

FEBRUARY TO JUNE 2015

# ENGAGEMENT SUMMARY REPORT #4 APPENDICES



**JUNE 2015**

Prepared for the City of Saskatoon by Urban Systems Ltd.





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# APPENDIX

# A

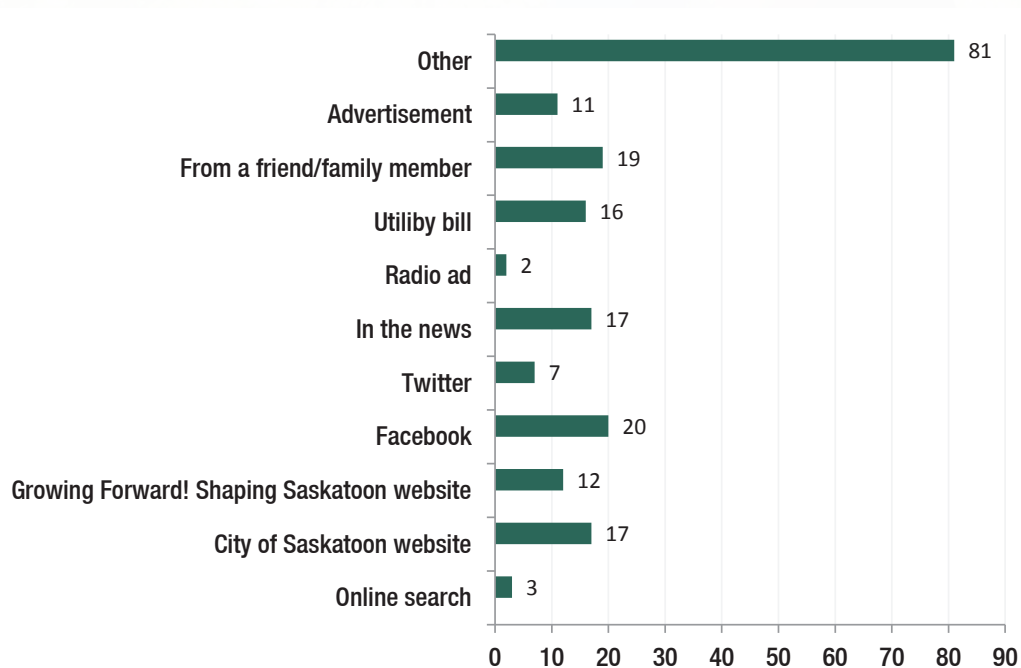
## Exit Surveys



# Exit Survey

On March 3, 2015, Saskatoon residents were invited to attend workshop sessions for the *Growth Plan to Half a Million* project at TCU Place. Two workshops were held, one from 12 p.m. to 2 p.m. and another from 6 p.m. to 8 p.m. Participants were encouraged to complete exit surveys so we could better understand how they felt about the event, and gather feedback as to how the engagement process could be improved. Ultimately, we received 145 exit surveys, the results are below.

## HOW DID YOU HEAR ABOUT THIS EVENT?

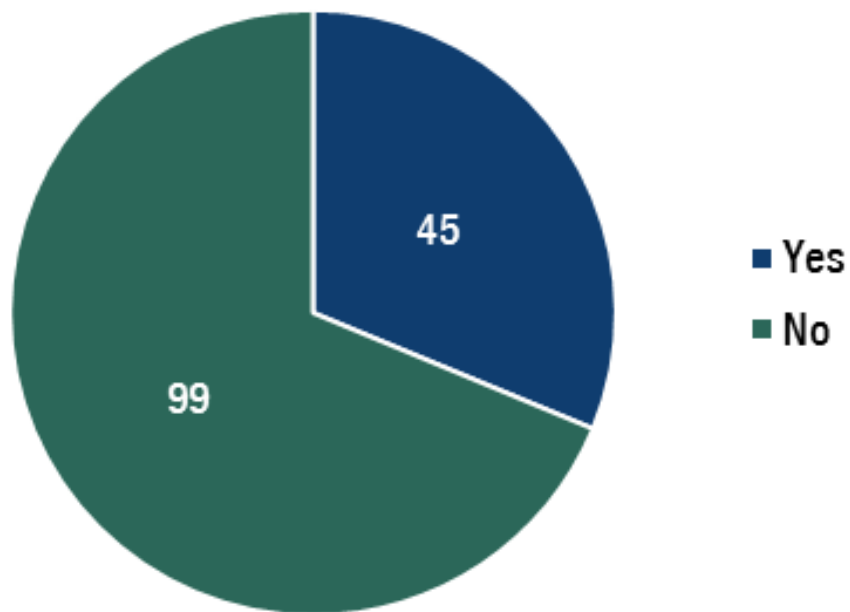


Sixty-eight (68) respondents provided comments that could not be categorized into the given survey answers:

- School – teacher
- Co-worker
- Eblast
- Community consultant
- Bus riders of Saskatoon
- Email
- Community Association
- University of Saskatchewan
- City Staff or Council
- SRAR
- Saskatoon Age-Friendly Institution
- CARP
- Press Release
- Realtors Association



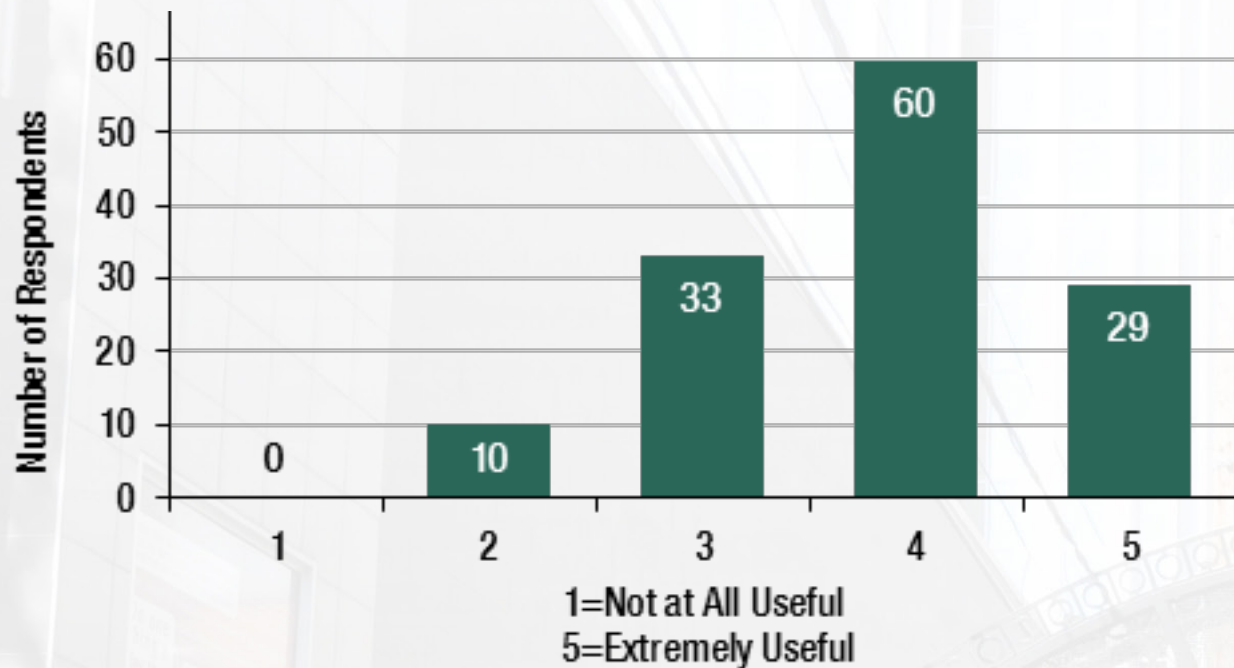
## HAVE YOU ATTENDED ANY OTHER GROWTH PLAN EVENTS?



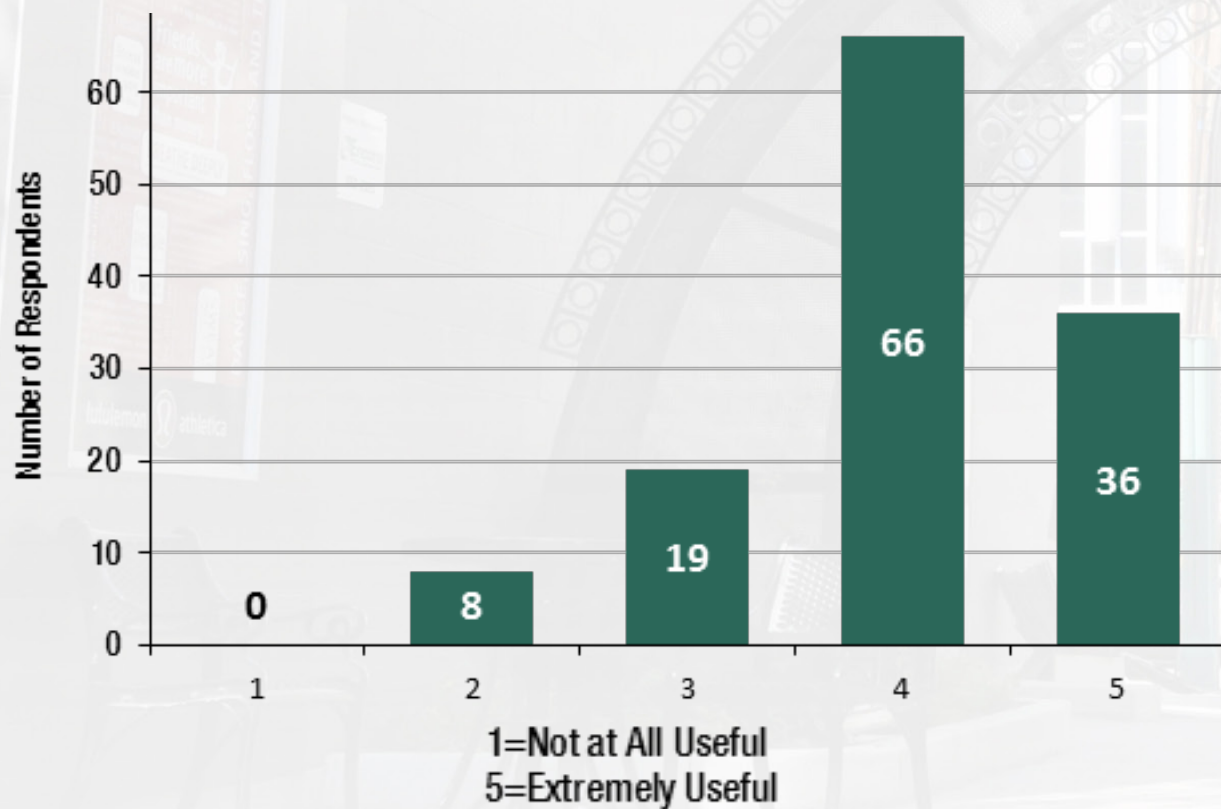
Those who have attended other *Growth Plan* events were asked to indicate which event(s) they have attended previously. Responses include:

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

### DID YOU FIND THE INFORMATION USEFUL?

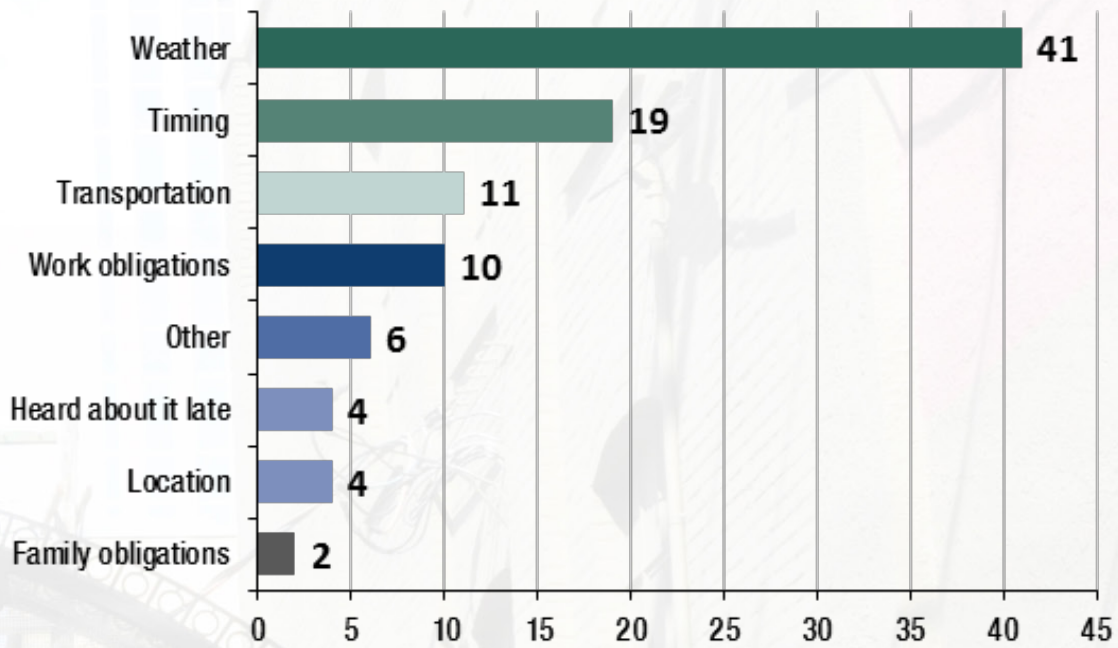


### DID YOU FEEL YOU WERE GIVEN THE OPPORTUNITY TO SHARE IDEAS AND/OR EXPRESS ANY CONCERNS?





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



Six (6) respondents provided comments that could not be categorized according to the given answers:

- Parking
- Un-cleared city sidewalks
- Bike lanes were covered in snow
- No childcare

## WHAT DID YOU ENJOY ABOUT THE EVENT?

### Prominent Themes

- Attendees indicated that the workshop format was easy to follow and conducive to productive discussion
- Information and workbooks provided were easy to understand and complemented the presentation
- Attendees appreciated having multiple opportunities to share comments and opinions throughout the workshop

### Examples

- Clear presentations – booklet made very clear by the speaker. Welcoming staff at the door. Luncheon was a nice touch
- Great presentation. Well attended and good help from city representatives
- I liked the small group discussions
- The speaker was great at answering questions and he really knew what he was talking about
- Packages were clear, interactive and colourful, which allowed me to understand the overall plan
- The opportunity to give feedback and to ask questions was appreciated. The TCU location was very convenient and enjoyable. The workbook was very helpful as it explained the plans more clearly and in that we can study it more in depth
- Very professional handling of the off-beat questions
- Well put together, easy to consume/digest. The presentation was informative and fostered excitement for the future
- Thoughtful discussion, good questions. Welcomed the clear information
- The facilitators were open and inviting. The conversation felt genuine. Thank you to the organizers and facilitators for an excellent opportunity to participate
- Range of people present was good, however there wasn't a First Nations presence
- It was a very welcoming environment where you were encouraged to share your ideas
- Well-explained with multiple opportunities for input in a short period of time. Hearing people focus on transit in Saskatoon and not roads and cars for a change was so exciting and refreshing
- The fact that the city is willing to show the public their plans for the future and are using the public's opinion to shape the growth plan
- Well organized – kept moving and focused. Varied modes – speaker, discussion, Q&A, workbook – very good and I could see and hear everything
- I got a general idea of what is going to be happening and other people's opinions. It was very well done



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

### Prominent Themes:

- The format of the workshop wasn't clearly communicated prior to the event which caused some confusion
- Attendees indicated that additional promotion of the event through social media would have been an effective way of informing the community
- The workshop seemed rushed and attendees indicated that they could have used more time to discuss and share their ideas

### Examples:

- More of a clear-cut list of objectives and priorities is needed
- Perhaps have people walk to a common microphone to present their questions so it would then be a very clear way to gain floor time
- Have more of an open forum with speakers discussing why the option was chosen
- Short term/intermediate plans would have been interesting to see as well
- Rather short presentation – a lot to take in during a limited time span
- More opportunities needed to discuss specific topics
- It was a bit rushed, I felt that more ideas came out of the small group discussions
- Incorporate cycling discussion into the topic as the transit and cycling go hand in hand
- Longer discussion periods needed
- Could have had a better description of what the event would consist of (thought it was a come and go session)
- This was a presentation asking for agreement on priorities with no time to address why those priorities were proposed. Realize there has been more to the process but planning assumptions need to be there for all to understand.
- Give more promotion to the meetings as I did not see any social media promotion on or before the day of the meeting
- More time for large group discussion
- I find the open “whole room” Q&A discussion is least productive as citizens just air their grievances about civic issues and not discuss the IGP





# APPENDIX **B** Promotion Of Engagement Activities







City of  
Saskatoon

GROWINGforward!

Shaping Saskatoon

## A 33<sup>rd</sup> Street Bridge in Saskatoon?

Join us in person or online at [www.growingfwd.ca](http://www.growingfwd.ca) from February 25 to March 18 to provide your input on the proposed **Growth Plan to Half a Million** including long-term plans and implementation priorities for:

- a new transit system with Bus Rapid Transit (BRT);
- a new river crossing at 33<sup>rd</sup> Street and BRT lanes on the University Bridge; and,
- changes to how we live, work and play along our major corridors.

Mark your  
calendars!

### Have your say!

Main Event | Growth Plan  
Focused Discussions

**Tuesday, March 3, 2015**  
TCU Place, 35 22<sup>nd</sup> Street East  
Daytime Session: Noon to 2 p.m.  
Evening Session: 6 to 8 p.m.

Growth Plan Campus Consultation

**Tuesday, March 10, 2015**  
Louis' Loft, 93 Campus Drive  
3 to 5 p.m.

Online Survey

**February 25 to March 18, 2015**  
[www.growingfwd.ca](http://www.growingfwd.ca)



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

March 2015 Growth Plan Engagement Print Ad (Example)



City of  
Saskatoon

GROWINGforward!

Shaping Saskatoon

## Bus Rapid Transit in Saskatoon?

### Have your say!

Help us shape Saskatoon's *Growth Plan to Half a Million*.  
Online survey open until March 18!



Click to learn more and get involved.

March 2015 Growth Plan  
Engagement Online Ad (Example)





City of  
Saskatoon

**GROWING**forward!  
Shaping Saskatoon

## A new look for 8<sup>th</sup> Street? 22<sup>nd</sup> Street? Preston Ave.?

Join us in person or online at [www.growingfwd.ca](http://www.growingfwd.ca) from February 25 to March 18 to provide your input on the proposed **Growth Plan to Half a Million** including long-term plans and implementation priorities for:

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- a new river crossing at 33<sup>rd</sup> Street and BRT lanes on the University Bridge; and,
- changes to how we live, work and play along our major corridors.

..... **Have your say!** .....

### Main Event | Growth Plan Focused Discussions

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March 2015 Growth Plan Engagement Poster (Example)



City of  
Saskatoon

**GROWING**forward!  
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## Growth Plan to Half a Million Proposed Long-term Plans for 8<sup>th</sup> Street Information and Survey

Saskatoon is changing. It's how we manage change that is important. This is why the City of Saskatoon is developing a **Growth Plan to Half a Million (Growth Plan)** to help guide future infrastructure investments in areas like Corridor Growth, Transit, Core Area Bridges and Active Transportation, so residents will have more choices for how they live and move around the city as Saskatoon grows.

In March 2015, the preliminary **Growth Plan** was introduced to the public and includes long-term recommendations for:

- a new transit system with Bus Rapid Transit (BRT);
- redevelopment along major corridors like 22<sup>nd</sup> Street, Idylwyld Drive, 8<sup>th</sup> Street, College Drive and Preston Avenue; and,
- a new core area river crossing at 33<sup>rd</sup> Street, combined with BRT lanes on the University Bridge.

Redevelopment along 8<sup>th</sup> Street would involve more detailed planning efforts and engagement with the community before implementation could begin. **However, as these changes would impact you as a business or land owner, we'd like to invite you to review the preliminary **Growth Plan** and provide your feedback online by June 30, 2015.**

<http://surveys.insightrix.com/YXEGrowthPlan>

Further opportunities for input will be offered in Fall 2015 when the final proposed **Growth Plan** and implementation strategy will be confirmed with the public.

For more information on the **Growth Plan**, please visit [www.growingfwd.ca](http://www.growingfwd.ca).

Learn more at [www.growingfwd.ca](http://www.growingfwd.ca)

Corridor Survey Flyer: 8th Street Business & Land Owners (pg. 1)

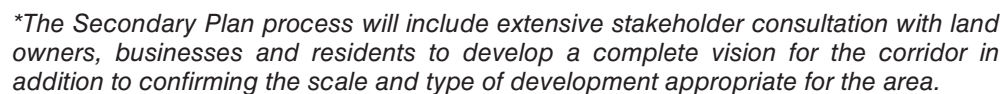


8th St Existing Land Uses

Legend: Commercial (Pink), Multiple Unit Dwelling (Yellow), Institutional (Blue), Mixed-use District (Purple), Proposed Rapid Transit Stations (Red Circle).

The map shows the following street layout and land uses:

- Streets:** Broadway Ave. S, 8th Ave. S, 9th Ave. S, 10th Ave. S, 11th Ave. S, 12th Ave. S, 13th Ave. S, 14th Ave. S, 15th Ave. S, 16th Ave. S, 17th Ave. S, 18th Ave. S, 19th Ave. S, 20th Ave. S, 21st Ave. S, 22nd Ave. S, 23rd Ave. S, 24th Ave. S, 25th Ave. S, 26th Ave. S, 27th Ave. S, 28th Ave. S, 29th Ave. S, 30th Ave. S, 31st Ave. S, 32nd Ave. S, 33rd Ave. S, 34th Ave. S, 35th Ave. S, 36th Ave. S, 37th Ave. S, 38th Ave. S, 39th Ave. S, 40th Ave. S, 41st Ave. S, 42nd Ave. S, 43rd Ave. S, 44th Ave. S, 45th Ave. S, 46th Ave. S, 47th Ave. S, 48th Ave. S, 49th Ave. S, 50th Ave. S, 51st Ave. S, 52nd Ave. S, 53rd Ave. S, 54th Ave. S, 55th Ave. S, 56th Ave. S, 57th Ave. S, 58th Ave. S, 59th Ave. S, 60th Ave. S, 61st Ave. S, 62nd Ave. S, 63rd Ave. S, 64th Ave. S, 65th Ave. S, 66th Ave. S, 67th Ave. S, 68th Ave. S, 69th Ave. S, 70th Ave. S, 71st Ave. S, 72nd Ave. S, 73rd Ave. S, 74th Ave. S, 75th Ave. S, 76th Ave. S, 77th Ave. S, 78th Ave. S, 79th Ave. S, 80th Ave. S, 81st Ave. S, 82nd Ave. S, 83rd Ave. S, 84th Ave. S, 85th Ave. S, 86th Ave. S, 87th Ave. S, 88th Ave. S, 89th Ave. S, 90th Ave. S, 91st Ave. S, 92nd Ave. S, 93rd Ave. S, 94th Ave. S, 95th Ave. S, 96th Ave. S, 97th Ave. S, 98th Ave. S, 99th Ave. S, 100th Ave. S.
- Land Uses:** Commercial (Pink), Multiple Unit Dwelling (Yellow), Institutional (Blue), Mixed-use District (Purple).
- Proposed Rapid Transit Stations:** Indicated by red circles at 10th Ave. S, 15th Ave. S, 20th Ave. S, 25th Ave. S, 30th Ave. S, 35th Ave. S, 40th Ave. S, 45th Ave. S, 50th Ave. S, 55th Ave. S, 60th Ave. S, 65th Ave. S, 70th Ave. S, 75th Ave. S, 80th Ave. S, 85th Ave. S, 90th Ave. S, 95th Ave. S, 100th Ave. S.



Corridor Survey Flyer: 8th Street Business &amp; Land Owners (pg. 2)





## Growth Plan to Half a Million Proposed Long-term Plans for 22<sup>nd</sup> Street W. Information and Survey

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- a new core area river crossing at 33<sup>rd</sup> Street, combined with BRT lanes on the University Bridge.

Redevelopment along 22<sup>nd</sup> Street West would involve more detailed planning efforts and engagement with the community before implementation could begin. **However, as these changes would impact you as a business or land owner, we'd like to invite you to review the preliminary **Growth Plan** and provide your feedback online by June 30, 2015.**

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Corridor Survey Flyer: 22<sup>nd</sup> Street Business & Land Owners (pg. 1)

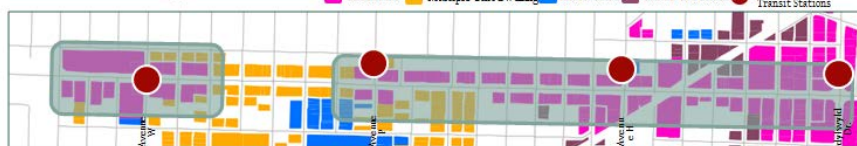


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## Potential Redevelopment Areas Along 22<sup>nd</sup> Street W.

22<sup>nd</sup> St. Existing Land Uses



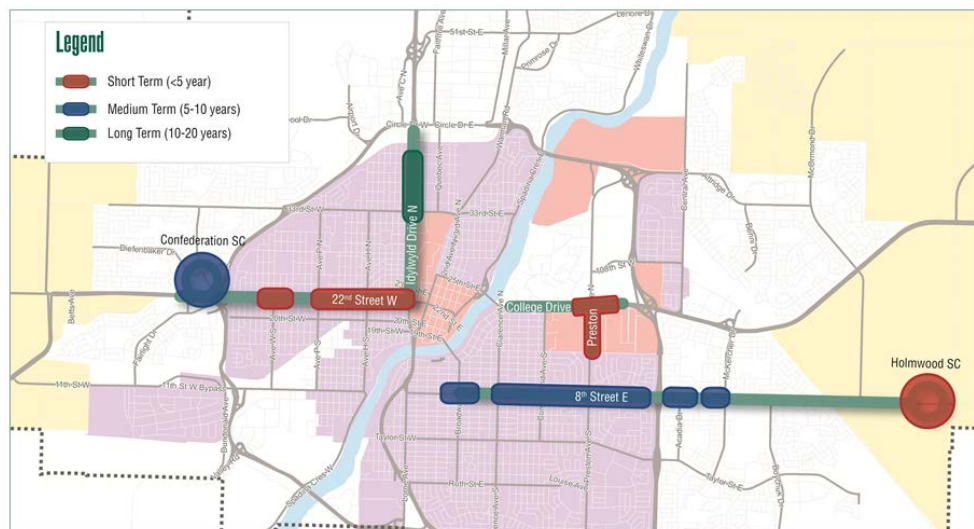
Today



Potential



## Implementation of Secondary Plans\* for High Priority Corridors



*\*The Secondary Plan process will include extensive stakeholder consultation with land owners, businesses and residents to develop a complete vision for the corridor in addition to confirming the scale and type of development appropriate for the area.*

Learn more at [www.growingfwd.ca](http://www.growingfwd.ca)

Corridor Survey Flyer: 22<sup>nd</sup> Street Business & Land Owners (pg. 2)





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Shaping Saskatoon

## Growth Plan to Half a Million

### Proposed Long-term Plans for College Drive & Preston Avenue

### Information and Survey

Saskatoon is changing. It's how we manage change that is important. This is why the City of Saskatoon is developing a **Growth Plan to Half a Million (Growth Plan)** to help guide future infrastructure investments in areas like Corridor Growth, Transit, Core Area Bridges and Active Transportation, so residents will have more choices for how they live and move around the city as Saskatoon grows.

In March 2015, the preliminary **Growth Plan** was introduced to the public and includes long-term recommendations for:

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- redevelopment along major corridors like 22<sup>nd</sup> Street, Idylwyld Drive, 8<sup>th</sup> Street, College Drive and Preston Avenue; and,
- a new core area river crossing at 33<sup>rd</sup> Street, combined with BRT lanes on the University Bridge.

Redevelopment along College Drive and Preston Avenue would involve more detailed planning efforts and engagement with the community before implementation could begin. **However, as these changes would impact you as a business or land owner, we'd like to invite you to review the preliminary **Growth Plan** and provide your feedback online by June 30, 2015.**

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Further opportunities for input will be offered in Fall 2015 when the final proposed **Growth Plan** and implementation strategy will be confirmed with the public.

