approximately 90 students, faculty and residents attended the *Growth Plan* Campus Consultation, which included a presentation based on the material presented at the Public Workshops, tabletop discussions and facilitated Q&A.

TRANSIT OPERATOR ENGAGEMENT

Transit Operators were invited to participate through both an in-person intercept survey or by completing an anonymous information package and questionnaire, both focusing on the Transit portion of the *Growth Plan*. Approximately 35 Transit Operators provided input.

CITY EMPLOYEE COME-AND-GO INFORMATION SESSION

A come-and-go *Growth Plan* Information Session was held on March 12, 2015, for city staff. *Growth Plan* Steering Committee members were present to overview the *Growth Plan* and answer any questions. In total, 20 employees attended the noon hour session at City Hall.

TRANSIT CUSTOMER INTERCEPT ENGAGEMENT

City staff carried out short 3-minute pedestrian intercept surveys at the Downtown and Place Riel Transit Terminals. In total, 50 residents were surveyed on their use of Saskatoon Transit and interest in short- to medium-term service and facility improvements.

ABORIGINAL FOCUS GROUP

On March 16, 2015, a *Growth Plan* Focus Group with the Aboriginal Community was hosted, in partnership with the University of Saskatchewan's Aboriginal Engagement Office and the Saskatoon Aboriginal Professional Association (SAPA). Eighteen (18) people attended the facilitated session and provided input through the March 2015 Workbook.

TWO-TWENTY LUNCH-AND-LEARN

On March 18, 2015, a lunch-and-learn session was hosted at Two-Twenty, a co-working office in Saskatoon, for approximately 25 people. The session included a condensed version of the presentation given at the Public Workshops – modified for time. Attendees were able to ask questions throughout the presentation.

NORTH PARK & CITY PARK COMMUNITY CONSULTATION

On June 17, 2015, a presentation was held at North Park Wilson School for North Park and City Park residents. Approximately 66 people attended. The session included presentations on the preliminary long-term *Growth Plan* directions for Corridor Growth, Transit and Core Area Bridges, followed by general Q&A.

CORRIDOR SURVEY

In May 2015, Inshtrix Research Inc. conducted a survey of land owners and businesses in Saskatoon along 22nd Street, 8th Street and College Drive/Preston Avenue to gather feedback on the preliminary long-term recommendations and implementation priorities included in the *Growth Plan*. Over 800 land owners and businesses were invited to participate through mail out letters, with 19 surveys completed

2.3 Online Public Engagement

Several online tools were used to enhance the public engagement opportunities, allowing participants to contribute to the *Growth Plan* at their own convenience. These tools included an online survey accessible through both the project website (growingfwd.ca) and the City's online public engagement forum Shaping Saskatoon (shapingsaskatoon.ca), as well as Facebook, Twitter and Email, as described below. A complete overview of the input collected through online engagement can be found in Appendix C.

ONLINE PUBLIC SURVEY

A survey was available online from February 25 to March 18, 2015. The online survey was based on the information and questions outlined in the March 2015 workbook and used the same set of questions posed to those who attended the in-person events. A digital version of the workbook was available for reference to those completing the survey online. In total, 639 surveys were submitted online. The input received from the online survey has been included with the overall summary of community input in Section 3 of this report.

GROWINGFWD.CA

Visitors to the Growing Forward! Shaping Saskatoon website (growingfwd.ca) are able to keep up-to-date on the progress of the project and learn about opportunities to become engaged. One week prior to the Public Workshops, the workbook and online survey were made available on the site, as well as on the Shaping Saskatoon Forum. A subscription-based email newsletter provides real-time updates to subscribers and an email intake form sends requests for more information directly to the project team. By the end of this round of engagement over 960 people had subscribed for updates on www.growingfwd.ca.

FACEBOOK

Three (3) Facebook event pages were created to promote the Public Workshops and Campus Consultation sessions. In addition, Facebook ads were used to drive traffic to growingfwd.ca and to promote engagement opportunities. A number of postings were also made to the City's Facebook page timeline throughout this round of engagement. In total, promotion for this third round of *Growth Plan* engagement generated 587 likes, 326 shares and 207 comments.

TWITTER - LIVE TWEET CHAT

Community members were also engaged on the City's official Twitter account (@cityofsaskatoon), throughout this round of engagement. The majority of the Twitter messaging was centered on encouraging residents to attend the workshops or complete the online survey.



EMAIL

Feedback was also received by email, through the Contact Us form on the project website (growingfwd.ca) and direct contact with individual project team members. Thirty (30) emails were received during this round of engagement.

2.4 Citizen Survey

A random sample survey was conducted through an online research panel, gathering feedback on the preliminary long-term recommendations and implementation priorities included in the *Growth Plan*. This research, undertaken by Insightrix Research Inc., served to complement the other engagement activities undertaken during this round of public engagement. A total of 801 randomly selected Saskatoon residents participated in this survey. The results from this quantitative survey has been summarized in Section 4 of this report and is provided in full in Appendix E.

2.5 Promotion of Engagement Activities

Several channels were used to promote the March 2015 engagement activities, including utility bill inserts, appearances on local morning news shows, print and online advertising, personalized stakeholder email invitations, radio ads and public service announcements (PSAs). The March 2015 workbooks were also posted to the Growing Forward! Shaping Saskatoon project website (growingfwd.ca) one week prior to the workshops to promote the engagement opportunities and allow participants the chance to become familiar with the material.

PRINT, ONLINE AND RADIO ADVERTISING

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

- Utility Bill Inserts (80,000 households): February
- Facebook Ads: February 3 to March 18
- Bridges Ads: February 11, 18, 26 and March 11
- Star Phoenix Saturday Paper: February 28
- City Pages Ad: February 21/22
- Star Phoenix Online Ads: February 25 to March 17
- Eagle Feather News Ad: February publication
- Eagle Feather Online Ads: February 25 to March 17
- The Sheaf Ad: February 26
- The Sheaf Online Ads: February 25 to March 17



Figure 2.1: Growth Plan Utility Bill Insert

- Planet S Ad: February 19
- Planet S Online Ads: February 25 to March 17
- 30-second *Growth Plan* commercials on CTV and Global TV online: February 21 to March 6
- 30-second radio commercials: February 17 to March 3
- Posters (displayed at leisure sites, libraries, BID poster kiosks, transit buses and the University of Saskatchewan): February 10 to March 18
- E-newsletters to subscribers (growingfwd.ca): February 11
- More than 120 targeted stakeholder emails

MORNING SHOW APPEARANCES

Alan Wallace, Co-Chair of the *Growth Plan* Steering Committee, appeared on the Global Saskatoon and CTV Morning Shows to promote *Growth Plan* engagement on February 26 and 27 respectively.

NEWS RELEASES AND PSAS

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

- Event and engagement PSAs: February 9, 25, March 2, 9, and 18
- Media advisory: March 2

3

COMMUNITY INPUT

Participants in all engagement activities (Public Workshops, Campus Consultation, targeted stakeholder engagement and the online survey) were asked to provide input on the proposed long-term plan and implementation phasing being considered for Corridor Growth, Transit and Core Bridges. The input received will be used to help finalize the *Growth Plan* and how it will be implemented. The following is an overview of what is included in the proposed long-term plan and the questions posed during this round of engagement.

OVERALL GROWTH PLAN

Participants were presented with the proposed long-term plan, described in further detail below, and asked to indicate their support through the following questions:

1. Do you support the recommended long-term direction of the *Growth Plan*?
 - a. Overall *Growth Plan*
 - b. Redevelopment and Infill along our Major Corridors
 - c. The Transit Plan with BRT
 - d. A possible 33rd Street River Crossing with Bus Lanes on the University Bridge
2. How could we enhance the *Growth Plan*?
3. Are there other comments you would like to make?

In addition, those who participated in the online survey between February 27 and March 18 were asked the following question in relation to their support for a new river crossing:

1. If you have low or no support for a possible 33rd Street River Crossing combined with bus lanes on the University Bridge, please indicate what part(s) you do or do not support? Would you support a different location?

IMPLEMENTATION PHASING FOR CORRIDOR GROWTH

Saskatoon's major corridors, like 8th Street and 22nd Street, are ideal locations for a greater mixture of land uses and density to support more sustainable growth. This piece of the *Growth Plan* has explored ways to encourage growth near our major corridors to help reduce outward growth pressures, provide more housing options close to employment areas and enhance transportation choices throughout the city. Through this work, the suitability and potential for redevelopment along major corridors in Saskatoon were evaluated and high priority corridors identified.

During this round of engagement, participants were presented with the long-term plan for Corridor Growth and possible phasing for six corridors and suburban areas identified as high priority, as shown in Figures 3.1 and 3.2. Based on the material presented on Corridor Growth, participants were asked the following questions:

1. Do you support the proposed phasing for secondary plans along our major corridors? Are there any that you would assign a different priority to?

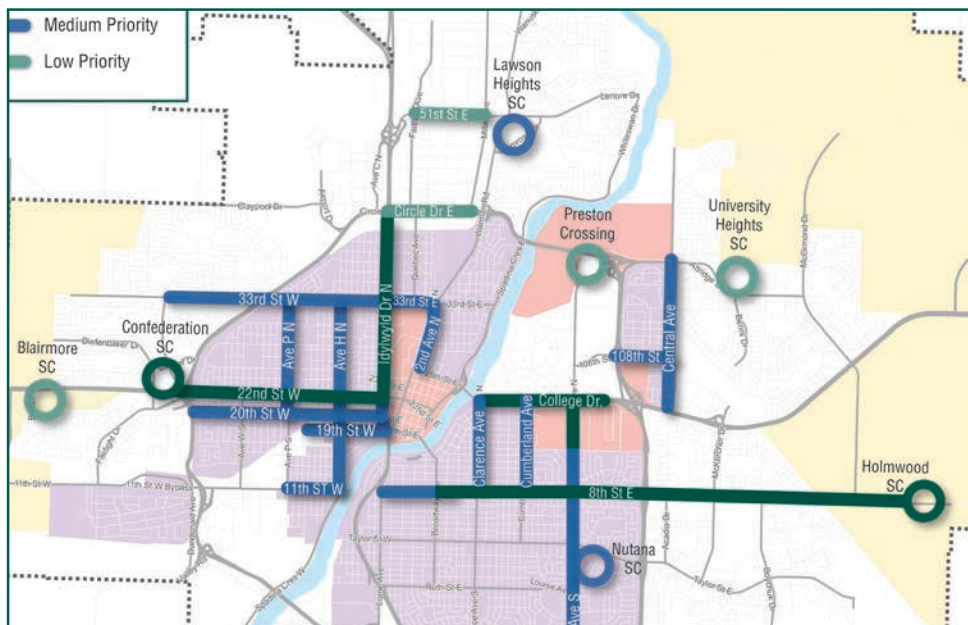


Figure 3.1: Priority Corridors for Redevelopment

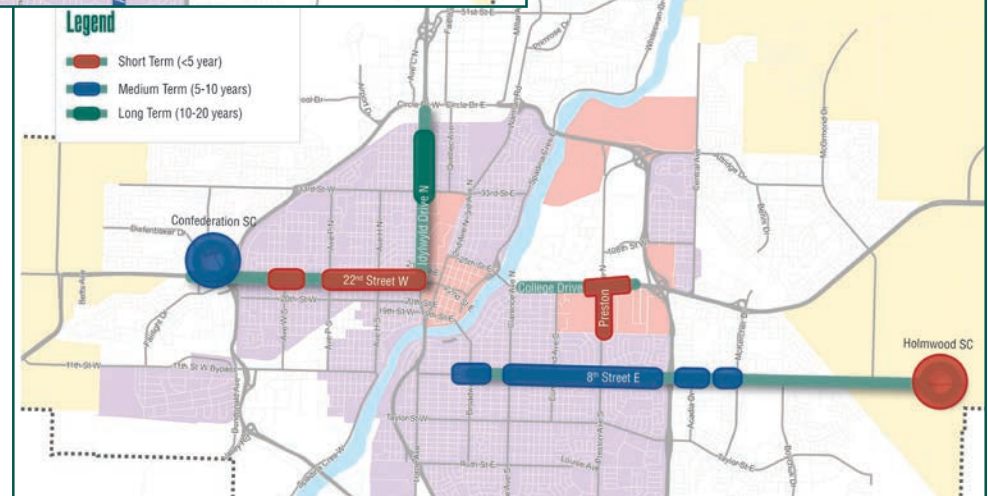


Figure 3.2: Proposed Implementation Phasing for High Priority Corridors

IMPLEMENTATION PHASING FOR TRANSIT

Convenient and accessible transit is essential to support mobility and growth in Saskatoon. For transit to be a more attractive choice for residents, the amount of service offered in Saskatoon needs to grow faster than the population. Additionally, the customer experience is central to the success of transit in Saskatoon. By increasing frequencies, introducing new services and making customer service the foundation of the transit business, the City will be better able to meet the needs of existing and future transit users.

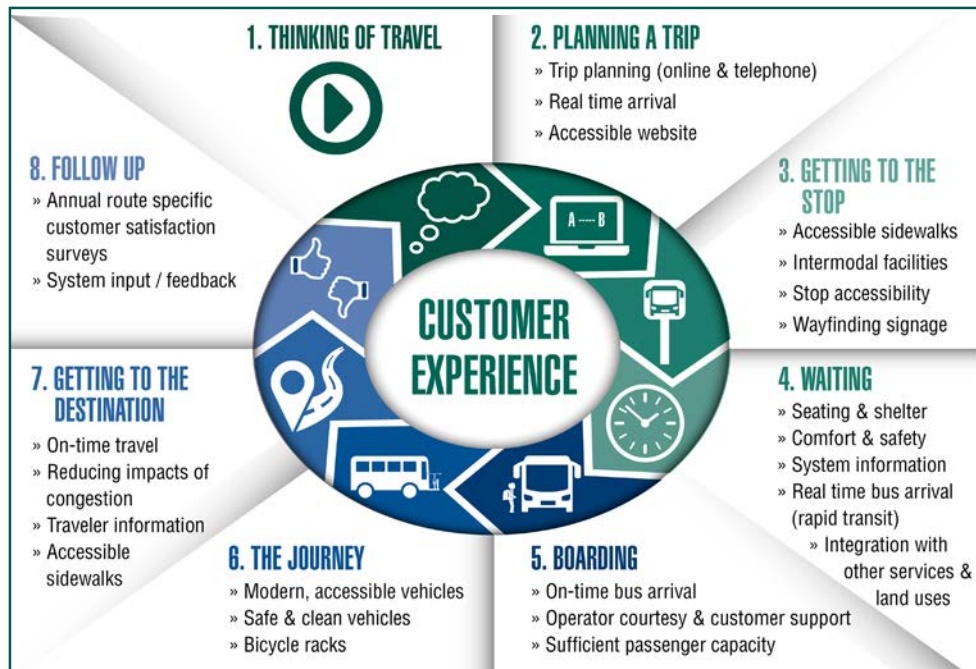


Figure 3.3: Enhancing the Customer Experience

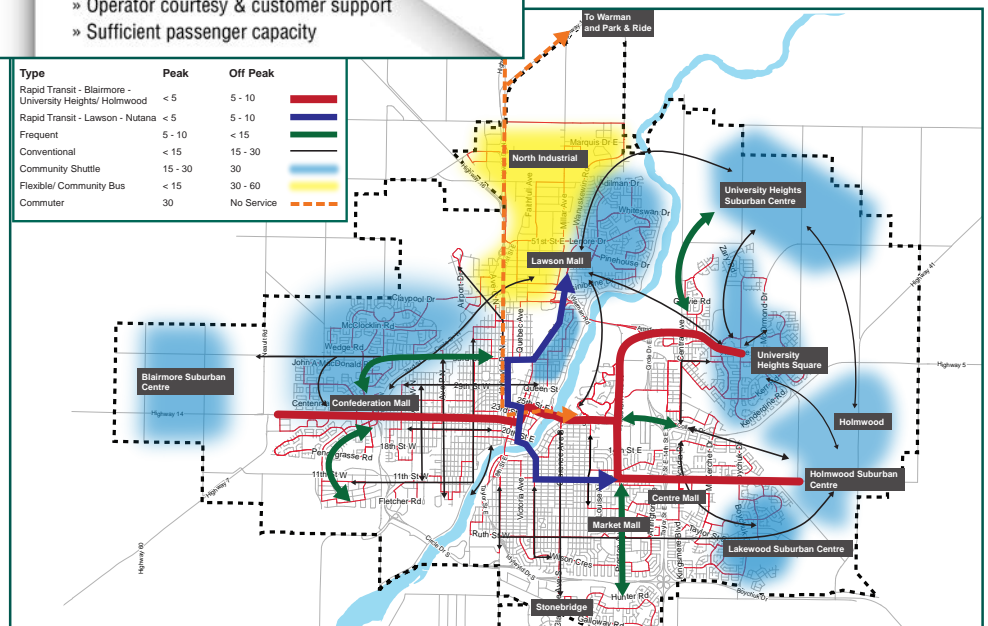


Figure 3.4: Proposed Long-term Transit Plan



During this round of engagement, participants were presented with the proposed long-term Transit Plan and asked the following questions:

1. What are the most important priorities for the next 10 years to enhance the customer experience?
2. The transit service and facility improvements outlined below are being proposed for short-term implementation within 5 years. Do you agree with the high priority assigned to each of these improvements? Are there any that you think should not be a high priority for the 5 year plan?
3. Do you agree with the high priority assigned to each of the medium-term improvements? Are there any that you think should not be a high priority for the 5 to 10 year plan?

The input received from the Public Workshops, Campus Consultation Session, stakeholder meetings and online survey have been collated together to provide a comprehensive overall summary of the input received from those who participated in the third round of Growth Plan Engagement. A complete list of the comments and input received is included in Appendix D. Please note, the views represented in this *Growth Plan Engagement Summary Report* reflect the priorities and concerns of those who participated in the engagement opportunities outlined in the Report. Participants self-selected into community consultation and therefore results are not necessarily statistically-representative of public opinion.



3.1 Overall Growth Plan

Participants were asked to indicate their support (strong, medium, low, no support and I don't know) for the recommended directions of the *Growth Plan*. In general, there was strong or medium support for the overall *Growth Plan*. While the possibility for a new river crossing received strong or medium support from over 60% of respondents, of the core initiatives this option received the lowest support from those who participated.