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Learn more at [www.growingfwd.ca](http://www.growingfwd.ca)

Corridor Survey Flyer: Preston Avenue/ College Drive Business & Land Owners (pg. 1)

Learn more at [www.growingfwd.ca](http://www.growingfwd.ca)

GROWTH PLAN ENGAGEMENT SUMMARY REPORT No. 4 - FEBRUARY TO JUNE 2015 xxi





### Please Tell!

1. How did you find  
Online?  
City of  
Growth  
Facilities  
Twitter  
In the

2. Have you at  
☐ Yes  
☒ No

3. If you have  
\_\_\_\_\_

4. Did you do  
\_\_\_\_\_

5. Do you  
Not at all

6. Did  
\_\_\_\_\_

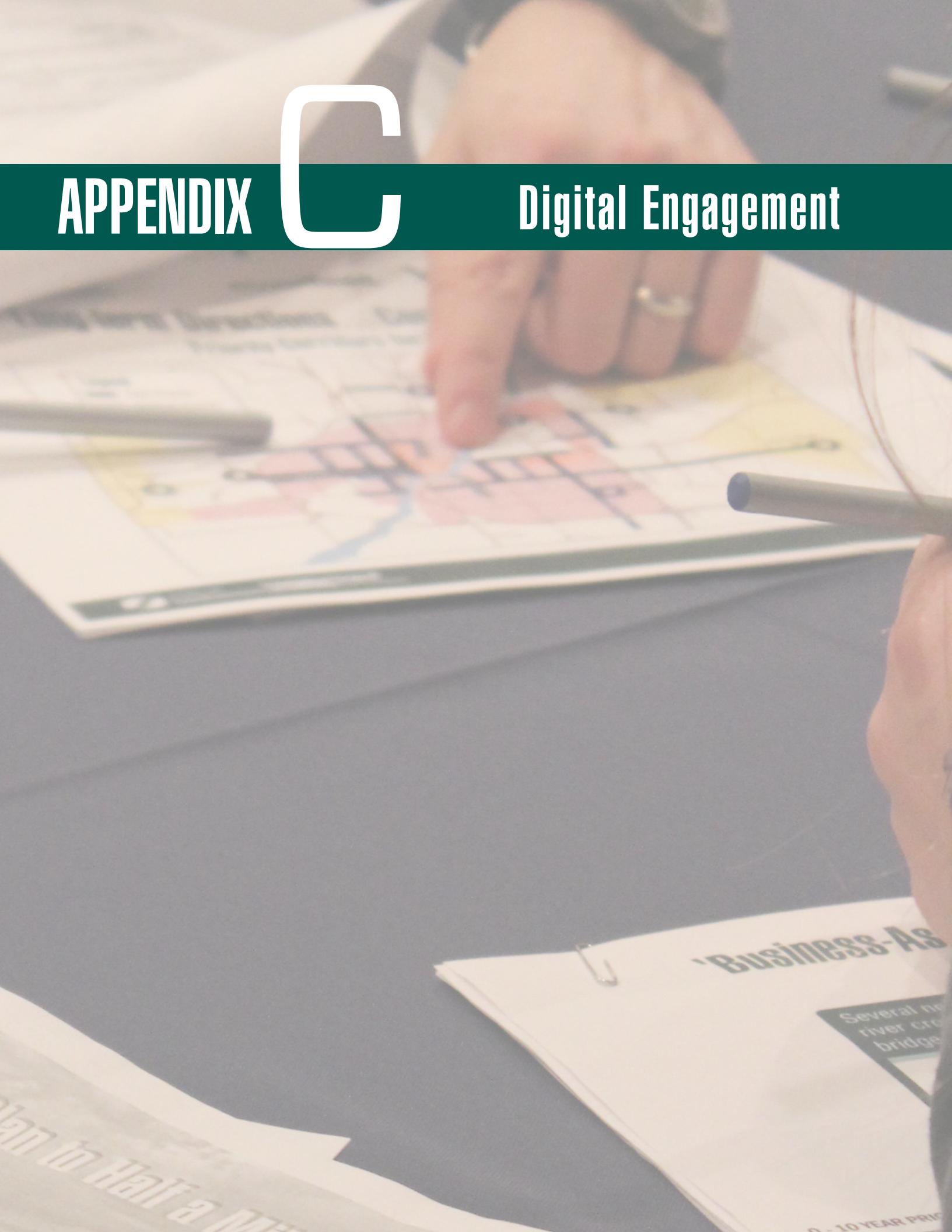




# APPENDIX



# C

# Digital Engagement






# Facebook Ads: Likes, Shares and Comments

**Saskatoon City News**  
Written by Cy Rgrauer [?] · 13 February · 

Have your say in Saskatoon's future! Growth Plan events planned for March 3 and 10.





**BRT in Saskatoon?**


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



11,324 people reached [Boost Post](#)


Like · Comment · Share


 25 people like this.


 3 shares

**Jaime Svennes** is BRT like LRT's, sorry to ask a dumb question  
Like · Reply · 14 February at 10:48

**Evan Edlund** BRT is Bus Rapid Transit... sadly very far from LRT.  
Like · Reply  3 · 14 February at 17:54

**Michelle Campeau** I've been on part of the BRT in Ottawa. It was terrifying. Our drivers will fit right in! 😊  
Like · Reply · 15 February at 10:06

**Mike Sliva** BRT and LRT are very similar, but LRT is a quarter the cost  
Like · Reply · 15 February at 10:45

**Raven Pitchford** BRT isn't the same as LRT. One runs on tracks and can disappear underground at some points. BRT still relies on the road itself. LRT is similar to a subway. Except subways are way better. Went to New York and their transit system(subways, buses etc) are so efficient.



**Stephanie Sydiaha** There are many examples of citizens giving input, indeed volunteering many hours to the development of plans, giving of their ideas, only to have years go by without implementation, and often to have plans thrown out. I won't be wasting my time on any more input. I will vote.

Like · Reply · 15 February at 22:10



**Matt Cloud** Winnipeg has a good BRT system operating with new designated bus roadways that cut through the city, and even elevated roadways to core areas.

BRT will only work with designated roadways.

Like · Reply · 2 · 16 February at 16:35



**Russell Matthews** Get rid of transit and build seasonally maintained bike lanes. IMO!

Like · Reply · 19 February at 16:33



**Cory McIntyre** ...maybe they should have these events in the afternoon and evening, so people with and without 9 to 5s have a say...

Like · Reply · 2 · 19 February at 17:22



**Skip Seabrook** Roman. Please do not be deceived . These events are not to give you the chance to be heard. They are for the City to tell you what decisions have already been decided within the hallowed walls of City Hall. It will look like they want to hear wh... See More

Like · Reply · 1 · 19 February at 21:20 · Edited



**Stacey Jayne** I've been sharing this for a few years. My BRT idea.  
<https://www.google.com/maps/d/edit...>



#### BRT yxe

My idea for a BRT system.<br>I think the BIGGEST thing that the Saskatoon transit lacks is an easy way to get...

GOOGLE.COM

Like · Reply · 20 February at 18:54



**Hans-Jurg Buchi** The creation of another eternally indebted infrastructure plus continue to pay for the past ineffectiveness ..... uber priced....

Like · Reply · 23 February at 09:48





## Saskatoon City News

Written by Cy Rgrauer [?] · 13 February ·

Have your say in Saskatoon's future! Growth Plan events planned for March 3 and 10.



### A new look for 22nd St?

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

[Learn More](#)

12,768 people reached

[Boost Post](#)

[Like](#) · [Comment](#) · [Share](#)

20 people like this.

2 shares



**Carter Blaine** That's 21st St.

[Like](#) · [Reply](#) · 1 · 13 February at 21:15



**Pete Zbetnoff** How about fixing our destroyed roads and aging sewer and water systems befor spending money to make a street look pretty fix the street the cars drive on first

[Like](#) · [Reply](#) · 5 · 16 February at 16:46 · Edited



**Vanessa Dieno** I'd rather have new roads

[Like](#) · [Reply](#) · 2 · 19 February at 10:58



**Robert Clipperton** Planning to move the Bessborough Hotel?

[Like](#) · [Reply](#) · 1 · 24 February at 00:20



**Dan Purschke** The title is "A new look for 22nd St", the picture is of 21st St. Yup, seems legit.

[Like](#) · [Reply](#) · 13 · 24 February at 17:29



**Darrell Lutzko** There goes our garbage pick up budget,lol.

[Like](#) · [Reply](#) · 2 · 25 February at 13:49



**Mish Lynn Tires** Perhaps they can stop making the streets look "pretty" and fix the roads or shovel residential streets (the ruts are horrible). There are a million things wrong with this city and all they care about is how it looks, pfft. Give your heads a shake and start putting the money where it needs to go!!!  
Like · Reply · 6 · 26 February at 09:08



**Leda Huxley** If 21st was a pedestrian only street and all pretty with cobblestone n' little shops n' whatnot. I'd get behind that.  
Like · Reply · 5 · 27 February at 17:10



**Rob Perry** hopefully some novel idea and solutions about,  
Like · Reply · 27 February at 22:38



**Chris Holmes** Let's stop increasing the population until services and schools catch up. Stop building houses on tiny little lots. Stop trying to set records for population density.  
Like · Reply · 4 · 28 February at 10:09



**Matt Manly** I don't think our city council is capable of making good decisions for our future. I also agree that fixing our streets should take priority over making things look pretty.  
Like · Reply · 4 · 28 February at 11:19



**Rob McCarthy** How about keep up with our increasing taxes with services that we actually get for those increased taxes lorass is a joke for recycling if they dont pick up when they should the resident has to wait til next time so essentially my taxes were increased to get crappier service GOLLYGEE THANKS ATCHISON...do we vote soon? ?  
Like · Reply · 3 · 28 February at 14:38



**Vanessa Dieno** ^ lol  
Like · Reply · 28 February at 16:21



**Dedrick Mc** The bass awkwards ideas and decisions this city puts forth just blows my mind sometimes. It also just makes me and my family feel like moving on and away from the BS. Wake the heck up Saskatoon our city is beautiful enough and more so than most others. How about first stop letting the infrastructure fall apart and use our tax dollars properly.  
Like · Reply · 2 March at 01:16 · Edited



**Nicole Ramsey-Rausch** Snow covers the "pretty" most of the year, I'd much rather see the snow they push into hills in front of my house removed so we can park there instead thx!!  
Like · Reply · 2 March at 07:34



**Colin Kunkel** You can put lipstick on a pig, but it's still a pig in the end. That's how Saskatoon is being operated right now. Put lipstick here and there and maybe no one will notice the sub par bus service, garbage collection and snow removal. Infrastructure is... See More  
Like · Reply · 2 March at 20:11





## Saskatoon City News

Written by Cy Rgrauer [?] · 13 February ·

Have your say in Saskatoon's future! Growth Plan events planned for March 3 and 10.



### A 33rd Street Bridge?

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

[Learn More](#)

19,720 people reached

[Boost Post](#)

Like · Comment · Share

99 people like this.

24 shares



**A.p. Ratz** Boooo. Spending wisely is still not in the vocabulary of city officials? It's fun to dream but damn.... We don't need to chase every one of them.

Like · Reply · 1 · 13 February at 20:18



**Scott Paisley** Here's a plan, hire new City planners and snow removal managers.

Like · Reply · 32 · 14 February at 11:08



**Tanya Loucks** Wrecks the weir atmosphere  
Don't think we need another bridge?!?  
Maybe fix the streets we have

Like · Reply · 7 · 14 February at 21:58



**R Gerald J Demencuik** What about the Victoria Bridge !!!!!

Like · Reply · 5 · 15 February at 14:11



**Pete Zbetnoff** No 33rd st bridge north park and city park are quiet neighborhoods put a bridge there and that will be all out the window. And why have a bridge that dead ends on to university property build a replicated Victoria bridge that is a bit wider





**Matthew Hamilton** Maybe clear some snow...

Like · Reply · 3 · 16 February at 02:38



**Laura Ford Lewis** We need a serious change in the idiots we have for city planning. Starting with a new mayor

Like · Reply · 14 · 17 February at 07:42



**Jeri Lynn Henderson** Focus on a north circle drive before a bridge so trucks can go around the city not through it!

Like · Reply · 14 · 17 February at 10:06

↳ 1 Reply



**Shaun Dyksman** Sustainability. Not a bridge for cars, perhaps a LRT. Move the trains outside the city, use existing railbeds, convert the rails to LRT and connect to the suburbs. Have parking depots/ bike storage lots.

Like · Reply · 22 · 17 February at 10:58

↳ 8 Replies



**Dean Wade Lavall** Fix the bridges that need it before moving forward I say, the city cannot afford to even demolition the 2nd or 3rd oldest historical bridge in sask

Like · Reply · 2 · 17 February at 12:06



**Robin Baerg** 33rd St bridge? Hilarious. Did someone actually think that was a good idea?

Like · Reply · 4 · 17 February at 16:14



**Brian Gilley** a city that size with that many bridges?

Like · Reply · 18 February at 09:53



**Corinne McKay** Ridiculous. Saskatoon needs better public transit, not more traffic flow.

Like · Reply · 3 · 18 February at 12:37

↳ 3 Replies



**Jonathan Walker** We need to focus on improving public transportation in the city. Maybe have buses run 24/7. Could lower the amount of drunk driving incidents as well could cut down on carbon emissions. Maybe install a train system. Public transportation if better would also encourage more people to use it and would cut down on traffic.

Like · Reply · 6 · 18 February at 22:08

↳ 3 Replies



**Christopher Pequin** Why not run a parallel bridge to the train bridge. Sounds good to me! Run LRT from downtown to Sasktel centre then out to Martensville and Warman.

Like · Reply · 2 · 19 February at 11:59



**Kevin Bartlett** maintain the bridges and roads you have now before spending TAXPAYERS money on things we dont need, listen up city council before your voted out....

Like · Reply · 3 · 19 February at 16:50



**Jay Fisher** North bridge is the most important right now. 33rd can wait.

Like · Reply · 2 · 20 February at 13:40





**Saskatoon City News** This is why we are encouraging all of you, your friends, and family to attend these upcoming events. These events are for residents like yourselves to hear the reasons behind the ideas and have your say when it comes to future development in Saskatoon!

Like · Reply · 4 · 20 February at 15:54 · Edited



**Ron J. Lange** Ok what the hell is BRT ? Is that like BLT's ? I love BLT's

Like · Reply · 1 · 21 February at 14:03



**Lisa Jayne** MONORAIL MONORAIL

Like · Reply · 1 · 21 February at 19:21

↩ 1 Reply



**Shanene Cameron** try to better the areas within our City that need improving..QUIT spending our hard earned money on unnecessary things and services!!!! Take that money and put it back into the existing Saskatoon!!!

Like · Reply · 1 · 22 February at 00:45



**Raven Pitchford** Please no more destroying of the river bank. Please?

Like · Reply · 22 February at 02:32



**Errol Sutherland** hmm ..... the university bridge is gonna be down around that time as well ..... ..... great timing on the marketing ... sure lets beef up the public routes thru these areas .....this other connection to college drive? is this the plan or does the bridge come with a whole new street as well? ....

Like · Reply · 22 February at 08:39



**Diane Fontaine** I won't be able to attend the meetings but, the city would be best to fix the roads we currently have before spending more money on unnecessary things. With regards to people wanting to move the CN/CP trains it will always be in the city cause the city is growing to fast and where are the trains to go and yet access what they need in the city.

Like · Reply · 1 · 22 February at 10:00



**Sean Shea** North bridge and Victoria street bridge before talk of another bridge.

Like · Reply · 2 · 22 February at 21:06



**Ken Strohan** Pave a road please.

Like · Reply · 1 · 22 February at 21:43



**Melanie Roundsky** Cmon I love going to the train bridge to enjoy the views... not view one side n turn around n damn bridge in the way...

Like · Reply · 23 February at 17:49



**Alec N Capay** remove the Photo at the Stop lights or get the 20 second count down before the Yellow light...if Prince Albert can afford them so can we!!

Like · Reply · 3 · 24 February at 07:05



**Murray Helmer** Seems to me it would be easier to divert the river around the city and fill in the current basin with the dirt they take out of the new river bed lol

Like · Reply · 24 February at 16:02



**Hans-Jurg Buchi** Thats a thought where on the eastside to connect???

Like · Reply · 24 February at 17:33



**Jeffrey J Benson** This is to please the well to do Kensington area going up.

How about we fix what we have and avoid more debt before appealing a new well to do suburban area.



**Al Stewart** What about markus dr. All the way around by Aberdeen like the next circle dr 2

Like · Reply · 25 February at 11:44



**Dexter Hiltz** Fix the roads. Get more snow removal. Have better transit. countdown lights for the red lights. Many things could be improved but they won't listen

Like · Reply · 25 February at 17:58



**Jonathan Webb** no new bridge fix the ones we have like victoria bridge that is useless right now

Like · Reply · 25 February at 18:25



**Lynn Seguin** Great plan! Please work hard at making it happen!

Like · Reply · 26 February at 10:11



**Austin Uthe** Cheri Uthe

Like · Reply · 26 February at 21:43



**Barbara Rackel** No thanks! I have a hard enough time getting on to 33rd....parking for stores on 33rd is already difficult...and one lane was already closed for a bike lane between warman and spadina. A traffic bridge now too? Thats just stupid!!!

Like · Reply · 27 February at 11:33



**Michael Chmelnyk** We live in a real life Springfield.. Maybe we should have an "I didn't feel like it day" also...

Like · Reply · 27 February at 15:27





## Saskatoon City News

Written by Cy Rgrauer [?] · 27 February at 16:29 ·

Watch this video to learn more about Saskatoon's Growth Plan to Half a Million.



55,072 people reached

Boost Post

16,900 Views

Like · Comment · Share

👍 148 people like this.

↪️ 168 shares



**Scott Paisley** I like how it includes building an inadequate overpass in Stonebridge. Nice job.

Like · Reply · 👍 7 · 27 February at 18:09

↪️ 1 Reply



**Dustin Hicke** More bike paths

Like · Reply · 28 February at 10:32



**Ryan Stensrud** Maybe try digging up the old (50 year old) sewage system to put in larger pipes to accommodate the additions to the city.

Last I recall, the city of Saskatoon was being sued by the insurance companies for excessive and avoidable sewer backups in conf... See More

Like · Reply · 👍 3 · 28 February at 11:28 · Edited



**Jonathan Walker** Why the street cars were ever removed from downtown is beyond me. We need more public transportation

Like · Reply · 👍 7 · 28 February at 17:41



**Mark Trischuk** If you watched this, you'll probably love this blog  
<http://www.humantransit.org/>



## Human Transit

The professional blog of public transit planning consultant Jarrett Walker, focusing on how to have clearer...

HUMANTRANSIT.ORG

Like · Reply · 1 March at 13:30



**Brandon Yeung** no doubt. we only make video in the summer....  
 Like · Reply · 1 March at 15:00



**John Vm** Give people incentives to ride the bus or a bus but I'm sure S.G.I. wouldn't like that. More radar cameras hey S.G.I. !!!  
 Like · Reply · 1 · 2 March at 20:21



**Daryl Penner** As long as it DOESNT include the legacy building Atch  
 Like · Reply · 1 · 3 March at 09:32



**Carla Michelle** I agree more needs to be done with transit, I seem to recall an hour and 45 minute ride for my kids in high school (2 buses, they had to leave before 7am to make it to school on time) we moved from one area of the city to another, but the commute was a... [See More](#)  
 Like · Reply · 1 · 3 March at 18:00



**Jeremy Mather** Can we now think about moving traffic instead of controlling it. Very frustrating to have a light go red in your face when you are doing the speed limit.  
 Like · Reply · 5 · 4 March at 09:38

↳ 2 Replies



**Jill Sauter** What about the fact that we have communities and land use around the city that prohibit growth - cities with outlying industrial areas to the north, acreages to the south. What about schools and civic facilities? What about considering growth in different ways - P3, toll roads? How we get what we need is as important as what we need.  
 Like · Reply · 5 March at 06:42



**Kimon Kercredi** Build a 80 tall storie tower. Then you'll bring more people in. Simple the view is great too the flat land..  
 Like · Reply · 5 March at 10:14 · Edited



**Kimon Kercredi** And name it the starlight tower.  
 Like · Reply · 5 March at 10:15



**Ruby Clarke** Oh my Saskatoon you will get so big I'll never find my way around any mote  
 Like · Reply · 5 March at 20:50



**Rietta Greiner** that extra bridge they are talking about they were talking about a north bridge and charging a toll for it... [See More](#)  
 Like · Reply · 5 March at 21:19



**Capko Vesna** To vaoris u htorim mi teraz zijeme ....(prekrasni varos ....)  
 Like · Reply · 6 March at 00:37



**Tammy Tremblay** Talking about moving people... when are they going to realize that we could really use a C-Train like the Big Cities have... more people would probably use it if it meant getting places faster. Now that's planning for the future.  
 Like · Reply · 6 March at 10:57





**Velvet Platel** lol just walk up the street and get shanked in hood stoon! hahaha

Like · Reply · 6 March at 11:04



**Ryan R Rempel** fix circle drive south side and 11 that's just not safe and north end circle and 11 what a joke I just moved back I've been goon in Alberta for 13 years and I tell you some things haven't changed . lots has changes but by reading all these comments, this city has a lot of work to do. I'm happy to be home. but edmonton was better build . less head ache.

Like · Reply · 7 March at 07:00



**Nelly Martel** Poche comme video

See Translation

Like · Reply · 7 March at 11:04



**Jessie Schwark** People don't like to walk, bike, or sit and wait when it's cold, snowing, slushy, slippery, windy or raining. Which is more than half our year. Please accept that this city doesn't have good weather, and we like sitting in our comfortable vehicles. Their are other ways to move traffic, ie. carpool lanes.

Like · Reply · 2 · 8 March at 13:34



**Elfie Martens** I always loved Saskatoon , having lived their two times

Like · Reply · 11 March at 07:49



**Donny Taylor** I love that city, it,s were young people have a good chance at a future. I just hope it does not become Condo City, Like my city Toronto. Our water front is ruined. We should have a took a tip from Chicago , it,s a lake city like ours, but they had a better better vision for there waterfront

Like · Reply · 12 March at 07:20



**Lorraine Bekolay** Kirsten Kirstin Tischer

Like · Reply · 1 · 14 March at 21:36



**Dedrick Mc** I love this city, but I hope they consult and involve developers from other cities that know how to do this. Half of what finally gets put into place for infrastructure growth here gets done bass akwards or completed poorly. I hope the future holds positive change to the past screw ups and that things get done correctly and with growth beyond what they speculate in mind.

Like · Reply · 15 March at 09:03



**Amanda Lynn Letwiniuk** Except that one time we didn't have buses running for 3 some months. Rights guys?

Like · Reply · 16 March at 16:51



**PJ Johnston** It is a great little city, will probably change a lot. Sad to say!

Like · Reply · 17 March at 22:25



**Marla Horosko Strachan** City planning is an oxymoron . Lights over Victoria bridge comes to mind first .

Like · Reply · 17 March at 23:13



**Cory Paul Ledoux** Imagine this saskatoon to crowded. Cost lots of money to. And who's paying us.

Like · Reply · 18 March at 18:42





## Saskatoon City News

Written by Cy Rgrauer [?] · 27 February at 14:16 ·

BRT? A 33rd St Bridge? Have your say in Saskatoon's future. Growth Plan survey now open.



### Online Public Survey

SHAPINGSASKATOON.CA

Learn More

65,024 people reached

Boost Post

Like · Comment · Share

264 people like this.

118 shares



**Cari Taras** We are in debt so badly now... so why not?

Like · Reply · 3 · 28 February at 12:42



**Heather Graham** Blew \$1.8 mill on a bike path down 33rd that no one uses. People being killed in car accidents at Wanuskewin and hwy 11; more killed at Marquis and hwy 16, at the other end of hwy 16 and Boychuk more deaths ... but we'll increase taxes to put a light rail bridge at 33rd. Whatever. Just more proof this city is run by idiots. No use going to the survey. They've already made up the plan.

Like · Reply · 33 · 28 February at 13:16



**Martin Been** Well said Heather

Like · Reply · 1 · 28 February at 16:48



**Brian Rebalkin** Great! Another bridge we can ignore till it becomes a useless art piece. What is Saskatoon doing with the extra money it's making from house lot prices? Now triple the price from what they were in 2006 for no apparent reason whatsoever. Instead of rais... See More

Like · Reply · 19 · 28 February at 17:54



**Veronica Walters** Terry Fitch

Like · Reply · 28 February at 18:27



**Sara Worsham** Shouldn't they fix the bridges we currently have before even thinking about building another one? Just a thought.

Like · Reply · 30 · 28 February at 22:14 · Edited





**Matthew Hamilton** Why not spend some money on snow removal and fixing the existing bridges?

Like · Reply · 3 · 1 March at 00:05



**Jason Machinine** We have a choice?

Like · Reply · 6 · 1 March at 02:43



**Tobi Loopsomethin** I love it when people complain about Saskatchewan problems thinking Saskatoon will fix them. That's almost as smart as a politician that doesn't do anything.

Like · Reply · 1 · 1 March at 04:46



**Gerry Quintin** I think and I'm sure a lot would agree with me, install lights at Marquis and hwy 16 would be a first priority.

Like · Reply · 15 · 1 March at 09:19

↳ 3 Replies



**Tobi Loopsomethin** Funny how they hire all these educated individuals and they can't do their jobs. Wow dumb founding!!!

Like · Reply · 1 March at 12:24



**Raven Pitchford** No to the 33rd bridge. Leave the nature on the river bank in the area alone.

Like · Reply · 19 · 1 March at 13:12



**Raven Pitchford** Also, you guys should've spent money on fixing and maintaining the Victoria Bridge when you had the chance. I find it disturbing that you guys didn't preserve a piece of history. It's almost like you wanted it to decay.

Like · Reply · 19 · 1 March at 13:14



**Jeffrey A. Richards** 33rd Street bridge is NOT necessary.

Like · Reply · 10 · 2 March at 02:04



**Darryl Dennett** get rid of isis

Like · Reply · 3 · 2 March at 07:22



**Nathan Mac** I think its a good idea because it really is an ideal place to build it, in terms of feasibility all the infrastructure is there. For people who think it will interfere with the river, how much have the circle drive bridges affected the river? The pige... [See More](#)

Like · Reply · 2 · 2 March at 13:14 · Edited



**Luanne Schlosser** This is an ill-conceived idea. The traffic on 33rd is already a nightmare at peak times. With 2 school zones and a red-light camera at 33rd and Idylwyld, traffic is already congested and slow, and I question how many people would want to venture down ... [See More](#)

Like · Reply · 5 · 3 March at 20:30 · Edited



**Terra Dionne** Bad,bad,bad,needs to be in North end farther out

Like · Reply · 4 · 2 March at 21:15



**Shaun Lorrie Thomson** I

Like · Reply · 2 March at 21:32



**Rodney Brown** Stupid idea.

Like · Reply · 2 March at 21:54



**Colin Chatfield** Not sure why they have all but forgotten about replacing the Victoria Bridge. There was money in place for that and they blew it on something else. Would have come in handy to have a bridge that now that the University Bridge will be closed most of this year. They could have planned it better and build a replacement bridge before shutting down the University one for repairs.





**Pamela Noordman** with all these condos going up - I pay 1800\$ property tax for 700 sq ft!! where's all this extra revenue going?!!?

Like · Reply · 2 · 3 March at 07:34



**Viv Boisvert** Let's focus some creative efforts on Victoria bridge to begin. A new bike & walking bridge would be great! We had some very creative designs done a few years back let's revisit these....

Like · Reply · 3 · 3 March at 08:17



**Jeremy Mather** Stop with the stop and go traffic. Set the traffic lights to move traffic not to control it. Move traffic towards the core in the morning and change the sequence to move them out in the afternoon. Deal with the bridges we have now. Make a ring road that has no stop lights. This is not hard to imagine. MNAke a bus loop at the RUH.

Like · Reply · 12 · 3 March at 08:41

→ 1 Reply



**Saskatoon City News** Share your thoughts at our Growing Forward discussion from Noon until 2:00 TODAY or 6:00-8:00 this evening (Mar. 3) at TCU Place! <http://owl.li/JSDdj>

Like · Reply · 3 March at 08:58

→ View previous replies



**Saskatoon City News** No problem Pamela - you can also take the online survey about these topics: <http://owl.li/JSimK>

Like · 2 · 3 March at 09:24

→ View more replies



**Mavis Ens** Fix the GD potholes and clear the snow - actually CLEAR it instead of leaving windrows, PLEASE!

Like · Reply · 3 March at 15:37



**Bill Bailey** I guess in a perfect world we could kill two birds with one stone and replace the cpr railbridge (and entire line through the center of the city) with a traffic bridge for better access for citizens of this city and not highly dangerous/hazardous (at times) materials going through the city

Like · Reply · 3 March at 16:20



**RJ McDonald** Hospitals falling apart, potholes that wreck your vehicle, snow clearing for side streets non existent, a bridge half in the river and the list goes on and on. Maybe we should have another river landing we can't pay for and just for kicks raise the taxes to cover these blunders. NO MORE BRIDGES.

Like · Reply · 16 · 3 March at 17:14



**Gary Cox** And don't forget the world class art gallery they just had to have, boy there's a real good investment. Spent a ton of money on that, lets hope they don't let it run down like they did the Mendal.

Like · Reply · 3 · 3 March at 20:32



**Arthur Rachul** Can we put our faith in our City Administrators. Probably not. Reduce 33rd St to 1 lane and now you want to put up a bridge! Backwards thinking. The City spent 10 million on making a bike path and taking a lane away from Warman Rd to Spadina Cr.