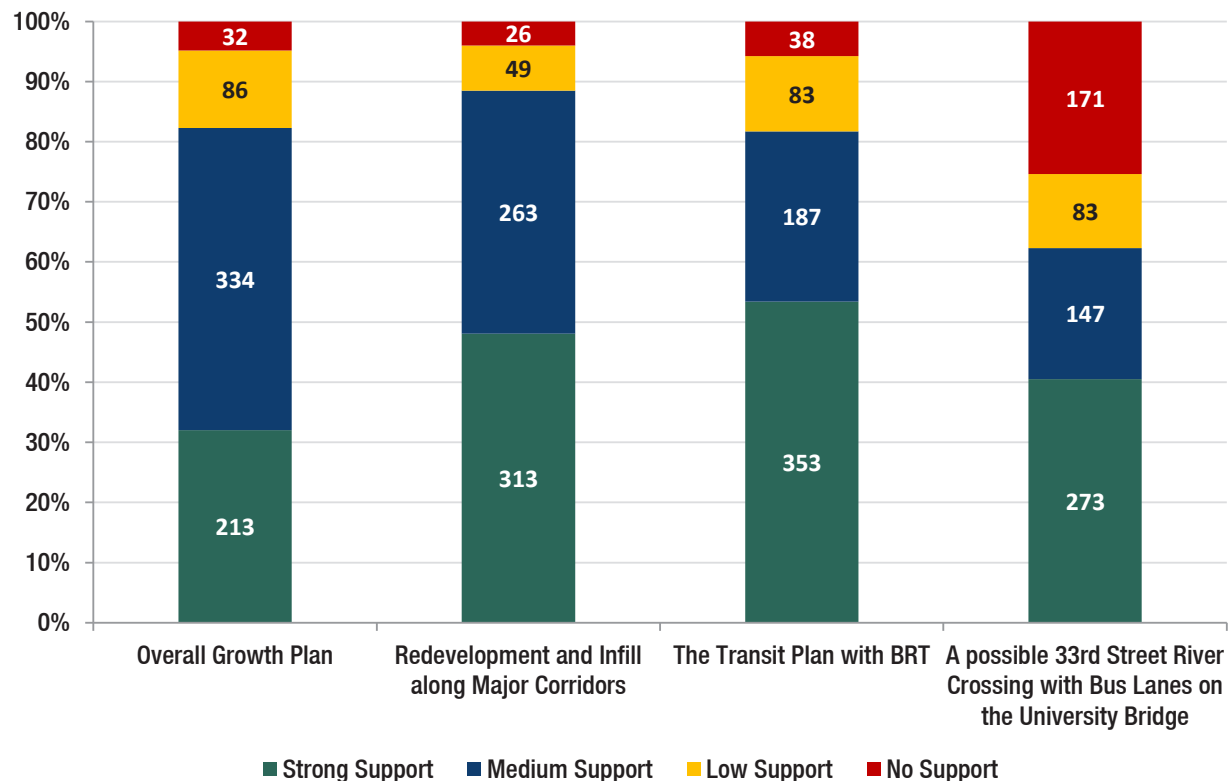


Figure 3.5: Support for Growth Plan

As a follow-up, respondents completing the online survey who had low or no support for a possible 33rd Street River Crossing with Bus Lanes on the University Bridge were asked to indicate what part(s) of the strategy they do or do not support – either the location of the bridge or the location of the bus lanes.

Participants were asked first if they would support a new river crossing in a different location. The comments have been grouped into themes and are outlined on the next page.

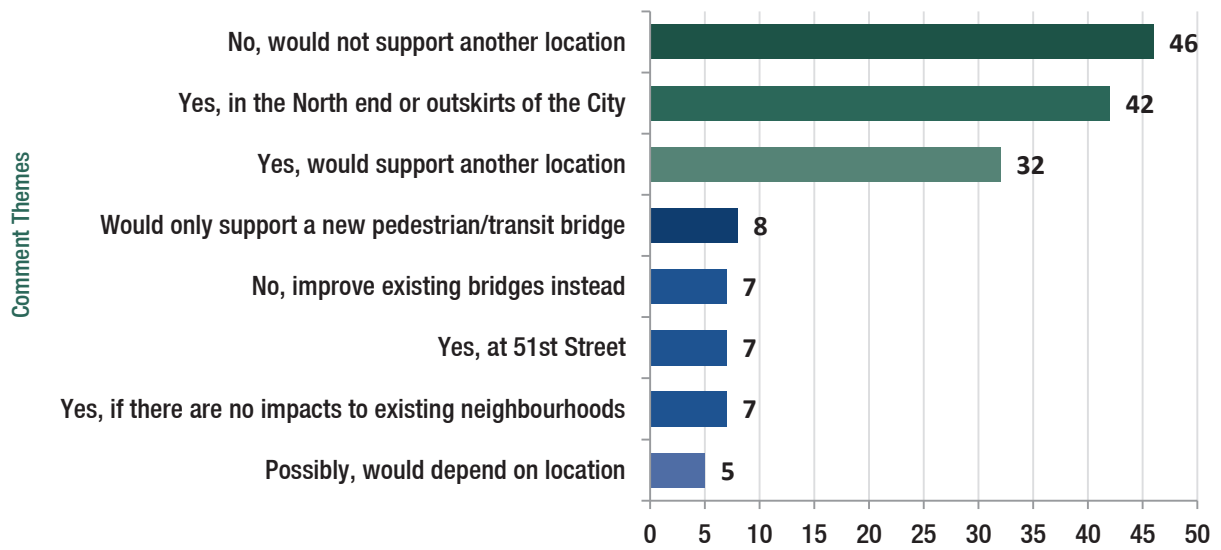


Figure 3.6: New River Crossing Location Themes

Respondents were then asked if they would support bus lanes in a different location. The comments have been grouped into themes and are outlined below.

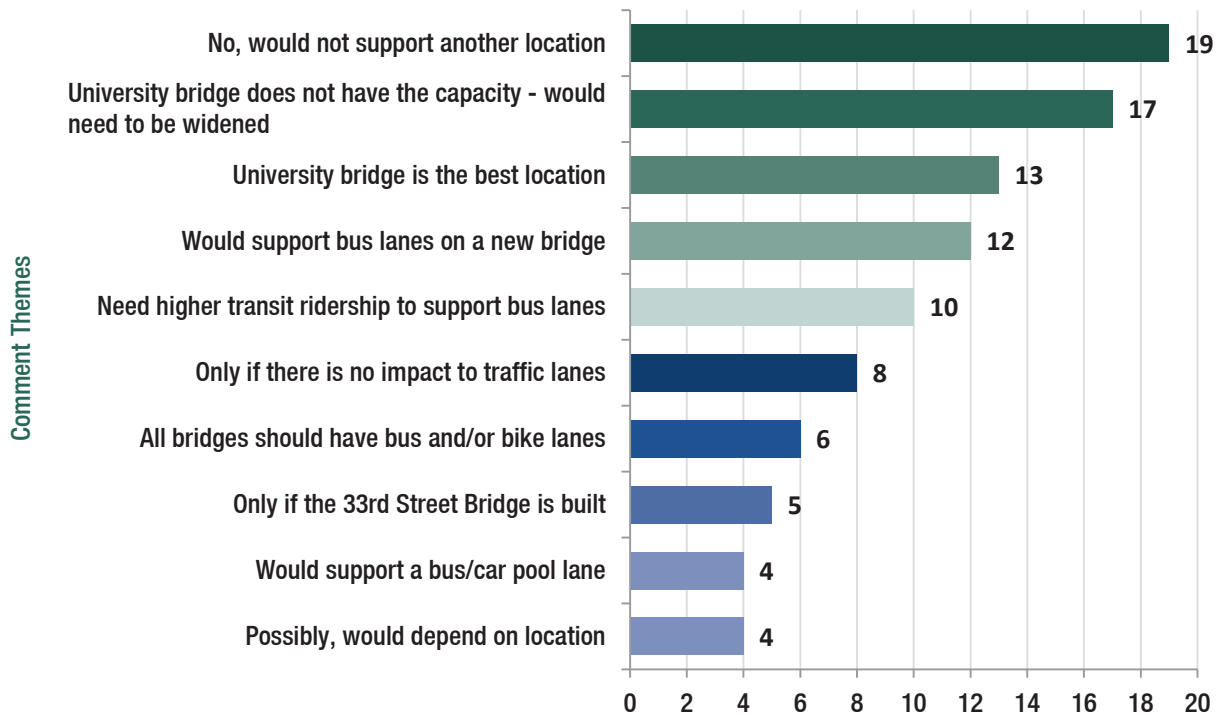


Figure 3.7: Location of Bus Lanes Themes

Participants were also asked to provide suggestions for how the *Growth Plan* could be enhanced. The comments have been grouped into themes and are outlined below. Examples of what we heard from the community for the top 10 themes are listed on the following page.

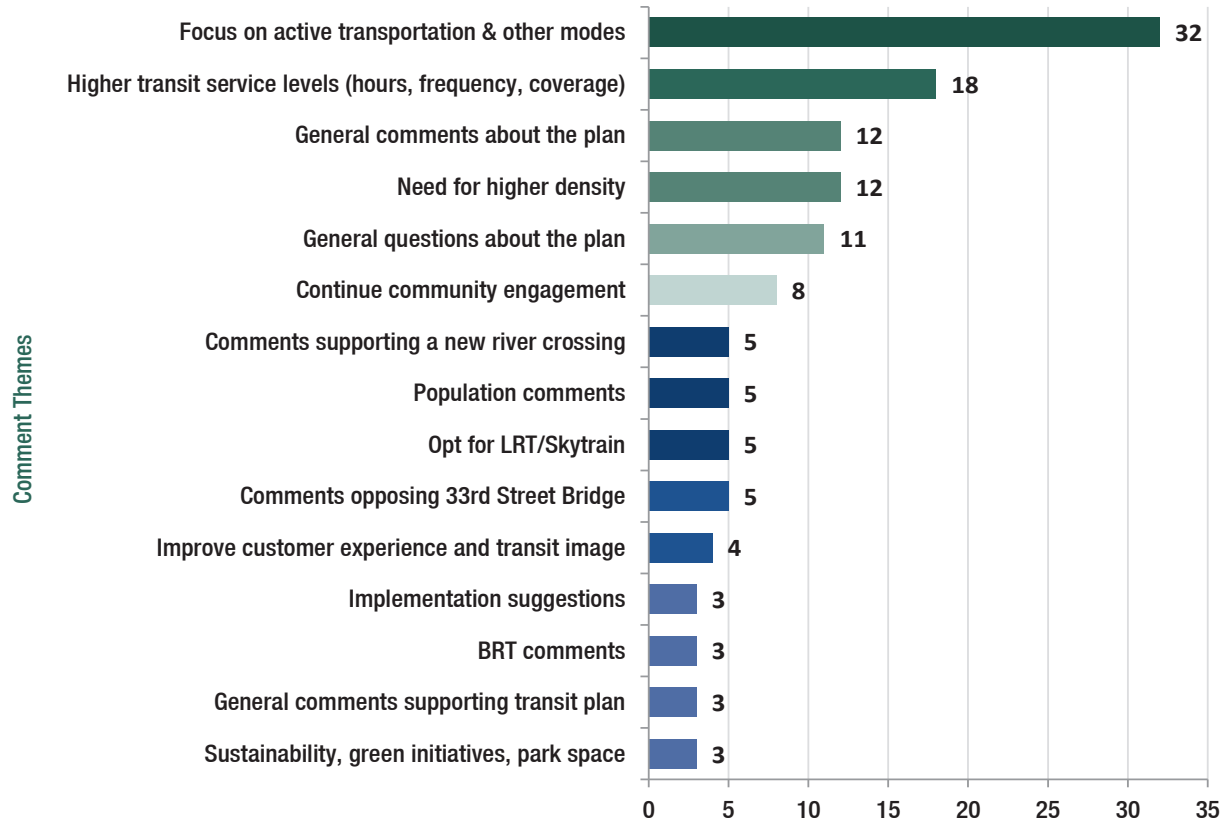


Figure 3.8 Growth Plan Enhancement Themes





3.1.1 WHAT YOU SAID: GROWTH PLAN ENHANCEMENTS

THEME 1: FOCUS ON ACTIVE TRANSPORTATION & OTHER MODES

- I'd love to see an increased emphasis on dedicated bike lanes throughout the city. Perhaps this would be part of the Corridor Growth, but I think it would be great to see bike paths or shared walkways that ran the lengths of 8th Street, 22nd, Idylwyld, etc. Since the goal is to reduce or stall traffic growth/congestion it only makes sense to dramatically enhance the safety, accessibility and aesthetic elements of cycling in the city. Especially important in this regard would be the downtown core itself.
- Could you expand a pedestrian and cycling plan? As the city grows, neighbourhoods will become even more important and central to the living experience-quality of life.
- Additional focus on different modes of transportation.
- Allow people more ways to walk, bicycle, and bus. Would rather see a foot/bike/BRT bridge instead of a car bridge.

THEME 2: HIGHER TRANSIT SERVICE LEVELS (HOURS, FREQUENCY, COVERAGE)

- Look at including the North Industrial area, SaskTel Centre and Aspen Acres. The traffic in the north end is extremely high, partly because there is low-level transit services.
- There are many high school students whose bus transit time takes an hour or more from home to school and vice versa. It may be useful to look into ways to reduce this time.
- More routes for the Bus Rapid Transit.
- There should be more transit on Taylor Street because there isn't a bus that goes all the way down to the exhibition grounds.

THEME 3: GENERAL COMMENTS ABOUT THE PLAN

- Do it sooner, rather than later. Will save costs overall.
- You could increase my support of the rapid transit through 22nd Street if it was done in conjunction with guaranteed low income housing in that area. If done together this will be a great opportunity for Saskatoon's most vulnerable.
- Ensure that all development is viewed through a heritage lens. Does any proposed development have an impact on our heritage resources?
- Improve overall flow of all traffic.

THEME 4: NEED FOR HIGHER DENSITY

- Better land use. Less urban sprawl.
- Encourage density via Transit.
- The *Growth Plan* continues to focus on suburban growth. I think more emphasis should be placed on downtown growth. Build condos in towers with extensive parking provided for everyone. Residents of downtown and patrons of the central shopping district.
- Zoning for more high-rise buildings.

THEME 5: GENERAL QUESTIONS ABOUT THE PLAN

- Has any thought been given to having the Victoria Bridge one way but switching direction? Morning --> to city centre. Afternoon --> out of city centre.
- Clearer ideas on strategic growth. What densities? Is Saskatoon maintaining a grid? What housing types? Mixed-use? Affordable housing?
- Why some options are off the table (e.g. transit other than buses)?
- The *Growth Plan* is entirely infrastructure focused. What plans are in place for the growing pains that are going to come in the social services sector?

THEME 6: CONTINUE COMMUNITY ENGAGEMENT

- Keep asking questions of people.
- More engagement with public.

THEME 7: COMMENTS SUPPORTING A NEW RIVER CROSSING

- The plan of a potential bridge in 20 years (maybe) seems pretty irrelevant. We need to be more proactive.
- The 33rd Street bridge is unexpected, and brilliant.

THEME 8: POPULATION COMMENTS

- Identify the areas of the City that will house the highest percentage of our future citizens. Consider the demographics of Saskatoon's future citizens and focus funds and timelines on their neighbourhoods.
- Show where the majority of the growth is going to be. Where are all the people going to be placed?

THEME 9: OPT FOR LRT

- Could possibly insert a light railway system.
- Building a Skytrain system to all major stops with buses at those terminals - less buses more effective.

THEME 10: COMMENTS OPPOSING 33RD STREET BRIDGE

- Bridge development simply reinforces the car culture.
- I'm not overly sure about the 33rd Street Bridge due to reduce demand. The only way people will stop driving everywhere is if it becomes less convenient. Another bridge will only cause more people to drive (rather than walk, bike, or take transit). I question how this fits into the overall plan of moving people in more sustainable ways.

Finally, those participating were also asked to provide any additional comments relating to the overall *Growth Plan*. The comments have been grouped into themes and are outlined below. Examples of what we heard from the community for the top 10 themes are listed in Section 3.1.2.

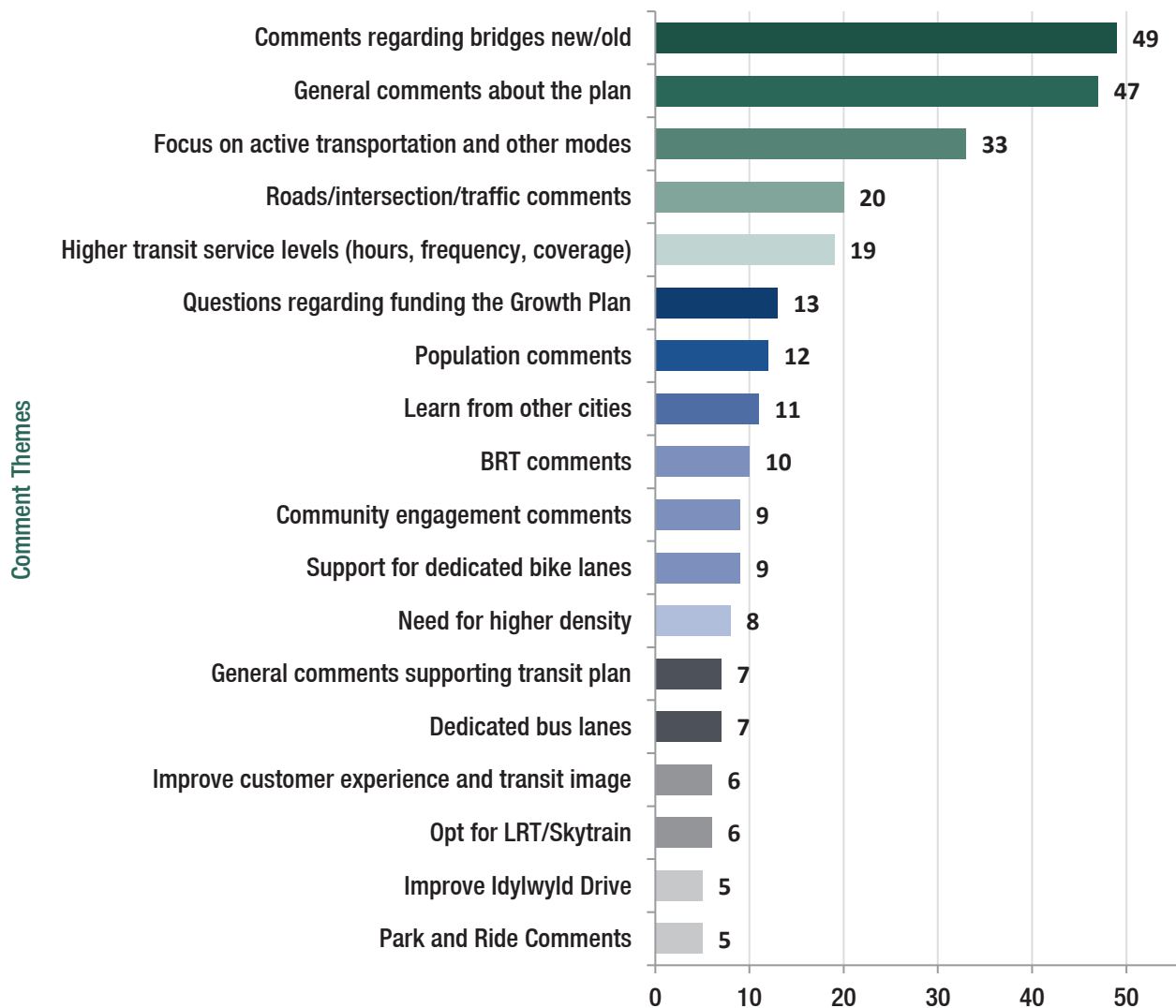


Figure 3.9 Growth Plan Additional Comments

3.1.2 WHAT YOU SAID: OVERALL GROWTH PLAN

THEME 1: COMMENTS REGARDING BRIDGES (OLD/NEW)

- Escalate the need for 33rd Street River Crossing.
- If you mention a bridge, I think you need to alleviate stress by giving us more details. If you open that can of worms I want to know what the potential impact for my house is. I live at ** and 33rd Street.
- 33rd Street crossing should be finished in 10 years.
- I strongly voice my opinion that there is NO need for either a 24th Street nor a 33rd Street bridge.

THEME 2: GENERAL COMMENTS ABOUT THE PLAN

- The planning process is absolutely essential so that we are not knee jerk responding to situations in the future. Creative planning is of the utmost importance, using the best and most innovative practices from desirable cities. Urban pedestrian areas, buses, etc.
- Not too sure of the weight of this plan in making the necessary change. On one hand, it can't be so inflexible as to be a weight on future generations if circumstances change. On the other, it needs to push things forward and not simply be ignored when there is political push-back from various group.
- The city is growing and needs to move forward. Planning now will save headaches later. Having a plan ready to implement is the only way to run a business such as the city is.
- Get on with a plan. No more studies.

THEME 3: FOCUS ON ACTIVE TRANSPORTATION AND OTHER MODES

- For a fraction of the cost of any major infrastructure project, an entire bike lane network could be developed. Please move forward in the next 5 years. Calgary went from being one of the worst bike cities to one of the best in under 7 years.
- Make bicycle commutes safe and attractive to all ages. I bike year around and pay taxes and do not get support to my life style choice but motorists friends get subsidies for their choices to drive to amenities.
- Please consider the environment, pedestrians and other alternatives of transportation.
- Making commuting by bicycle easier more people with ride, regardless of weather. Streets that aren't swept so the cycling lane is loose gravel on pavement is not acceptable.

THEME 4: ROAD/INTERSECTION/TRAFFIC COMMENTS

- Wondering what the plan is for semis and northbound traffic coming from airport/West to get out to Costco and/or the lake?
- There seems to be little focus on flowing traffic. Removing traffic corridors and installing stop or yield signs every four blocks is not accommodating the increased traffic.
- Someone needs to take a long, long look at the timing of the traffic lights in this city. I drive for a living and could make a 2 hour long video filled with major streets where you drive from one red light to another. How is that helping traffic flow?



- We desperately need a perimeter road/freeway similar to Anthony Henday in Edmonton or Stony Trail in Calgary.

THEME 5: HIGHER TRANSIT SERVICE LEVELS (HOURS, FREQUENCY, COVERAGE)

- I would like to see the buses run more frequently like every 10 to 15 minutes.
- I would really like to see transit changes implemented ASAP for the west end. There needs to be a route that goes from Confederation Mall to downtown and the university that only stops at those locations, not every stop in between. Also have frequent feeder buses from the nearby areas to get passengers to the Confederation Mall to take the direct bus that stops at Downtown/ University of Saskatoon only.
- Would like to see bus stops near nursing homes, for those that work and come to visit family. Also would like to see earlier buses on Sunday and for them to run longer.
- I've lived in a middle class household for 20 years in Saskatoon. We have always needed two cars. I don't think that need is going to change. The bus has never been a good alternative whether I've had a car or not. I would like to see that change. The public transit has improved substantially. If we are going to double population then are we going to stop there? Probably not. If the city can't afford anything but buses then they need to have a better system: more frequent buses or roads dedicated to them moving without congestion.

THEME 6: QUESTIONS REGARDING FUNDING THE *GROWTH PLAN*

- Homeowners are already paying too much in taxes and how are we going to pay for all of this without taxing people to the point of bankruptcy??
- Is there enough funding for the BRT? (seems unrealistic)



THEME 7: POPULATION COMMENTS

- I would prefer that we do NOT encourage an increase in population within tax incentives. I prefer a smaller population for our city.
- I hate the idea of urban sprawl where the only objective is growth. I would really like to know where these other 200,000 people are going to come from, and how that's beneficial to the average citizen of Saskatoon.

THEME 8: LEARN FROM OTHER CITIES

- Learn from other contemporary/cohort communities, apply the principles learned there and avoid the problems due to the planning decisions of the 50's - 90's.
- Consult with people from cities that had a similar path to Saskatoon. Mexico City, as unlikely as it sounds, was much like Saskatoon 70 years ago and poor planning has made it hellish to get around.

THEME 9: BRT COMMENTS

- BRT needs to be implemented as quickly as possible.
- BRT to exhibition/special event locations.

THEME 10: COMMUNITY ENGAGEMENT COMMENTS

- The presentation was well organized and I enjoyed it!
- Make sure people's ideas are looked at not just some engineer's idea.



3.2 Implementation Phasing for Corridor Growth

Implementation priorities for encouraging growth and redevelopment along the identified six high priority major corridors have been broken up into short-, medium- and long-term phasing options. Participants were asked whether they support the proposed phasing for each of the high priority corridors or if they would assign the corridor a different priority.

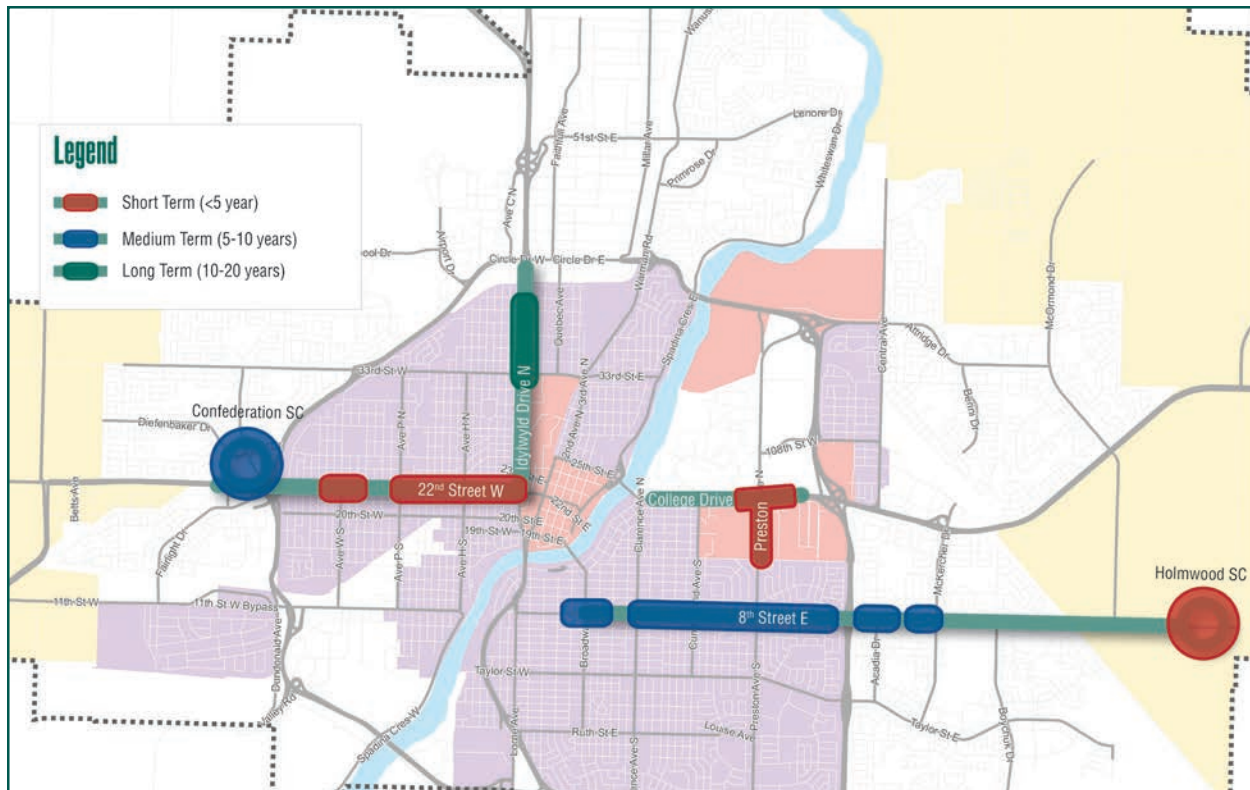


Figure 3.10: Proposed Implementation Phasing for High Priority Corridors

Over half of those that responded to this question agreed with the short-term implementation priority assigned to both 22nd Street West and Preston Avenue/College Drive. However, 31% of those who responded said Holmwood Suburban Centre, also being considered as a short-term priority for redevelopment, should happen later. Many respondents also disagreed with the long-term priority assigned to Idylwyld Drive North, with 48% saying redevelopment should happen sooner.

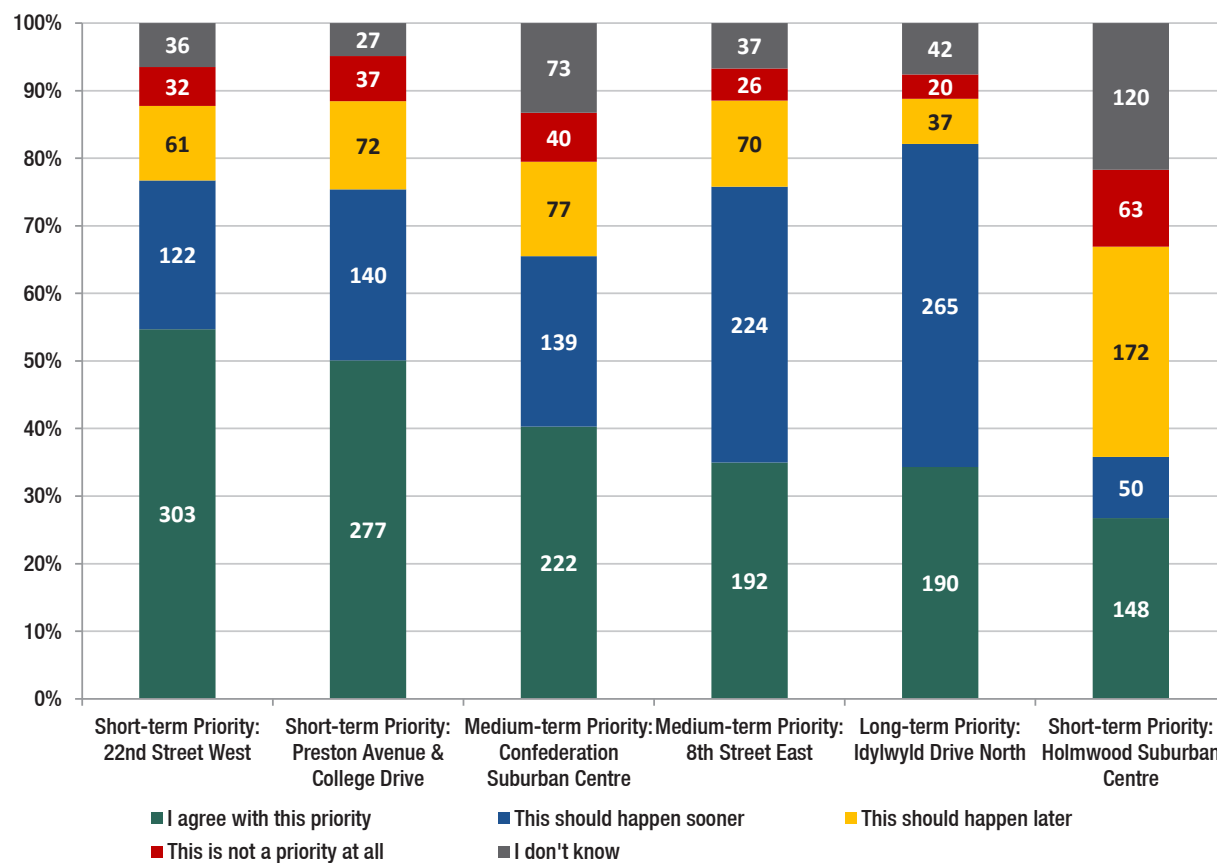


Figure 3.11: Support for Proposed Implementation Phasing for High Priority Corridors



Participants were also asked to provide additional comments or suggestions on the priority corridors. The comments have been grouped into themes and are outlined below. Examples of what we heard from the community for the top 10 themes are listed in Section 3.2.1.

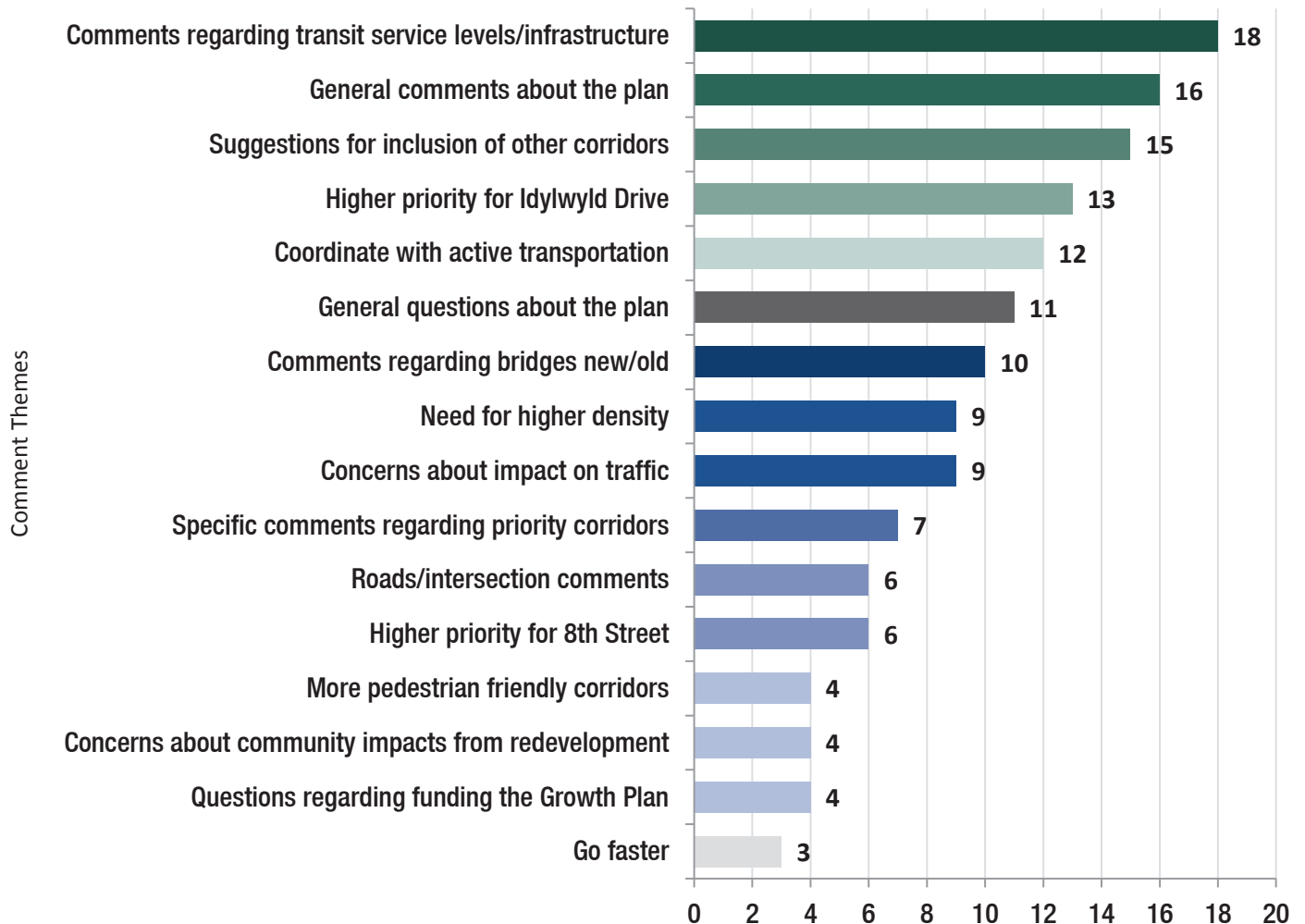


Figure 3.12: Implementation Phasing for Corridor Growth Themes

3.2.1 WHAT YOU SAID: CORRIDOR GROWTH

THEME 1: COMMENTS REGARDING TRANSIT SERVICE LEVELS/INFRASTRUCTURE

- Dedicated bus lanes on College Drive, University Bridge and 25th Street is NOT A FEASIBLE OPTION.
- I strongly support only if the bus lanes are located on the sides, right sides of the road. This option is only \$1M and not \$10M as other options. It is also easier to have bus stops on the sidewalks.
- Newer more reliable buses. Shuttle buses should be updated with slightly better accessibility (two doors) - e.g. smaller versions of the full sized buses.
- I assume the curb lane option is the one that can make BRT happen sooner.

THEME 2: GENERAL COMMENTS ABOUT THE PLAN

- Trees and other plants make streets like these more appealing, as well as increasing the air quality. This is not a priority but it's something to consider.
- I suggest you put long-term plans into action first so you will be being positively affected during the time you begin the short-term plans.
- Good idea, but will likely be a mess in implementation.
- Remove the nasty hurdle of zoning and parking requirements and it will be much easier. The strip malls on 8th Street were zoned in the golden age of the automobile; we're well passed those days. Let's scrap the antiquated zoning laws that enable car culture!