Tr... See More

Like · Reply · 8 · 3 March at 21:30



**Jason Chadney** Snow removal? Streets that don't cave in? We can dream!

Like · Reply · 3 March at 22:37





**Travis Sorenson** just get the marquis bridge up and running..... hope the province creates the bridge just north of warman/martensville on the 305 and actually have a "real" city bypass. that will alleviate the heaviest of all traffic.... the semis. And really? what wa... See More

Like · Reply · 9 · 3 March at 23:27



**Eve Smith** Anyone lose a tire in the bucket hole on the side of the road under the college drive under pass, in the turning lane?

Like · Reply · 4 March at 00:18



**Karen L Meyers** Don't need another bridge fix Ave P lots of roads need fixing, do something about housing .

Like · Reply · 4 March at 00:26



**Eric Hingsburger** My future regarding Saskatoon? MOVE BACK TO VICTORIA BC!

Like · Reply · 2 · 4 March at 02:21

↳ 1 Reply



**Trent Oleksuik** how is it a city of this small size needs 2000.3 bridges to cross? oh right, it's because the city can't maintain the ones we already have...my bad...

Like · Reply · 4 March at 12:36



**Grace Blazeiko** North Bridge first. Where would a 33rd St. bridge end up on the other side of the river?

Like · Reply · 2 · 4 March at 14:00



**Terry Sirman** how about finally finishing a proper circle drive around Saskatoon

Like · Reply · 3 · 4 March at 20:52



**Bart Chatterson** A 33rd st. bridge would come out right on University land.. What's the point. Why not extend circle drive past the dump all the way to highway 7 to Rosetown so you could bypass the awful mess on 22nd where the new Walmart is?



**Bill Love** best idea since the lets can MR DON !!!!

Like · Reply · 1 · 5 March at 01:39



**Stephanie Sydiaha** More infrastructure for more cars is the wrong direction for Saskatoon. Mass public transportation subsidies to get people out of cars and onto busses, fast trains, protected bike lanes is what we need.

Like · Reply · 1 · 5 March at 14:05



**Jessy Budnick** Far north city bypass... done.

Like · Reply · 4 · 5 March at 20:05



**Donny Smith** fckn retards,

Like · Reply · 5 March at 23:01



**Amelia Moffatt** no we really don't need another bridge down in this area, but now Prince Albert, could do with another one.....

Like · Reply · 6 March at 08:51



**Tracy Creighton** no. put this money towards public and active transport. it's a no brainer.

Like · Reply · 1 · 6 March at 10:23



**Kent Winslow** LOL They dont even have the money to tear that horrible eye sore the Traffic Bridge down.

Like · Reply · 6 March at 12:51



**Paul Cory** 33rd St bridge is a great idea maybe 15-20 years down the road..but get that North bridge and the Victoria bridge done first.

Like · Reply · 1 · 6 March at 20:13





**Frank Krijnen**



Like · Reply · 9 March at 08:04

↪ 1 Reply



**Joanne C. Fleming** Do not need a bridge there.

Like · Reply · 2 · 9 March at 08:41



**Marlo Hamon** Time to reflect on just what our tax dollars are being used for. Fix the f-----g streets

Like · Reply · 1 · 9 March at 10:43



**Curtis Parish** How about quite worrying about something so far down the road your kids probably won't see and fix are fricken streets in this embarrassment of a city

Like · Reply · 9 March at 16:03



**Julia Campbell** North

Like · Reply · 9 March at 16:40



**Misha Reid** Fix all the bloody streets already stop being money grubbers and fix what's needed before waisting a crap ton on a bridge.

Like · Reply · 1 · 9 March at 19:14

↪ 1 Reply



**Margi Corbett** I think it's good that the City of Saskatoon is looking to the future. I only wish we could use that kind of foresight to protect our built heritage. Can we please have a municipal heritage policy that means something before all of our historic jewels are gone?

Like · Reply · 6 · 9 March at 20:08



**David Scott** North bypass bridge first get the trucks out of the city.

Like · Reply · 2 · 10 March at 00:36



**Garry Colin** Guys just remember DON'T VOTE ATCH! If we want things fixed we need change! #bootatch

Like · Reply · 5 · 10 March at 13:21



**Anita Schrutek** That us stupid fix the north end

Like · Reply · 10 March at 15:23



**Erin Elizabeth** Annex the travelodge and deal with the bottleneck at circle and idylwyld. It's the worst intersection in the city.

Like · Reply · 4 · 10 March at 18:55

↪ 1 Reply



**Maurice Melnychuk** First things first,city hall needs a good overhaul.

Like · Reply · 1 · 10 March at 20:02

↪ 1 Reply





**Rachel Jansen** I think what all these people are trying to say is... fix what you already have FIRST. If what the city already has isn't the priority then whatever is built next will also never be fixed in the future.

Like · Reply · 2 · 10 March at 23:43



**Alvin Constantino** How about put the money on snow removal and road repair.

Like · Reply · 1 · 11 March at 06:07



**Trevor Dyck** Worry about the issues affecting us today. Not 30 year's from now.

Like · Reply · 3 · 11 March at 09:45



**Murray Helmer** No there are 2 on the books now that need building

Like · Reply · 11 March at 15:39



**Peter MacDonald** Let's get a bypass for truck traffic so it gets off the roads and over passes within the city and let's build some roads to help with the amount of vehicle traffic flowing in and out of the new neighborhoods mainly hampton village

Like · Reply · 1 · 11 March at 17:36



**Charlene Anne Michael** No new bridge there, at least not until these other major traffic flow hazards and issues are fixed. And we can't keep paying higher taxes so the city can continue to waste our money on projects that are unnecessary!!

Like · Reply · 12 March at 09:52



**Matticulous Lads** They should do one on Lenore in silverwood!!!!

Like · Reply · 12 March at 15:19



**Michael Trevisan** Fix the screw up at Confed and 22nd eastbound (confed Tim Hortons). That is the biggest messed up area. Move the trains off 11th st. too. That is bloody ridiculous .

Like · Reply · 2 · 12 March at 16:01



**Michael Trevisan** The next person I vote for will have to prove they are worthy of my vote.

Like · Reply · 1 · 12 March at 16:03



**Cynthia Lange** The city could pay for that bridge and more if they didn't pay companies 500k each for 'participant ribbons' when they don't get awarded a project that they bid on.... Just saying

Like · Reply · 12 March at 20:46



**Terry Elliott** Forget about the Traffic bridge. Spend the money on a north end bridge to divert truck traffic from core of city. We are surviving nicely without the traffic bridge.

Like · Reply · 2 · 13 March at 07:09



**Michael Trevisan** I'm not sure that this is a very popular idea.....

Like · Reply · 13 March at 11:39



**Cameron Bergerman** Let's build bridges every 5 blocks. Money is no object. ...er what?

Like · Reply · 13 March at 15:37



**Cari Taras** While they are at it.... add more onto the Remail Art Gallery.. pot holes are in dire need of fixing... but who cares... maybe we should vote in someone new for the mayor this time.

Like · Reply · 6 · 13 March at 16:42





**Carla Michelle** Seriously? Do you really think they listen? Bike lanes, garbage pick up, clearing snow and ice, fines for not clearing sidewalk, photo radar, art gallery....I've seen little evidence of any regard for what people of saskatoon say on FB. I also think city council has an out of control city administration.

Like · Reply · 4 · 13 March at 20:39



**Sterling Harley Laliberte** Lol should just build a lane running bridge to bridge haha dam this city

Like · Reply · 13 March at 22:27



**Donavon Kemppainen** Plan a 33 rd street bridge? How about fix the victoria bridge or put another one there first. Like wtf?

Like · Reply · 3 · 13 March at 22:55



**Ace Lafond** Build a pedestrian /bike bridge, something that vendors could set up their shops on! It will encourage foot/bike travel to downtown, create jobs and Saskatoon will have a attraction we can be proud of.

Like · Reply · 4 · 14 March at 09:16



**Blain Johnson** Should the city not pay for the last one first

Like · Reply · 1 · 14 March at 17:48



**Dennis Cavill** already a bridge at 33rd

Like · Reply · 1 · 14 March at 18:36



**R Gerald J Demencuik** Priorities !! Victoria Needs some Repairing !! Saskatoon !!

Like · Reply · 1 · 14 March at 20:23



**Liisa Scherban** You are never going to get support from your citizens if you address issues that will happen in 20+ years. Let's talk now, let's fix the problems today and stop wasting money on consultants and crap that isn't our biggest concerns. Fix our basics, than... See More

Like · Reply · 4 · 14 March at 21:34



**Ross Edwards** I don't live in the city but a bridge at 33rd st is pointless Replace the 19th st bridge first

I also heard though the grape vine that the contractor that won the tender to repair the 25th st bridge is not a reputable contractor ... See More

Like · Reply · 15 March at 16:06 · Edited



**Bibek Shrestha** "Here and Now" please. Let's focus on quality, not the quantity. Should we send our experts to Norway or Finland or Sweden or somewhere else to provide a high level technical input to improve the road condition?



Like · Reply · 3 · 15 March at 18:18





**Clint Polnicky** 71st bridge, HW 16, 12, 11 would have free sailing to 5, 16s and 11s

Like · Reply · 1 · 15 March at 19:04



**Christine Sommerfeldt** We have circle drive around the city now yet semi's are still driving down 22nd street and idylwyld drive and damaging them even more, not to mention the noise and traffic!

Like · Reply · 1 · 16 March at 01:35



**Monique Quintal** Planning for the future is important, I get that, so I'm still unsure about a 33rd street bridge. I don't think we need it now, but I think the city is doing future planning with this potential project. I agree with most on here to spend money on fixin... See More

Like · Reply · 1 · 16 March at 08:32



**Frank Poncsak** Get rid if the granola munching earth muffins in the City Planning department who can't design streets wide enough to allow for proper snow removal.

Like · Reply · 1 · 16 March at 11:01



**Dale G Therrien** Yes a 33rd ST Bridge would be great!

Like · Reply · 16 March at 12:56



**Ricardo Garcia Pineda** streets please

<http://20minutegarden.com/.../04/Tulips-in-Potholes.jpeg>



Like · Reply · 17 March at 07:09 · Edited



**Paulette Haywood** Definitely need the north bridge first and foremost before any other bridges are built,,,,redirect traffic coming out of industrial area off of Warman and Millar and Whiteswan/Spadina.....and concentrate on fixing the roads.....!!!!

Like · Reply · 1 · 17 March at 21:33



**Les Groat** Wait till this summer when they shut university bridge then we will see how important another bridge is

Like · Reply · 18 March at 09:18



**Dean Wade Lavall** How about repair the ones we have

Like · Reply · 18 March at 18:50

# Facebook Posts: Likes, Shares and Comments

## Saskatoon City News

February 23 · 🌐

Thoughts and questions about the City's Growth Plan? We're listening! Join us March 3rd or 10th! #yxegrowingfwd

### City of Saskatoon – Growing Forward!

Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

GROWINGFWD.CA

609 people reached

Boost Post

Like · Comment · Share

## Saskatoon City News

February 24 · 🌐

33rd St. Bridge? New look for 8th, 22nd, Preston? BRT Transit? What do you think about Saskatoon's long-term plans and priorities? Come see us Tues. Mar 3 or 10 or join the discussion online!

### City of Saskatoon – Growing Forward!

Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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## Saskatoon City News

February 26 at 3:24pm · Edited ·

33rd St. Bridge? New look for 8th, 22nd, Preston? Bus Rapid Transit? What do you think about Saskatoon's long-term plans and priorities? Any questions? Ideas? Come see us Tues. Mar 3 or 10 or join the discussion online!

### City of Saskatoon – Growing Forward!

Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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## Saskatoon City News

February 27 at 9:30am ·

We'd like you to weigh in on a new look for 8th, 22nd and Preston, a Bus Rapid Transit system, and a 33rd Street Bridge! Questions, ideas or opinions about these long-term plans? Come see us Tues. Mar 3 or 10 or join the discussion online!

### City of Saskatoon – Growing Forward!

Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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## Saskatoon City News

March 3 at 9:17am · Edited ·

Today @ Noon or 6: Growth Plan discussions at TCU Place! 33rd St. Bridge? New look along main corridors? Thoughts? Drop by and talk to us!

### City of Saskatoon – Growing Forward!

Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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766 People Reached

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## Saskatoon City News

March 3 at 12:39pm · Saskatoon ·

Great turnout @ Growing Forward discussion underway now @ TCU Place. Bus Rapid Transit? A new look for major corridors? 33rd Street Bridge? Stop by - tell us what you think. We're here till 2 and back for another chat at 6.



634 people reached

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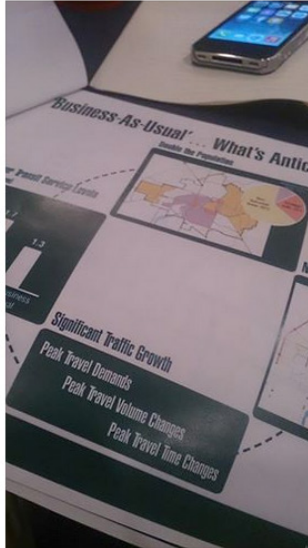




## Saskatoon City News

March 3 at 1:15pm · Saskatoon · Edited ·

In 30 years: double the population, peak travel demands. So, Bus Rapid Transit? 33rd St Bridge? What else in our long term plan? Join the Growing Forward discussion @ TCU till 2 & again @ 6 tonight.



882 people reached

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Sanjiv Pandey and Linda Bargewell like this.



**Curtis Parish** Get rid of atch ASAP

Like · Reply · 2 · March 3 at 1:29pm



**Hans-Jurg Buchi** Presently broke and overspend. ...let borrow more so the future generation can pay for there for sight of today....we all live happily ever after...

Like · Reply · March 3 at 1:40pm



**Linda Bargewell** bringing the victoria bridge back into use would help us alot

Like · Reply · March 3 at 2:43pm



**Linda Bargewell** when I came home 10 years ago it was good to see how much this city had grown while I was gone

Like · Reply · March 3 at 2:45pm



**Saskatoon City News** Stop by TCU Place tonight at 6! Bring your ideas, have a coffee, and a chat about the long term possibility of Bus Rapid Transit, a 33rd Street Bridge, and major corridor enhancements. Can't make it? Take part here: [www.growingfwd.ca](http://www.growingfwd.ca)

Like · Reply · March 3 at 3:02pm



**Heather Graham** So this 33rd Street bridge is for a bus? That's it? No cars?

Like · Reply · March 3 at 4:35pm



**Saskatoon City News** No, all traffic. The 33rd Street crossing is recommended as a very long-term option to support core area travel demands as the population and traffic volume increases. The details are in the attachment on this page <http://owl.li/JTz1Q>

Like · March 3 at 4:40pm



**Heather Graham** Please define "long-term". 10 years? 20 years?

Like · March 3 at 6:17pm



Write a reply...

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**Saskatoon City News**  
 March 10 at 11:00am · 🌐

Great turnout last week at the Growing Forward consultations! Here's hoping to see more of you today at Louis' Loft!

### City of Saskatoon – Growing Forward!

Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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# Twitter Comments



**City of Saskatoon** @cityofsaskatoon · Mar 10

Great turnout last week at the Growing Forward consultations! Here's hoping to see more of you today at Louis' Loft! [owl.li/K9MFi](http://owl.li/K9MFi)



1



1



**Isaac** @isaacpratt · Mar 10

Asked about cycling plans in **saskatoon** growth plan at **Growing Forward** session, city official: "there is no plan" #yxe #usask #yxecc



1



**Arin Jorgenson** @ArinJorgenson · Mar 6

The #yxe Growth Plan has been in the news a lot this week. [shapingsaskatoon.ca/projects/growi...](http://shapingsaskatoon.ca/projects/growi...)



**Charlie Clark** @charlieclark6 · Mar 3

Couldn't make it to the Open House on **Saskatoon's** future growth but have opinions 2 share? Fill out this survey #yxe! [shapingsaskatoon.ca/projects/growi...](http://shapingsaskatoon.ca/projects/growi...)



3



1



**Scott Theede** @TDEnterprises · Mar 2

Provided my comments about the future of @cityofsaskatoon at [shapingsaskatoon.ca/projects/growi...](http://shapingsaskatoon.ca/projects/growi...) You should provide yours too, it's our city! #yxe



1



**Jason Neufeld** @jason\_neufeld · Mar 1

You have a say what happens in your city. So take 15 minutes and take the survey. [ow.ly/JN50q](http://ow.ly/JN50q)





**EcoFriendly Sask** @EcoFriendlySask · Mar 3

Review @cityofsaskatoon Recreation + Parks Master Plan Mar 5 + Mar 12  
[shapingsaskatoon.ca/projects/recre...](http://shapingsaskatoon.ca/projects/recre...)



**ScienceTrek** @ScienceTrek · Mar 3

Helping shape the growth of **Saskatoon** at **Shaping Saskatoon** @tcu\_place  
#yxe #spslearn



[View photo](#)



**Michael Kinar** @MichaelKinar · Mar 3

[shapingsaskatoon.ca/discussions/ho...](http://shapingsaskatoon.ca/discussions/ho...) [fb.me/3EmZwlkfN](https://fb.me/3EmZwlkfN)



**City of Saskatoon** @cityofsaskatoon · Mar 3

Drop by **Growing Forward** discussion @ TCU- on till 2. Here again @ 6. BRT,  
33rd St Bridge, corridor enhancements.





**City of Saskatoon** @cityofsaskatoon · Feb 25

Bus Rapid Transit, redevelop 8th/22nd, 33rd St. Bridge - need your input!  
Join us in person or online! [owl.li/JEkrP](https://owl.li/JEkrP) #yxegrowingfwd



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**City of Saskatoon** @cityofsaskatoon · Mar 3

@awallace1961 talking about City's **Growing Forward** Plan @ TCU Place. Join the discussion! Here till 2 and again at 6.



[View photo](#)



City of Saskatoon @cityofsaskatoon · Mar 3

Workshop & chatting about City's long term plans 10&30 years from now. TCU Place again @ 6. Stop by! There's coffee:)



4 2

[View more photos and videos](#)



City of Saskatoon @cityofsaskatoon · Mar 3

In 30 years: double population, peak travel demands. New bridge, rapid transit in long term? Join our discussion @ TCU till 2 & again @ 6.

4 2





**City of Saskatoon** @cityofsaskatoon · Mar 3

Heavier traffic, longer commutes over next 30 years. Talking long term plans @ TCU now and again @ 6pm. Stop by!



[View more photos and videos](#)



**City of Saskatoon** @cityofsaskatoon · Mar 3

Drop by Growing Forward discussion @ TCU- on till 2. Here again @ 6. BRT, 33rd St Bridge, corridor enhancements.





**City of Saskatoon** @cityofsaskatoon · Mar 3

Today @ 12 or 6: Growth Plan discussions at TCU Place! 33rd St. Bridge? New look on major roads? Thoughts? Tell us! [owl.li/JSh6K](http://owl.li/JSh6K)

← ↻ 3 ★ 1 || ...



**Brenda Wallace** @bwallace1970 · Mar 3

Great conversation @cityofsaskatoon #yxe**growingfwd** excitement about transit and corridors is obvious. People love yxe



← ↻ ★ ...

[View photo](#)



**City of Saskatoon** @cityofsaskatoon · Feb 25

Bus Rapid Transit, redevelop 8th/22nd, 33rd St. Bridge - need your input! Join us in person or online! [owl.li/JEkrP](http://owl.li/JEkrP) #yxe**growingfwd**

← ↻ 3 ★ 1 || ...



Wild about Saskatoon and 7 others follow



**in motion** @inmotion\_SHR · Feb 25

Survey open for @cityofsaskatoon #yxe**growingfwd** [ow.ly/JEddh](http://ow.ly/JEddh) 33rd St. Bridge? New look for 22nd? BRT Transit? What do you think?

← ↻ 1 ★ ...



**City of Saskatoon** @cityofsaskatoon · Feb 23

Thoughts and questions about the City's Growth Plan? We're listening! Join us March 3rd or 10th! [owl.li/JxSdi](http://owl.li/JxSdi) #yxe**growingfwd**

← ↻ 5 ★ 1 || ...



# Email Feedback

From: Alexey  
Sent: Monday, March 16, 2015 9:41 PM  
To: Web E-mail - Growing Forward <GrowingFwd@Saskatoon.ca>  
Subject: Growth Plan Comment

## Message Body:

I have been in many cities, big and small, around the world. There is one thing that I'd say would make Saskatoon much more attractive to live in. We know it gets really dusty here in Summers, and dirty in Springs. Yet we need gravel/sand for road safety in winter.

The answer is to adopt street washing with big water trucks. It is done in many cities in the world and makes it REALLY big difference for

- Dust content in air;
- City appearance;
- even... provide continued jobs in summer for snow removal workers.

What I mean is e.g. in this image:

[http://www.sheridanmedia.com/files/image/street\\_wash.jpg](http://www.sheridanmedia.com/files/image/street_wash.jpg)

Many people complain about the dust and dirt on roads in Saskatoon. I think we have enough water to do this... I grew in a city where washing was a regular thing in Spring/Summer. It was great. I would like the City of Saskatoon to seriously consider this suggestion, or try, and see the difference it'll make, shaping Saskatoon into a much more attractive, beautiful city.

Please let me know what you think.

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

---

From: Kent  
Sent: Monday, March 9, 2015 12:29 PM  
To: Web E-mail - Growing Forward <GrowingFwd@Saskatoon.ca>  
Subject: Growing Forward City Transit Plan

## Message Body:

Our Chamber supports growth oriented planning for the City of Saskatoon, and we acknowledge that public transit will play an important role in sustaining accessibility around the city as that growth occurs. Despite this, we feel that there are a number of changes which must be made to the city's "Growing Forward" transit plan as it currently exists.

We are of the view that new transportation technologies and approaches to business are likely to emerge over the next 30 years and that these changes will significantly alter transportation solution/options, as well as the built form of our city. As the travel and demand assumptions embedded within the proposed growth

plan may significantly change over time due to the aforementioned factors, we urge a staged approach to the adoption of transit solution proposals.

In a submission to the City of Saskatoon's 2011 operational review, our Chamber urged the city to adopt a higher cost recovery target from its transit system than is currently experienced (about 40% or less is cost recovered today, while the historic norm more closely approached 60%).

A review of the City of Winnipeg's award winning transit system shows that with approximately 2.8 times the population of Saskatoon, Winnipeg does not achieve the 8% transit ridership target embedded in the City's concept under discussion. This suggests that the 8% target is very aggressive. Furthermore, the Winnipeg system, which was the top ranked transit system in Canada in 2013 as judged by the Ontario Municipal Benchmarking Initiative (an independent benchmarking authority) was able to achieve a cost recovery of 59% in 2011, 60% in 2012 and 61% in 2013.

Our Chamber therefore suggests that the City of Saskatoon establishes cost recovery targets that increase in tandem with the transit service enhancements proposed within the City's Growth Plan and that in the longer term, the Saskatoon cost recovery target be similar to those currently being met by Winnipeg's transit system.

We look forward to your response.

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

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From: Annemarie  
Sent: Friday, March 6, 2015 12:29 PM  
To: Web E-mail - Growing Forward  
Subject: RE: Growth Plan Comment

Hi Lee

Just wanted to send you a picture of something that I find to be very effective for crossing pedestrians through busy traffic without the use of traffic lights. This system works very similar to a 'Fire Truck' exit light (like Idylwylds, without a siren). The blinking lights are activated by pedestrian button and are timed of course, but the best thing is that as soon as the pedestrian is out of harms way, you can continue driving. Not near as frustrating for, nor as obstructing to traffic flow. Yet very effective, especially where elementary schools and daycare facilities are located near high density traffic. Please see attached picture.

--REPLY--

From: Thomas, Lee (CY - Planning and Development)  
Sent: Monday, March 9, 2015 10:32 PM  
To: Annemarie  
Cc: Magus, Jay (TU - Transportation)  
Subject: RE: Growth Plan Comment

Good morning, Annemarie.



Thanks again for your suggestion! These flashing amber pedestrian crossing lights are great for helping with safe pedestrian crossings. We currently use them throughout the city in conjunction with other tools to assist safe pedestrian crossing. I've attached two pictures of this concept applied in Saskatoon: one at the intersection of Spadina Crescent & 23<sup>rd</sup> Street, the other on Central Avenue & Reid Road.

I've cc-ed Jay Magus on this email as he heads-up the department that oversees crosswalk reviews in Saskatoon. Please feel free to contact him if you have further questions or comments.

Cheers!

-LT

Lee Thomas | tel 306.975.3110

Project Manager, Growing Forward! Shaping Saskatoon

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

lee.thomas@saskatoon.ca

www.saskatoon.ca | www.growingfwd.ca

---

From: Chantal

Sent: Sunday, March 8, 2015 12:58 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

Hi there,

I'm a homeowner on \*\*\*, and obviously I have a lot of questions about the proposed bridge.

Would this include demolishing our houses? When would this occur? Is there a chance that it won't. Feel free to email or call me at \*\*\*.

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

--REPLY--

From: Thomas, Lee (CY - Planning and Development)

Sent: Monday, March 9, 2015 10:32 PM

To: Chantal

Cc: Cook, Don (CY - Planning and Development)

Subject: RE: Growth Plan Comment

Hi Chantal,

Thanks for getting in touch on this! The 33<sup>rd</sup> Street Bridge review is in its early stages and we don't have sufficient information yet to be able to give you a definitive answer on how much the adjacent properties will be impacted.

Right now we are trying to raise awareness that (1) traffic is growing and (2) our existing core bridges

won't have enough capacity to support this growth in the long-term. So we are trying to have community conversations about the long-term impacts of growth and how we may address these impacts.

A 33<sup>rd</sup> Street Bridge is a long-term option (at least 20 years away) that would offer the greatest city-wide benefit for all modes of transportation and would help us to accommodate significant infill in the North Downtown and UofS lands. However, there are other options we can explore to delay the need for an additional river crossing, such as:

- More aggressive and committed funding for transit and active transportation infrastructure and programs; and,
- Stronger incentives for redevelopment along our major corridors to help densify these areas and lessen our reliance on cars.

These community conversations will continue into the Fall when we come back with more detail on implementation of the Transit Plan and Corridor Growth/Redevelopment Plan. The input we get will be collated and provided to Council for consideration in early 2016 alongside our technical reviews. If Council decides to commit the resources to develop a functional plan for a 33<sup>rd</sup> Street Bridge, then more work will be done to specifically identify the impact of a new bridge on adjacent properties and roads.

So, to summarize that long-winded response:

- Our current bridge review is very high level to get the big picture of what's needed to double our population. This level of review won't have enough detail to answer the questions you have.
- If Council decides to pursue a 33<sup>rd</sup> Street Bridge when they review the project in early 2016, a more detailed assessment with community engagement will be completed.
- We are at least a year or more away from starting any detailed 33<sup>rd</sup> Street Bridge planning work sufficient to answer the questions you are asking.

My apologies that I don't have answers to your questions right now. But please feel free to keep asking and I will do my best to keep you in the loop.

Regards,

-LT

Lee Thomas | tel 306.975.3110

Project Manager, Growing Forward! Shaping Saskatoon

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

lee.thomas@saskatoon.ca

www.saskatoon.ca | www.growingfwd.ca

From: Bonnie

Sent: Monday, March 9, 2015 7:31 AM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

People who park on the east side and walk downtown to work are: keeping cars out of downtown, reducing pollution, and promoting exercise and healthy lifestyle.



The problem is finding a place to park. In winter 12<sup>th</sup> Street is not kept clear so cars can park. Snow is plowed into the curb and cars can't park. The other issue is two hour residential parking.

For the future: address these issues near the bridges so more people will walk downtown. Address the neighbourhood parking issue so residents and walkers are all treated fairly. For bridge repairs summer 2015, address these parking issues to keep cars out of downtown

Hope these ideas are helpful.

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

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From: Michelle  
Sent: Sunday, March 8, 2015 5:18 PM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

Hi! I'm happy to know you're working towards a city that is accessible by all. One thing that I think is very important for pedestrian & bike traffic is not only a safe lane/sidewalk but also one that is safe from the car grime. If you've ever tried to get out of Saskatoon's core across a bridge on foot you know that you are at the mercy of the cars. There may be high rails but those rails don't allow you to arrive at your destination clean - especially in weather like this, or when it's dry & the streets haven't yet been cleaned from the winter salt/gravel. Broadway, University & idylwyld bridges are all the same.

Thanks for listening

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

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From: Annemarie  
Sent: Thursday, March 5, 2015 8:10 AM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

Maybe you've done this already, but we should put forth a challenge to the University of Saskatchewan Civil Engineering students to come up with cost effective and environmentally friendly solutions for our growing city. These bright young minds are currently immersed in the best technology and education we have to offer so they should be able to come up with some awesome solutions!

Free labour for us... And excellent resumes for the students :)

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

---

From: Annemarie  
Sent: Thursday, March 5, 2015 7:52 AM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

A couple more :)

For all new Residential Developments... Having a 'Park and Ride' lot with express bus service to the major bus terminals. Having a designated 'Industrial Area' Express bus which only services major terminals and the industrial working areas (but make sure it runs during industrial working hours).