THEME 3: SUGGESTIONS FOR INCLUSION OF OTHER CORRIDORS

- Lack of attention to North Saskatoon and its industry needs
- What about Downtown? How will you encourage greater density and increased mix use there?
- I would like to see more emphasis on developing Riversdale, King George and the West Industrial. There's a lot of potential in these neighbourhoods due to the land available and the proximity to the river and downtown. Old industrial sites can be cleaned up and re-purposed.
- 33rd Street West redevelopment, similar to proposed plans for other streets

THEME 4: HIGHER PRIORITY FOR IDYLWYLD DRIVE

- Idylwyld Drive should be a much higher priority in my opinion, especially tied in with the North/ Downtown development taking place.
- Idylwyld Drive is a disaster. Needs a higher priority!
- We should take advantage of the lower traffic numbers on Idylwyld now, in order to create a new vision for the street that is more accommodating for people who cycle, walk and take transit. Rezoning to create more active frontage and less surface parking should also take place now.
- Idylwyld Drive North needs improvement be a more desirable corridor to attract desirable businesses, and be attractive for drivers coming into the City and Mayfair residents.

THEME 5: COORDINATE WITH ACTIVE TRANSPORTATION

- Propose better flexible alternative transportation including transit - not transit only.

- If major redevelopments are taking place consider putting a physically separated bike lanes along the road.
- These plans MUST also consider separated bike lanes along these corridors.
- Let's ensure that these areas become more attractive for pedestrians and cyclists.

THEME 6: GENERAL QUESTIONS ABOUT THE PLAN

- Would like to know more about what the secondary plans involve. Will that information be coming at the fall workshops? Of course all the puzzle pieces need to be appreciated and understood to have a complete vision.
- This is a winter city. How will these plans adapt to the weather conditions that occur in Saskatoon 8 months of the year (e.g. snow & large rain events, moving point A to B)

THEME 7: COMMENTS REGARDING BRIDGES OLD/NEW

- I want to see a beautiful signature bridge replace the Victoria, something that is more beautiful than any other bridge in Canada. If we are the City of bridges let's make something amazing.
- I feel that putting a bridge down 33rd will direct too much traffic through a residential area where there are plenty of cyclists and people walking. So I am strongly against it.

THEME 8: NEED FOR HIGHER DENSITY

- Stop subsidizing suburban sprawl. All future developments should cover full costs - growth should pay for growth, otherwise the perverse incentives distort the rational and most efficient urban design. Development Charges in greenfield sprawl suburbs do NOT cover the costs of sprawl development - hence the discussion of new bridges and more cars and long commutes; those costs and delays can be lessened through infill, increased density, higher density transit, active transport (and all more cost-effectively than current low-density greenfield suburban development).
- What about increasing density standards or bouncing in all neighbourhoods and not just a few areas? Density for new developments is equally as imperative.

THEME 9: CONCERNS ABOUT IMPACTS TO TRAFFIC

- Just make sure you have the infrastructure in place to avoid increased traffic congestion - before you start allowing more businesses and infill in to these places.
- Just don't do anything to restrict flow of ALL traffic.

THEME 10: SPECIFIC COMMENTS REGARDING PRIORITY CORRIDORS

- Preston and College, not sure what kind of development you can do on the University land?
- Attridge Avenue should be a short-term priority, especially with the massive suburban developments occurring in the area. There are only two exits out of University Heights: Attridge Drive or McCormand.

3.3 Implementation Phasing for Transit

CUSTOMER EXPERIENCE

Participants were presented with 15 initiatives aimed at improving all aspects of the transit customer experience and asked to identify the most important priorities for the next 10 years. Initiatives that would improve transit information ranked the highest amongst respondents. All 15 initiatives were identified as either a high or medium priority by more than 70% of respondents.



Figure 3.13: Proposed Customer Experience Initiatives

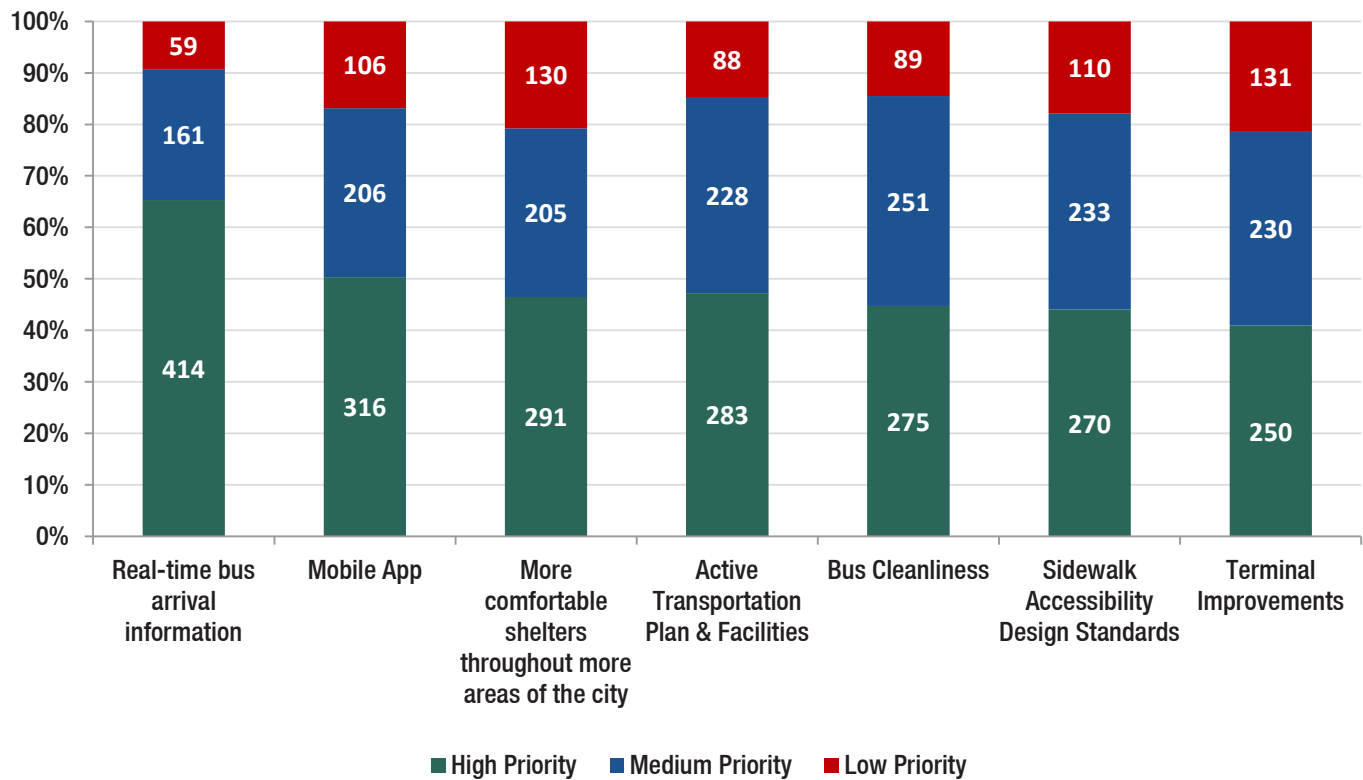


Figure 3.14: Support for Proposed Implementation Phasing for Customer Experience Initiatives (1-7)

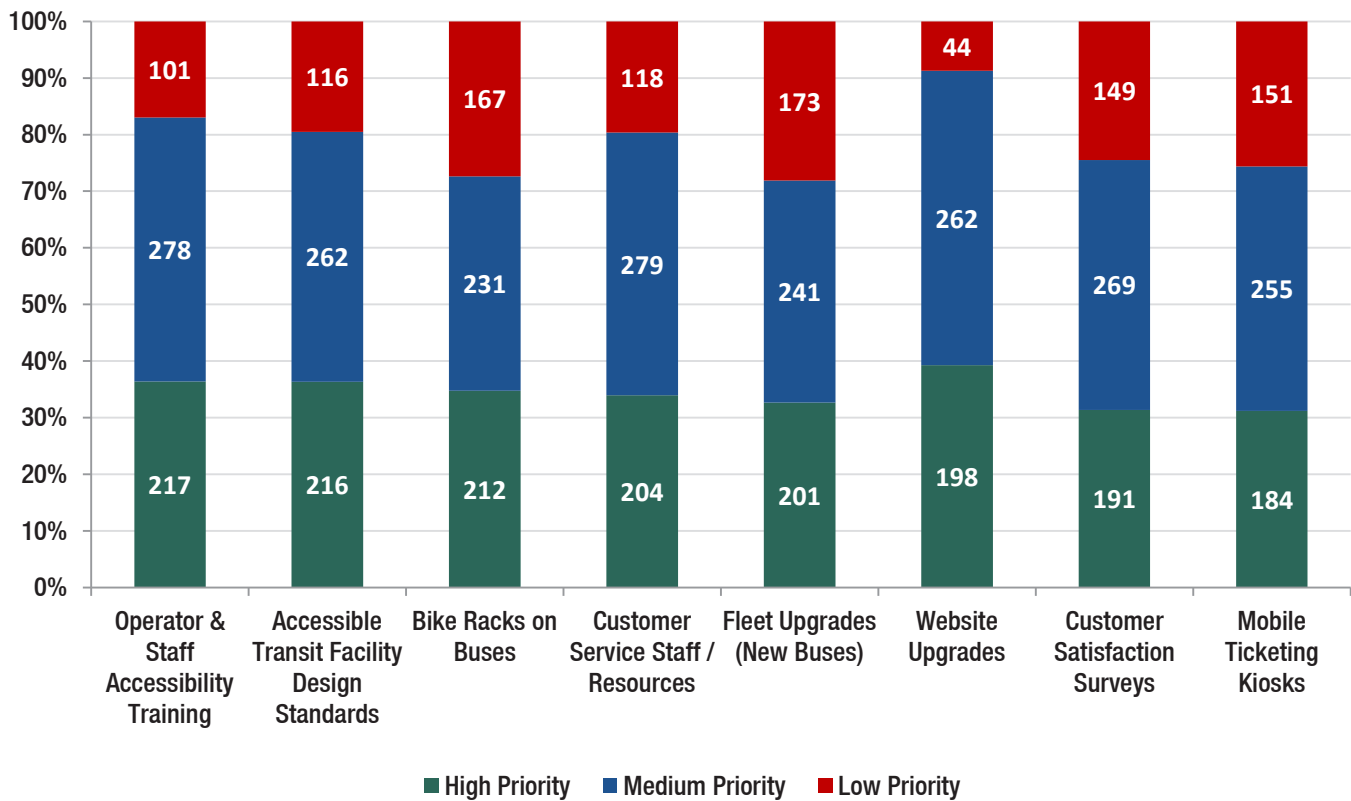


Figure 3.15: Support for Proposed Implementation Phasing for Customer Experience Initiatives (8-15)

As a follow up, participants were also asked to identify any additional initiatives they believe should be implemented in the next 10 years. The comments have been grouped into themes and are outlined below. Examples of what we heard from the community for each of the themes are listed in Section 3.3.1.

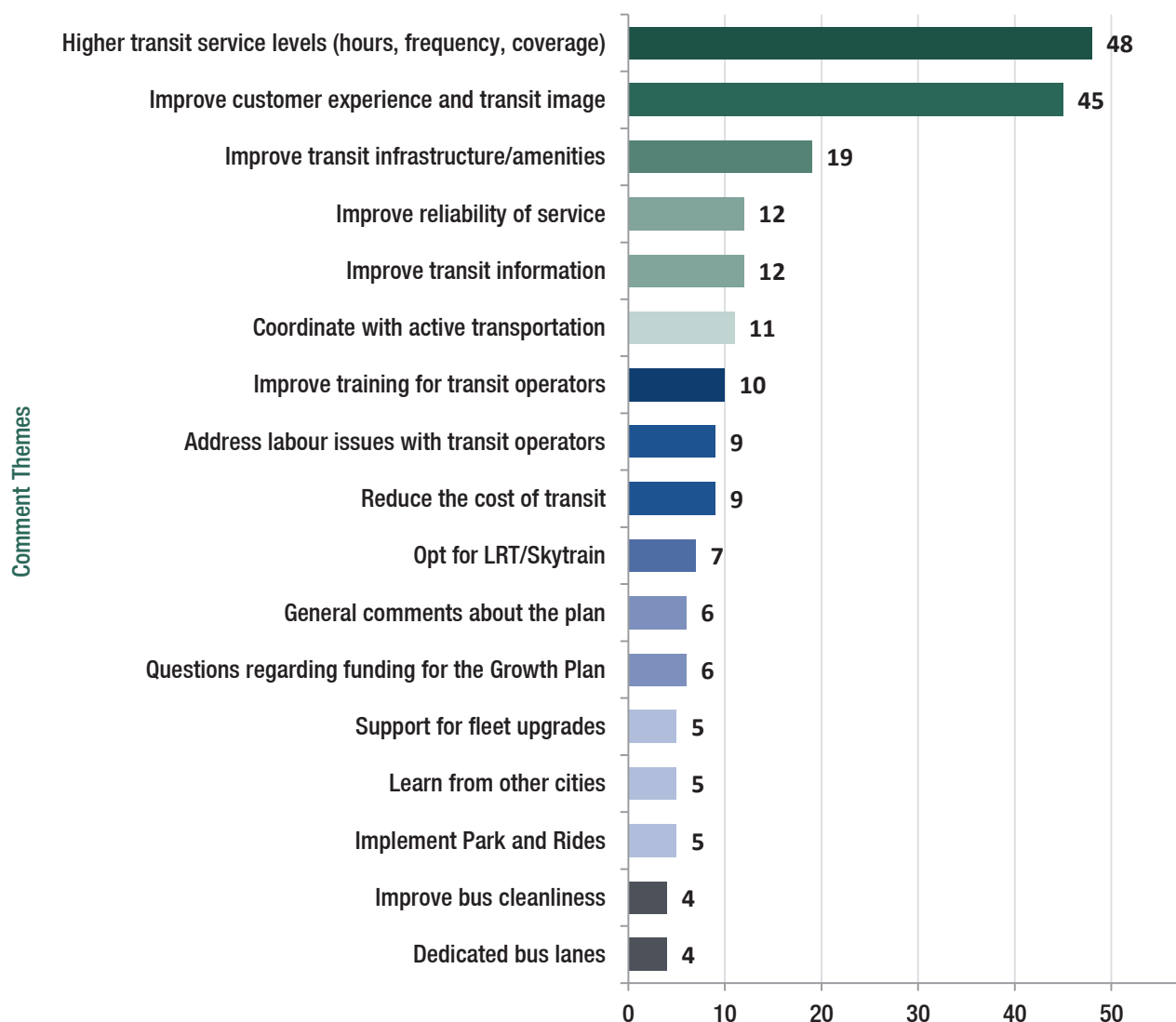


Figure 3.16: Customer Experience Initiative Comment Themes

3.3.1 WHAT YOU SAID: CUSTOMER EXPERIENCE

THEME 1: HIGHER TRANSIT SERVICE LEVELS (HOURS, FREQUENCY, COVERAGE)

- Establish permanent routes (fewer route changes), then increase frequency.
- Buses that travel outside the City to take people into the City
- Park and rides further out deep into Stonebridge, Blaimore, Willowgrove.
- Number 1 priority: increased routes and 15 minutes max wait time between buses at peak times.

THEME 2: IMPROVE CUSTOMER EXPERIENCE AND TRANSIT IMAGE

- Safer downtown bus terminal. Friendlier bus workers. Safer buses (pull a cord if you don't feel safe).
- Driving past people on cold days happens too often!
- Riding the bus should feel like I am commuting to and from work, not like I am being punished or feel like a 3rd class citizen or criminal. I often take the transit in other cities when visiting them, but in Saskatoon I would rather bike or drive because the bus is too much work, too slow and too dirty and most terminals (especially bus mall downtown) too neglected.
- By far and away the biggest impediment to the future of transit in Saskatoon is the citizenry's attitudes about transit. In order for any of these plans to make any difference, driving to and through downtown and to other destinations has to become far less attractive to people. Parking will have to be more expensive, less convenient and harder to find and it is a guarantee that the downtown businesses will fight tooth and nail to make sure that never happens. Saskatonians believe they have a given right to drive their extended cab F150 anywhere and everywhere, anytime and that parking should be cheap and readily available. They have to somehow be convinced they are wrong.

THEME 3: IMPROVE TRANSIT INFRASTRUCTURE/AMENITIES

- Heated bus stops in winter (solar powered). Elimination of downtown bus mall or make more efficient.
- Bus terminals should not be embedded in mall parking lots. This impacts the ability of the buses to keep on time.
- Better design of bus shelters.
- When building new streets, if you look at major cities, the bus stops don't stop on the street, there is a cut-out for them so that cars can still get by them and not having to stop behind them and back up traffic behind them.

THEME 4: IMPROVE RELIABILITY OF SERVICE

- Improve buses arriving on time!
- More frequent service on more routes. More reliable service.
- Reliability of service is critical and does not appear in the above list.
- Improving service and reliability are more important than nicer looking or heated shelters on terminals.

THEME 5: IMPROVE TRANSIT INFORMATION

- Terminal improvements must include effective directories and vastly improved signage.

- More advertising of transit changes to familiarize the general public.
- The new GPS tracking of buses is very useful. This service should be expanded upon. A mobile app would be very useful, especially for younger people who should be one of your major target demographics.
- Bus maps located in shelters or terminals - any large city has physical maps for tourists (& others).

THEME 6: COORDINATE WITH ACTIVE TRANSPORTATION

- Active transportation planning completed alongside transit planning.
- Important that active transportation be considered with BRT planning.

THEME 7: IMPROVE TRAINING FOR TRANSIT OPERATORS

- Could you start training bus drivers to adhere to their schedules, instead of blowing past bus stops five to ten minutes before scheduled?
- Some of the cities bus drivers need customer service training! Some are very good; others are terrible or have ZERO CUSTOMER SERVICE SKILLS. How do they get hired??

THEME 8: ADDRESS LABOUR ISSUES WITH TRANSIT OPERATORS

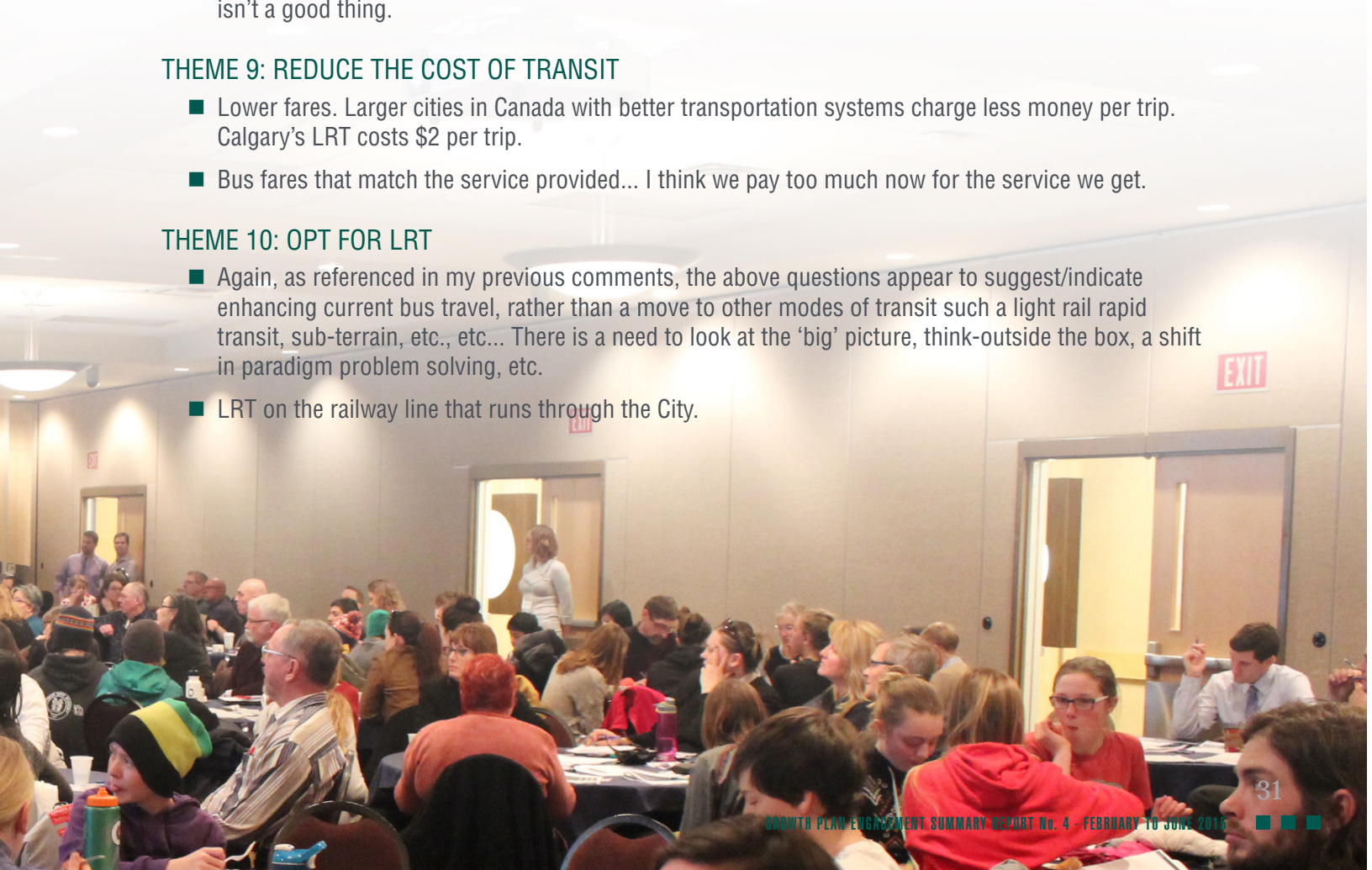
- Improved wages and benefits for drivers. Proper training and a respectful attitude towards staff. No, I am not a driver. Under paid.....terrible.
- All of these are great ideas but we need to settle the wage dispute and pension issues with these drivers so they can go on being happy workers - an employee that's just satisfied with the 10 player isn't a good thing.

THEME 9: REDUCE THE COST OF TRANSIT

- Lower fares. Larger cities in Canada with better transportation systems charge less money per trip. Calgary's LRT costs \$2 per trip.
- Bus fares that match the service provided... I think we pay too much now for the service we get.

THEME 10: OPT FOR LRT

- Again, as referenced in my previous comments, the above questions appear to suggest/indicate enhancing current bus travel, rather than a move to other modes of transit such a light rail rapid transit, sub-terrain, etc., etc... There is a need to look at the 'big' picture, think-outside the box, a shift in paradigm problem solving, etc.
- LRT on the railway line that runs through the City.



POSSIBLE SHORT-TERM IMPLEMENTATION PHASING

The transit service and facility improvements being proposed for short-term implementation within 5 years were presented to those participating. Respondents were asked whether they agree or disagree with the high priority assigned to the improvements presented for the 5 year plan.

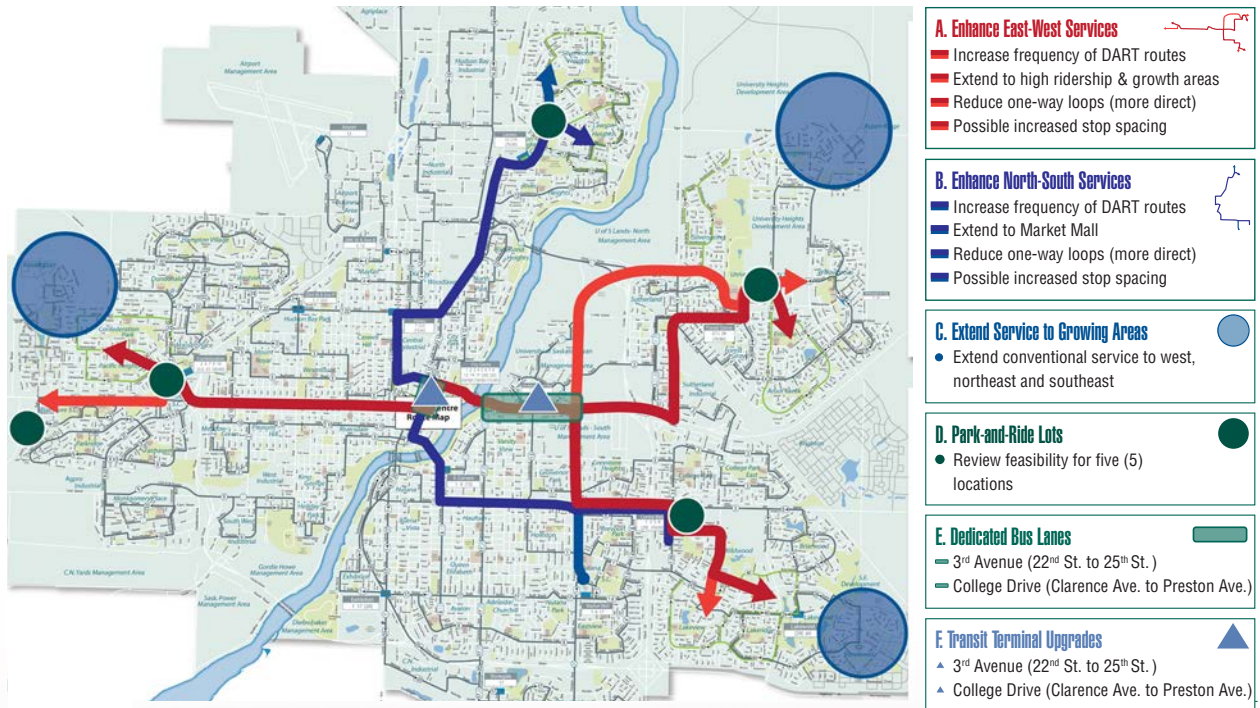


Figure 3.17: Possible Short-term Transit Service and Facility Improvements



In general, respondents agreed with the high priority assigned to each of the seven short-term transit service and facility improvements. For all but one improvement (dedicated bus lanes on 3rd Avenue), more than half of those who responded to this question said the improvements were a high priority for the 5 year plan. Enhance East-West (red line) rapid transit services (by increasing frequency, extending service into high ridership areas and making the routing more direct), received the highest support with 76% of respondents saying the improvement is a high priority.

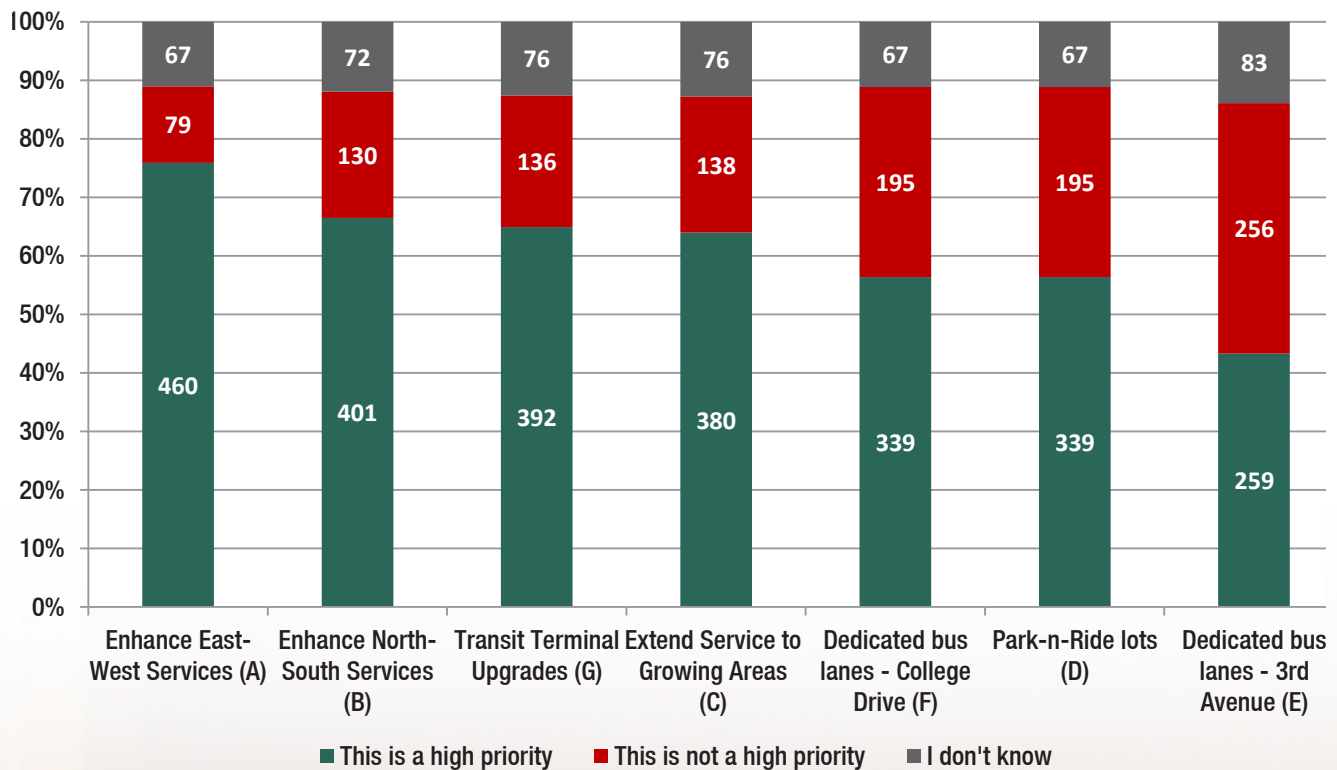


Figure 3.18: Support for Possible Short-term Transit Service and Facility Improvements



POSSIBLE MEDIUM-TERM IMPLEMENTATION PHASING

Seven transit service and facility improvements being considered for implementation in the medium-term (5 to 10 years) were presented to participants. The medium-term improvements build off the high priority improvements outlined in the 5 year plan, described above. Respondents were asked whether they agree with the high priority assigned to each of the medium-term improvement.

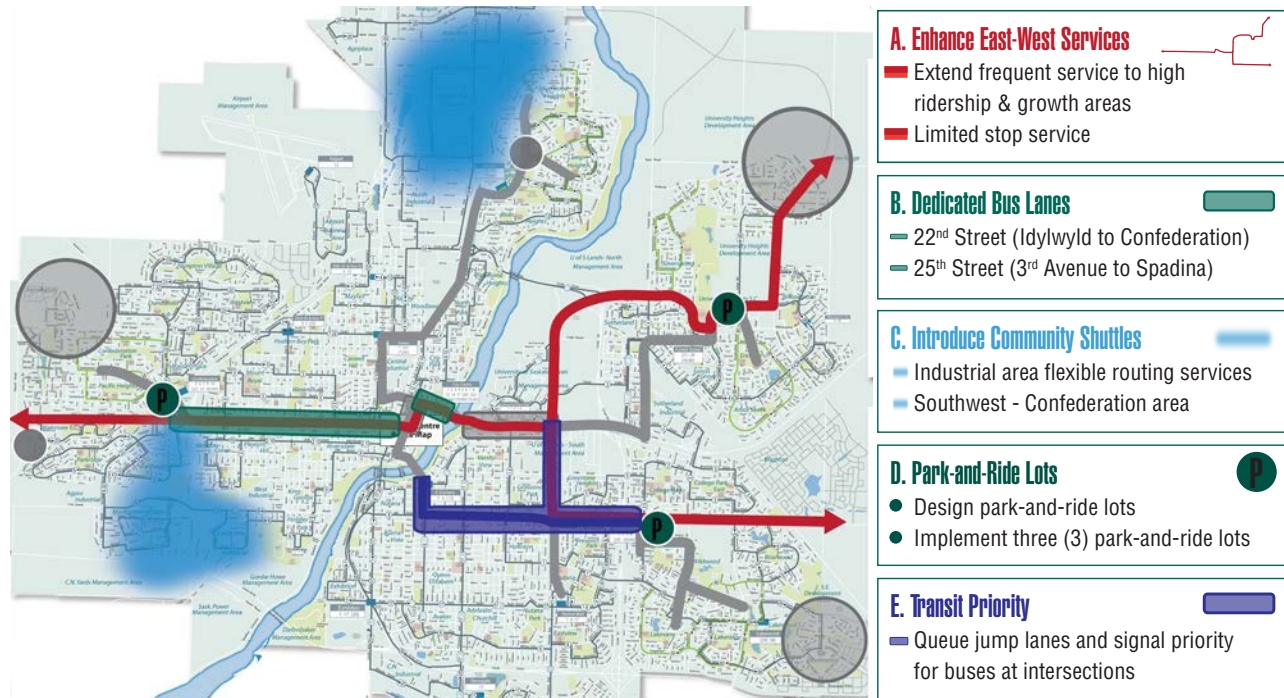


Figure 3.19: Possible Medium-term Transit Service and Facility Improvements



In general, these medium-term improvements were accepted by respondents as a high priority. Dedicated bus lanes along 25th Street received the least support of the improvements presented, with 39% of respondents saying this medium-term improvement is not a high priority.

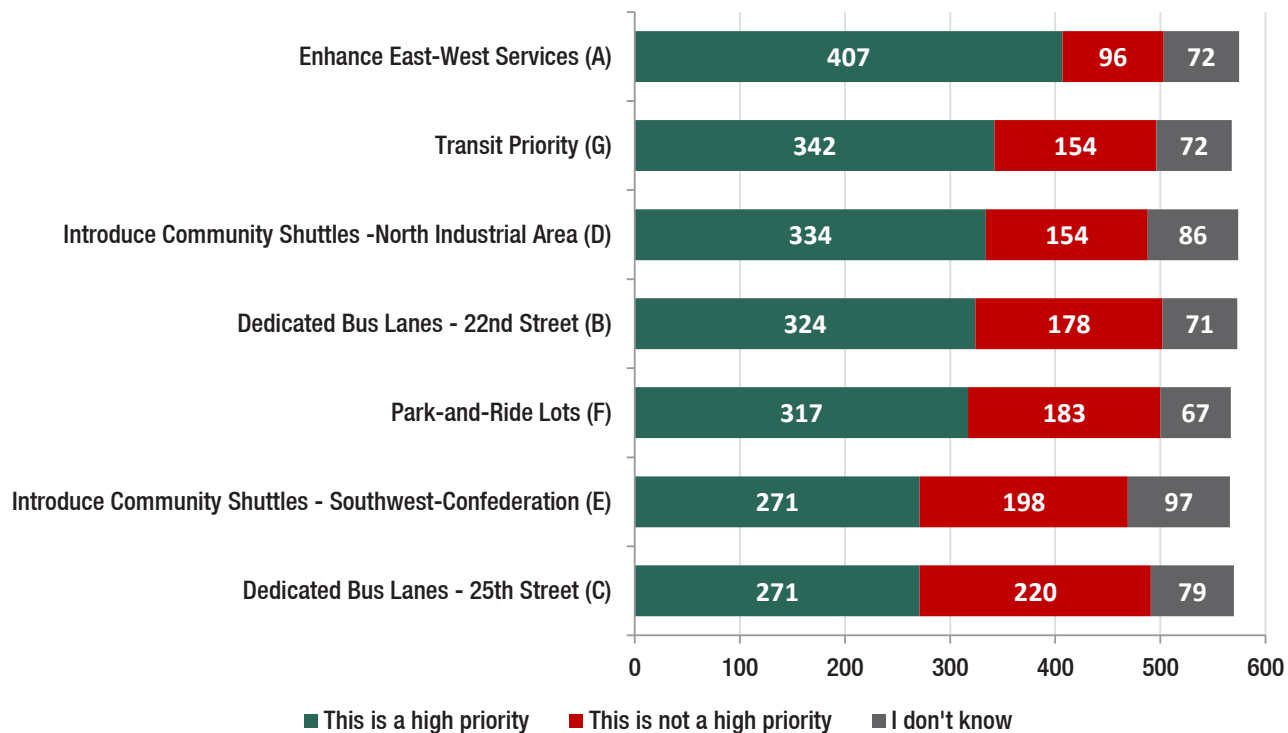


Figure 3.20: Support for Possible Medium-term Transit Service and Facility Improvements



Finally, participants were also asked to identify any additional transit service and facility improvements they believe should be implemented in the next 10 years. The comments have been grouped into themes and are outlined below. Examples of what we heard from the community for the top 10 themes are listed on the following page.