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

---

From: Annemarie  
Sent: Thursday, March 5, 2015 5:22 AM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

A couple more ideas... Installing lane direction lights on the Broadway and/or University Bridges... Using 3 lanes into downtown, 1 lane out during morning rush, and reverse it during evening rush, 3 lanes out, 1 lane in. Or consider double decking one of the bridges rather than building an entirely new bridge.

Please revisit all left turn lights as many are not on during heavy traffic, And there are definitely a lot of places where left turn lights still need to be installed. Ask the city police service to assist you in determining lighting solutions as they probably run across these issues more than anyone. Tell them to note the intersection every time they find themselves swearing at the lights, lol.

Look at moving towards a downtown road system like Calgary, where smaller streets like 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> Avenues are a staggered one-way system. This moves traffic fast.

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

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From: Rhonda  
Sent: Wednesday, March 4, 2015 5:49 PM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

I am still baffled by your plans to make yet another bridge at 33<sup>rd</sup> Street. If you have been keeping abreast of recent findings on pollution and the recommendations to have fewer cars, more green spaces, walking routes, etc. then why pay and plan to enhance bus routes only to undo rapid transit by making more and more car routes? Especially downtown!! The new neighbourhood proposal for this area should really include walking, rapid transit and recreational sites. Stop the madness!!

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



From: Annemarie  
Sent: Wednesday, March 4, 2015 2:31 PM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

Transportation ideas/comments that I posted cbc...

Let's have Bombardier design us a solar powered (make use of our endless sunshine) transit rail system that makes use of our inner city rail lines... And convert the Sutherland rail yard to the City transit rail yard! All we have to do is link the CN lines outside the city using only the Southwest Station and Bridge... And pay for it all LOL! But, it could be a good joint venture for CN, City of Saskatoon and Bombardier :)

Retort to someone who thought I was against cycling... No, I just think that cycling is not a year-round solution to transportation issues and therefore should be considered under 'Parks and Recreation'...

I think we should, from the 'Parks and Recreation' funded tax budget, use money to join all major parks in the city via Bicycle pathways. Which in turn can be a pleasant vehicle-free way for cyclists to maneuver throughout the city. Absolutely in-favour! I'm just saying to use transport funds for year-round transport, see my idea for solar-powered tram system :)

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

---

From: Olga  
Sent: Wednesday, March 4, 2015 11:28 AM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

I (and many others I know) are very concerned and alarmed that the established, older neighborhoods in which we live are being neglected and disseminated in many ways all for the good of the newer areas of this city. This exercise of Growing Forward must remember that many of the residents have lived here all their lives and contributed greatly in lots of ways to the betterment of the city only to watch with dismay the lack of concern and regard for our neighborhoods.

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

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From: Ron  
Sent: Tuesday, March 3, 2015 5:22 PM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

Nowhere in this plan have I noticed any improvement (read; forward thinking) to address the age-old problem of directing the bulk of traffic (including highway traffic) away from current high traffic locations and even through the city core. As an example: Throughout the 1970's, the city of Calgary was fighting the same problems that Saskatoon is just starting to realize (i.e. in-gressing a egressing residential and commercial areas bottlenecked traffic causing driver frustration and even dangerous situations). Their answer and one

that Saskatoon should adopt sooner rather than later; to build perimeter access roads using on-ramps and off-ramps with fast moving (hi-way speed) traffic routes PRIOR to allowing any development of new areas. Once those new areas were developed under 50%, a new system of roadways is already being developed several kilometers further out. Saskatoon has the additional major consideration of a river dividing the city. This relates directly of the matter of cost for potentially numerous extra bridges. My opinion however, is that development should progress along these lines, so that it is completed properly the first time and not in a hap-hazard afterthought fashion (such as the Circle Drive access at 22<sup>nd</sup> Street and Confederation Drive) As an aside comment; our “City of Bridges” would more precisely be described as a “wagon wheel” with several major hi-ways intersecting at the “hub”. With the extreme volume of heavy truck traffic entering our city, even when they are simply passing through, would it not make more sense to give this traffic a means of circumventing altogether, instead of directing them through a kilometer or more of heavy city traffic, before even allowing them access to a faster more direct route (Circle Drive) which in the North Business district does little more than cause more frustration for them and regular city traffic which must all use this bottleneck!!!

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From: Shawna

Sent: Wednesday, March 4, 2015 10:54 AM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

I just took the growing forward survey, after attending the public consultation on march 3rd. It ended rather abruptly with no warning that there would be no further opportunity to provide additional comments! So here are some comments I was unable to make in the survey.

Re-energizing downtown MUST be part of the growth plan. A strong and vibrant downtown provides a city with a certain cohesion and spirit. Think about downtown Toronto, or Manhattan. There is a spirit and vibration there that is essential to the city. The time for Saskatoon to start planning for an invigorated downtown is now. We are a city with 6 months of winter. The fact that we have no heated, indoor pedway system is criminal. I am not talking about heated sidewalks where pedestrians are still out in the wind, snow and cold. I am talking about a real pedway that connects people with the places they want to go downtown. This pedway should travel east from Midtown Plaza, along 21st Street, connecting people to all the lovely shops and restaurants. At the Sheraton Cavalier, it should turn north along Spadina (but with an above ground connection to the Bessborough) turning west on 22nd for 1/2 block and then proceeding north up 6th Avenue to 23rd street, where it could provide access to the Medical Arts Building. It would head west from 6th Avenue to 1st Avenue, connecting City Hall, the library and the 3rd Avenue/23rd Street bus terminal, and then back south to the Midtown Plaza. Obviously there should be a way to access the Midtown Plaza's underground parking from TCU - I can't believe that this problem hasn't already been solved, it's so obviously needed. Transit users especially would benefit from a pedway system, but business travelers staying at the Sheraton or the Bessborough would be able to access TCU without having to go outside. It is so obviously needed. Businesses should be thrilled with the opportunity to cost share on this as they would gain a lot of revenues with this kind of increased downtown pedestrian traffic from November - April.

I have comments for the “make a problem out of nothing” whiners in North Park and City Park who are so concerned about increased traffic on 33<sup>rd</sup> Street if the bridge were to become a reality. First, where do they think increased traffic OUGHT to go? The existing bridges are barely handling the load we have in 2015. By 2030 they won't be able to handle the load at all. Second, improving 33<sup>rd</sup> Street from 7<sup>th</sup> Avenue to Spadina



to give it more of a Broadway feel is 100% the right way to go and it would improve their property values by give them a fully functioning community. Finally, there are these inventions called “pedestrian overpasses” and “traffic signals” that help safely move people from one side of a busy street to the other. It’s nothing but good for those residents and it is unfortunate some of them are too myopic to see that.

My final comments relate to the Traffic Bridge. At the presentation on March 3<sup>rd</sup>, there was no discussion surrounding what should happen to this bridge. The fact that it leads right on to 3<sup>rd</sup> Avenue on the downtown side and has excellent access to 8<sup>th</sup> Street on the east side make it obvious choice for a rapid transit bus for the 8<sup>th</sup> street corridor instead of the University Bridge. If this bridge could handle busses, pedestrians and cyclists, it could conceivably lessen much of the burden on the other 2 commuter bridges (I am not counting the Buckwold Bridge as it is not a corridor route). It is surely something to carefully consider.

Thank you for the opportunity to provide feedback,

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From: Mike  
Sent: Sunday, March 1, 2015 6:17 AM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

It appears that one option is dedicated bus lanes on College Drive, University Bridge and 25<sup>th</sup> Street. I commute downtown via University Bridge and I have no idea how all the vehicles using this route can be funneled into one lane. Have you done a traffic impact study? The idea is not feasible and will cause traffic gridlock.

Furthermore, the route is the only main corridor into downtown from the east. The east is expanding with development starting in Brighton. There is just no way dedicated lanes will work.

I also find it very unfair that residents in the south and south east have access to a freeway into downtown plus Broadway Bridge plus a new traffic bridge while those of us in the east should cram into one lane.

There are mornings when both lanes heading into downtown on College is backed up from Clarence to Cumberland. How do you fit that into one lane. At then end of the day 25<sup>th</sup> is backed up from Clarence to 2<sup>nd</sup> Avenue. Again, how do you fit this traffic in one lane.

My support for this idea of dedicated lanes is 0%. In addition, a bridge at 33<sup>rd</sup> Street does not change anything since most traffic using College would not be diverted to a 33<sup>rd</sup> Street Bridge.

To gain my support will require a bridge at 24<sup>th</sup> street. Anything less and my support remains at 0%

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

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From: Mark  
Sent: Thursday, April 26, 2015 8:05 PM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

In addition to comments left in the survey, I'd like to see a (time-limited) dedicated transit lane on Preston Avenue between 14<sup>th</sup> street and 8<sup>th</sup> street. Congestion is the fatal blow to transit, as it means that buses are still slower, less reliable, and more expensive than taking a car. The congestion on Preston Avenue during rush hour would seriously impact a large amount of commuters, and it would be worth the loss of a parking lane during peak hours (considering that cars barely move with the light at Preston and 8<sup>th</sup>).

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

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From: Rhonda

Sent: Thursday, April 26, 2015 6:35 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

I am glad you are concerned about getting feedback and that you are looking at various ideas. I think it is very important that you really think first and foremost about the projected growth itself. Is it a real projection if oil is no longer a major employer or if potash also loses ground in the world market as we've seen lately. Coal? Agriculture? Are there any weather projections? Drought for example long term as in the states? If we are not thinking about forward ways to make a living and having a viable living city and province will people be able to live here? Will they want to? Will people stay. From what I've experienced most people are here for the boom. If it is no longer a working boom then it is bust. Spending all kinds of money on a to be ghost town is something to really consider. Continuing in the same direction with no real consideration of tomorrow is reckless and irresponsible. A lot of Saskatoon right now looks ripe for slum development (Stonebridge a row upon row upon complex upon complex) when it gets run down. As to bridge building are you kidding me? If one reads at all it seems to me they would be aware that walking neighbourhoods are recommended in all places more and more. Walking and bike riding. Instead of bus lanes think bike lanes. People in Saskatoon ride their bikes in -40 weather and snow. Bus riders are few and far between and taking put already built bridges for bus lanes is really really short-sighted. Don't waste money on bandages. The money should be saved and go to a real rapid transit system. Use the old Victoria bridge and if you can take the CP line out of the city convert it to above ground rapid transit. If possible also have bike lanes and pedestrian tragic on both. This could move a lot of people around and would be used. Cars as we know them are dinosaurs. There is nothing like looking ahead if you are trying to plan something!!!! I am horrified by the idea of yet another car bridge going over 33<sup>rd</sup> Street but getting the trains out of the city (let's not forget Lac Megantic) and using the infrastructure for a bike pedestrian or new real rapid transit (Boston's above ground light rail for example) could be something to consider. Spending money like drunken sailors is getting really worrisome and well sloppy. Which is a Shane because when I first moved here from Vancouver I was so impressed by how well Saskatoon had protected its river, has included green spaces so thoughtfully, and had seemed to be so careful and considerate in how the city had been built and managed. I am not seeing that now and that worries and saddens me. Cars bridges roads and cheap row houses are NOT the way of the future. Are you asking the young ones what they think? They are going to inherit this that is if they don't leave first. And are their jobs oil or potash or agriculture or for that natter WATER dependent. Don't talk to me about corridors that you want to pave over talk to me about walk ways for people to enjoy and benefit from on their way to a viable workplace. Talk to me about developing those conscionable and needed viable workplaces. Have you heard about Vancouver growing orchards in their old burnt out industrial waterfront areas and training some of the homeless of Vancouver's notorious east side to work there. So far none of your plans have impressed me. Some of your proposals have absolutely depressed and horrified me. But the city has good bones and



people have been thoughtful and considerate and even forward thinking in the past. Hopefully the same will be true going forward.

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

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From: Orla

Sent: Thursday, April 26, 2015 6:11 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

1. Please do not even think of a bridge at 33<sup>rd</sup>. It is those in the north end that need a bridge before anything else is considered. And please research it well. Why was a bridge built with traffic ending up on 42<sup>nd</sup> Street? Anything would have been better than 42<sup>nd</sup> which cannot be widened. What congestion!!!
2. Please put safety barricades along the overpass over College Drive. It gets very icy and windy there.
3. On Victoria Avenue please allow south traffic & those turning right to use the right-hand lane. Those turning left, the left lane.

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

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From: Jim

Sent: Thursday, April 26, 2015 7:22 AM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

I want to indicate my strong disagreement with the idea of new car bridge crossing the river at 33<sup>rd</sup>. With the new Traffic Bridge (which I also do not support), this would mean 6 bridges across the river in a relatively short span, each one bringing more traffic downtown or to an already congested route to the North Industrial area. By encouraging car traffic---and particularly by doing so in one of the few quiet areas of the river valley (that is the East side of the river between the University and Circle Drive bridge) this would dramatically diminish the ability for people to enjoy the river valley. All city planning research argues against plans like this that relieve one bottle neck only to create many more. On the other hand, a dedicated pedestrian and bike bridge across the river at this point would be most useful and effective, providing easy access to the University for most students (who do not drive) and encouraging fuller use of the trails.

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

From: Tyler  
Sent: Wednesday, April 25, 2015 11:31 PM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

I think in the best interest to our city would be a little more economical and safer for the people riding it would be two sky train (Vancouver has this system) which involves minimal drivers. Now city centre would be where they (both or all four depending on planning.) meet - same with your buses still going to main stops. One could go let's say Sutherland to Lawson to confederation then Blairmore and back downtown..the other University, Evergreen, Stonebridge exhibition 8<sup>th</sup> Street back downtown. This would eliminate buses running late, amount of buses, repair costs, gas cost....etc. The one in Vancouver runs on electricity and is very fast and efficient not to mention a Canadian company built it...I do understand the infrastructure needed to achieve this but circle drive is pretty open just saying please contact me if this comes into discussion I play Sim city all the time would love to be a part of building this great city thank you.

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

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From: Margi  
Sent: Wednesday, March 18, 2015 7:52 AM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

The City of Saskatoon needs to adopt a Heritage Policy that actually means something. We are tired of losing our history. Please stop allowing developers to destroy it. Thank you.

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

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From: Harold  
Sent: Thursday, February 26, 2015 1:11 PM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

On December 3<sup>rd</sup> 2014, I submitted a Queen Street Bridge Proposal to Don Cook, Alan Wallace (Planning and Development), Nick Baker(Transit), Colin Hartle (U of S. Traffic) and Dan Florizone( RUH /SHR).

I would like to know if this Proposal will be included in the March 3<sup>rd</sup>, 2015 Main Event: Growth Plan Focused Discussions: Tuesday, March 3, 2015.

Please reply - Thank you,

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



--REPLY--

From: Thomas, Lee (CY - Planning and Development)

Sent: Friday, February 27, 2015 8:04 AM

To: Harold

Cc: Cook, Don (CY - Planning and Development); Wallace, Alan (CY - Planning and Development); Clark, Charlie (City Councillor); Pesenti, Jennifer (CY - Business Administration)

Subject: RE: Growth Plan Comment

Good morning, Harold.

Thank-you for submitting your proposal for a Queen Street bridge connection to Preston Avenue. Your submission was reviewed by our consultant alongside the other Core Bridge possibilities. A summary of the results of this technical review is outlined below for your information. Based on the results of this technical review, our discussions will focus on the highest-ranking and recommended alternative of a possible new bridge at 33<sup>rd</sup> Street combined with BRT lanes on the University Bridge.

### **Queen Street Bridge Review Summary**

**Review Criterion 1: A new crossing should connect arterial roads where their function is already designed to serve travel between neighbourhoods and other areas of the city.** Queen Street is classified as a collector roadway with two travel lanes and on-street parking on both sides of the street. Consistent with collector roads throughout Saskatoon, Queen Street is designed to support neighbourhood traffic which includes travel to and from City Hospital. The extension of Queen Street through the University of Saskatchewan lands would likely be classified as an arterial roadway with four travel lanes.

**Review Criterion 2: A new crossing should have the ability to handle projected traffic volumes with reasonable improvements to the road network (i.e. without significant impacts to adjacent properties).** A four lane river crossing at Queen Street would generate approximately 2,000 vehicles in both directions of travel during the morning and afternoon peak periods. These volumes would exceed the capacity of the two-lane roadway and the design threshold for a collector road. It is expected that significant roadway upgrades and widening would be necessary along Queen Street to accommodate this anticipated increase in traffic.

**Review Criterion 3: A new crossing should serve core area travel demands.** It is anticipated that a Queen Street bridge would primarily serve core area travel with more than 80% of all peak travel starting or ending their trip inside the Circle Drive area.

**Review Criterion 4: A new crossing should benefit walking, cycling and transit.** A Queen Street crossing would provide an attractive crossing for pedestrians and cyclists, but would not likely serve transit due to its collector network connections.

**Review Criterion 5: Preliminary review of Land Impacts.** The impacts of a new arterial roadway through the centre of the University lands are significant. Sections of the corridor would cross lands designed for crop science research that are to remain part of the campus as per the long-term vision outlined in Vision 2057. The arterial road required for a Queen Street bridge crossing would dissect the campus in areas intended for future expansion and create a barrier for future developments, particularly those related to and connected to Innovation Place. This crossing also would not serve planned development north of the railway corridor which would otherwise be served by a 33<sup>rd</sup> Street crossing connecting to Preston Avenue.

## Review Summary

Based on this review, it would appear that there are some fundamental challenges and limitations to a crossing in the core area connecting the University lands to Queen Street. Although the forecast traffic volumes and patterns crossing a Queen Street bridge would be comparable to a 33<sup>rd</sup> Street crossing, the road networks on either side of Queen Street crossing could not be modified to support projected east-west travel demands. In particular, the collector roadway function of Queen Street would serve as a constraint to the function of this new crossing and the new arterial roadway required through the University lands would likely impact existing buildings, future development plans and environmentally-sensitive areas.

Best regards,

-LT

Lee Thomas | tel 306.975.3110

Project Manager, Growing Forward! Shaping Saskatoon

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lee.thomas@saskatoon.ca

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From: Margi

Sent: Monday, March 9, 2015 12:15 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

Saskatoon is in danger of losing its built heritage due to the lack of civic policy. We need to protect our historic buildings and landmarks.

<http://www.gopetition.com/petitions/save-the-farnam-block.html>

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

--REPLY--

From: Thomas, Lee (CY - Planning and Development)

Sent: Monday, March 9, 2015 1:01 PM

To: Harold

Cc: Fast, Joyce (Clerks)

Subject: RE: Growth Plan Comment

Hello, Margi.

Thank-you for your comment. For your information, I am including a link to the City's Civic Heritage Policy and our Municipal Heritage Advisory Committee (please scroll down the page a bit). If you wish to contact



the Committee and/or have further suggestions for their mandate, please call Joyce Fast with the City Clerk's Office at 306.975.3240.

Regards,

-LT

Lee Thomas | tel 306.975.3110

Project Manager, Growing Forward! Shaping Saskatoon

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From: Troy

Sent: February 25, 2015 10:10 PM

To: Hill, Darren (City Councillor)

Subject: Re: IMPORTANT TO YOUR NEIGHBOURHOOD - 33<sup>rd</sup> Street Bridge

I don't support the decision for this bridge. It's unnecessary and will just make 33<sup>rd</sup> even busier. A link from north downtown to University? Seems like a waste. Halifax has proven with traffic studies that additional bridges did not fix their traffic problems, additional bridges just lead to more people thinking they should drive. I agree that the city needs to be focused more on public transit. I would support a rail system before a 33<sup>rd</sup> Street bridge.

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From: Gerry

Sent: February 25, 2015 10:10 PM

To: Hill, Darren (City Councillor)

Subject: 33<sup>rd</sup> Street Bridge

The City can buy up at least a row of houses along 33<sup>rd</sup> to get more than the current 2 lanes of roadway. Of course 33<sup>rd</sup> west of 2<sup>nd</sup> Avenue will be choked with traffic headed for the bridge. They'll have to knock a bunch of stuff out of the way to widen that street at least to Idylwyld.

Go to meetings? I don't - and many of my friends don't - care what the city does anymore. Spend, build, tax.. Whatever.

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From: Lori

Sent: February 26, 2015 12:09 AM

To: Hill, Darren (City Councillor)

Subject: 33<sup>rd</sup> Street

No bridge is needed or wanted at 33<sup>rd</sup> Street. Thanks for the reminder about the meeting. I will put some thoughts together for this, and start getting my input in wherever I can. Thank you for caring-I appreciate that very much.

We are in Mayfair and this will increase the traffic here, and that is already a problem. I feel the city is catering to a select few that want to use the rest of the city as one big roadway to get to their destination, which means cutting through our neighbourhoods and tearing up our infrastructure. We are just as important as the rest of the city for wanting to maintain our communities, make them desirable and safe to live in and managing traffic. Heaven forbid we wanted to double/ triple or more the traffic in front of their schools, or run a road that cut through their neighbourhood multiplying the traffic via link to a bridge. We have already proven we have a dangerous roads with 33<sup>rd</sup> for children and Idlywyld with the elderly.

When you look at why others want this, it's kind of one sided for who this benefits and it's pretty clear who it hurts. They cut through our neighbourhood to their destination a little quicker, at the expense of the small communities trying to keep their neighbourhoods safe and desirable so we can grow. We divert traffic around other communities in the city to make them safe, why is there no plan for making ours safe? Why would anyone think we would want this? The city is really out of touch sometimes.

Again thank you for caring. It gives me hope.

PS: As a working class community the meeting times are not convenient to attend as most of us are still at work. I will try to attend the latest one. As most people will have to leave work to get there on time, we will see how the turnout is this next time. Its not right that a select few that most likely do not represent our community are deciding this! I hope we have a good turnout this time.

---

From: Carol

Sent: February 25, 2015 10:45 PM

To: Hill, Darren (City Councillor)

Subject: Re: IMPORTANT TO YOUR NEIGHBOURHOOD - 33<sup>rd</sup> Street Bridge

Hi Darren,

Thanks for keeping me informed.

I went to one of City Council's meetings about removing the lights at Avenue D (Safeway) and 33<sup>rd</sup> Street on a Tuesday evening. Near the end of the meeting they said City Council had already passed it the night before. Not much point in having a meeting for opinions. We do not need a bridge at the end of 33<sup>rd</sup> Street on Spadina.

I feel the City needs to have a more advanced thinking pattern for Circle Drive and the future bridges. Half a million in a few years is pretty scary for our beautiful city. Let's go out further with the circle.

Perhaps you will get more responses out of your emails that you are sending out. Keep up the good work.

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From: Rose

Sent: February 25, 2015 10:33 PM

To: Hill, Darren (City Councillor)

Subject: Re: IMPORTANT TO YOUR NEIGHBOURHOOD - 33<sup>rd</sup> Street Bridge

I am unable to attend the meeting. Please add my name to the list of those opposed to a new bridge at 33<sup>rd</sup>.



From: Erica  
Sent: February 25, 2015 10:15 PM  
To: Hill, Darren (City Councillor)  
Subject: Re: IMPORTANT TO YOUR NEIGHBOURHOOD - 33<sup>rd</sup> Street Bridge

Hi Darren,

I think you may know that I'm living in \*\*\* this year, and so I haven't been to any of these consultation meetings. I won't be able to make the ones below, but I just wanted to email you and say I am not in support of a river crossing at 33<sup>rd</sup>. I completely agree with you about yet another bridge. Although I guess it's slightly better, in terms of location, than a new Victoria bridge! I also personally don't want increased traffic through my neighbourhood. And thinking ahead, I have heard great things for families will be happening at the Mendel and Kinsmen Park soon :) and I don't want increased traffic on Spadina either. Quite the opposite. Anyhow, if you could please add my voice to those opposed to the 33<sup>rd</sup> Street river crossing, even though I'm not in town right now, I would appreciate it. And I will definitely fill out the online survey too.

Thanks Darren! I've heard it's pretty wintry there, which I truly miss. It's all daffodils and crocuses and cherry blossoms here, sigh.... I guess it's okay too.... :)

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From: Norman  
Sent: May 23, 2015 9:03 PM  
To: Web E-mail - Growing Forward  
Subject: Growingforward

Have you considered designing the iron bridge to carry a future light rail rapid transit? Or put in a new bridge located more suitably for L R T. plus traffic. A huge number of bus routes end down town. Instead we should have 3 frequent rapid feeders to down town with area routes all connecting to the rapid feeders. Have you studied Portland Oregon for improving the city's downtown to develop a "Live near your work" attitude?

--REPLY--

From: Anderson, Lesley (CY - Planning and Development)  
Sent: May 25, 2015 11:07 AM  
To: Norman  
Subject: RE: Growingforward

Hello Mr. Herriot,

Thank you for your message and your suggestions. At this point, the Growing Forward project is proposing the use of Bus Rapid Transit facilities, as a facility that would be suitable for our population and ridership levels up to and beyond 500,000 people. LRT could be considered in the future, but is not a necessity as Bus Rapid Transit can function in a very similar manner.

The proposal includes an East-West "Red" line and a North-South "Blue" line. These lines would function

basically as you suggest, with many routes connecting to them along their length. At this time, all new bridges will be considered for transit use, although the two main lines would most likely run across the University Bridge and the Broadway Bridge.

Thank you for the suggestion about Portland, I'll be sure to take a look at that. Should you have any further questions, please don't hesitate to get in touch.

Best regards,

Lesley Anderson | tel 306.975.2650

Project Manager, Growing Forward! Shaping Saskatoon

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From: Allyson

Sent: April 2, 2015 3:46 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

I just realized I missed the opportunity to comment on the growth plan by a couple of days. I'd still like to express my concern about a 33<sup>rd</sup> Street bridge.

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

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From: Mark

Sent: June 9, 2015 12:02 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

Hi Growing Fwd team, I love your video, I've read all you materials, and it seems like your heads and hearts are in the right place. But then I go and read the Rosewood concept plan, and it seems like nothing you are attempting to accomplish is being taken into account. On page 45 of the Rosewood plan, there's one bike route. It goes through the commercial area. Given the crescent/court/limited access nature of the design, the walkability estimates seem very ambitious. The other figures show transit is loopy and indirect, going against the principles of good transit set out by Jarrett Walker (who I recommend to anyone interested in transit).

So, I guess after all this ranting, the question is, how much influence does Growing Forward have in the development of new areas in the city? Why are we making the same mistakes? Obviously I can't expect your team to give me a big answer, you're busy people, but please light a fire under whoever is designing this stuff to open their mind and read some research.

All the best

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



From: Bonnie  
Sent: March 19, 2015 10:22 AM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

I downloaded your transit plans and would like to encourage you in pursuing the BRT system using either a center or one side model of dedicated lanes (# 2 or 3). I am concerned that the City is not planning a rapid transit system that specifically links high schools, post secondary campuses and civic centres/field house/sports centres. (Too much emphasis on commercial areas.)

1. Many parents spend a lot of time transporting students to these places often in conjunction with the commute to work.
2. Good, safe transit to these centres mean a healthier population for senior and young citizens.

City should work with SGI to provide incentives to fuel efficient passenger vehicles and a penalty to greater than one car per household (some exceptions eg. disability). Currently more registered vehicles than eligible drivers [east side Saskatoon except NutanaSC].

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

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From: Kristen  
Sent: March 20, 2015 6:10 PM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

In regard to the possible 33<sup>rd</sup> bridge crossing.... I seriously don't think a 33<sup>rd</sup> Street bridge would be very beneficial to the city. Because it's much too close to University bridge and would not help cut back the traffic on Circle bridge. In my opinion the best place for a 6th traffic bridge is Lenore Dr. It would seriously help cut back traffic on Circle Bridge, seeing as most of the back up is caused by people trying to get on to Attridge Dr. this way they can bypass Warman rd. which also has high traffic.

A Lenore Dr. bridge would be beneficial to people working in the North end of the city, also to those working in Warman or even the West side, especially if they're trying to get to the Willow Grove, Erindale and Sutherland areas.

If we are expecting the city's population to double in size wouldn't that mean the city itself would be expanding? So instead of keeping all the bridges so congested within the Circle Dr. bridges, would it not make the most logical sense to also expand the bridges out too. If the city is booming as much as people say, eventually Circle will just be the center loop.

And on a side note..... We need more overpasses!.

Thank you for taking the time to read this.

Sincerely,  
Kristen

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

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From: James  
Sent: May 16, 2015 8:14 PM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

The condition of our roads is appalling.

The climate cannot be blamed as I have lived in Sweden and their roads do not suffer the same problems. Perhaps this is a function of accepting the lowest tender for contracts?

There are potholes, huge dips, uneven streets (Ruth and Taylor to name but two). This is a major embarrassment. We cannot hope to get to 500,000 people if the current systems are poor, irrespective of increases in the system. Go for more costly, but better first time installments and perhaps we will benefit in the long-run.

It is a joke, but driving from Calgary to Saskatoon on Hwy 7, you know when you enter Saskatchewan as the quality of the road drops markedly.

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

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From: Denis  
Sent: March 3, 2015 6:49 PM  
To: Web E-mail - City Clerk  
Subject: 33<sup>rd</sup> Street Bridge Plan

The weather and my tendency to completely avoid downtown parking at all cost is keeping me from attending tonight's meeting. Regardless, I want my feelings to be known on the 33<sup>rd</sup> street bridge proposal. I probably ran the span between the 42<sup>th</sup> and Buckwold bridge at least 4000 times in my time in Saskatoon and not once did I envision or anticipate the need for yet another bridge within the less than 5 km span and that's including replacement of the traffic bridge which I oppose.

The person(s) behind this proposal must have the "city of bridges" ingrained in their mind. Absolutely ridiculous... where does this traffic dissipate to on the west side? Won't the 42<sup>nd</sup> Street bridge going to make this proposal completely redundant once the bypass bridge is built and bypass traffic is finally diverted around the city?

--REPLY--

From: Anderson, Lesley (CY - Planning and Development)  
Sent: March 26, 2015 3:37 PM  
To: Denis  
Subject: RE: 33<sup>rd</sup> Street Bridge Plan

As part of the Growth Plan to Half a Million project, right now we are trying to raise awareness that (1) traffic is growing and (2) our existing core bridges won't have enough capacity to support this growth in the long-term. So we are trying to have community conversations about the long-term impacts of growth and how we



may address these impacts. As part of these discussions, the 33<sup>rd</sup> Street Bridge review is in its early stages. A 33<sup>rd</sup> Street Bridge is a long-term option that would offer the greatest city-wide benefit for all modes of transportation and would help us to accommodate significant infill in the North Downtown and UofS lands. However, there are other options we can explore to delay the need for an additional river crossing, such as:

- More aggressive and committed funding for transit and active transportation infrastructure and programs; and,
- Stronger incentives for redevelopment along our major corridors to help densify these areas and lessen our reliance on cars.

These community conversations will continue into the Fall when we come back with more detail on implementation of the Transit Plan and Corridor Growth/Redevelopment Plan. The input we get will be collated and provided to Council for consideration in early 2016 alongside our technical reviews.

For further information on what has led to the review of the 33<sup>rd</sup> Street bridge option, I would invite you to look at the Growing Forward! Shaping Saskatoon website at [www.growingfwd.ca](http://www.growingfwd.ca). Under the “Shaping Core Bridges” discussion, is a workbook from the November 2014 round of engagement, that you might find interesting <http://www.growingfwd.ca/wp-content/uploads/2014/11/Core-Area-Bridges-Workbook.pdf>.

Thank you for your input, and I will pass it along for inclusion in the bridge assessment.

Regards,

Lesley Anderson | tel 306.975.2650

Project Manager, Growing Forward! Shaping Saskatoon

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

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

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From: Curtis

Sent: March 20, 2015 8:52 AM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

I wanted to reiterate my comments during your presentation at The Two Twenty Wednesday March 18<sup>th</sup>.

The strategic growth plan has a heavy focus on improving public transit, which I wholeheartedly agree with. That said, by focusing on building independent, self-sufficient neighbourhoods you can reduce the need on transportation in the first place.

For example, I live in \*\* and work/shop in Riversdale. Public Transit is not part of my daily needs because I can accomplish 90% of my weekly tasks on foot or bicycle. We are a single car family only because of how well served we are by the density of services available within close proximity to us.

The presentation started off with an estimate that a trip across town could take 40 minutes if we continue to grow as per the status quo. I don't know that the scenario presented is such a bad thing, when viewed from the lens of city sustainability.

If the city developed new neighbourhoods around the premise that there needs to be enough employment located within the area for the residents that live in the area, we would immediately alleviate our dependence on driving. Again, Riversdale contains industrial, commercial, retail and office functions integrated within the fabric of residences. This is the model for a healthy, sustainable community that is resilient in the face of change, which is completely lacking in new neighbourhood designs that we have seen happen in Saskatoon. In regards to ANOTHER bridge...I think the city needs to seriously look at better use of existing infrastructure before contemplating yet another bridge. Why not traffic lane controls on the university bridge? ie. 3 lanes towards downtown in the mornings, 3 lanes leaving downtown in the late afternoons? This is the low hanging fruit that our city does not seem to be able to reach for.

--REPLY--

From: Anderson, Lesley (CY - Planning and Development)  
Sent: March 25, 2015 1:38 PM  
To: Denis  
Subject: RE: Growth Plan Comment

Hi Curtis,

Thanks for passing along your comments below. You've raised some really interesting points about changing the nature of the city. The newest neighbourhoods being developed now are being planned to include larger amounts of employment lands in order to help address some of the need for people to travel longer distances on a daily basis, and create multi-functional neighbourhoods. I will pass along your comments to the project team for inclusion.

Regards,

Lesley Anderson | tel 306.975.2650  
Project Manager, Growing Forward! Shaping Saskatoon  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
lesley.anderson@saskatoon.ca  
www.saskatoon.ca | www.growingfwd.ca

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From: Bonnie  
Sent: March 9, 2015 8:31 AM  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment

People who park on the east side and walk downtown to work are keeping cars out of downtown, reducing pollution, and promoting exercise and healthy lifestyle.

The problem is finding a place to park. In winter 12<sup>th</sup> street is not kept clear so cars can park. Snow is plowed



into the curb and cars can't park. The other issue is two hour residential parking.

For the future, address these issues near the bridges so more people will walk downtown. Address the neighbourhood parking issue so residents and walkers are all treated fairly. For bridge repairs summer 2015, address these parking issues to keep cars out of downtown

Hope these ideas are helpful.

--REPLY--

From: Thoman, Lee (CY - Planning and Development)

Sent: March 09, 2015 11:24 AM

To: Bonnie

Subject: RE: Growth Plan Comment

Good morning, Bonnie.

Thank-you for your comments. Your suggestion of a park-n-walk is very interesting! I will be sure to include this for consideration.

Cheers!

Lee Thomas | tel 306.975.3110

Project Manager, Growing Forward! Shaping Saskatoon

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# APPENDIX D Raw Workbook & Survey Comments



## RAW COMMENTS: LONG-TERM DIRECTIONS

### How could we enhance the Growth Plan?

- Focus more on the development of public transit in the short term and see the effect it has on traffic. New core bridges may be unnecessary if traffic can be reduced.
- No support for 33<sup>rd</sup> Street bridge. Support for bus lanes.
- I would like dedicated bike lanes that are separated completely from cars and pedestrians (bridges) crossings on any future bridges. More frequent buses to areas outside the core (downtown) areas. A clear, easy to read bus schedule and may on an app or website or phone line dedicated to the bus schedule. Safe and warm bus terminals or stops.
- 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 8<sup>th</sup> Street, 22<sup>nd</sup> 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.
- Give more detail on what a 33<sup>rd</sup> Street bridge actually entails... taking out the bike path that was just finished? Widening the street? How much traffic would be added to 33<sup>rd</sup> Street? There was a serious lack of detailed information regarding this proposal.
- Must incorporate plans for future LRT. Changing behavior - how do we encourage people to try it? People do what they know. Is there an incentive plan to encourage people of car habit to change how they get around? Lower fares?
- I am using question marks because I don't have a comfortable clear picture of these issues yet. Redevelopment and infill - I am not entirely clear on the impact of these particular elements on the overall quality of life in the city.
- 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.
- Has any thought been given to having the Victorian Bridge one way but switching direction? Morning --> to city centre. Afternoon --> out of city centre.
- Better land use. Less urban sprawl.
- When it comes to transit (getting more people to ride) I found that the bus I took 2 years ago not to be stroller friendly.
- Need to work with Zoning Department to help identify and communicate redevelopment options with the public and land owners/developers.
- Continue with public engagement planning sessions.
- Clearer ideas on strategic growth. What densities? Is Saskatoon maintaining a grid? What housing types? Mixed-use? Affordable housing?
- Rapid mono rail raised would may be save the changing of the roads.
- Look at including the North Industrial area + SK Tel Centre and Aspent Acres. The traffic in the north end

is extremely high, partly because there is low-level transit services.

- Transit has to be improved asap, and a culture change is required to make that happen. Corridor dev't will contribute to the culture change. Bridge dev't simply reinforce the car culture. Give Greater priority to the 8th Street corridor, which has no trains and is ripe for this dev't
- Don't know what you mean. Make the growth plan more practical or to explain it better?
- Additional Focus on different modes of transportation.
- How do we pay for the growth plan?
- Do it sooner, rather than later. Will save costs overall.
- Have rapid transit to the north Lawson Mall Terminal.
- Could possibly insert a light railway system.
- More Transit to north end and extended buses.
- Build the north bridge.
- Incorporate plan to reflect BRT- dedicated bus lanes for new and developing areas.
- Rebuild/Design University and Broadway to accommodate dedicated BRT and pedestrian/cycle.
- More big side walks.
- The west side is not just 22<sup>nd</sup>, need to look at 33<sup>rd</sup> too.
- Give us the big picture, how will it affect tax, economy etc.; make sure you are finish building everything before opening the roads etc.
- A bus over new/south bridge would be recommended; direct routes between suburbs would allow travel time to decrease.
- I believe we could improve the growth plan by making where different stores and shops are planted by having different districts. As well as focusing on bike lanes and designated transit.
- I think its important for the city to analyze how oil prices and an eventual phasing out of oil and gas in favour of wind and solar and biomass will impact the city. Will we see growth at the scale the city is anticipating if/when renewable are favoured over oil. Part of thinking about this would involve encouraging wind and solar development in Saskatoon. A sustainable growth plan designed around growth in an unsustainable industry is not sustainable. We will run out of oil if we don't phase it out. Also think infill and increased density is vital to reducing traffic.
- Relocate railways outside the city core. No more suburbs with just houses - need services and jobs.
- Understand future administration may have different priorities and need more flexibility. Hire a new transit planner.
- Possible "time sensitive" one way directional traffic lanes/corridors e.g. Victoria Bridge. Limiting automobile movement (one-way) at peak times during the day. Outside these time windows, limit traffic to pedestrian/cycling commuters only.



- Downtown development in terms of residential development. Beautification of downtown. More dedicated bus lanes/stations in suburbs i.e. Stonebridge, Willowgrove, Arbor Creek.
- Encourage density via Transit.
- More in depth analysis of demographic growth patterns e.g. 33<sup>rd</sup> Street, North Park/City Park - What community consultation has taken place in mature neighbourhoods?
- Support more local businesses in the city
- More long buses and more buses to the North.
- When people buy into my neighbourhood, they view it the way it is. You can't just build "Walmart" overpasses (Clarence over Circle Drive S) and load Clarence, a street designed in 1950, to levels it was not designed for. City projections are usually incorrect - we were told Clarence traffic would add about 2000 cars/day, instead it added over 12,000 cars/day.
- Good work reducing suburban share of overall population growth from 65% to 50%, but that goal should be closer to 30%. This would be more effective at correcting the current plan of >90% of growth occurring in suburbs.
- 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?
- I'm not overly sure about the 33<sup>rd</sup> 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.
- You could increase my support of the rapid transit through 22<sup>nd</sup> 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.
- We need to focus, as a city not just on the transit system. We talk about the growth in the City by about double the current population. We need to think about where these people will live. I think that the city needs to build more living areas in the downtown - condos and such.
- Allow people more ways to walk, bicycle, and bus. Would rather see a foot/bike/BRT bridge instead of a car bridge.
- Ensure that all development is viewed through a heritage lens. Does any proposed development have an impact on our heritage resources.
- I think of using the existing train system going through Saskatoon as an urban train system to move people - bridges and infrastructure are already there!
- BRT looks similar to existing DART. It lacks collection parking lots in suburban areas and then direct travel to downtown. If BRT stops 10 times along the way it will not be rapid transit! Designated lanes are welcomed but if BRT still takes 30-45 minutes to get downtown - who will take it? People will continue to drive cars.
- 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 time-lines on their neighbourhoods.

- Removal of rail lines - bypass city core and reroute to city outskirts.
- Rapid transit is essential but it is needed first to have good local service to each secondary hub - within neighbourhood - within industrial areas. Link secondary hubs to main hub.
- Include why some options are off the table e.g. transit other than buses.
- I am not convinced another core area bridge is needed. I am not in support of building city infrastructure for alternative and active transportation. If a bridge is a consideration, how does it consider transit, cycling and pedestrians and existing infrastructure like the Meewasin Trail.
- Bike lanes. 11<sup>th</sup> Street -> sidewalks on both sides. Car doors smack bikers. Frequency of buses. Buses and big trucks have specific lanes inside because of bikers.
- Old railway track --> bike paths. Better buses on Montgomery. 11<sup>th</sup> Street is bad for biking - need sidewalks on both sides.
- Park and ride would be much more feasible if surface parking (free) were more restricted. I would only use park and rides if I knew it would be impossible to find parking at my destination or it was significantly cheaper to park and ride (rather than drive and park).
- The plan of a potential bridge in 20 years (maybe) seems pretty irrelevant. We need to be more proactive.
- Add extra lanes to Attridge Drive. Overpass at McCormand Drive to Highway 5.
- 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.
- More consideration for people who cycle and walk.
- To look at all the Green options as possible.
- Look at as many Green options.
- Clarify, esp. Corridor Growth (sounds more like infill focus, yet reading the descriptor streetscaping is a huge component).
- Keep asking questions of people.
- Greater focus on HUMAN BEINGS, whether they be moving around on foot, bicycle, or using public transit. Removal of the "please-the-vehicles" mindset.
- Wider roads (residential and main)
- Listen to all Saskatoon residents & not just the business community
- Build freeway type bridges on the edge of the city
- I think a look need to be taken at the feasibility of the yet to be constructed new Victoria Street bridge for dedicated transit lanes. This would be less congestion prone than Broadway and has no school zones. Those BRT services along 8<sup>th</sup> Street would be better served without passing by the bottleneck Broadway and the Broadway bridge will entail.
- Improve overall flow of all traffic

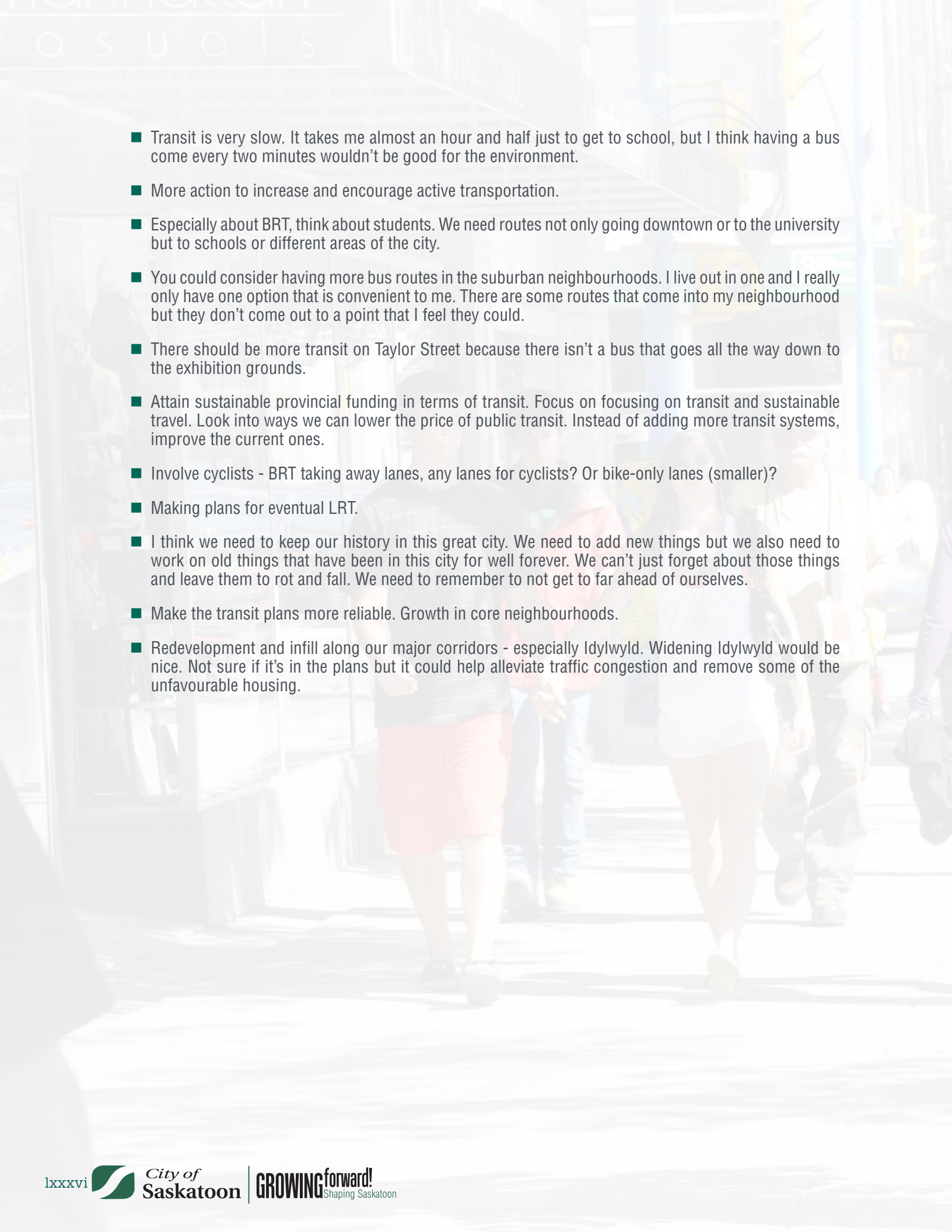


- More emphasis on active transportation - cycling and walking
- While I generally support the promotion of a more active transportation network, I feel like this plan is trying to fit in with a residential development model that inherently doesn't accommodate active transportation very well. If the city is as committed to making active transportation as successful as possible then it should adopt a development model based on active transportation with public transit being the most important. Car based development will always render public transportation as secondary.
- Adopt only best practices for transportation design and include at least 4 modes - ped, cycle, transit, vehicle.
- Building a skytrain system to all major stops with buses at those terminals less buses more effective.
- Include robust and overt Winter City features i.e. ensure year-round use of the public realm (streets and civic spaces); facilitate alternate modes of transportation (walking, cycling); maximize sun exposure and minimize wind; and facilitate maximum snow removal.
- Start with implementing plans..enough talk..time for action.
- A focus on roadways and bridges as cures to traffic congestion is akin to treating the symptom. not the disease. Studies, including Turner and Duranton, have shown that adding roads correlates to an increase in drivers, requiring the addition of more roads. I can understand a focus on roads as it is what the average citizen is concerned with, but that is because we have a faulty paradigm in this city. Placating citizens by building more roads to placate citizens is like giving your children candy to stop them from whining. It is a short term solution to a chronic problem. As cities like Paris, Brussels and Copenhagen have done, we must show some tough love in the immediate future to see return on investments in the decades to follow. Few in this city will take the bus until it is the best possible solution to commuting and as long as the City keeps patching the damn with additional lanes and bridges we will continue along the vector that has led us to this point. The failure to embrace the opportunities of a pedestrian bridge on Victoria breaks my heart. This was an opportunity to put Saskatoon on the same stage as progressive European cities. It is hard to support and believe in a City when they barely listen to a group of students and concerned community members whose tenacity and optimism for the future eclipses that of our officials.
- Provide better non motorized alternative transportation modes.
- Strong focus on transit.
- Stronger regulation on suburban growth and more attention to building density in core.
- More infill, more transit, biking and walking accommodation.
- Get something done. Anything just do something.
- Build the city for people, not vehicles. Gathering spaces, bike-ways, green parks etc.
- Zoning for more high rise buildings.
- Focus on bringing more density into core communities.
- Communication.
- I think the city needs to carefully examine the suitability of the existing infrastructure for all of these plans. In the old neighbourhoods, water and sewer systems are very very old. They need to be replaced ASAP.

The increasing problems associated with water main breaks and the resulting mess made by digging and re digging streets is unacceptable. In the end the patch work of repairs is far more expensive than replacing aging infrastructure.

- Fix the Victoria bridge and build a new North Bridge near Akzo Nobel. Forget about a 33<sup>rd</sup> street bridge!!!
- Make room on roads for biking and walking.
- Take care to make active transportation (biking and walking) as attractive as possible.
- The 33<sup>rd</sup> street bridge is unexpected, and brilliant. If BRT is going to be successful, it needs go be frequent, reliable, and go in straight lines. Nothing works against that more than arterials that wind back and forth, and cul-de-sacs and crescents that make it impossible to walk to the nearest frequent-service bus stop in 800m, which seems to be the limit that someone will walk to get to a BRT station (see the Human Transit blog post on the matter). The BRT line ending in University Heights is a perfect example of how this concept has been ignored, and transit goes terribly wrong. How are you supposed to extend BRT beyond the University Heights station when growth happens there? Also, it needs to be kept in mind that if BRT is done properly, it will encourage growth around those stations (especially if they're heated and comfortable). Those stations should be placed, and future stations should be considered to be put in places where very intense development can happen (see an article online about the effect of transitway stations in Ottawa).
- Less artistry, more practicality and reality. Desirable street character? Pull your heads out of your asses!
- There is a need to encourage people walking and people biking.
- More engagement with public. Transit is key.
- Consider more recycle projects. The parking in the core is not user friendly.
- Focus on changing the city's culture on taking the bus, car pooling - like have the citizens consider this as they way of life instead of this idea of individual & car, etc.
- 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.
- Density, trends, data? Industrial work - where will this be in 10, 20, 30 years? Focus is on residential growth? Incentives for transit use (card). West, NE, East. Where is plan for North? Bypass hwy?
- When enhancing bus services, consider strongly the service for high school students. For example, a youth on the east side still needs to spend an hour on the bus to get to high school on the same side of town.
- Show where the majority of the growth is going to be. Where are all the people going to be placed.
- Continue with community engagement
- Include other alternative transportation options. Bus plan is good. Include technological advances and opportunities.
- Sitting at tables and discussing with larger groups. Less talking at podium.
- Better and safer bike lanes down major roads like Broadway and College Drive. Having a greener downtown area to reduce CO2 emissions. More routes for the Bus Rapid Transit.



- 
- Transit is very slow. It takes me almost an hour and half just to get to school, but I think having a bus come every two minutes wouldn't be good for the environment.
  - More action to increase and encourage active transportation.
  - Especially about BRT, think about students. We need routes not only going downtown or to the university but to schools or different areas of the city.
  - You could consider having more bus routes in the suburban neighbourhoods. I live out in one and I really only have one option that is convenient to me. There are some routes that come into my neighbourhood but they don't come out to a point that I feel they could.
  - There should be more transit on Taylor Street because there isn't a bus that goes all the way down to the exhibition grounds.
  - Attain sustainable provincial funding in terms of transit. Focus on focusing on transit and sustainable travel. Look into ways we can lower the price of public transit. Instead of adding more transit systems, improve the current ones.
  - Involve cyclists - BRT taking away lanes, any lanes for cyclists? Or bike-only lanes (smaller)?
  - Making plans for eventual LRT.
  - I think we need to keep our history in this great city. We need to add new things but we also need to work on old things that have been in this city for well forever. We can't just forget about those things and leave them to rot and fall. We need to remember to not get too far ahead of ourselves.
  - Make the transit plans more reliable. Growth in core neighbourhoods.
  - Redevelopment and infill along our major corridors - especially Idylwyld. Widening Idylwyld would be nice. Not sure if it's in the plans but it could help alleviate traffic congestion and remove some of the unfavourable housing.

## RAW COMMENTS: LONG-TERM DIRECTIONS

### Are there other comments you would like to make?

- I agree with the improvements for transit but I also would like the city to be more bicycle friendly since many people would rather bike than ride buses. Also I am concerned whether the new changes will be pedestrian friendly. More local grocery stores that are within walking distance to downtown would be helpful. People are complaining about high traffic congestion so more bridges should be a high priority. I highly agree with the infill along our major corridors, like 22<sup>nd</sup>.
- I'm really happy to see the city thinking ahead and especially with a sustainable, reduced traffic (carbon-burning) perspective. Good to see "upstream" thinking. I just asked a question about cycling lanes and was told it would be address in the Active Transportation Group - perhaps those areas of study could be folded together? (Core bridges-transit-corridors-active transportation. It is being answered, but I would hope the departments are cooperating as early as possible. Contrary to the speakers thought that it is important to do something, lest we plan too long and do nothing, I would suggest it is in fact much more important to do something right the first time. If it takes a year or two longer to synthesize the different aspects of the Growth Plan, then wait.
- 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.
- Connect green spaces to riverbank areas (now a long and narrow strip - could be enhanced).
- We must discover why the pavement on the roads are failing. Why build new ones if we can't figure out the failure rate on the ones that exist.
- Make use of Rapid Transit System in the Circle Drive pattern. The idea of a "pie shaped" idea to move traffic more efficiently and use drop off centres at the malls.
- Don't raise taxes to implement these plans.
- I personally don't like the 33<sup>rd</sup> Street bridge crossing and hope it isn't needed. It seems like a lot of money for minimal solution. I foresee the Idylwyld 33<sup>rd</sup> intersection getting worse. You can't turn left from Warman Road to 33<sup>rd</sup> so more traffic will end up going through the neighbourhood. The city just spent time removing lanes on 33<sup>rd</sup> from Warman to Spadina and not they want to talk increasing traffic. Not to mention there's only one lane to cross Warman Road if travelling from Idylwyld to Spadina. Many Saskatonians enjoy relaxing at the weir and my concern is that a bridge would ruin this space/experience. As a resident of North Park I can't see this changing my travel routes.
- With having a winter environment, I feel all bus stops (outside a certain spacing i.e. every 2 blocks or such) should have shelters. Not all need to be heater, but I feel it is important to provide protection from the elements.
- Offering the session at the U of S is a great idea!
- A successful and efficient BRT system is absolutely a must have if Saskatoon wished to continue being an attractive city for investment and growth. The plan should be implemented as quickly as possible.
- Concern on the connection between cw/cp rail and the rapid transit corridors.
- Grade separation for all traffic on these lines should occur immediately as a priority one.



- Bus service to City's North west areas must be addressed/improved.
- 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 roads linking the abandoned Victoria Street Bridge are low and med priority. This is a political issue but we have to carry the cost of construction and 100 year maintenance on a structure for sentimental purposes. City should abandon procurement of that bridge. It would cost less in the long run.
- How do we keep maintenance on-going over the years?
- 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.
- Enhancing core growth/density requires building up - 20 stories and as well as providing necessary amenities to encourage living/working/playing in downtown.
- BRT to exhibition/special event locations.
- <2 years implement 5 park & Ride.
- BRT to new areas < 5 years.
- Dedicated Bus lanes < 2 years.
- Missing service along 33<sup>rd</sup>.
- Saskatoon could use a bigger transit system if we grow more than 1/2 a million; free wifi on buses; make a reserved bike lane for bikes.
- It is important that business taxes be raised at least somewhat to pay for this, not just property tax increases. It's only fair that business should also pay their fair share. Other forms of taxes like gas tax would also be important so that the cost is being shared and that single occupancy vehicles are discouraged.
- Escalate the need for 33<sup>rd</sup> Street river crossing.
- Need to bring more people to the core to maintain downtown's vibrancy.
- 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 is the potential impact for my house. I live right at Spadina and 33<sup>rd</sup> Street. Any thought towards having transit go in a spiral route around the City?
- Stop subsidizing car use.
- What input did elected officials have in these design plans?
- Redirect traffic flow to newly built freeways through the city.
- The presentation was well organized and I enjoyed it!
- I would like to see consideration for the urban centers of Martensville and Warman as bedroom communities, feeding Saskatoon employment base. Transit/BRT/Transportation Corridors, this should

expand outside Saskatoon's boards and be incorporated into the overall growth plan.

- Attracting business here is fundamental to implement any of these plans.
- Where's the cost benefit analysis of options and alignment with population needs?
- Add E. Train.
- There is no separate choice for BRT on University (no support) and 33<sup>rd</sup> Street Bridge (Strong Support). You have lumped it together so one can't choose properly.
- LRT System
- For all proposals, have clear goals for improved transportation based on best practices for urban planning and growth, that will apply 20 years in the future.
- I have concerns about the infill and redevelopment process. It seems likely to me that this will result in the gentrification of these neighbourhoods, meaning the development would harm those who most need/deserve help and community-delivered assistance. What plans have been made so that these people are not displaced?
- The dedicated bus lanes and stations graphic on the bottom of page 8 is great! Having rapid transit spanning the entire city would go a long way in planning for the future. This graphic looks almost like that of a large city and is crucial for starting and maintaining sustainable movement for people.
- I am opposed to the extension of 33<sup>rd</sup> Street bridge. I recently purchased a home and paid a premium price to live in a quiet character neighbourhood. Having 4 lanes of traffic this close would de-value our homes and bring more traffic and noise than we have already. Please find an alternative way to grow.
- Can dedicated bus lanes be added in Nutana?
- 33<sup>rd</sup> Street crossing should be finished in 10 years.
- Please consider using funding for the Traffic bridge for the bridge at 33<sup>rd</sup> - Having a ped bridge at Victoria could open many doors - healthy lifestyles, tourism, marathons, etc.
- Must be mindful of retail corridors downtown. Owners and more important potential developers will not appreciate bus noise and patrons detracting from storefront appeal.
- Transit talks increased frequency but trip times are more important. Park and ride lots will get people onto buses if it doesn't take 30 minutes more to get downtown. In order to get higher usage of transit, reduce time to get downtown. More stops result in longer trip times and people don't want to take 45 from home to get to downtown.
- The 33<sup>rd</sup> Street river crossing is an excellent idea. However if implemented it should include on and off access ramps directly from the university.
- I'm very encouraged by the idea of Park and Ride for Martensville and Warman. I wonder why it has not been proposed for other areas (even in the city).
- Is there planning to expand another or new hospital to compete with the load on RUH? A hospital with more staff, doctors and nurses alike, which would be able share half the load or emergencies and child births with RUH? The University hospital is already over worked with the population we are sitting at presently at. As well most hospital staff don't have parking anywhere close to the university due to the cost and lack of spaces. So a rapid bus system direct to the university is a great idea. But we mustn't



forget about our health care facilities.