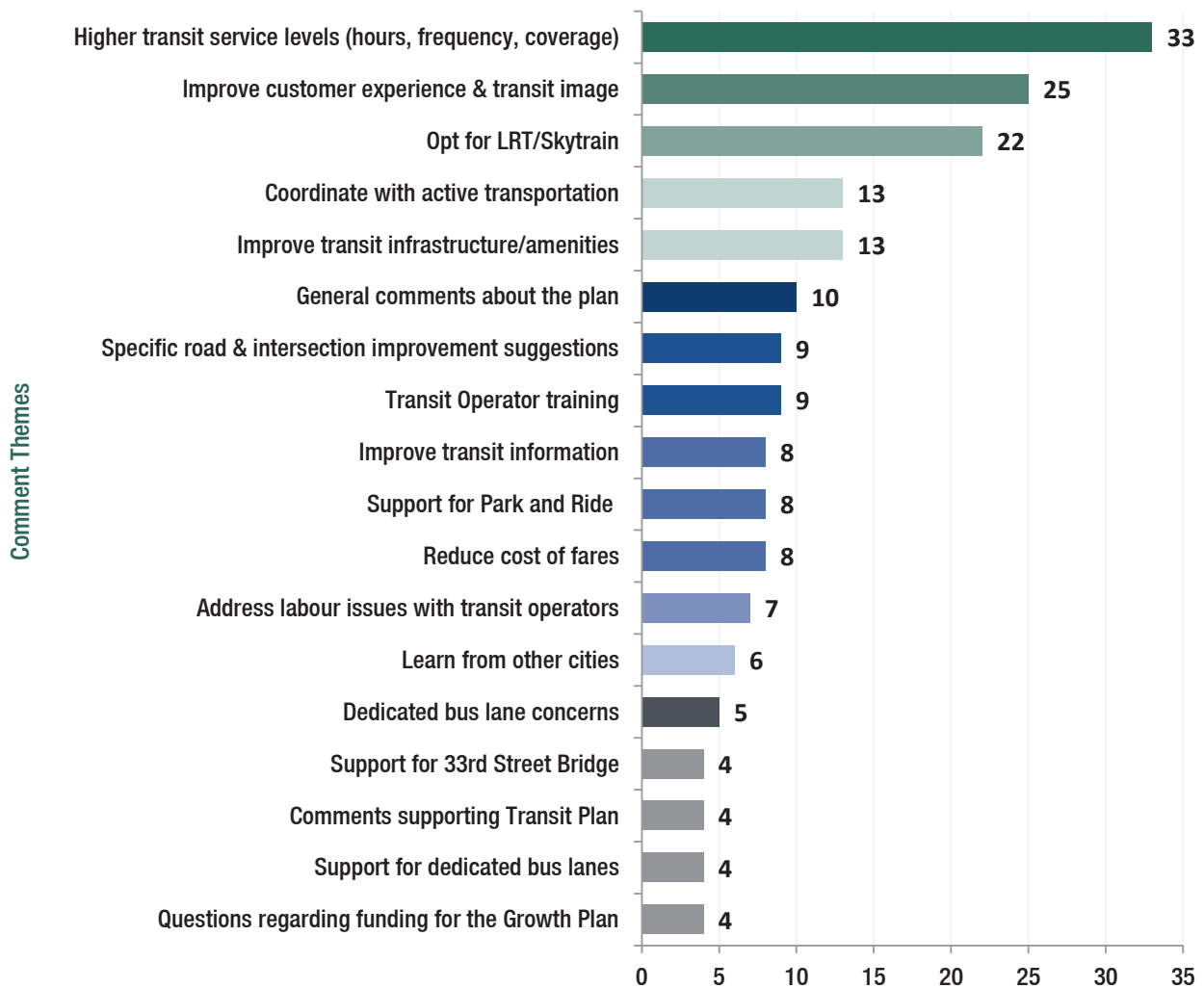


Figure 3.21: Transit Service and Facility Improvement Comment Themes

3.3.2 WHAT YOU SAID: POSSIBLE MEDIUM-TERM IMPLEMENTATION PHASING

THEME 1: HIGHER TRANSIT SERVICE LEVELS (HOURS, FREQUENCY, COVERAGE)

- Increased bus frequency along with smaller buses.
- What about airport services? Cabs cost a fortune, and are difficult to get sometimes. Perhaps some bus service that takes you to the major hubs on intervals that mesh with flights? What about bus services to outlying areas that are bedroom communities like Warman or Martinsville? If we're looking long-term, this needs to be considered. Don't know if this would work, but it might help reduce traffic and parking issues. Better service to the far north end areas.
- Late night bus service would improve safety and retain college bus riders, as well as people who are working evening jobs. All neighbourhoods, 7 days a week, service past midnight.

THEME 2: IMPROVE CUSTOMER EXPERIENCE AND TRANSIT IMAGE

- It's critical to keep an efficient and reliable service while providing upgrades as to not lose ridership.
- Put cameras in buses to monitor how effective buses are in providing service in different routes with time clocks to see how far off schedule they are and this may help plan routes better and help make decisions on routes that are not needed.
- Better bus cleaning.
- Security on the buses. The reason I choose not to ride the bus, second to the fact that it's so utterly inconvenient for me, is that I don't feel entirely safe from other riders in the enclosed crowded space.

THEME 3: OPT FOR LRT/SKYTRAIN

- We need something more radical like a sky train. Also a walkway underneath the rivers small dam near the train bridge would be awesome, made with see through glass it would be a tourist attraction like none other.
- Plan for rail transit over rapid bus. That will improve transit much more.
- Has anyone given thought to a Rapid Rail Transit (elevated) system, which could effectively circle the entire city with terminals located within strategic residential and industrial areas (closely affiliated with bus transit terminals) to eliminate the volume of traffic increasing and egressing these areas (due primarily to the length of time that it takes for normal bus transit to cover the vast distances through or around the city core).
- Any plans for an LRT system in the future?

THEME 4: COORDINATE WITH ACTIVE TRANSPORTATION

- Why ignore cycling? Make sure every new bus or new facility is bicycle friendly. Check Copenhagen for inspirations and think for planning ahead.
- Increase in bike lanes as a way to reduce traffic. A lot more people are riding their bikes to work and there are some areas that have no dedicated bike lanes - such as Broadway and the Broadway bridge - I cringe every time I see a person with no helmet going 30-40 km down the bridge to keep up with traffic!! Something bad is going to happen.
- Bike lanes aren't mentioned and they need to be considered right now as we plan for the future.
- Still want & need better bike access.

THEME 5: IMPROVE TRANSIT INFRASTRUCTURE/AMENITIES

- Bus shelters, benches, easier entrance/exit from buses would be enormously helpful for those of us with decreased mobility and make bus travel more comfortable. The more comfortable and pleasant the bus experience is, the more likely people are to use them.
- The North end there are no sidewalks and comfortable bus shelters to encourage people to walk to and from bus.
- Ensuring that stations/stops along the key corridor routes are comfortable, possibly heated, and have easily visible route maps and arrival time information screens.
- Sheltered bus lanes (wind/rain/snow screening) on 8th, College Drive, 19th and 22nd.

THEME 6: GENERAL COMMENTS ABOUT THE PLAN

- Improve access to all city/private recreation facilities (Shaw, soccer centre, hockey rinks).
- Focus on getting people out of their cars and using more environmental options for transportation and we would have no need for more bridges in the core. Keep the core neighbourhoods safe and desirable.

THEME 7: SPECIFIC ROAD & INTERSECTION IMPROVEMENT SUGGESTIONS

- Our city should reduce parking on Preston Avenue and make it a thoroughfare like Clarence Avenue. 14th Street should also be optimized for traffic (East West) to relieve pressure on 8th Street, Main Street, and especially College Drive (which I avoid without exception).
- Complete the perimeter bypass, like Regina's new one. It will help reduce the congestion in the city.

THEME 8: TRANSIT OPERATOR TRAINING

- Quality of service from operators must be addressed.
- You should make sure that transit workers have first aid training.

THEME 9: IMPROVE TRANSIT INFORMATION

- MOBILE APP WITH REAL TIME INFORMATION PLEASE. This is a NECESSITY for winter because sometimes buses come a few minutes early and other times they are up to 10 minutes late.
- Maybe having the schedule at each bus stop would be nice. It would increase ridership, as people could look at the schedule right at the bus stop and be able to wait 5 minutes and catch the bus. They could replace the poles and sign that currently mark the bus stops with a rectangular post containing the schedule for that stop and bus fares, etc. Would be costly, but could be beneficial in picking up new riders. Could also increase late night riders as well looking for a ride home from the bar.

THEME 10: SUPPORT FOR PARK AND RIDE

- Growing suburban areas should be serviced by park and ride nodes rather than a grid of routes.
- Park & Rides facilities outside Saskatoon, branching into Warman and Martensville or an LRT system as population increases in these communities.

3.4 Challenges and Opportunities

To conclude the Public Workshops and Campus Consultation Session, participants were asked to call-out, first, what they believe to be the biggest opportunity for Saskatoon moving forward based on what they heard during the session, followed by the biggest challenge.

The opportunities identified include Bus Rapid Transit, redevelopment/revitalization, 8th Street, density and transit frequency/options. As well, the car culture/ mentality, implementation, community buy-in, funding and collaboration were identified as the biggest challenges for the City moving forward.

A complete picture of the opportunities and challenges identified are included in Appendix E.



WELCOME

Please sign-in and take a Growth Plan
March 2015 Workbook

While you may be on camera!

A professional photographer will be in attendance today to take promotional and educational photographs for the City of Saskatoon to be used for a variety of purposes. Please let staff know if you have any concerns and we will do our best to address them. Thank you!

www.growingfwd.ca

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

4

CITIZEN SURVEY

In May 2015, the City of Saskatoon contracted Insightrix Research Inc. to conduct a general public survey of citizens in Saskatoon, gathering feedback on the preliminary long-term recommendations and implementation priorities included in the *Growth Plan*. This research served to complement the other engagement activities undertaken during this round of public engagement. Results from this study are summarized below and a full overview of the findings is included in Appendix E.

A total of 801 randomly selected Saskatoon residents participated in the survey, which was conducted online, accessing Insightrix's online research panel, SaskWatch Research™. This online panel includes more than 4,600 Saskatoon residents. Data was collected between June 1 and June 9, 2015.

The survey questions were based off of the March 2015 Workbook and online public survey. This enabled a direct comparison between the input collected through those public engagement activities and this quantitative survey with Saskatoon residents.

OVERALL GROWTH PLAN CORE INITIATIVES

- Citizens support the overall *Growth Plan* proposed by the City, with 90% of Insightrix Research respondents supporting the overall plan. This is consistent with the community input results in Section 3 (80%).
- Redevelopment and Infill along Major Corridors, transit plans with BRT, and a possible 33rd Street River Crossing combined with Bus Lanes on the University Bridge are all also strongly supported (88%, 83% and 78%, respectively). Similar support is noted through the public engagement activities (85%, 80% and 60%, respectively).
- Suggested enhancements most commonly relate to improvement of traffic design planning and congestion reduction. Other suggestions include repair and maintenance of existing infrastructure and higher transit service levels, among other items.

POSSIBLE IMPLEMENTATION PHASING FOR TRANSIT

- Approximately three quarters of citizens surveyed by Insightrix believe that real-time bus arrival

information is a high priority item for the City of Saskatoon. This is followed by one half of residents who feel increasing the number of comfortable shelters throughout more areas of the city, and active transportation and facilities are also a high priority item. Findings are consistent with public engagement activity findings.

- Citizens state that they believe higher transit service levels (hours, frequency, coverage) (22%) and improvement to the customer experience and transit image (17%) are missing priority items from the 10 year implementation plan.

SUPPORT FOR POSSIBLE SHORT-TERM TRANSIT SERVICE AND FACILITY IMPROVEMENTS

- Enhancement of the East-West rapid transit service is viewed as a high priority by three quarters of citizens surveyed in the Inshightrix study (76%), with slightly less feeling extended conventional transit service to growing areas in the West, Northeast and Southeast (69%) is also a high priority. Building dedicated bus lanes on 3rd Avenue has mixed support among Saskatoon citizens (46% viewing as a high priority, and 41% indicating it is not a high priority item). These findings are also consistent with the public engagement results.

SUPPORT FOR POSSIBLE MEDIUM-TERM TRANSIT SERVICE AND FACILITIES IMPROVEMENTS

- Among medium-term improvements, most Saskatoon residents believe the East-West rapid transit is a high priority (74%) in the next 5 – 10 years. Opinions on remaining improvements are somewhat more divided, especially for dedicated bus lanes on 25th Street. Again, findings are in line with those from the public engagement sessions.
- Suggested enhancements to this section of the *Growth Plan* are most often related to higher transit service levels (26%).

POSSIBLE IMPLEMENTATION PHASING FOR CORRIDOR GROWTH

- One half of citizens are supportive of the priority assigned to short-term projects, excluding Holmwood Suburban Centre. Support for medium-term project is moderate, with one third feeling 8th Street should receive an increase in priority (45%). Idylwyld Drive North as a long-term priority is supported by slightly less than one half of citizens (41%). Findings are generally consistent between the quantitative study and the City's public engagement activities.
- Traffic design and congestion concerns also are spoken about by 16% of citizens as comments of the overall *Growth Plan*.



5 OTHER STAKEHOLDER ENGAGEMENT

The City hosted a variety of other targeted stakeholder engagement activities following the Public Workshops at TCU Place. This additional engagement provided a greater opportunity for public and stakeholder involvement and further diversification of input into the consultation process. The following is a summary of the additional events and meetings hosted by the City during the third round of *Growth Plan* engagement.

5.1 Growth Plan Campus Consultation

A workshop presentation was held at Louis' Loft (University of Saskatchewan) on March 10, 2015, from 3 p.m. to 5 p.m. Approximately 90 people attended, including students, faculty and other area residents. The session included a presentation of the long-term directions and 5 to 10 year implementation priorities. Each section of the *Growth Plan* presented was followed by tabletop discussions and opportunities for questions. Participants were also asked to identify the biggest opportunity and challenge for Saskatoon, moving forward.

Input was recorded in the workbooks provided and collected at the end of the session. All workbook input has been included within the summary input outlined in sections 3.1 to 3.3. The following is a summary of the general Q&A from the Campus Consultation session.

GENERAL GROUP Q&A: TRANSIT

Q What is the current and projected ridership?

A About 9.5 million riders per year now and we are looking to triple that as our population doubles.

Q What is the plan for cycling infrastructure?

A The Active Transportation Plan is just starting and will tie in to the overall *Growth Plan*.

Q In your opinion, which dedicated bus lane helps cyclists most . . . either with bike lanes and/or by carrying more bikes?

A Each configuration impacts the street layout and provides opportunity for infrastructure... but we're not at that level of detail yet with our review.

GENERAL GROUP Q&A: CORRIDOR GROWTH

Q Will 22nd Street revitalization push current residents out of the area? How do we avoid that?

A The city has few tools to control displacement . . . it's a free market and we don't get involved in rent and land value discussions. But we can help with affordable housing. Values reflect demand. Displacement is something that happens and we have to be aware of it to accommodate this.

Q What about the future perimeter highway?

A It's not really a perimeter highway anymore... not a full circle. This is still a priority with Highways and they are reviewing the south route to connect 8th Street to Highway 14. The north route (connecting 8th Street to Highway 14) is more solid and [hopefully] in the plans for the next 15 years.

GENERAL GROUP Q&A: OPEN DISCUSSION

Q Is there a *Growth Plan* for the downtown core?

A Yes. It's the City Centre Plan.

Q Are there issues with bank stability on the University of Saskatchewan property that will be developed?

A It's early for that level of discussion, as the University of Saskatchewan is still at the Concept Plan stage. That level of assessment will come later.

Q The bylaw for driveways in infill areas is bad. I'm against banning them. Back alleys are too tough to get through.

A There will be a public hearing about that on the 23rd.

Q There was a major Transit study in 2005... what was actually implemented from this? Almost nothing was! So we fear that no one will implement this new transit plan.

A Actually, most of the 2005 Transit Plan was implemented. In fact, what we have today is a reflection of that plan and we have now outgrown it due to our rapid population growth.

5.2 Transit Operator Engagement

Two rounds of Transit Operator engagement were completed between March 5 and 13, 2015. The first round involved in-person intercept surveys, while the second involved an anonymous (i.e. lock-box) info package with questionnaire.

TRANSIT OPERATOR ENGAGEMENT ROUND 1

Growth Plan Project Manager, Lee Thomas, was stationed in the Downtown Operators' Lounge from 10:15 a.m. to 12:45 p.m. on Thursday, March 5, 2014 to discuss key improvements outlined in the 5- and 10-year Transit Plans (as part of the *Growth Plan* initiative). Between 25 and 30 operators provided input during this session. The following questions were asked:

- Q** Would you mind telling me, based on what you hear and see every day on the job, how would you prioritize the following 5-year and 10-year Transit Plan initiatives?
- More east-west service on 8th Street, College Drive and 22nd Street?
 - More north-south service on Broadway Avenue, Idylwyld Drive and Warman Road?
 - Extending bus service into new neighbourhoods?
 - Park-n-ride lots for suburban areas?
 - Building dedicated bus lanes on 3rd Avenue?
 - Building dedicated bus lanes on 25th Street?
 - Building dedicated bus lanes on College Drive?
 - Building dedicated bus lanes on 22nd Street?
 - On-street Downtown and Place Riel Stations?
 - Introducing shuttle service from the Lawson Mall area to major destinations in the North Industrial area?
 - Introducing shuttle service from the Confederation area to the South Industrial and Montgomery areas?



Additional discussion occurred to expand on the items and/or related service improvements listed on the previous page. A total of nine surveys were completed reflecting the input from group discussion. Participants were asked to rank their support (high support, low support or not applicable) for each service improvement. The survey results and general discussion are summarized below.

 High Support
  Low Support
  Not Applicable

GENERAL GROUP SURVEY RESULTS & DISCUSSION

1. More east-west service on 8th Street, College Drive and 22nd Street?



General comments included:

- 22nd Street needs more service
- 20th Street needs more service... or take all buses off there and move them to 19th Street so we're not overlapping with service on 22nd Street
- 8th Street needs more service
- Cumberland Avenue needs more service

2. More north-south service on Broadway, Idylwyld Drive and Warman Road?



General comments included:

- Service on Idylwyld Drive needs to be extended north to 39th Street (at a minimum) to serve the houses in this area.
- These roads are still important, but not as important as the east-west corridor.

3. Extending bus service into new neighbourhoods?



General comments included:

- This is a moderate priority depending on which neighbourhoods we are talking about.
- All areas of the city should have 15-minute service.

4. Park-n-ride lots for suburban areas?



General comments included:

- Serves newer areas, businesses and students.
- It will be hard to convince people to do this... need to increase parking rates.
- Need plug-ins for winter.
- Lakeview, Lakeridge, Lawson, Arbor Creek, Confederation and Willowgrove would be good candidates.

5. Building dedicated bus lanes on 3rd Avenue?

General comments included:

- All arterials should have dedicated lanes.
- Dedicated lanes rank higher here is we remove the terminal.
- Prefer signal priority and queue jumps and quicker signal cycle lengths (i.e. passive priority) to buses higher priority... this is cheaper than dedicated lanes.

6. Building dedicated bus lanes on 25th Street?

General comments included:

- Generally ranked 1st or 2nd priority of all possible dedicated lane corridors (alongside College Drive) need this at peaks with alternating signals at the bridge.
- Staying in the general traffic lane helps... like the bus bulbs because it lets us do this.

7. Building dedicated bus lanes on College Drive?



General comments included:

- General ranked 1st or 2nd for priority of all possible dedicated lane corridors (alongside 25th Street).
- We need lanes on the bridge... not to the bridge.