- 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.
- I would to see public transportation included as the first priority rather than the third. I would also like to see active transportation included as a priority. Saskatoon is incredibly well positioned, with a network of paths and minor corridors already in existence, especially along the river, to be a paradise for cyclist commuters. This should be a priority!
- Learn from other contemporary/cohort communities, apply the principles learned there and avoid the problems due to the planning decisions of the 50s - 90's.
- Proposal show some understanding of the need for public transit but it still seems to be as a poor relation to the automobile and one driver.
- Urban Systems offers education and promotion of sustainable choices. Urban Systems offers hope to Saskatoon's citizens. Hopefully, Council will support the Growth Plan. THANK YOU.
- Not only is pollution and issue but the amount of water we waste is on the up. With the population of the world growing exponentially we are at a risk of using between 70%- 90% of our water run off by 2025. We need to make Saskatoon a city that is sustainable and can live within our natural resources that we are depleting so rapidly. How will we function with no fossil fuels, no coal and no water??? We need to invest in solar power and wind power. Look for ways to save on water as the majority we waste as its used for showering and flushing toilets.
- Under no circumstances should there be surface intersections on high speed corridors like Circle Drive, College Drive East of McKercher, Idylwyld North of 51<sup>st</sup>, 22<sup>nd</sup> West of Diefenbaker, anywhere on hwy 11 or 16 particularly Marquis drive, and the proposed crossing on College Drive east of McOrmond, to name a few. Anything less than an interchange for these would be creating significant safety hazards. Saskatoon is backward in this area and could take some lessons from Calgary. No development along these routes unless the interchange is there first just like what happened for the Stonebridge Walmart.
- I actually would like a wage freeze for Councillors. It sucks when they get raises and those of us in the work force who are doing the best we can don't get any due to the economy. My company doesn't even do COL raises.
- We have enough motorway bridges already. We need bridges which allow for bikes and pedestrians only. We have none now. The train bridge is not a cycling bridge because of the difficult access, especially with bike trailers, etc.
- I would like to see more emphasis not just on zoning to allow mixed use, but encouraging mixed use. Commercial/retail at ground level like Broadway Avenue, with office & residential above. Not just 22<sup>nd</sup> & 8<sup>th</sup> Street. This would also be suited to Central Avenue. Encouraging development that is attractive to pedestrians, designed for public transit and easy and safe for riding bikes. Cars will still come regardless. You cannot ""balance"" the needs of all users by continuing to favour automobiles. Cars have had virtually complete priority for decades. One cannot balance a scale that is already leaning completely one way by adding equal amounts to each side of the scale. It will forever be unbalanced.
- The city is still bending over backward for developers who create overpriced housing developments with little green space, REALLY poor storm water management (then homeowners are slammed by flooding), and taxpayers are on the hook for all the infrastructure. No wonder the city's tax rates on property are ridiculously high.



- Plan BEFORE monies are spent that will later be viewed as money poorly spent due to poor planning.
- Plan ahead... Lenore drive bridge may be another river crossing that needs to be looked at in the future. Plan for this on the east side of river before north Silversprings is all developed! Also the North commuter parkway will be a perfect name for the bridge on Marquis drive if they plan on having the same number of stop light as Circle Drive North.
- Currently bus transit needs express bus routing from park and ride locations such as: Market Mall, Lawson Mall, Wall Mart @ Stone Bridge and Confederation.
- I would like to see mini of leash areas in neighborhood parks that are within a “normal park” that children can play ball with their dogs or where small breed dogs can run of leash in a low height fenced safe area in a normal park. The current off leash areas are not friendly for people who work shift work (no lites) no walk path that is maintained for wheelchair people or those with mobility issues.
- The options are limited if we don't have another bridge.
- Please change the workers at your main office as they are very rude. Also if they have too much work between callings and helping clients then assign more workers in this office. Big line ups to buy bus passes plus clients need to wait until they stop talking on the phone it does not give a good message to either client. Bye.
- Homeowners are already paying to much in taxes and how are we going to pay for all of this without taxing people to the point of bankruptcy??
- Please consider the environment, pedestrians and other alternatives of transportation.
- Attridge Drive would need to be updated with more lanes to accommodate the introduced traffic from a 33<sup>rd</sup> Street bridge. But I like the idea of the bridge. A roundabout at the intersection of Preston and Attridge would probably help keep traffic moving better at that intersection than a light.
- I don't understand how the pedestrian and coffee shop culture proposed along 22<sup>nd</sup> and 8<sup>th</sup> Street will evolve. How is downtown revitalization integrated into this plan? Downtown feels sketchy, dangerous and dirty these days. I wouldn't let my children go there on their own, yet we regularly visit developing countries and let our pre-teen travel with others his age. Why do we have this discrepancy in autonomy? Downtown Saskatoon is undesirable!
- With all of the new areas in the North End Hampton Village only has 2 real main exits, there is already a line up passed Leons at 5:00 to get in and out of Hampton and it's only going to get worse. Airport drive and the intersection at Claypool is insufficient.
- Don't think it will do any good you guys are making city grow to fast and pretty soon were going to pay for it hard in my opinion i think out mayer doesn't care cause he will be done soon and hes not living poor or average.
- I do not want a bridge at 33<sup>rd</sup> Street street, it makes no sense to increase the traffic along a corridor with two elementary schools nearby and neighbourhoods with growing families. Focus on the North bridge and get the Yellow head traffic out and around the city, as they are only passing through and then local traffic can use circle for the North end. The transit needs to be improved to encourage ridership and less personal vehicle traffic. I want to see the city take as much care about core neighbourhoods and safety for our children and elderly as other area of the city are given. We would never consider putting a bridge through other ares, and so close to elementary schools, we need to respect its not ok through our neighbourhoods for the same reasons. Getting someone a few minutes quicker to wherever they are going by cutting through our neighbourhood is not fair to our neighbourhoods. There are better ways



to go about managing traffic, by alternative transport options and a North bridge, that routes around the city and opening up circle for local traffic. Safety is number one, and one child lost is one too many. Help us to make our neighbourhoods safer not more dangerous for our children and elderly.

- I would like to see the buses run more frequently like every 10 to 15 minutes. I think that buses should receive more subsidy so it is so economical for people to take the bus that driving doesn't make any sense!!
- As long as these new developments include an improvement to road conditions in these corridors, as well as a synchronization of lights to improve traffic flow on and around these corridors, this will be a good plan. Even outside of these major corridors, improving traffic flow by evaluating light patterns would be important. A city of 500,000 cannot operate when simply driving through major areas is impeded by nonsensical traffic patterns.
- 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.
- The Victoria Bridge is not in the illustrations, or mentioned in these plans... This is disturbing. Why is this river-crossing being ignored? The City has promised this bridge, are they backing out of that promise and not telling us??? Boo. And what about establishing bike lanes and the Meewasin trails? Buses are important, but so are these alternative modes of transportation in a growing City with environmentally conscious citizens. Boo. Even Calgary has excellent bike & walkability for it's people.
- More money for pot holes !!!!
- The design of these communications needs to improve. As a professional graphic designer and communicator I can't believe anyone would expect the citizens of Saskatoon to take these communications seriously. By improved design I'm really referring to improved clarity, effectiveness, communication, readability, aesthetics, and so on. I would assume the City of Saskatoon would prefer to come across as a professional authority rather than amateur.
- Corridor development, and the associated zoning changes, are a perfect opportunity to combat gentrification by requiring affordable housing to be provided in new developments along major corridors.
- Most of my comments support my 'strong support' so I didn't like that the text boxes only asked for 'low' or 'no' support explanations. I think you should hear from those of us who are tremendously excited about this plan! I think the City has done its homework and this project seems to be excellently managed. In fact can we do this all tomorrow and not 30-50 years from now?!?!?
- Genuine cycling corridors must be included in the growth report. The half-measure solutions currently implemented in the city are entirely inadequate. For instance, running a dedicated cycling lane through the bus mall is ridiculous.
- Again we need money spent on our roads, snow removal faster and more efficient and also pot holes need to be fixed or we need a better solution on why we get the potholes in the first place we need a new system to decrease how bad the roads are.
- Bike lanes or better routes East and west are required. If Saskatoon can build enough alternate practical means of transportation it can save money on roadwork as people park their cars more often.
- From what has happened with planing and management in the City of Saskatoon, we need from top down, better people to run this city.
- Traffic bridge should be limited car access and ensure pedestrian/bike access.



- See above - wondering what the plan is for semi's and northbound traffic coming from Airport/West to get out to Costco and/or the lake.
- When you spend public funds make sure it is a long term investment instead of a whim, like you are doing now.
- Our city is growing rapidly. We need to keep up. Even if we build a few toll bridges to help pay!
- Immediately scrap the rebuild of Victoria Street bridge.
- We should have the old traffic bridge replaced with another one. Long-term, this would mean a lot fewer traffic headaches for future necessary bridge repairs (even including having the proposed 33<sup>rd</sup> Street bridge).
- Close down the stupid exit lane you haphazardly threw up from Circle Drive south to 22<sup>nd</sup> Street East. The one that passes by the Tim Horton's (Fairmont Drive). That should be closed totally and make the drivers go up to Diefenbaker to turn right onto 22<sup>nd</sup>.
- i love the idea of making public transit a priority along with reworking major corridors to support pedestrian and bicycle traffic! Let's make a beautiful accessible city!
- I am excited that the city is looking to plan ahead but when you are struggling with the upkeep of the current infrastructure it is hard to agree with future plans.
- In all of the discussion in the media, etc, I have not heard any comments about improving our current traffic signals. We do not have enough advanced left-turn signals; those we have, activate erratically. For example: 20<sup>th</sup> Street - Spadina to it's end at Circle West - to my knowledge there is ONE location with a left turn arrow (idylwyld); Preston south-bound at Taylor - no arrow - no designated turning bay - this is a nightmare, and it is typical of intersections throughout the city.
- Suburban homes require more roads, utilities (with ongoing maintenance). Their property tax should reflect the burden they are placing on our community when they choose to live in sprawling neighborhoods.
- 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.
- Thinking and concept development of transit development needs to be grounded in revised conceptual thinking...a different paradigm! What I see in you plan drafting is a model that attempts to "enhance" current transit rather than "change" it.
- Instead of worrying about growth we first need to worry about what we have. We have so many traffic flow problems as it is right now, a crappy transit system, roads that are always falling apart, little to know snow removal in residential areas where we do the most driving. The problems will not fix themselves, and will only get worse as we expand. Please shift your focus to making what we already have as efficient as possible, then worry about growing. This city is becoming a joke! I would be willing to pay more taxes just so that you can figure this out.
- City needs to figure out how to move traffic from one side of the city to the other. Try driving in rush hour!! Its not easy in Saskatoon. First start with Victoria St Bridge then move onwards. Finish what was started.
- The mayor and the councilman need to stop playing around and look after the transit employees there the people that make the transit system work.



- I strongly voice my opinion that there is NO need for either a 24<sup>th</sup> Street nor a 33<sup>rd</sup> Street bridge.
- Borrow by issuing 30 year notes at record low interest rates... Worry less about the AAA credit rating and be aggressive... Parking downtown would be addressed with a proper transit system... Buses don't cut it..
- Some bus drivers struggle to stay in their own lane so if bus lanes are added please make them some what wider then normal to protect the safety of other drivers.
- Is no. Discussing fixing transit or be you need to settle your labor problem show can you hire mechanics when you're paying low wages how can you get decent drivers when garbage truck drivers get paid more
- Do not make good inner city neighbourhoods pay for lack of traffic movement. Think about moving people around where they need to go ( North end) with efficiency and ease (and warmth in winter). Allow people to get out of Evergreen and Willowgrove by getting the Northern bridge done.
- I would like to see continuing progress in better accessibility to bike lanes around our city.
- Lenore to Central could use a river crossing. The North Commuter Bridge is too far north to be a viable option to a lot of the residents of Silverspring, Southerland, Forest Grove, Silverwood, etc.
- Please don't wait until the Active Transportation Plan is done before considering bike lanes on any roads/bridges you'll be changing/constructing. Separating this form of transportation goes against your value of encouraging active transportation. And, it will cost more to fix the oversight later!
- Please learn from other cities that have done this already. We do not need to make their mistakes. Please think about the future, increasing energy costs, climate change, and reduction in emissions by encouraging public and bicycle transport.
- BIKE LANES. Victoria bridge should be pedestrian and bike. That would be GREAT!
- Fix the roads we have before you blow millions on a bridge that will ruin the calmness along the river in the north.
- You need to make your city accessible to the walking public. No one can take transit if they are mobility assisted with the state of the roads/sidewalks.
- The plan had not addressed the fact that we still have trains moving through our city inconveniencing drivers, buses, pedestrians, ambulances, etc. I understand that this could cost a lot of money to fix, building a bridge over or digging a trench under. But Saskatoon has avoided the problem on the west side long enough. A city with a half a million people and we still have trains stopping traffic for 10 minutes. How would any of your plans work when go old CP Rail drives through and destroys travel times around the city. Oh wait, only the west side of the city.
- City should consider light rail or tram system; much more appealing than buses.
- I feel as though residents who are actually affected haven't been made aware of this. I don't listen to the radio and as a result I'm just finding out. This is such an inappropriate place for a high traffic bridge.
- Moved to Saskatoon because it was a nice-sized city. Not sure if I will stay in a 500,000 sized city. It already seems to have too many traffic problems and I'm not confident any solutions will make half a million easier in terms of traffic than 250,000.

- I strongly expect that this plan for all its fine ideals will be watered down until we end up with a mess. Let's hear the mayor and councillors publicly declare that there are way too many cars on the streets of Saskatoon already and that we should stop subsidizing private car use by building more roads and bridges. Ain't going to happen in a city that is addicted to cars and has a very strong pro-car lobby in the form of the entire car industry.
- 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).
- Is the CPR track moving or staying? If the CPR goes else where...then use the existing bridge and embankment for a light rail transit link. Decrease dependency on automobiles not cater to it!
- Having frequent, consistent bus service is much more important than mobile apps and a "Where's my bus?" page. If I think I'm about to miss my bus I'm not going to stop to look at a web page, particularly if missing it means a 30 or 60-minute wait, and the occasional 90-minute wait in bad weather. Canceled and reduced service, buses that are an hour late, buses that stop running at 7 or 9 in the evening, are not acceptable. Get reliable and frequent service started now or the rest of this will never matter.
- I think the Traffic flow and Lights need some learning and schooling... Winnipeg and Vegas are huge cities and there is NO issues like our traffic jams downtown at 5 pm... and in the morning... It needs to flow better. Also Bike lanes take away from traffic flow.... That is something that needs to be considered.. Do Not waste Money and raise Taxes in order to do a Study or survey!!! Cramming the people in residential areas, where there are now 4 cars per house/legal suites, etc. So now you have 3 times the cars and two exits out of areas like Stonebridge. That is poorly thought out!! Just saying.
- The 33<sup>rd</sup> Street bridge is a great idea.
- Get on with a plan. No more studies.
- Strategic placement of walls needed on 22<sup>nd</sup> to block poor visual of derelict housing.
- The more bridges the easier the flow of traffic..With fewer potential delays...This city is very unlikely to decrease in size in future.
- Separate bike lanes and bike lights need to be included in this plan. More cyclists reduces motorized traffic congestion and adds to the picturesque and Eco savvy nature of our city.
- I hear that the mayor of the counselors don't have a vision for Saskatoon. It is time for new people they've shown this with how they handle the transit Fiasco now they're trying to cover the Ass if they really cared about making transit better they deal with the contract and give those bus drivers deal like they did fire & fix your labor problems and then discuss fixing it the rest of the problems.
- It would be great if the city departments would communicate a bit more. One example I come back to is the planning department planned and executed a streetscape on 3<sup>rd</sup> ave, and about a year later, were ripping it up because the pipes needed fixing. I find the new developments are again a breakdown in communication. Either the planning department grossly underestimates the growth of those new communities, or simply doesn't consider the flow of infrastructure when building those new areas. It seems that the city is just throwing ideas out there and whatever ones are popular, that's what we'll go with, no matter what it does to the growth of the city.
- 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.
- 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/U of S only.

- I moved to Saskatoon 15 years ago after growing up in large US cities -- at the time I felt we were Canada's best kept secrets. Aside from the weather, we had all the greatest things -- no traffic, so much green space, a great trail network, gorgeous heritage neighbourhoods, modest-sized houses and down to earth citizens. Over the last 7 years I've watched that all start to erode... the city now seems obsessed with more, bigger, faster, now. Old homes in my neighbourhood are torn down on a weekly basis, replaced with giant, ugly boxes that virtually fill every inch of their lot. The downtown is almost unbikeable, due to traffic and parking concerns that trump bikes and pedestrian traffic every time. So much money spent on roads and bridges and building suburbs as we slowly lose all that was wonderful about living here. Planning seems haphazard and short sighted. A prime example being the McOrmand/ College intersection by Willowgrove. That whole area is incredibly dangerous as people move to the left lane of College miles before the turn and then drive well under the speed limit. The amount of traffic being carried there is already substantial, and more neighbourhoods are being built...I see there is now a plan for an interchange, and it is mind-boggling that this wasn't part of the planning up front. The city seems to be playing catch up constantly due to poor planning, and this is just one example.
- The city initiatives are good, however the key concept here is to put further development into future areas, and build industrial areas, with sustainable or expandable infrastructure, Saskatoon is stuck in the past and being the city of bridges doesn't help most people who traverse them everyday for work, it is a huge bottleneck, instead of dealing with a south bridge should expand and make a actual perimeter road.
- Increasing use of public transport is pretty easy: make the bus much cheaper than driving+parking, more regular services, "fast" busses that will not stop on intermediate bus-stops (Non-stop city to U of S, stop only in suburbs, then non-stop to U of S). Much cheaper and probably more efficient.
- I would like to see city representatives making an effort to explain to the residences of City Park and North Park how building this bridge at 33<sup>rd</sup> Street will improve the core traffic conditions expected in the future of this city.
- The plan needs a 360 degree consideration of factors and needs they will generate. The population will be far more diverse, with a dramatic increase in the number of older adults.
- As a Mayfair resident, I have concerns about the location. We already have a long-standing problem with traffic cutting through our neighbourhood, I also have concerns about what this may do to our 33<sup>rd</sup> street business district. 33<sup>rd</sup> street has almost everything I need and I am able to WALK from home. My hope would be that the BRT plans work so the bridge would not be needed.
- Try to save some our history and historical buildings so that we don't just become another suburban sprawl with no distinction and no uniqueness.
- Someone needs to take a 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??
- It's time for a change our mayor and council mins should call election after that transit Fiasco they don't want to compare them self the other cities but yet they are and why don't them bus drivers have a contract yet does a mayor have a vendetta.
- Try focusing on maintenance of current infrastructure and safety of your citizens. Quit trying to push



personal ideals on the general population. Not everyone is going to walk bike or bus downtown. Its frustrating to see a city who wants to be bigger than it is planning projects that are fiscally irresponsible. If the city could manage to maintain its budget for a few years without raising the mill rate or reassessing every property within its limits, then I might see considering some of these projects.

- I think the city really needs to seriously commit to an effective and attractive mass transit system, instead of taking half-measures and seemingly constantly changing things up.
- I suspect that, no matter what is said in these surveys, the city will do what ever the consultants tell them to do. I do think that the “activist” types have too much influence on the city council when making these types of decisions.
- A safe bike lane on the University Bridge is long overdue.
- It is good that this city is moving ahead and planning for future growth. If a 33<sup>rd</sup> street bridge is decided on, expansion of 33<sup>rd</sup> from Spadina to 3<sup>rd</sup> Avenue would probably be necessary. Perhaps a redesigned interchange at 33<sup>rd</sup> and 3<sup>rd</sup> to mitigate delays from rail traffic as well.
- Please do not waste my tax dollars on this venture!
- Let's keep Saskatoon's infrastructure expanding to meet the needs of our expanding population!
- These changes are 5 yrs to late. Stop building stupid stuff like a new mendle when the old one is great. I never voted for our current mayor. Fix the pothole right the first time and start clearing snow off the roads already!
- I would like to see the exit on Victor Road from Stonebridge to highway 11 include an exit to head south.
- 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.
- We desperately need a perimeter road/freeway similar to Anthony Henday in Edmonton or stony trail in Calgary.
- I don't understand building a new traffic bridge and a new north bridge to alleviate traffic and then impede traffic on College.
- 33<sup>rd</sup> Street is too narrow from Warmen Road to the river as the city just narrowed it.
- There has to be a real effort to incorporate dedicated bike lanes throughout the city. This will be a defining feature of cites that are deemed livable and people-friendly in the next 10 - 20 years.
- Streetcar from 33<sup>rd</sup> in the Confederation neighborhood all the way to 115<sup>th</sup> in the east. Would be an excellent of a core part of transit. Maybe one more east-west core line further south, and a few dedicated major north-south LRT/tram/streetcar routes, filled in by buses in between. A single bus mall is a terrible design vs mini-hubs and a few options to get between them. To have to go downtown to get anywhere is inconvenient. Transit has to be more convenient than driving to really get the growth you want. That said, you could start by running it later on (at least) Friday and Saturday nights (until 2 or 3 am, for example). Once people have that extra option for when they are going for entertainment, it starts to slip into the consciousness (that said it would have to run more often than every hour during those times). A simple place to start, too, might be to actually have a hub and spoke style of transit(with the current bus mall being the centre), and buses travelling around circle, then meeting other buses on various straight routes through the city in varying directional lines. Should be cheaper to implement



than a gigantic amount of infrastructure.

- We really need a bridge at 33<sup>rd</sup> Street.
- Yes, have less wait time, benches at all stops, more buses, better accommodating bus routes, more bus routes.
- Make sure peoples ideas are looked at not just some engineers idea.
- Walkable design and biking infrastructure is also lacking in this city.
- None of this will happen--aside, of course, from probably billions of dollars in roads! Roads! ROADS! Unless our Council actually starts USING Transit themselves instead of taking a “\*\*\*\* going good for me, man” stance on it.
- I’d like to know what happened to the proposal for the white water park, electricity generation station and pedestrian bridge at the weir. I think it’s a great idea.
- 33<sup>rd</sup> Street cannot handle the increased flow of traffic. This will increase speed, congestions on all traffic lights and intersections with Warman Road and Idylwyld, move.
- BRT needs to be implemented as quickly as possible.
- Build the north bridge and get semis out of the city.
- Combining the 33<sup>rd</sup> Street River Crossing with the Bus Lanes on the University Bridge is unfair. You are forcing people who strongly want a bike lane to vote for the building of the bridge and for people who strongly disagree with the building of the bridge to vote against the bike lanes.
- Infusing commercial areas with housing would be ideal; this would help to create a city where one could walk or cycle to pick up groceries, opposed to driving for every commodity. Transit is a major issue for me. I’ve used the transit system for the past right years, accessing it through UPass. Over the past year there has been significant growth in University Heights, and the transit system has failed to provide services to many students leaving campus due to overcrowding on the buses. There needs to be increased transit services during peak hours (ie. 8:00-9:00 and 16:00-18:00). Seasonal options should also be considered; increasing transit options (frequency, size of bus, length of routes) in the winter from the current numbers and then adjusting for the summer.
- I’d like to see a bicycle/pedestrian suspension bridge with its center pier on the sandbar, which should be forested.
- I am pleased to see dedicated bike lanes on the rendering of the bridge on the last page of the document. But even with that, the 33<sup>rd</sup> Street bridge is a BAD idea period. What should be done is continue to enhance the train bridge pedestrian and cyclist crossing. It could be as simple as widening the existing platform by 1 additional board and make the two way crossing much easier. Also your rendering shows lights that don’t comply with the cities dark sky policies.
- Be proactive and build now for the future. Cheaper to build a 4 lane one way bridge now then an additional bridge in the future.
- Need to make bus use free of charge. We don’t charge tolls for cars to use our civic roads so we also should not charge for use of civic buses. That would help encourage more people to take the bus. Also there needs to be a bus every 8 minutes during peak hours. Also need to focus on establishing more naturalized parks within the city where residents can experience a quiet area and escape the noise of



traffic. I would prefer that we do NOT encourage an increase in population within tax incentives. I prefer a smaller population for our city.

- Keep the downtown traffic downtown- 25<sup>th</sup>, Broadway and Victoria are excellent options
- Get rid of Don.
- Sound attenuation walls do not stop the sound, only transfer it. This is part of the reason traffic noise is so much worse in our area. We had the opportunity to ask Ilene Busch-Vishniac about this as she is an expert on sound attenuation walls and she confirmed this for us.
- The city needs to commit to a public & active transportation strategy or stay with its business as usual approach. But the say one thing and do the other is lousy public policy.
- I'm really looking forward to the transit improvements.
- More overpasses at busy intersections -- i.e. Boychuck/hgh 16, High 5 McCormand ... improve city entrance from Highway 7 and 14... A complete engineering failure.
- Please remember that we have a gorgeous natural riverbank. It is turning into a land of concrete and fair rides with the huge eye sore of a ferris wheel pretty much sitting right on the roadway. Nature within a city is a gorgeous thing. Please always keep that in mind (and keep the carnival rides set back a bit from the roadway. Only a matter of time before someone throws something from the ride and injures someone).
- I think that we have to keep our bridge per capita ratio at the same levels as other cities with bisecting rivers. There is no need for us to have a higher bridges per capita ratio than Edmonton for example.
- We need to make efforts in our "inner city" in Riversdale and Caswell Hill - where we are seeing urban growth and renewal. Develop the center to prevent urban sprawl.
- I am seriously concerned that while the city has been holding consultation meetings, there has been little to poor turnout and the city is basing its decisions on the input of only a few. I appreciate that decisions are made by those who show-up/get involved but something as important as this issue should cause the city to be more aggressive in seeking input.
- Reduce cost to ride the bus. This naturally promotes ridership. Between high cost and poor route connections, taking the bus is less than idea.
- More bike paths.
- I would support a plan with dedicated bus, bike and pedestrian development and no increase in private vehicle access.
- You need to begin plans for underground metro system.
- I feel as though this is a band aid for poor area planning - I feel as though we need to focus on having the population focus on living near their places of employment instead of in newer areas like Rosewood, Evergreen, etc that require them to use a bridge to get across a river to get to work. I think that city planning area, councilors, the major, and senior administration should be setting the example for the population by moving closer to their work and utilizing such things as bikes, car pooling, or transit to get to and from work. I think this is a very reactive band aid approach instead of a proactive one.
- Overall, what's missing is bike lane development as well as pedestrian only areas. I like the potential to



convert bus lanes into LRT. We should look at examples from other cities like Vancouver, Amsterdam or Copenhagen on how to improve transit and bike lanes.

- Would like to see bus stops near nursing homes, for those that work and come to visit family. Also would like to see earlier bus's on Sunday and for them to run longer.
- I would like to see a larger grocery store for Mayfair and surround areas. More things done to improve the north downtown so it can get rid of the "ghetto" stigma that surrounds Idylwyld and 33<sup>rd</sup>.
- I strongly feel that the City is not showing respect or consideration for residents in the neighbourhoods directly north or south of 33<sup>rd</sup> Street West with its 33<sup>rd</sup> Street crossing proposal.
- I think the city planners need to take into consideration that we already have more bridges than Calgary and Edmonton. A bridge at the 33<sup>rd</sup> location is a terrible idea and the people who live surrounding this area should be outraged. Not one person in the area has bought a house to see their property value decrease and to have an eye sore sitting outside that would completely take away from the historic look of the train bridge. This is Saskatoon once again not taking a look at the actual major issues and just making frivolous plans that impact all tax paying citizens.
- I very much appreciate that the city is now asking for public input (I am very sorry that this has not been the case in the past).
- No special lanes but accommodated as is.
- We need to look forward.
- Something must be done about the congestion from Idylwyld east to the bridge.. Circle Drive is a misnomer for that stretch... Maybe Snail Crawl would be more appropriate. Coming off Idylwyld to go east on Snail Crawl is a painful and frustrating experience. Calling that surface street with traffic lights part of Circle Drive is a joke!
- Improving transit in Saskatoon should be made a major priority and should be put into place as soon as possible. There are many students and passengers moving toward other transportation options due to the current system's shortcomings, losing \$ for the city and having environmental impacts as well.
- Please, please, please clean up Idylwyld North. It is an eye sore and an embarrassing way to introduce the world to our city. It should be entirely commercial and remove those decrepit, unlivable homes and put in some viable businesses or some nice high density high rises and shops. Can we also add on road improvements to the agenda? The quality of the streets and sidewalks in Saskatoon are deplorable. Thanks!
- Fire all current city planners! If the city keeps going in this current direction I will more than likely move away. All this dumb art is killing the city and preventing it from growing properly.
- It is my opinion that there should not be a vehicle bridge built on 33<sup>rd</sup> street, and this opinion is shared by many others. The repercussions all the way up this corridor would be phenomenal and not in favor of producing inclusive, safe passageways for all members of the city. If this plan does move forward, be sure to include solid plans for the safety of pedestrians to cross this street, as it is already dangerous and would be more so with increased traffic volume. Also, be prepared to provide safe passage way along this corridor for bike commuters, as it is already a precarious path to take, especially at the intersection crossing Idylwyld, and would also be made more dangerous with the proposed change. This street is ill-suited to be a main thoroughfare, with it's offset side streets and narrow lanes. Traffic speed is already an issue here which would be aggravated with this plan, so speed control measures would need to be considered all the way up and down the whole street, including the school zones and the



stretches in between. There will also need to be measures put in place to ensure the safe and convenient accessibility to all of the businesses and homes along 33<sup>rd</sup> for pedestrians and vehicles alike. If the plan goes forward, also take into consideration pedestrian accessibility through the trail by the weir, as well as pedestrian and bike accessibility across the river. I believe this location would be better suited for improved passage ways for bikes and pedestrians. Doing so may divert riders from the downtown core and the University bridge, improving traffic conditions in those areas. The North end is better suited for a traffic bridge, as it would reduce the congestion that happens along Warman Road, Circle Drive, Spadina Crescent, and the University bridge during rush hour, and ease the travel of people commuting from the North East to the North West and visa versa. I would like to see that all of these factors and concerns are thoroughly considered and addressed in any plan before going forward.

- Has the city considered planning parking stations in some of the suburbs (not just in outlying bedroom communities)?
- The city should worry about more of the up keep on roads and bridges that we already have and the two new ones and not another bridge that will go to the same places. Bus lanes are great but only if the bus system is working properly.
- Not spending our road maintenance money on legacy projects that take too long and go over budget would be nice. Better, more iron-clad construction contracts with penalties that are enforced would be good use of my tax dollars.
- Consideration should be given to giving the majority of transit operations to the private sector. Transit operation should be self funding.
- The cities growth plan is so vague that anything is possible or not possible. I think real feedback from real citizens is important, but this survey gives no possibility to actually help guide the city.
- New Mayor.
- I support BRT, but am skeptical it can be made to run on time in traffic; more than just the traffic jams on 25<sup>th</sup> leading to the University Bridge; Unless it is 15 minutes service, it can't be considered rapid.
- Invest in maintaining property taxes, stop raising them so much every year! Housing prices are high enough before adding crazy high property taxes!
- 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.
- Too high of taxes for services we receive.
- A pedestrian/ cycling/ reversible one lane of traffic bridge where the Victoria Street bridge and separated bike lines should also be incorporated.
- I think it is good that we are discussing several ideas, however ONLY looking at these options is short sighted. When you displace traffic from the lanes by making them Rapid Transit only lanes, where does the existing traffic go? You will NOT change ridership by 50%.
- Saskatoon is a growing City, but we are no where near ready for that! One huge problem I know we have is the off ramp coming from the north end of idylwyld, and coming up onto circle drive by travelodge.



That intersection there gets so congested it causes major backups, if there was a way for vehicle's, mainly semi's to go around the city, that would help out so much! Also thinking into the future, when we start building these new bridges and freeways, we need to start thinking of the future, not what it is now! You look at Calgary and Edmonton, everything is three lanes! We built the new Circle Drive bridge into three after getting by the dump. Also 33<sup>rd</sup> Street, it is one lane because of cars parked on 33<sup>rd</sup>. That's a Main Street that should easily be 2 lanes and no parking allowed there. Also when designing neighbourhoods. More than 1 way in and out! Going into Stonebridge is the biggest headache ever. Just smarter planning. This city has great potential, it just has to be planned out right. Maybe sending our city planners to sit in a meeting with Edmonton and Calgary's or even a bigger city like Vancouver and see what they do! That would be very helpful!

- Visual representation of this plan, the description and Survey Make it difficult to picture this plan.
- It is very important to plan the future of Saskatoon with sustainment mind set where public transportation will not be overwhelmed by very rapid expansion of city size that it becomes impractical to use it and therefore create more demand for individual transportation (personal cars). Environmentally friendly options are also very important such as bike lanes and downtown area with pedestrian friendly routes (sky-walks, car free streets). Thank you.
- "Walk-centric" planning would be wonderful.
- The section of Circle Drive between Idylwyld and Warman Road should have a higher priority or at the very least needs improvements to the connection to Idylwyld north (Martensville) from both Circle Drive east and west. Perhaps having a separate lane for commuters coming from the east would help as both east and westbound traffic could flow without worrying about each other until they were headed north on the highway rather than on the overpass at Idylwyld and Circle. Might be tricky to add a lane there given the terrain however and hopefully people could manage the multi-lane merge onto Idylwyld and to 51<sup>st</sup> as well I suppose.
- Would the city be interested in supporting traffic circles in areas where the residential streets are used as traffic corridors such as through the water works and/or Avenue H South and 17<sup>th</sup> Street South? The numerous stop signs in and around these areas are so tedious for commuting to work. Thank you for all your work!
- Plan big for future ex no South bound lanes on Stonebridge overpass ok for 2016 but not for 2030. Will cost a lot more in 2030 than 2016.
- Implement bus lanes on major transit corridors and also signal priority at key intersections. Bus should always get advance green when making a left turn on a busy road.
- Bus systems in general need improvement. So this sounds like a good step for faster more efficient routes.
- Why not connect a cycle network and pedestrians to the university on 33<sup>rd</sup> rather than providing another vehicular crossing?
- By far our greatest need is a bypass around our city.
- It appears contrary to suggest better transit and another bridge for cars. With the rebuild of the traffic bridge planned we need to focus more on reducing vehicle traffic downtown.
- Look into feasibility of queen street bridge for buses only. Would require a inexpensive 2 lane bridge. Lots of room for a terminal northeast of education building with quick access to main campus and innovation place. Buses from the northeast sector, South and east would have easy access via Preston Avenue.







- Is there enough funding for the BRT? (seems unrealistic).
- I feel that a 33<sup>rd</sup> street crossing would create more traffic and discourage active transportation/public transit.
- Having buses run every 5 minutes won't happen so just don't.
- Improvements along Idylwyld, 22<sup>nd</sup> and 33<sup>rd</sup> Street would be lovely.

## RAW COMMENTS: TRANSIT CUSTOMER EXPERIENCE

Did we miss anything that should be implemented in the next 10 years?

- More advertising of transit changes to familiarize the general public.
- These are all excellent bells and whistles; the key to good customer satisfaction is buses that run often and on time. Most of the externalities will be less important if people can catch their bus when they expect it.
- Pay with your phone-eliminate paper tickets and/or needing to pay with cash.
- Real-time bus arrival info is brilliant. We've used it and makes the bus riding option so much more convenient. A concern for people will be the cost of bus fares. If people feel it's too expensive, no matter how much work you do, people will balk.
- I do not use the transit system at this time. Unable to give a fair critique of this implementation.
- By fleet upgrades you mean buses that promote access for more people i.e. strollers. I don't use public transit so I find these questions hard to answer.
- Have buses run on time and co-ordinate transfers better so passengers aren't stranded and waiting for next bus for up to 1/2 hour.
- Surveys are great, if people are listened to and results are acted upon.
- With your present pay for bus mechanics, how will you obtain enough people to maintain more buses?
- Bike lane network.
- Easier routes for buses. If it takes longer to drive more people will take the bus.
- Modern fleet of high standard that will consistently pass all safety testing.
- On-time; no route cancellations; convenient.
- More bus stops around city --> get to destination faster; have another layer to bus (double decker bus).
- Separate bus lanes on College Drive would allow bus traffic to flow more freely.
- Improving service and reliability are more important than nicer looking or heated shelters on terminals.
- Implement incentives to increase initial ridership (positive experience, perception change, word of mouth).
- Yes, a different, future; social contract can't be constructed on this scale. New elections, new voices, new opinions; perhaps none of this will be what a future generation wants.
- I have seen these systems they use on the buses and it needs to be upgraded.
- Adaptive bike/bus lanes (shared lanes). For short commutes, implement standing only buses - increasing bus and patron capacity.
- Better routes! Preston only, College Drive only, 8<sup>th</sup> Street only.



- Establish permanent routes (fewer route changes), then increase frequency.
- Good trip planning service. Giving me a route to get to where I want that missed the obvious or logical routing is an issue.
- Buses that travel outside the City to take people into the City.
- How about getting rid of transit operator attitude!? And have them learn to drive without jerking. Where are the transit officials here? E.g. ATU president/ reps. Should be inclusive - operators have valuable input.
- Terminal improvements must include effective directories and vastly improved signage.
- Heated bus stops in winter (solar powered). Elimination of downtown bus mall or make more efficient.
- Increase stops on 8<sup>th</sup> Street. Thinking outside of the box! Have an arrangement with banks and other retail outlets to allow passengers to wait inside. ATM ban lobbies on 8<sup>th</sup> street have been a godsent to me.
- LRT service.
- Security for both staff and riders.
- An Active Transportation Plan has to be developed as a high priority to complement/back-up public transportation.
- LRT on the railway line that runs through the City. Park and rides further out deep into Stonebridge, Blairmore, Willowgrove.
- Is it possible to put in a park and ride (great idea) closer to Stonebridge, for example, just off Preston?
- Re: dedicated bus lanes - parking for cars? I am a fan of #2 Centre Lanes - like Toronto's Street Car set up. Doesn't mess with pedestrian and car behavior as much and we have room on 22<sup>nd</sup> and 8<sup>th</sup> Street.
- How does this connect to active transportation? All of these are mainly important, so I have said they are all important considerations because I wasn't asked which order to prioritize these activities maybe that's the next step? Addressing the connection to reducing greenhouse gas emissions.
- Terminals should feel safer. More closed in/heated booths. More friendly staff. Bigger route 60 Confederation buses. Safer buses (kid friendly zone at the front).
- Heater booths at terminals. Safer downtown bus terminal. Friendlier bus workers. Safer buses (pull a cord if you don't feel safe).
- Heated shelters.
- Number 1 priority: increased routes and 15 minutes max wait time between buses at peak times.
- Respect bus riders time and make bus riding attractive to middle class by increasing parking fees and use those funds to improve motorist infrastructure and stop relying property taxes on improving motorways. Personally i do not benefit from new motor bridges but pay for my 3 property taxes.
- Frequency of buses and directness of routes are currently huge barriers to public transit use. My commute to university was 7 minutes by car, 30 minutes by bus, and 45 minutes by foot. The bus came to any given stop every half hour. This meant that if I missed the bus, I would actually arrive at home



sooner if I traveled by foot than if I waited for the next bus. A system with a level of inconvenience that high is unlikely to be well used.

- Need increased frequency.
- Basically I don't use buses as inconvenient.
- Never ride the bus, don't care.
- Please remember that getting no feedback is often the same as getting good feedback.
- The bus needs to come every 15 min or less to be really useful.
- Complete management overall.
- You don't need to build your own mobile app. Just release the data and let app developers fill the void. Edmonton and others have proved that in-house apps are always an abject failure and reviled by transit users. I for one have no interest in improving shelters other than major hubs or transfer points. The best bus shelter is one with wheels, that arrives on time at frequent (<15 minute) intervals. In addition, the more money put into shelters, or making them bigger, nicer, and more permanent locks you into those locations as transfer points. This could induce reluctance to make logical changes to routes if it means "abandoning" an expensive shelter. You need to set a target for fleet replacement and budget for that. If you target a 15 year replacement cycle, budget for that and stick to it. We are not served very well by doing replacements in "fits & starts". Or buying used junk from other cities that needs refurbishment and increased maintenance. You should consider some advertising to build some small elements of transit culture. By this I mean encouraging motorists to yield to Buses when pulling out from stops or critical lane change points (College Drive eastbound after picking up stop by Munroe, then having to cross over to turn left into Place Riel). You can also encourage passenger behavior that can make transit better for both riders and drivers. Encourage "exit rear" for able bodied riders helps clear the way for increased accessibility for the front door when needed, and speeds loading when it isn't. Encouraging people not to stand if there is a seat available leave the isle clear. If one is forced to stand in/near the back door, get off the bus and hold the door open for people exiting, then get back on etc.
- City transit rider volume will be a low percentage of city travel when it take more then 1 hour and multiple transfers to get east side residence to north industrial work.
- Not a bus user - never will be so this is of low priority. Even though I understand that more bus riders means fewer cars on the road, I am afraid of how much of my money the city is going to need to bring this plan to fruition.
- The ones that are checked don't know, I don't know what they mean.
- Bus Operator communication skills that include attention to cultural competency.
- The transit website is actually quite good as it is - as a rare user of transit, I found it very helpful.
- Change the workers at your downtown office they are very rude particularly when there is a big line up and they have to answer the phone too. Client satisfaction start from home.
- Dedicated bus lanes and faster service to being bus transport on par it faster than vehicle travel are most important.
- Small buses for low transit routes, also for low times of the day, when is not as busy have small buses.



- More direct access route with real time apps are highest priority for me.
- I don't ride the bus so I don't know what should be priorities. I don't plan to ride the bus.
- Driving past people on cold days happens too often!
- We should have bus shelters that are made for our cold weather but they don't have to serve coffee or groceries. The whole purpose of brt is so that you don't have to wait isn't it? Overall if buses run on sch because they take precedent over other traffic there isn't much need to have fancy bus stops because I won't be guessing when the bus is going to be at my stop.
- Public bathrooms year round.
- Real-time data is probably the most important, out of all of these. Getting to the point where approaching arrivals are shown on display screens at key transfer points or terminals is a key part of this.
- For some of the questions I was making choices based on the current and not the future... who knows what technologies will exist in the future (i.e. hasn't the new website just been launched? Are you referring to another new website in the future? Also if the website is dynamic you shouldn't need a mobile app, I think those will become the thing of the past not the future).
- 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.
- Being able to stuck to a timetable. Safety at bus terminals after hours.
- Sidewalks 51<sup>st</sup> Street.
- Trains!
- Heated shelters. This is Saskatchewan.
- Recently, I was behind a bus, west-bound on College at Cumberland. Passengers leaving the bus stepped out onto piles of snow and ice, and one passenger actually climbed over the advertising bench. This seems typical in our winters - this is unsafe, and completely unnecessary. How can we improve transit without coordination of snow REMOVAL to allow people to safely get to the bus stop. Pushing ice and snow to the curbs is inefficient at best, and is hazardous to transit passengers, pedestrians, motorists. The best transit system in the world is useless if we cannot safely get to the bus, or from the bus to our destination.
- Quick routes, warm shelters and frequent buses.
- Riding the bus should feel like I am commuting to and from work, not like I am being punished or feel like a 3<sup>rd</sup> 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.
- 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., there is need to look at the 'big' picture, think-outside the box, a shift in paradigm problem solving, etc.
- Most of the transit staff are already very friendly and courteous. They do a good job with the resources they have.







- Bus terminals should not be embedded in mall parking lots. This impacts the ability of the buses to keep on time.
- I don't use transit.
- Stop allowing people on to buses with their large bags of recyclables - cans and bottles etc. the bags stink and they take up too much space.
- Safety.
- Fix your problem with labor you're paying garbage truck drivers more money than bus drivers how are you going to get good labor and keep good labor you've got a labor problem it was clear in the lock out! The Mayor and the counselors need to call an election it's clear that they don't know how to treat employees when they lock them out illegally the stranded thousands of people and they didn't care it's time to call an election.
- Heated bus shelters at major stops. Shorten trip times from west end to east end and vice versa.
- Ask yourself - what needs to change for someone in business attire to feel like he or she is not slumming it if they take the bus every day for the regular commute to and from work. And is there space on the bus for them. Right now, it's pretty gross and really unreliable to take the bus. I take the bus everyday for my work commute because I'm stubbornly loyal to the concept of public transit. But my resolve is tested on a regular basis, and I can't reasonably urge my friends and colleagues to do the same.
- More buses per hour, the shorter the wait, the better the service ;)
- Important that active transportation be considered with BRT planning.
- Why don't the bus drivers have a contract in this labor dispute settled why don't we pay our bus drivers a decent wage like other cities take a look at the Calgary mayor how he looks after his people.
- Bus fares that match the service provided... I think we pay too much now for the service we get.
- Could you start training bus drivers to adhere to their schedules, instead of blowing past bus stops five to ten minutes before scheduled?
- I took Toronto transit recently and figured out (first try) streetcar, subway, and bus for a given trip. This took 1 \$3 ticket and all happened in a predictable and timely fashion. In Saskatoon, I attempted to use transit on 2 consecutive days from airport to downtown (for a similar price mind you). Day 1 I missed my bus and walked. Day 2 I caught the bus "successfully". I found I preferred the walk... in winter.
- Better training for drivers - I'm constantly surprised at the poor driving, especially when compared with other Canadian metropolitan areas.
- 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 God 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.
- Payment through contact-less credit and debit cards (+ smart phones). Real-time bus arrival info is crucial - so people can trust that a bus is coming for them - they also reduce the need for comfortable



shelters since people won't be out as early waiting. Close integration with Google Maps. Clear automated guidance on transfers. Automated stop announcements within the bus.

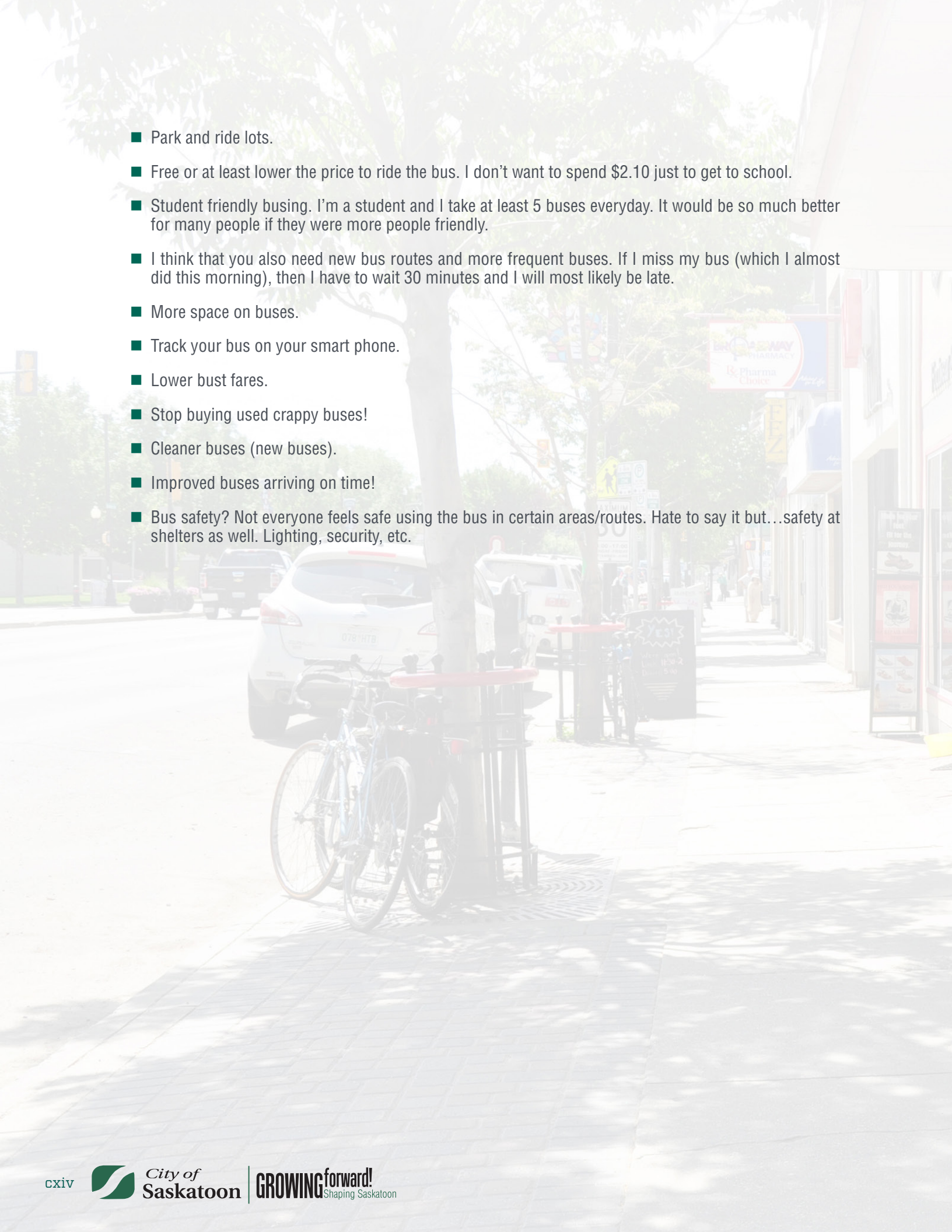
- While there are many, many fine bus drivers in this city, some need a basic training session on human decency and kindergarten-level manners.
- Except major hubs where people congregate to switch between transit services, the existing shelters suffice. Most people spend little or no time in them anyway. Why do we need to spend a million dollars to put bike racks on? If you're riding a bike - ride it - don't use the bus to carry your stuff - what's next, couch racks? Jeez! Besides, most people only bike 4 months a year here - how can you justify the costs for a handful of people?
- I would suspect that most citizens will not take a bus until it is significantly faster than driving. Speed of transit is my main obstacle to using public transit.
- More frequent service on more routes. More reliable service. Lower bus fare.
- More user friendly routes. For example, instead of a ride that would normally be 30 minutes which currently takes about 90, making it be the 30 minutes or more direct.
- The contempt the current city administration has for the bus driver salary and benefits should be addressed before future planning.
- Free bus service is important to encourage increased ridership.
- Greater frequency.
- There needs to be a coordinated link between putting a bike rack on a bus and what happens when you take the bike off that bus.
- More frequent service (every 15 minutes), appropriately sized buses.
- Schedule upgrades, more connections lining up at terminals to reduce wait times.
- The City's transit system is useless at best. There is no use fixing it. Dump it off to the private sector so the tax payers don't have to worry about it
- Improved wages and benefits for drivers. Proper training and a respectful attitude towards staff. No, I am not a driver. Under paid... terrible.
- It takes 20-30 min to walk from almost anywhere to anywhere. But it takes 30 min for a bus to arrive; when it does. You need to have buses every 10-15 min if you are for real. What you proposed here is junk.
- Lower fares. Larger cities in Canada with better transportation systems charge less money per trip. Calgary's LRT costs \$2 per trip.
- Build more bridges.
- Grocery stores in bus wait terminals!!
- I have been in other countries where a city the same size as Saskatoon, bus transportation is the cheapest form of commuting. You never wait more than 15 min for a bus and pay less than \$1.00 cdn. There I take the bus day and night not here.





- Short term and medium term park and ride, shuttle plans do not align. The importance of winter city development.
- Concerns regarding the efficiency of the existing mobile app. Renewable resource driven heated bus shelters. LED signs at bus stops indicating how long wait time will be. Increase frequency of shelter.
- Wifi. More comfortable seating.
- Schedule in rush hours (change). More bus stops.
- Frequency of buses at peak times of day - HIGH. Information for casual riders needs to be easy and fast and encouraging for use of the system.
- Active transportation planning completed alongside transit planning.
- Service targets for reliability/frequency. More and better bus shelters.
- What's the impact to the emergency services? Accessibility to the bus stops?
- Permeable pavement. Pollution reduction. Art installations, beauty, greens pace, warmth (sort of addressed with mobile app). Please focus on sustainable community and neglect cars for once.
- Frequency of buses - more buses operating on each route.
- Maintenance of bus access points in winter
- Dedicated bus lanes with shelters away from traffic for transit user safety. Re-designing roads for bus lanes.
- Active & passive transport should be considered together. What will park n' ride look like? Package? Developers considering areas.
- Active transport is a higher priority than most of the above.
- All of the above are a high priority because they are currently all sub par. Make sure cycling is linked to transit. Many stops are not served by sidewalks. Many shelters are full of garbage or snow. Buses are very old and dirty. Windows are covered with advertising.
- Bus maps located in shelters or terminals - any large city has physical maps for tourists (& others).
- Google already provides the best transit info in most cities. Focus on comfort, frequency, and quick routes (Don't underestimate the power of a Starbucks/Timmy's in a terminal for amenities while waiting).
- Travel time reduction; if it takes considerably longer to get there by bus than by car, the difficulty becomes clear.
- Coordination between public transit and active transit strategies.
- Integration of cycling infrastructure in growth plan seems like an obvious step. How is this not happening? Transit planning should include more than just bus service.
- Safety. Better design of bus shelters.
- I think the mobile app is an excellent idea. Waiting times for buses should be halved.



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- Park and ride lots.
  - Free or at least lower the price to ride the bus. I don't want to spend \$2.10 just to get to school.
  - Student friendly busing. I'm a student and I take at least 5 buses everyday. It would be so much better for many people if they were more people friendly.
  - I think that you also need new bus routes and more frequent buses. If I miss my bus (which I almost did this morning), then I have to wait 30 minutes and I will most likely be late.
  - More space on buses.
  - Track your bus on your smart phone.
  - Lower bust fares.
  - Stop buying used crappy buses!
  - Cleaner buses (new buses).
  - Improved buses arriving on time!
  - Bus safety? Not everyone feels safe using the bus in certain areas/routes. Hate to say it but...safety at shelters as well. Lighting, security, etc.

## RAW COMMENTS: TRANSIT SERVICES & FACILITIES

Did we miss any high priority transit service or facility improvements that should be implemented in the next 10 years?

- 10-15 million/km WTF I haven't been on a bus in 20 years.
- Again, and not to harp, these should be implemented only when and if they can be done do to coordinate with Active Transportation group.
- Circle Drive needs to be addressed at some point it's a nightmare.
- Dedicated bus lanes at curbs are dangerous for cyclists. Centre or Sidelines would be safer for all modes of transportation.
- Eliminate rider fares, increase taxation.
- Improve access to all city/private recreation facilities (Shaw, soccer centre, hockey rinks).
- LRT system.
- Park & Rides - implement 3-5 more.
- City growth should slow to allow transit to keep up. Improve core density first.
- Poorly designed; will not meet the needs of Saskatoon; no consideration of climate, quality of service (driver behavior/performance).
- Park & Rides facilities outside Saskatoon, branching into Warman and Martensville or an LRT system as population increases in these communities. Sheltered bus lanes (wind/rain/snow screening) on 8<sup>th</sup>, College Drive, 19<sup>th</sup> and 22<sup>nd</sup>.
- So what are the needs? Can't comment on priorities with no data on usage and assumptions.
- Growing suburban areas should be serviced by park and ride nodes rather than a grid of routes.
- Ensure there is an information building in the downtown area. Heated facilities, security.
- I don't think adding a bus lane to Preston between 8<sup>th</sup> Street and 14<sup>th</sup> is a very good idea. It is a residential area with beautiful old trees. Clarence would be a wiser choice - with the option of using 14<sup>th</sup> to connect because it is wider. A bridge at 33<sup>rd</sup> is needed before lanes are affected on College Drive.
- Convert CPR lines into rapid rail transit between downtown and North Industrial area and E.W from Sutherland to downtown and to confederation. North/South is as much important if not more than east/west. North/south links the industrial/working areas with the core.
- Help us get out of Stonebridge better.
- It's critical to keep an efficient and reliable service while providing upgrades as to not loose ridership. How does this connect to the greenhouse has reduction plan?
- App - GPS



- No more lockouts and strikes, let's keep the marginalized able to get to work and put an end to business' pride.
- Why ignore cycling. Make sure every new bus or new facility is bicycle friendly. Check Copenhagen for inspirations and thank for planning ahead.
- LRT, or at the very least segregated BRT lanes that can convert to LRT and encourage private investment in transit-oriented corridors.
- Increased personal customer service with travel training!
- Move the bus mall out of downtown.
- Improve the design of new neighbourhoods/subdivisions to better accommodate transit.
- Please, please, please, when designing anything, make a separate lane for bicycles so we are not funneled into the motor vehicle lanes. For instance, bulbs like on 20<sup>th</sup> Street are great for pedestrians and bus riders, but they should have a gap, so that bicycles can get through them, the way they do in Vancouver.
- Promote positive customer interaction in all transit areas - surly unhappy bus drivers give the impression that no one wants to be on the bus, and definitely affects the ridership experience. Don't forget about the small areas that change the experience of taking the bus that have turned so many of us off - dirty buses, gum and snot on seats and windows - and be creative about how to instill a sense of pride and ownership in those who ride the buses. Use the broken window theory to transform riding the bus into a positive experience - even something like litter containers (for those gross used kleenexes people leave behind anyway).
- 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.
- The transit website is NOT user friendly. There is so much information on each page, but it is difficult to scan and find the KEY information required such as the numbers of the bus ROUTE. For immigrants - it is vital that the website be user friendly.
- Consider a "shopping district run" for bus routes connecting all major mall and shopping districts. Integrated w/ park-n-ride, this could significantly ease parking pressures and increase mercantile accessibility.
- 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.
- Light rapid trains. We need these because the roads are going to be too crowded. You can move a lot of people and not crowd the roads with buses.
- Yes workers in your main office either you assign more workers so some can answer phone calls and others help the public particularly when it is time to buy bus passes. These workers become very rude and if your goal is client satisfaction then start to work from within home. Bye.
- Increased bus frequency along with smaller buses.