8. Building dedicated bus lanes on 22nd Street?

9. On-street Downtown and Place Riel Stations?



General comments included:

- Prefer to stay on College Drive in the artics.
- This would be more convenient for riders.
- These hubs currently have safety issues because people run between buses... so bringing the stations out to the street should help to stop that.
- Bringing the stations out to the streets would just cause people to run across, disregard traffic control, so they can get to their bus. This would be unsafe.
- Need more shelters and snow clearing.
- Need transit police.
- Train riders how to take the bus (flag a bus, etc.).
- Connections need to schedule transfers and breaks. We only have 2 minutes for connections, but 5 would be better because older people and not everyone can make it.

10. Introducing shuttle service from the Lawson Mall area to major destinations in the North Industrial area?



General comments included:

- It works well as-is.
- Bring back the 24.
- Dial-a-Ride during off-peak... I drive this route and it's empty from 11:00 to 13:00.
- Route 14 works well. It should be every 30 minutes all day.
- More frequent service is needed (24/25).
- Route times should be offset to work better with workers' schedules... I regularly get calls from one guy asking me to wait for 5 minutes because his boss won't let him leave earlier and he has to wait another hour for the next bus.

11. Introducing shuttle service from the Confederation area to the South Industrial and Montgomery areas?



General comments included:

- It's good as-is... not costing people extra because we just swing into Montgomery on our way by anyways.
- Maybe dial-a-ride would work here... catch a ride to the Confederation terminal.

OTHER COMMENTS: ROUND 1

- We need to adopt Yield-to-Bus legislation
- We don't need stops every block (like on 20th Street). Every other block would be fine.
- We need better-timed connections.
- It would be good if the snow could be cleared from the curb lane more... the lanes get quite tight in the winter.
- Please clear snow and ice from the stops. It makes it really hard for people to get on the bus and/or my bus slides into the curb no matter how slowly I drive.
- If you put a dedicated lane on 8th Street, please run it down the centre. If it's in the curb lane, we'll just get stuck behind all the people turning right at intersections and into all the driveways (so there's no benefit to us).

TRANSIT OPERATOR ENGAGEMENT ROUND 2

A four-page information package was developed specifically for Transit Operators, using excerpts from the March 2015 *Growth Plan* Workbook. The information package outlined the long-term (30-year) Transit Plan and some possible initiatives for implementation in the next 5 to 10 years. The March 2015 Workbook questions for the 5 and 10 year implementation priorities were attached to the information package. Between March 9 and 13, 2015, Transit Operators were asked to submit their completed surveys into the locked comment box, located in the Downtown Operators' Lounge. In total, six surveys were returned. Survey results and comments are summarized below:

SHORT-TERM TRANSIT SERVICES AND FACILITIES (< 5 YEARS)

Implementation Item	High Priority	Not a High Priority	I Don't Know
Enhance E-W rapid transit services (red line) by increasing frequency, extending service into high ridership areas and making the routing more direct.	5		1
Enhance N-S rapid transit services (blue line) by increasing frequency, extending service to Market Mall and making the routing more direct.	5	1	
Extend conventional transit services to growing areas in the west, northeast and southeast.	5		1
Review the feasibility for 5 park-n-ride lots.	5	1	
Build dedicated bus lanes on 3 rd Avenue (22 nd to 25 th Street).	5		1
Build dedicated bus lanes on College Drive (Clarence Avenue to Preston Avenue).	6		
Convert the Downtown and Place Riel Transit Terminals for rapid transit operations.	6		

OTHER COMMENTS (HIGH PRIORITIES):

- We need to have passengers prepay! Terminals, etc. takes so long with case, especially in low income areas.
- Possible Transit Police to check ticket purchases and for bus security!
- Replace older buses (95's and 9700's).
- Pay drivers a decent wage and give them the respect any professional would get, including making routes that include time to make proper bathroom trips.

MEDIUM-TERM TRANSIT SERVICES AND FACILITIES (5 - 10 YEARS)

Implementation Item	High Priority	Not a High Priority	I Don't Know
Continue E-W (red line) rapid transit service enhancements by extending services into higher ridership areas to the northeast, east and west.	5		1
Build dedicated bus lanes on 22 nd Street (Idylwyld Drive to Confederation Drive).	5	1	
Build dedicated bus lanes on 25 th Street (3 rd Avenue to Spadina Crescent).	6		
Introduce Community Shuttles to the North Industrial Area.	6		
Introduce Community Shuttles to the southwest-Confederation areas.	4		1
Implement 3 park-n-ride lots.	4	2	
Implement transit priority for buses at intersections along 8 th Street, Broadway Avenue and Preston Avenue.	6		

OTHER COMMENTS (SUGGESTIONS FOR OTHER TRANSIT SERVICE & FACILITY IMPROVEMENTS)

- \$29.04 / hour please!
- Service is as good as the employees that provide the service. Please maintain a pay scale which will reflect the pride that was once known by past drivers. Working for the City as a transit driver should be considered a career. Most drivers are looking to discontinue after 5 to 10 years.
- Transit Policy Security for safety on buses as well as at terminals! For driver safety, as well as for passenger comfort / safety. This should be a high priority in the near future! A lot of people say they won't use or let their kids use Transit because of unsavoury people or lack of security.
- When new streets, curbs and sidewalks are installed in new areas, bus stop signage should be installed at the same time. And routes through these areas should already be in place. Thus giving the new residents immediate knowledge of transit routes in relation to their new neighbourhood.

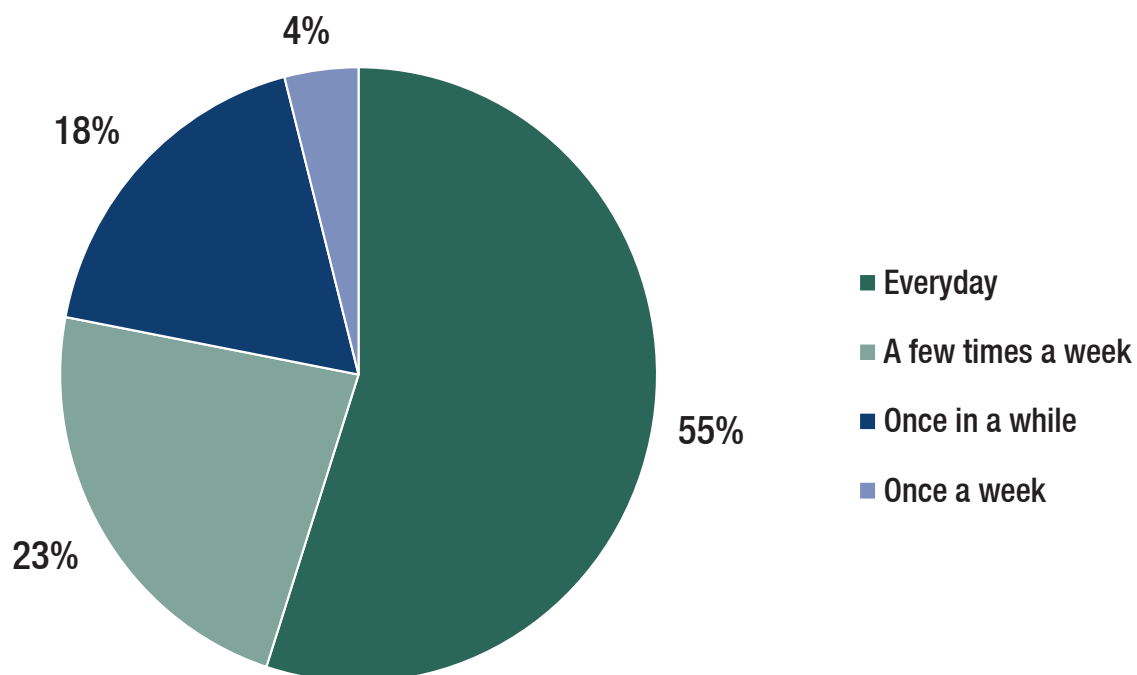
5.3 City Employee Come-and-Go Information Session

A come-and-go *Growth Plan* Information Session was held for City employees over the noon hour on March 12, 2015, at City Hall. Information boards were set up around the room, with a rotating presentation displayed on a monitor and workbooks available for completion. Several *Growth Plan* Steering Committee members were on hand to answer questions. In total, 20 employees attended, however no workbooks were completed.

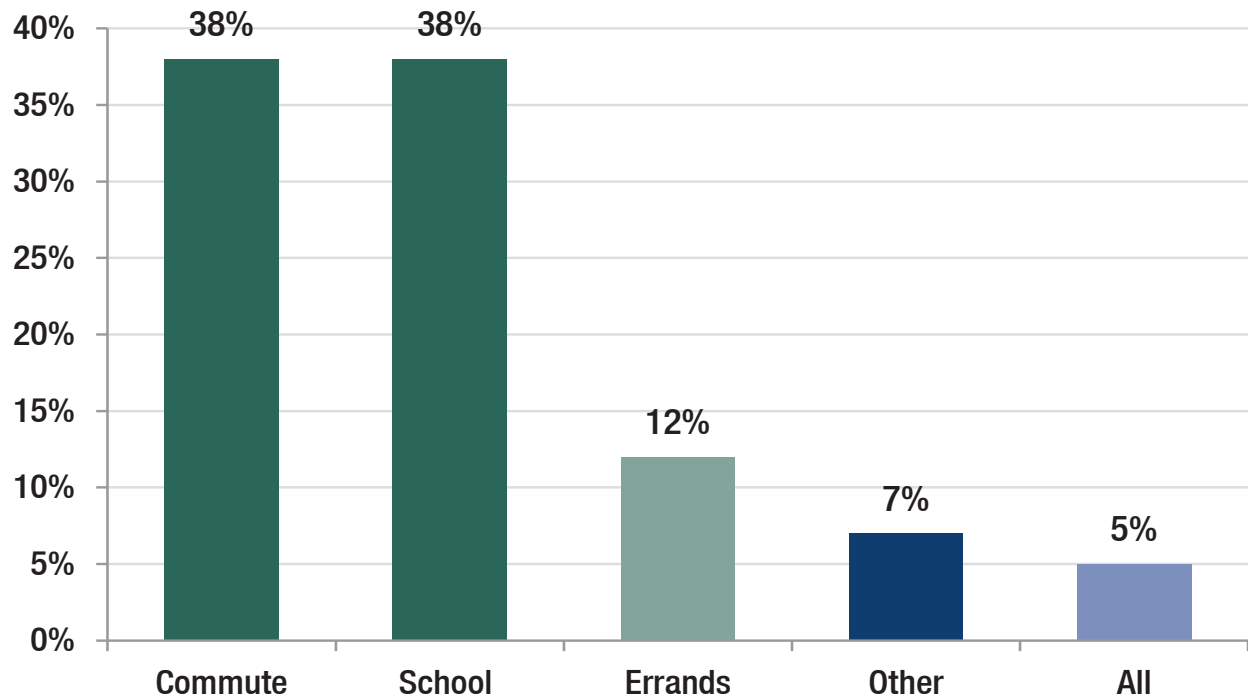
5.4 Transit Customer Intercept Surveys

During the first few weeks of March, two Long Range Planning staff carried out pedestrian intercept surveys at the Downtown and Place Riel Transit Terminals. Twenty-five (25) people at each location were asked a series of questions about Saskatoon Transit. Each participant's answer was recorded on individual pages then collated into a spreadsheet along with any additional comments made during the survey. Surveys took approximately three minutes to complete and the demographics of the respondents varied significantly. Below is a summary of the combined responses.

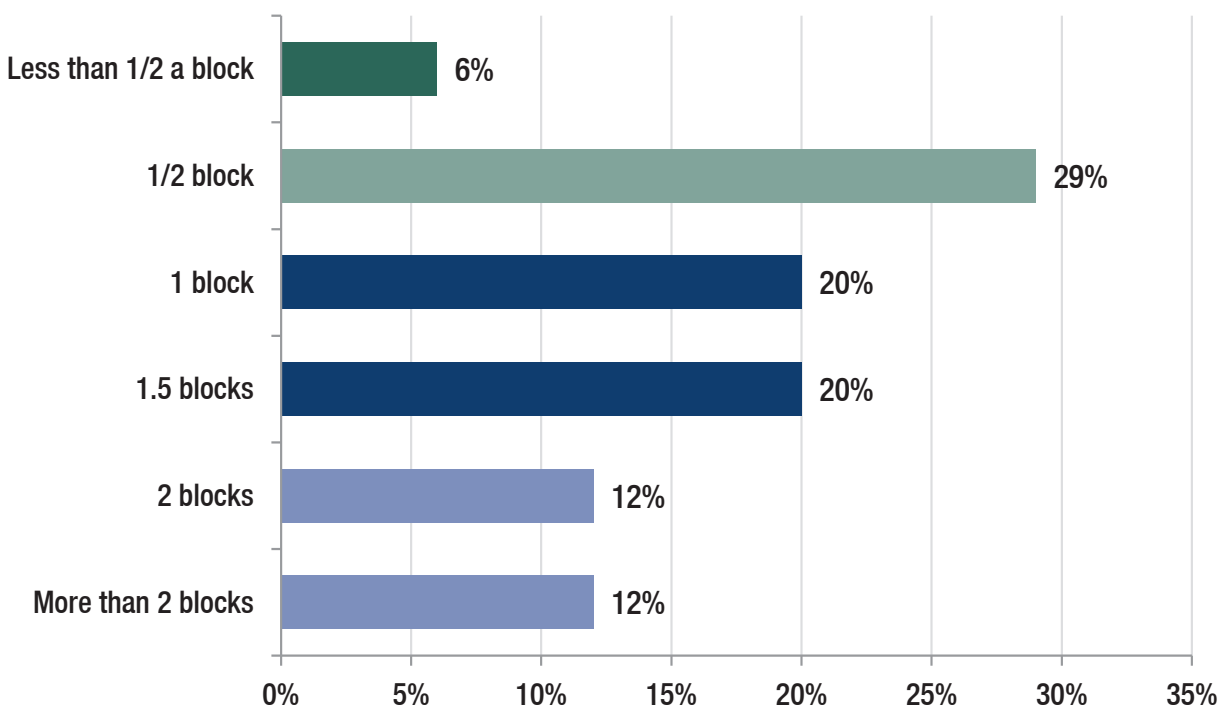
HOW OFTEN DO YOU USE TRANSIT?



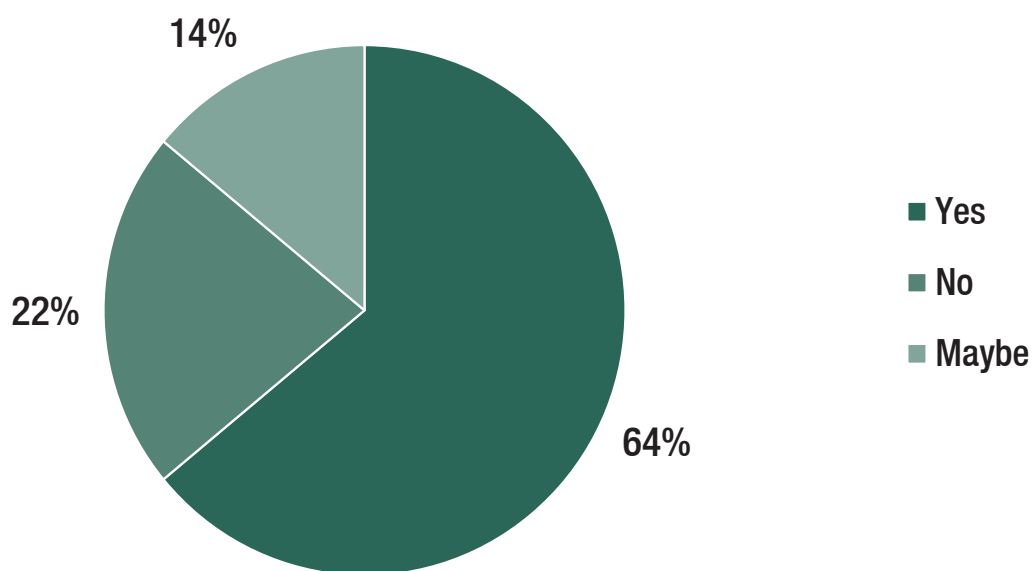
WHAT DO YOU USE TRANSIT FOR?



HOW FAR DO YOU WALK TO CATCH YOUR BUS?



WOULD YOU WALK FURTHER IF YOUR BUS CAME EVERY 15 MINUTES, YOU COULD TRACK IT ON YOUR PHONE AND IF YOU HAD SHELTER?



PROPOSED MEDIUM-TERM TRANSIT SERVICE & FACILITY

Improvements	High Priority	Low Priority	N/A
More frequent service on 8 th Street, College Drive and 22 nd Street?	36	4	9
More frequent service on Broadway Avenue, Idylwyld Drive and Warman Road	19	10	19
What do you think about dedicated bus lanes on College Drive?	40	6	3
What do you think about dedicated bus lanes on 25 th Street?	28	8	12
What do you think about dedicated bus lanes on 3 rd Avenue?	25	13	9
What do you think about dedicated bus lanes on 22 nd Street?	32	10	7
Extending bus service into new neighbourhoods?	30	11	7
Park-n-ride lots for suburban areas?	32	8	8
Introducing shuttle service from Lawson Mall area to major destinations in the industrial area?	20	7	20
Introducing shuttle service from the Confederation Mall area to the South Industrial and Montgomery?	19	8	20



5.5 Aboriginal Focus Group

A *Growth Plan* focus group was held with members of the Aboriginal community at the English River Business Complex on March 16, 2015. The focus group was hosted in partnership with the University of Saskatchewan's Aboriginal Engagement Office and the Saskatoon Aboriginal Professional Association (SAPA). In total, 18 people were in attendance.

The session was facilitated by Warren Isbister-Bear, the Aboriginal Diversity & Inclusion Consultant with the City of Saskatoon and included presentations of long-term directions and 5 to 10 year implementation priorities. Input was recorded into the workbooks provided and collected at the end of the session. All workbook input has been included within the summary input outlined in sections 3.1 to 3.3. The following is a summary of the general group Q&A from the Aboriginal focus group session.

GENERAL GROUP Q&A: LONG-TERM DIRECTIONS

- Q** Will Preston Avenue South be extended to Grasswood?
- A** No, that is not in the long-term *Growth Plan*. Preston Avenue will likely not be extended south because it would then divide the Stonebridge neighbourhood in half.
- Q** Is the *Growth Plan* looking at servicing and transit service to Grasswood area?
- A** The *Growth Plan* focuses on growth within Saskatoon's core (the areas within Circle Drive). However, the City of Saskatoon has partnered with surrounding communities to complete a Regional *Growth Plan*, which will address these concerns.
- Q** Does the City have density level data?
- A** Yes, the City collects this information and it's available to the public through our Neighbourhood Profiles. The consultant has used this information in their technical evaluations.

GENERAL GROUP Q&A: TRANSIT IMPLEMENTATION

- Q** Has the City/consultant looked at transit usage data? Where are people going? Where do they work?
- A** Yes, the East/West (Red Line) BRT is being proposed because that is the most heavily used transit route today and is predicted to continue to grow.
- C** The City should consider giving people an incentive to use transit. For example, if you use your transit pass X number of times in a year, you get a discount on taxes or other City services.
- Q** What are we doing to address the railroad tracks that run through our City?
- A** Unfortunately, the railroad tracks won't be moving any time soon. However, a Steering Committee has recently been formed with the City and the railway companies to try and come up with solutions to problems.
- Q** Is the City looking at payment kiosks, Wi-Fi on buses, etc.?
- A** Yes, this is all part of the Transit Customer Experience component of the *Growth Plan* (pg. 13).

Q What if people do not feel safe taking the bus? Is the City looking at other alternative transportations options (like Uber)?

A The City is currently working on an Active Transportation Plan and is also working with a third party on a car share co-op program.

Q What are the plans beyond the E/W, N/S BRT lines?

A There will be a mix of frequent, conventional and community shuttles.

GENERAL GROUP Q&A: CORRIDOR GROWTH IMPLEMENTATION

Q Why are we not looking at developing new neighbourhoods in the south of Saskatoon?

A There are many acreages and housing developments located south of the City limits. This makes it difficult to annex lands for neighbourhood development.

Q What are costs of a transit station?

A It varies depending on the amenities and size.

Q How do we avoid growing like Calgary?

A That is why we are developing a *Growth Plan to Half a Million* now, so that we grow in strategic ways.

GENERAL GROUP Q&A: OPPORTUNITIES & CHALLENGES

1. It will be a real cultural shift for people in Saskatoon to take transit. It's not the norm here.
2. How did Calgary make LRT successful?
3. Incentives will be important. 'What's in it for me?'
4. Need to make sure people are aware of what will happen if we don't embrace this plan. Sell where you want to be.
5. Like Park and Rides.
6. Mayor and City Employees should be required to take the bus. Set an example.
7. Think of everybody. Not everybody will take transit. Car is faster to get kids to activities.
8. Like facelift to 22nd Street and Confederation Mall – would like to see this happen sooner!
9. Housing will need to be considered.
10. Important how you advertise the improvements
11. Partner with Employers to build transit usage as a benefit
12. Service to educational facilities will be important (4th & 20th)



5.6 TwoTwenty Lunch-and-Learn

On March 18, 2015, a small scale *Growth Plan* presentation was given at the TwoTwenty, a co-working office in the heart of the Riversdale District. Arranged by Brian Hoessler of Strong Roots Consulting, the lunch-and-learn session ran from noon to 1 p.m. with approximately 25 people in attendance. All attendees have office space at the TwoTwenty, which is currently home for many of the city's creative and progressive industries and businesses.

The content of the presentation aligned with all other public engagement during this round of consultation, however was condensed to one hour for efficiency. The long-term directions for the *Growth Plan*, relating to Transit, Corridor Growth, and Core Bridges, were presented and included opportunities for questions throughout the entire discussion, rather than at the end.

TWOTWENTY QUESTIONS AND COMMENTS

- Q** How do we reverse the trend of suburban growth and change the shift the ideal suburban lifestyle to something more urban and downtown?
- A** This is a shift that should occur on a cultural plane.
- Q** Corridor growth has been described as higher density, mixed use development and more transit...is this accurate?

A Yes

Q How do we get property developers, especially residential, to relocate their emphasis to urban neighbourhoods, rather than the suburban lifestyle?

A Encourage a cultural shift both publicly and administratively. A reinvented transit system needs to happen before anything else, though. Once transit operations spread to suburban areas, attractiveness will increase. As transit improvements are made, the core will see greater usage of transit.

Q How do we change the built form of 22nd Street and 8th Street? What changes can be made?

A Invest in infill strategies. There is a greater chance of doing this on the soon-to-be-developed ends of both streets. There is great infill opportunity on both corridors. More immediate changes include streetscape enhancement, dedicated bus lanes.

Q How are these changes (*Growth Plan*) going to be financed?

A As part of the *Growth Plan*, a study on funding for its implementation has been completed—Financing Growth.

Q Is there a media/communications plan for Growing Forward! Shaping Saskatoon? How is this going to be rolled out?

A Yes. Shaping Saskatoon has been the main communication channel

Q Has the city taken a look at Ottawa's transit system? It is highly used.

A Yes, but it has not been looked at to a very high degree as the population is not comparable to that of Saskatoon. Ottawa is too big.

Q Could you provide some details on proposed changes to Transit?

A The Customer Experience is at the core of the Transit Plan. Basically, everything is connected to the experience of the customer, so increasing this will reinvent the transit system.

Q Has the city ever considered purchasing lots on Idylwyld Drive? Why not?

A No. Not sure.

Q Is LRT being considered?

A LRT is being considered, yes. Of the three possible BRT scenarios, two of them allow for easy LRT integration in the future.

Q 4th and 3rd are planned as complete streets, which would presumably result in parking space loss. Would there not be push back from downtown business people?

A Yes. The dedicated group of stakeholders will be involved during the entire process and compromises may have to be made.

Q Is extending transit into new areas (Rosewood) feasible? People buy/live in this area assuming to never take transit and always use their personal vehicle for everything.

A This is something that has been considered. Again, by focusing on the customer experience, we hope that the appeal of transit does increase. That being said, there will always be people who always drive.

Q Would transit ever contract out services? Like Uber but for transit?

A This has been discussed for possible feeder buses that then feed into the BRT lines.

Q Would BRT be better along 20th Street, rather than 22nd Street?

A 22nd street was identified as a desirable BRT route because of its built form and width.

Q Is the University on side with plans for BRT and Preston stations?

Q Would a “loop” bus service work downtown?

Q Proposed transit plans and cooperation from transit unions.

Q How do people that care/want to see this *Growth Plan* passed get their voice heard and help?

A Attend things like this lunch and learn. Write down your thoughts and comments, fill out the survey, provide feedback, etc.

Q Would a transit referendum be a good idea here (like Vancouver)?

A Due to different taxation systems, this would not function in Saskatoon the same way.

Q How would the *Growth Plan* implementation be paid for?

C Drop 33rd Street bridge idea entirely.

C Environmental concerns - the City is not doing enough to eliminate usage of fossil fuels and reduce GHG emissions. There is no mention of either of these things in the *Growth Plan*.

C The *Growth Plan* is all about driving.

C Federal and Provincial funding for *Growth Plan* implementation.

5.7 North Park & City Park Community Consultation

A Growth Plan presentation was held at North Park Wilson School on Wednesday, June 17, 2015, from 7 to 8:30pm for North Park and City Park residents. Approximately 66 people attended. The session included presentations on the preliminary long-term *Growth Plan* directions for Corridor Growth, Transit and Core Area Bridges, followed by general Q&A.

Participants could provide their input by filling out Comments Sheets at the event or emailing GrowingFwd@Saskatoon.ca by June 26, 2015 (Appendix F). The Question & Answer period was also recorded and is summarized below.

GENERAL GROUP Q&A

C On behalf of North Park and City Park Community Association Boards, thank you for coming out and providing us with more information.

Q What happened to the 24th Street Bridge Option?

A All options went through a Technical Comparison & Evaluation review and the 24th Street Bridge option did not rank as high as the option to build a 33rd Street Bridge combined with BRT lanes on the University Bridge.

Q Have lane controls been looked at on the University Bridge during the morning and afternoon commute times?

A Yes, we have looked at lane controls; however, the directional flow going East and West on the University Bridge does not change during peak times so lane controls would not work in this instance. This works best in situations where there are an odd number of lanes and unbalanced trips in each direction.

Q What about the Victoria Bridge? When is that getting replaced?

A Yes, the funding has been approved to rebuild the Traffic Bridge. It will be one-lane of traffic in either direction, with wide pedestrian lanes on either side of the bridge.

Q What about adding BRT on the Traffic Bridge?

A There is not enough demand along that corridor to warrant BRT on the Traffic Bridge. The highest demand corridor is College Drive/University Bridge/22nd Street.

Q What about relocating the rail lines? Why hasn't that been considered or mentioned in the Growth Plan?

A Unfortunately, the City does not have a whole lot of influence on getting CP and CN to move their rail lines. We wish we did. The rail lines are federally-regulated private companies and they have flat out told us that they have no plans to move the rail lines anytime soon.

Q This whole plan seems focused on the automobile. The UN recently announced their goal to have no carbon emissions by 2100 and building a new bridge with traffic lanes is completely going against this target. I am not in favour of a bridge.

A The goal of the Growth Plan is to get more people out of their car and using transit and other modes of transportation. More river crossing capacity is necessary to provide dedicated infrastructure to transit.

Q What about changing the RR Bridge near 33rd to an LRT?

We did at one time consider converting the RR Bridge into a rapid transit bridge. However, it is just not an option. Unfortunately the rail companies have no plans to move the rail lines. They still have big customers on the line and that likely will not change in the foreseeable future, so we have to plan around them.

A

That said, the City has recently formed a Task Force which includes City Leaders, the Fire Chief and RR officials to work together on solutions around safety and infrastructure to bypass rail lines that cause significant congestion.

As for LRT (Light Rail Transit), our consultant did look at the possibility for LRT in Saskatoon. However, we simply will not have enough population or ridership to make it a feasible option in the 30 to 40 year horizon. BRT (Bus Rapid Transit) is the better option for Saskatoon.

Q I like the Transit Plan, especially the Park & Ride option. Have you investigated where the markets are today and in the future? Transit needs to go to high volume employment areas like the hospitals, downtown and University.

We know the highest transit ridership today is along the East/West line (shown in red in the plan).

A Hospitals tend to be located along these corridors. What the Growth Plan will help us do is to develop high ridership areas into gold-level transit service. And link land use along corridors with transit/transportation targets. This development approach has never been done before in Saskatoon.

Q I attended the recent Active Transportation public event and somebody I was talking to told me about the University's plans to develop their land along College Drive and near the river. Can you tell me more about that?

A Yes, the University has a plan called Vision 2057 to develop these parcels of land into mixed-use developments. Essentially, once complete, they would equal the size of two new neighbourhoods within the City's core. They are already starting now with plans for the College Quarter section.

Q Has the University allowed for academic and Innovation Place expansion in their plans?

A Yes, the University will ensure the needs of campus and Innovation Place are met within their plans.

Q If the rail lines stay and the 33rd Street Bridge gets built, how will congestion be avoided if a train is going through?

A As part of the Task Force I mentioned earlier, the rail companies have agreed to help the City with funding requests to improve grade separation infrastructure at key rail crossings throughout the city.

Q With all these new bridges being built, won't people just go up Warman and over the Circle Drive Bridge? I don't think it will ever be necessary to build a 33rd Street Bridge.

A Once the North Commuter and Traffic Bridge are open, we will be OK for a while, but that will not last forever. As our population reaches 500,000, we will need another river crossing.

C I agree that Public Transit needs improvement and Saskatoon's density profile has always been sparse. However, if you look at the millions of dollars already going towards new bridges and roads. It seems all of our budget focus favours roads.

C The 33rd Street Bridge option didn't come from public consultation.

C I would caution proposing Transit Plan as aggressive. . the goals don't seem overly aggressive to me.

Our goal is to reach 8% mode share, which for Saskatoon is very aggressive. Unfortunately, we simply do not have a transit-oriented culture in Saskatoon and it will take a lot of investment to develop a system that people want to take. I am not sure on the actual stats, but I believe even the best transit cities like Toronto only have around 10% mode share.

Q Who are you trying to accommodate by building a bridge at 33rd Street?

Essentially everyone. With the development of the City Centre, North Downtown, University and Corridor

A Growth, the population and density within Circle Drive will significantly increase and people will need another means of crossing the river to access these developments.

Q Have you considered having BRT lanes on the 33rd Street Bridge instead of the University Bridge?

A BRT needs to go on the highest demand corridors – the Red and Blue lines. There is not enough demand to warrant putting BRT lanes on 33rd Street Bridge.

Q Was the 33rd Street Bridge being considered when they were planning the new multi-use pathway in the neighbourhood?

A No, it wasn't a consideration at that time.

I have neighbours from Finland that recently moved here and they do not have a car. Compared to Finland's transit system, they can't believe how long it takes to get around Saskatoon using our transit

C system. I sometimes drive them to where they need to go because it would take them hours to go by bus. He works at the University and a 33rd Street bridge would probably be good for him, but I think a bridge is going to cost too much money.

Q Why isn't someone from Transit here to answer questions?

A Transit's focus is on planning for today and Long Range Planning works with Transit to plan for the future.

Q Will the new Transit Plan completely replace what we have today?

A No, not completely. It will become a hybrid of many services working together to be more efficient.

C I understand that sometimes what's best for the city as a whole is not always what's best for a community. When I first heard about the possibility of a 33rd Street Bridge, I was against the idea. But, I started attending the engagement events to learn more, and while I'm still exploring the idea, I have started to lean the other way. A bridge would relieve congestion and move people within Circle Drive.

Q You said that the average number of people per car in Saskatoon today is 1.1. Have you projected what the average number of people per car will be 30 years from now?

A It's hard to predict that number because we can't really tell people how to move around, we can only encourage them by providing other choices. For example, perhaps dedicated lanes for BRT could also be used for High Occupancy Vehicles.

C I am concerned this plan is going to Council in 2016 before we even know what a 33rd Street Bridge will look like. You need to work with City Park and North Park because we live here and a bridge will affect our communities. I understand that people need to move through, but I hope you work us before anything is decided.

C I moved to North Park because of the character of the neighbourhood. With a bridge traffic along 33rd Street will be even faster and it will destroy our neighbourhood. This appears to be providing more tools for car owners and car use and is not providing an incentive for bike use, or transit use. Rather it is providing better car options.

Q I have lived on the corner of 33rd and Spadina for 30 years. Did anybody think that people who live in this neighbourhood live here for a reason – to enjoy the scenery of the river? If you put a four-lane bridge at 33rd Street, you will have to take parking out along 33rd Street and the businesses along 33rd Street need those parking spaces for their patrons. If there is no parking, their businesses will suffer.

A The boards at the back show all the factors that were considered when evaluating the bridge options. No matter where a bridge goes, it will have an impact. At this point, we are at a very conceptual stage and will only be seeking acceptance in principle on the location of a river crossing at 33rd Street. More work will need to be done on mitigating impacts to the community once it's determined a bridge is needed.

Q Is the City planning to acquire property?

A There are no plans to acquire property at this time.

C Be careful talking about consultation. This meeting should have happened a long time ago and more consultations need to be had with more neighbourhoods. It was a mistake in the process to not have earlier consultations with affected neighbourhoods. I was surprised to learn that we couldn't quantify where people were coming from during the Engagement. This needs to be improved for future.

Q Have future demographic characteristics been considered in the development of this plan? I believe the types of people who will choose to live in the core neighbourhoods of the city want to live in communities where they can live close to where they work. They don't want to have to get into a car to get around. A bridge to move more traffic is not the answer. Victoria recently built a toll bridge under these same congestion assumptions and not nearly as many people are using the bridge as they predicted would. I think we need to concentrate on completely reconfiguring transit and not building a new bridge.

Yes, we do know that the Millennial generation who are in their 20's now want to live in more dense neighbourhoods, with more options to get around than just the car. Much of the Growth Plan is about creating more density and transportation options within the City's core. However, we still live in a prairie city and there will likely always be a certain sector of the population that will favour the automobile. While growth in new neighbourhoods will not disappear, we hope that the Growth Plan will help us to shift this outward growth to 60/40 or even 50/50. We know that some of these concepts are pushing the limits of Saskatoon's acceptance for change. There has been no decision on a bridge, only technical analysis.

A

Q Was a pedestrian/bike only bridge considered at 33rd? We need to think beyond the automobile. We currently have two major core bridges down and the sky has not fallen.

A We have to plan for a future population that will be much greater than today, which will mean more people in cars, on bikes and taking transit. The bridge being proposed would accommodate all modes of transportation.

C You mentioned in your presentation that if we do nothing travel times will increase from 10 minutes to 40 minutes. This might be what it will take for people to start using Transit. If we continue to make changes to accommodate automobile travel, people will never change.

Q What about LRT? Was that considered?

A LRT is not a feasible option for Saskatoon – it's simply too expensive.

Q First, I want to thank you for coming out. I do not envy your job. You mentioned this plan is about bringing people downtown, why is that important?

A The Plan is not just about bringing people downtown; it's a combination of factors. Without an additional river crossing, we won't be able to dedicate lanes for Transit along the University Bridge. Building a bridge isn't about just the car; it's to support all transportation modes.

C Cyclists need better choices. Biking is dangerous in Saskatoon. We need separate bike lanes in this city. Put all the money from bridges into protected bike lanes instead.

A The protected bike lane pilot project is starting soon along 23rd Street this year and 4th Avenue next year. It will be evaluated after 2-years and hopefully will lead to more protected bike lanes throughout the city in the future.

5.8 Corridor Survey

In May 2015, the City of Saskatoon contracted Insightrix Research Inc. to conduct a survey of land owners and businesses in Saskatoon along 22nd Street, 8th Street and College Drive/Preston Avenue to gather feedback on the preliminary long-term recommendations and implementation priorities included in the *Growth Plan*. The objective of this study was to identify the support for future planning and investment in the areas of Corridor Growth, Transit, Rapid Transit and Core Area Bridges.

Over 800 land owners and businesses were invited to participate through mail out letters. The study was conducted online and data was collected between June 6 and June 30, 2015. A total of 19 surveys were completed.

The survey results have been included in Appendix F. Please interpret results with caution due to low sample sizes.





6

NEXT STEPS

With the third round of engagement for the *Growth Plan* complete, we are now working to refine the details in the *Growth Plan* based on what we have heard from the community and various stakeholder groups. The hundreds of suggestions and comments received during this round of engagement will be used to help us finalize the long-term directions of the *Growth Plan*'s core initiatives and further shape priorities for implementation.

We will be back in the Fall 2015 to share the draft *Growth Plan* and the implementation strategy for further review and feedback from Saskatonians.

The *Growth Plan* team would like to thank everyone that has contributed to the process so far. We look forward to hearing more from the community this Fall!

If you would like to learn more about the various components of the *Growth Plan to Half a Million*, we encourage you to visit growingfwd.ca.