- Yes concessions near the bus terminals, making the bus depots open for local not chain style micro-business and coffee shops. This is very important to animate and provide quality of life to the areas.
- Has there been consideration into changing downtown streets to one way?
- Our city should reduce parking on Preston Avenue and make it a thoroughfare like Clarence Avenue. 14<sup>th</sup> Street should also be optimized for traffic (East West) to relieve pressure on 8<sup>th</sup> Street, Main Street, and especially College Drive (which I avoid without exception).
- 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.
- Buses must run more frequently to be user friendly.
- Have bus services 24 hours a day.
- Utilizing the Victoria Bridge in your plan!!! This is a clear indicator the City of Saskatoon is deceiving it's citizen's by not building this bridge as they said they would!!! :(
- Complete the perimeter bypass. Like Regina s new one it will help reduce the congestion in the city
- Stop suburban sprawl.
- Ensuring that stations/stops along the key corridor routes are comfortable, possibly heated, and have easily visible route maps and arrival time information screens.
- Could community shuttles be operated privately using an Uber-like booking app?
- Only place that is high priority should be buses to the university. Those are the people that need the buses.
- Quality of service from operators must be addressed.
- Better shelters.
- Real time bus location app. Ability to purchase pass online or by app.
- Redesign and prioritize Place Riel terminal to heighten bus traffic flow in and out (get rid of turnabout) and have a more effective way to keep pedestrian safe. Have a designated drop-off only zone for incoming buses (University side) limiting the need for pedestrians to suddenly cross in front of a bus or have 30 people unload from a bus then have them cross the terminal, blocking incoming buses.
- Better service to the far north end areas.
- More focus should be placed on transit access to the Airport to make that a more viable alternative to taxis.
- Passenger trains!!!
- What about other forms of transport? Ex LRT system, yes expensive at the onset but considering the fares keep increasing because of fuel costs it might be worth it.
- Don't underestimate the power of a Starbucks or Timmy's in a bus terminal for increasing ridership and improving the waiting experience.



- Very much so... There is a great need to have planning that is grounded in a more futuristic view of 'moving' a population, rather than simply furthering current modes. Have you/planners looked at, reviewed, etc. Systems of transportation in other cities-world-wide in order to structure a more efficient foundation for Saskatoon transit? It appears that we are more 'tinkering' rather than being more 'futuristic' in planning.
- LRT! Buses are too infrequent and have to share the road with cars. Our current road network can't support more than what we already have! We are so congested as it is!
- Yes. Later service on weekends.
- No, just better customer service of staff. Both bus drivers and phone staff.
- Any smart businessman or City News said it needs to look after its workers are the key to making the system work from what I can see City Hall is only pissed the transit workers off not paying them locking them out treat them bad the city needs to do more for the workers so that they can carry out the plans the workers are the key we can talk about it all day but your workers aren't there there's no point.
- Encourage businesses, employers, to reward use of transit over private vehicle use.
- Light rail.
- Fair contract happy workers and then go ahead with this new changes.
- I. The North end there are no sidewalks and comfortable bus shelters to encourage people to walk to and from bus.
- It is a great plan. The biggest thing is just that it should be implemented a bit more quickly, especially in the core and then work outward to the suburbs and other communities.
- Increase the transit drivers' wages. Their service is extremely important. You get what you pay for - when people are, their morale is low and - in this case - the transit customers will suffer the consequences.
- Bike lanes aren't mentioned and they need to be considered right now as we plan for the future.
- Accessibility provided on all buses?
- Have to be prepared to stay with the plan once implemented and tweak slightly, rather than throwing the whole thing out and starting over, as seems to have been done several times in the last 5 years.
- BIKE LANES.
- 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 min 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.
- LRT from Blairmore to Erindale and Lakeview with stops on 22<sup>nd</sup> Street, Downtown, the University and 8<sup>th</sup> street etc.
- Clear the sidewalks. No point in having a Cadillac transit system if people can't make their way to the station/stop. Businesses appear to do their part, so commercial areas are fine. In residential neighbourhoods, the hit or miss approach makes for treacherous conditions for walking! How is walking not prioritized in this city? Cheapest and easiest way to move people around.



- Yes. Remove all rail crossings in the city. I understand that we cannot move the rail cars out of town entirely, but build over or under them. Its an absolute farce that I could have to tell someone I was late because of the train. That problem also appears fairly 'West Side Only' which I feel shows Saskatoon's underlying disregard for that side of the city.
- Subway and suburban train transit should become a priority. They both run year round and are extremely cost efficient systems that actually inspire people to stop using the car (as oppose to freezing next to a pole where a bus might or might now show after 30min).
- 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.
- 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.
- Looks good.
- Better bus cleaning
- Bike lanes.
- There should be an easy way to get to the airport via public transit. That would help.
- Yes we do need upgrade but only after we get the new mayor and council man that I actually care about transit and not lock their employees out for one month.
- Current lanes barely accommodates current traffic. If we remove lanes for buses, traffic congestion will gridlock.
- You should make sure that transit workers have first aid training.
- 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.
- The bus system is alright but it is targeting the minority of people in low income classes, the high income classes want a bridge, not transit, bus passes are not cheaper than the convenience of leaving when you want with your own car, do not have to wait out in the cold for a bus that was late or early great for students, but for most car families useless plan.
- Need to be implemented faster then 10 years. Would like to see done in 2-3 years.
- Security on the buses. The reason I choose not to ride the bus, second only 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. Growing up I had to use the bus a lot, and it's not just little old ladies and University students who use the bus. There were known gang members and on more than one occasion I had seen weapons.
- There is not a single word on how to keep things affordable. Nobody will use a bus if it is close to the same money as driving+parking. Keep measures affordable. Buy decent buses that are more fuel-efficient and having working brakes ;)
- Just please consider those who are low income and also the rapid increase in the number of older adults.
- Traffic flow is terrible here. We are a small city with big city traffic issues. i go back to light timing. When



you drive down 8<sup>th</sup> street... The major street in the east side... And you hit the red light at Acadia, then going west you hit the red light at circle drive, then at Arlington, and again at superstore and London Drugs and then Preston ave then so on, how is that helping traffic flow. I am bewildered that someone is PAID taxpayer money to slow traffic down in a city that has a serious traffic dilemma.

- Yes we need to start paying fair we just went garbage truck drivers in the city make more money than transit drivers your labor force is not going to be very happy the people in charge and understand the transit drivers won't work for less than garbage truck drivers.
- Yeah have someone that knows how to run a transit system hired. I spent 2 years trying to be bus friendly in this city. The problem isn't lanes or drivers- its how the routes are determined and the overstaffed management. Try talking to Lethbridge, AB, at least they had a clean transit system that was efficient and you could almost time your clocks to.
- I want an LRT system.
- Being on time.
- How about making sure that any new roads or bridges being built have enough lanes to support beyond the current traffic. Let's be proactive instead of reactive. While it may cost more upfront, in the end, it saves money. How about we get city planners that are familiar with well designed cities, like Edmonton.
- Less about public transit. We don't need or use it.
- I would love to see a rail system or rapid transit in a circle from new Victoria bridge through downtown across to the U of S... through a park n ride.. then connected back to Victoria Street bridge.
- Sure did. I rambled about lots of them.
- Plan for rail transit over rapid bus. That will improve transit much more.
- Yes less wait times, buses need to be more frequent.
- Provide on time, courteous, efficient, & cheap bus service to all citizens. Riders should have more say than some city hall office boy.
- We really need to focus on WHO it is we are trying to get to take the bus. Suburbanite commuters? The elderly? Low income? Students? I would think that suburbanite commuters are the key demographic that need to be convinced to start utilizing traffic. In that case, what is needed to make transit a viable transportation alternative? Key transit hubs where local/neighbourhood services connect with express frequent service/low stops service are essential and must be well explained to the public. Not every bus needs to go downtown. Making the transit commute EASIER, FASTER and CHEAPER than driving is the key. Messaging this to residents (sooner, not later) will be a key part of implementation.
- Work on driver professional development, also driver must understand they are in the customer service industry. Also make more transit management ride the buses to see their clients see on a regular day. Also continues trips on transit to understand issues.
- What about airport services. Cab's cost a fortune, and are difficult to get sometimes. Perhaps some bus service that takes you to the major hubs on intervals that mess 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...




- Build a north bridge
- DEDICATED BIKE LANES!!!!!!!!!!
- Teaching refugees and immigrants who used the service I have found that changes to the bus routes is very confusing. Make a plan and stick to it.
- Improve traffic light timing. The only street in the city that works is Idylwyld. Traffic would improve tremendously if the lights were timed so that if you drove the speed limit along the major route (ie: Wanuskewin/Warman Road) you would hit every light green.
- Free Bus Service.
- 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).
- We know that over 65% of Saskatoon's growth is in the suburbs & beyond. Servicing these areas with the conventional vehicle oriented roadways while attempting to increase BRT ridership & reduce the greenhouse gases seems to be a cross purposes. Park & ride may be a better fit. Some system of costing out the use of private vehicles may be politely difficult but very effective in changing behavior.
- Introduction of plug in hybrid buses, smaller vehicles but more of them to ensure more frequent service.
- Improved security in the downtown terminal for the safety of transit users.
- I would love to see transit fares reduced (or eliminated for children & other groups) to further encourage transit use.
- Tap n' Go Fare Payment Option, with debit cards, two floored buses for university routes, Warman/Martinville services.
- The three major hospitals of Saskatoon see a huge number of people, patients, visitors and employees. I see nothing addressing better transit, access to these areas.
- The better customer service the happier people will be especially with our ridiculously high tax rates!!!
- Increase the mill rate investment in transit, thereby making it more affordable for those who need it. As well a program where by residents are provided with a limited 3-5 free rides per year, making it easy for them to take the bus and providing them no reason not to try it. Transit is an investment to be shared by all citizens, not a utility designed to break even. Making it the better alternative to driving to reach high density areas/events should be the priority.
- You need to discuss plans and loans for a metro-underground system.
- Wifi, electrical outlets on buses. Online renewal/purchase of monthly bus pass.
- Yeah, build more bridges.
- Better access to direct bus routes for high school students needing to get to schools such as Tommy Douglas and Bethlehem from neighbourhoods like Hudson Bay Park, Mayfair, Caswell, etc. We want to increase ridership in young people, but it is currently very difficult and tiring for high school students to get to school in a decent amount of time.



- Bike lanes
- Solar-powered buses (or at the very least, more environmentally responsibly powered buses).
- AGAIN---more transit including rail and less cars. Stop catering to the car culture; or make them pay for it. CLIMATE CHANGE, PEOPLE!!!
- LRT.
- People work every day early and late hours maybe extend hours on weekends and stats so people can still take the bus.
- Dedicated bike lanes.
- BRT needs to be explained better; In a future hub and spoke system, will there be neighborhood buses that never travel across town and only feed it into a hub served by BRT? For example, a Stonebridge bus that feeds into BRT at Market Mall?
- Shelters and middle lanes going both directions.
- I'll never take the bus for work reasons unless I work at a mine or very large construction site. I love taking the bus to events at that stadium which changes names every 4 years.
- Dangerous highways north of the city. Would be nice to get an affordable, reliable transit into the city.
- Get someone to design for 7 months of winter. If you don't get that right we will fail.... again.
- Have buses come more frequently throughout the day. Extended hours would be useful.
- Light rail commuter transit Warman, Martensville.
- I require a better definition of building priority lanes. Does this remove the use of existing lanes for use by other motor vehicles?
- Snow removal on west side of Saskatoon is non-existent. We need better cleaning. Get rid of laurass recycling. They don't often pick up bins then complaining that they are to full. Lauras should be an options i hate paying for a service I don't use.
- No. But still want & need better bike access.
- Any plans for an LRT system in the future?
- I think transit shelters should be considered if we want more ridership. The weather can be extreme here limited clientele.
- Not in my opinion.
- The improvements listed make a good priority list.
- How about bringing back the streetcar in Broadway? But seriously how about looking at the overall environmental sustainability of the transit fleet and making it the environmental choice for people. San Francisco's bus fleet is either electrically powered or uses bio-fuels. Saskatoon Transit should be looking at this.
- Good luck, whatever is done is likely to increase costs for all concerned.





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- We need biking lanes as well.
  - I noticed the driving timeliness between points in the city - people driving from the north end industrial to Erindale, or to Stonebridge. Why doesn't transit follow those same lines? Why are we forcing people to go through downtown when they commute from one outer extremity of the city to another? I'd like to see buses around Circle Drive as a sort of connecting loop around the spokes of rapid transit lines. I'd also like to see dedicated transit-only lanes on Idylwyld and 23<sup>rd</sup> street to get people to and from the North Industrial/Martensville/Warman area. If there's congestion on freeways into Saskatoon from Martensville/Warman during peak periods, redevelop highway shoulders to have buses travel on them (See Minneapolis).
  - Industrial & future business districts (North & South).
  - Again, enhance services for students: the suburban areas to the high schools.
  - Warman & Martensville eventually be on the city limits.
  - Alternative choices on transit.
  - How about Taylor Street? It has many schools and high schools on Taylor Street.
  - Some sort of incentives to increase ridership i.e. employer partnership so included as employment "perk"; Park & go lots need to be cheaper (considerably) than parking costs; start the "culture" change of citizens - have people consider taking the bus instead of driving, etc.
  - Better terminal. Increase bus service at the U of S.
  - Don't buy buses from junk yards.
  - Park-n-ride doesn't sound necessary.

## RAW COMMENTS: CORRIDOR GROWTH

Do you have any other comments or suggestions on these priority corridors?

- I am very happy to see this revitalization being suggested and implemented.
- Idylwyld Drive should be a much higher priority in my opinion, esp tied in with the north/Downtown development taking place. PS I've never heard of Holmwood SC before tonight. LOVE the multi-use infill proposal. Such a smart use of space. We need to keep people in the core and less urban sprawl.
- 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.
- As I am not a current user of the transit service, my knowledge is limited. Any opinion at this point will be ill informed from a user perspective.
- Idylwyld Drive is a disaster. Needs a higher priority!
- 8<sup>th</sup> Street straight higher priority.
- Focus on the areas that have the greatest ridership (or potential) and will alleviate the most congestion. 22<sup>nd</sup> and 8<sup>th</sup> Street will have the greatest benefit realized if they are re-developed in tandem with this transit initiation. Changing the development rules will help provide the environment for increasing ridership and decreasing vehicle traffic.
- So happy that these kinds of plans are being discussed. These areas need help so badly. Thank You!
- Central could become more like Broadway.
- 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).
- 8<sup>th</sup> street should be highest priority.
- More people will come to these areas and the areas will now have wonderful streetscapes.
- Obviously transit funding needs to be a priority over other projects (e.g. Galleries, movie theatre, more bridges).
- 33<sup>rd</sup> needs to be a priority.
- Lack of attention to North Saskatoon and its industry needs.
- Will there be requirements for buildings to be accessible and age-friendly?
- Inclusion of Hwy 11 & 12 to Warman and Martensville. Morning and evening commutes are increasingly dense and should be incorporated into the overall growth plan and BRT systems. 33<sup>rd</sup> Street - 19<sup>th</sup> - Clarence Avenue --> cycling priority. College Drive into Sutherland and Preston Avenue into Stonebridge.
- Enough with the baby steps.
- Before priorities are identified and options need to understand the planning assumptions which are not



park of this package.

- Clarence/University Bridge - why are we just fixing it this summer? We should be adding 1 lane in each direction. The “down” would be a right turn onto Spadina only and would be always going - no light at College. “Up” the bridge - the right lane would be an always go into right lane of Clarence - no stop at top of bridge at Clarence.
- LRT System should be part of this.
- Get going!
- When looking at Idylwyld, ensure that the heritage resources on west of the street are retained. I am concerned about including Broadway in the Corridor Growth plan.
- 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 lets make something amazing.
- Victoria is a gorgeous example of how to develop priority corridors.
- Corridors should not jump over section of area despite actual land uses.
- It would be great for those infill areas to consider more than just economic development. Gentrification is a problem that needs to be addressed. Infill with more “free” activities, such as playgrounds, basketball courts, community associations, museums are a few examples of infill that does not involve shopping. Local grocery/access to affordable food is important to consider. How are winter activities/living considered? How is active transportation incorporated? Bike parking? Bike tune-up stations?
- 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.
- Better bus shelters, Heaver fines for vehicle parked in bus stops and bus lanes.
- Remove the nasty hurdle of zoning and parking requirements and it will be much easier. The strip malls on 8<sup>th</sup> 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!
- Quit concentrating on the East side & start improving the West side.
- Dedicated bus lanes on College Drive, University Bridge and 25<sup>th</sup> Street is NOT A FEASIBLE OPTION.
- Please let me help go over some numbers and planning to shoe the impact it could have in Saskatoon’s future.
- Focus should be placed on capturing young people and students and entrenching them in a culture of public transit. The city should also aggressively focus their efforts on highly visible and courageous implementations. Dedicated lanes down 8th street will be met with resistance, I am sure, but it also says that This is Saskatoon now, we are a transit oriented city. There will be a period of discomfort as we all detox from our single-occupant-vehicle lifestyles, but if we eat our vegetables the city will be a more lively and vibrant community and we will all be the better for it.
- Propose better flexible alternative transportation including transit not transit only.
- Stop talking and do something.



- I feel that putting a bridge down 33<sup>rd</sup> will direct too much traffic through a residential area where there are plenty of cyclists and people walking. So I am strongly against it.
- Priority for College Drive is to improve traffic flow through better timing of the lights. Development can not restrict traffic flow.
- I'm not sure that major changes to the busing will give the increase rider-ship you are looking for. I for one would not take a bus.
- DON'T BUILD A 33<sup>RD</sup> STREET BRIDGE!!!
- WE NEED BIKE LANES!
- Bridge on 33<sup>rd</sup> Street - I do not understand why we would dedicate funds for this. We have enough bridges. What would happen to the eco system in that area. It is a beautiful area as it is and the Pelicans are a landmark for Saskatoon. Why would we ruin that. The 33<sup>rd</sup> Street Bridge is not necessary - I'm not sure where this idea even came from.
- I'm assuming that a major condition of changing Idylwyld to a more residential corridor is the condition of moving truck traffic from Idylwyld to Circle Drive. Part of this should be the removal of traffic lights on Circle Drive between Avenue C and 11<sup>th</sup> Street West. What amazing congestion you have on that freeway during rush hour. If the geology would support it, I'd like to see Airport Drive, Laurier Drive, and Clancy Drive tunnel underneath Circle Drive, and ramps put on each side. This needs to happen if we're going to get truckers to take it.
- Cut out the artsy crap and give us driving lanes with better accessibility, more entrances/exits to remove lights, and eliminate the trains!
- I need more information about exactly what this means and would look like prior to offering support for it.
- 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.
- If major redevelopments are taking place consider putting a physically separated bike lanes along the road.
- What about downtown? How will you encourage greater density and increased mix use there?
- 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).
- The CP/CN tracks; add the expense of up and over. 8<sup>th</sup> Street should be the first corridor you renovate. So many options and room to move!
- 8<sup>th</sup> Street has a lot of potential to make it a destination corridor. Easy for walking, biking and using public transport.
- I'm horrified by the bridge diagram at the bottom of the workbook. It shows a barricade protecting pedestrians from motor vehicles but the cyclists are on the WRONG SIDE of the barricade. They are



vulnerable to distracted cars and mud spray and splashing from the cars. Would you let your 7 yr old bike across that bridge? Why are we still treating cyclists like pariahs? It is very important to get cycle infrastructure right at the planning stages and in all the diagrams or we end up repeating the mistakes of last century. The good thing is that it looks like the bikes may be up on a curb higher than the cars, or is that just a painted line?

- Bus I run longer on weekends least till 4 am slows down on drinking and driving.
- Given the continuing hike in taxes over the past few years, I don't understand how any of these proposals can be accomplished without coming back to my pockets. May certain you can accomplish these changes without impacting my bottom line more than you already have.
- Corridors should be designed for transit between dispersed areas of activity, not as shopping lanes.
- Electric carts are best option.
- 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.
- Is this survey supposed to be for public?
- Ensure that incentives for dense redevelopment also include incentives for providing affordable housing. We don't want to keep pushing low-to-medium income people, as well as young families, out of the core neighbourhoods. This should be written into the plan at a high level - not just left for individual neighbourhoods to think about.
- Warman road needs to be fixed this year heading out to the highway. I have heard of already three popped tires from potholes on that street. It is March 14, 2015. We have a lot of summer to go with those holes.
- Once again, keep in mind you will have delivery vehicles attempting to make deliveries to the businesses in these areas. It is very tough trying to get around in some of the newer areas due to lack of either lane space for turns, or loading areas that are accessible.
- These should have a good mix of greenery and buffer between sidewalk and road.
- Note previous comments!!!!!!!!!!!!!!
- I think the 8<sup>th</sup> Street area will fix itself. More and sooner attention is needed on Idylwyld Drive. Much of it is a terrible eyesore!
- 8<sup>th</sup> Street is always congested with traffic! Transit needs to be able to move along quicker than it currently does during rush hour!
- Holmwood Suburban Centre? Maybe I misunderstand what "development" this is applying to. I feel there are other areas (Rosewood, Evergreen, Kensington, Stonebridge) that we could focus developing a suburban centre for.
- Create separated bike lanes on all these major corridors.
- Will these be occurring in conjunction with the suburban sprawl? Or is this part of a densification/livability strategy that Saskatoon is undertaking?
- Priority corridors will still have train crossings. How can you say that something will be faster when I am delayed 10 minutes at 7 am when driving to work because a train rolled into town. They are not the



life blood of this city and I shouldn't be delayed for no good reason, besides the city will not take the financial hit to work with the trains that are here.

- These plans are a total change from the way we have been doing things for decades, shut down car traffic on major streets? Hard to believe that it can or will happen unless a major crisis (say \$5/liter gas) gives us no choice.
- Another issue I have is with Marquis Drive. Why did we go ahead and make the same mistake on Marquis Drive as we did in the past with Circle Drive North? Namely adding all those intersections with traffic lights. When the North Bridge is built (at Marquis Drive) we still won't have a ring road without restrictions. So much for improving the flow of traffic.
- I do not see the point of making the street look pretty if I will still struggle to get around town. I suppose the wait at the red lights will be more pleasant but not in any way more efficient.
- Perhaps the City should look at the feasibility of converting Idylwyld Drive from Sid Buckwold Bridge to Circle Drive a raised freeway. This could be done by raising the entire free way. Or converting the current Idylwyld into a one-way street, then turn Avenue B or C into a one-way street going the opposite direction. This would be double the amount of lanes available and greatly reduce congestion. Also, this option would come at a reasonably low cost to the City.
- Call an election and let the new mayor and the new councilman deal with this people with new vision.
- Faithful Avenue, Avenue C, Intersection of Miller & Circle Drive North, Warman Road onto Circle Drive North, 71<sup>st</sup> Street Bridge.
- Saskatchewan Polytechnic and surrounding area deserves a higher priority but, because of problems concerning the cul-de-sacs on Idylwyld near 33<sup>rd</sup>, may not be ready for redevelopment sooner.
- Good idea, but will likely be a mess in implementation.
- Don't throw away tax dollars with useless visual appeal and expensive works of "art." Please be responsible and efficient with tax dollars. Don't be wasteful.
- Idylwyld Drive needs a total makeover - as it is now it the least person-friendly street in the city. It is horrible and unfortunately is the first thing many visitors to Saskatoon see. Gut it and start over!
- Hub and spoke. Get away from the idea of a major bus malls. The priorities seem to be misplaced, though being able to see the studies this was all based on would be nice, vs other studies probably done over 2 years ago...would help. What was done in the 50s and 60s when ridership was MUCH higher? Can we learn something from that history?
- Developers need incentive to do infill, perhaps education since ""green field"" is perceived as being easier. They think businesses prefer parking to walkability and many do. A strategy to deal with this will be needed. Hopefully the transit plans help. As solar energy continues to drop in price and it replaces other energy forms, access to solar will become increasingly important. Solar rights access will need to be considered on these and all future developments - perhaps added to the zoning bylaw.
- Build a north bridge.
- Include actual cycling infrastructure.
- These plans MUST also consider separated bike lanes along these corridors.



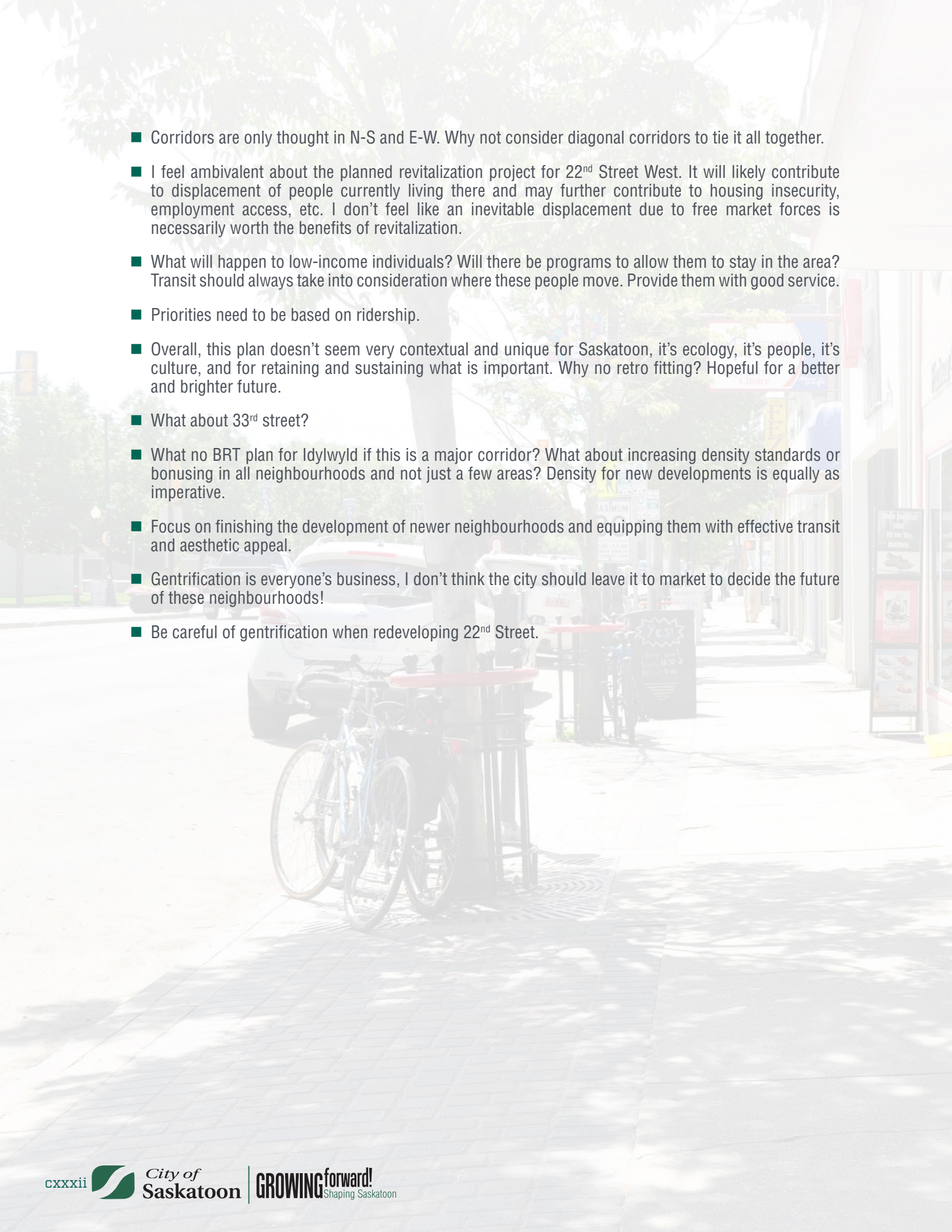


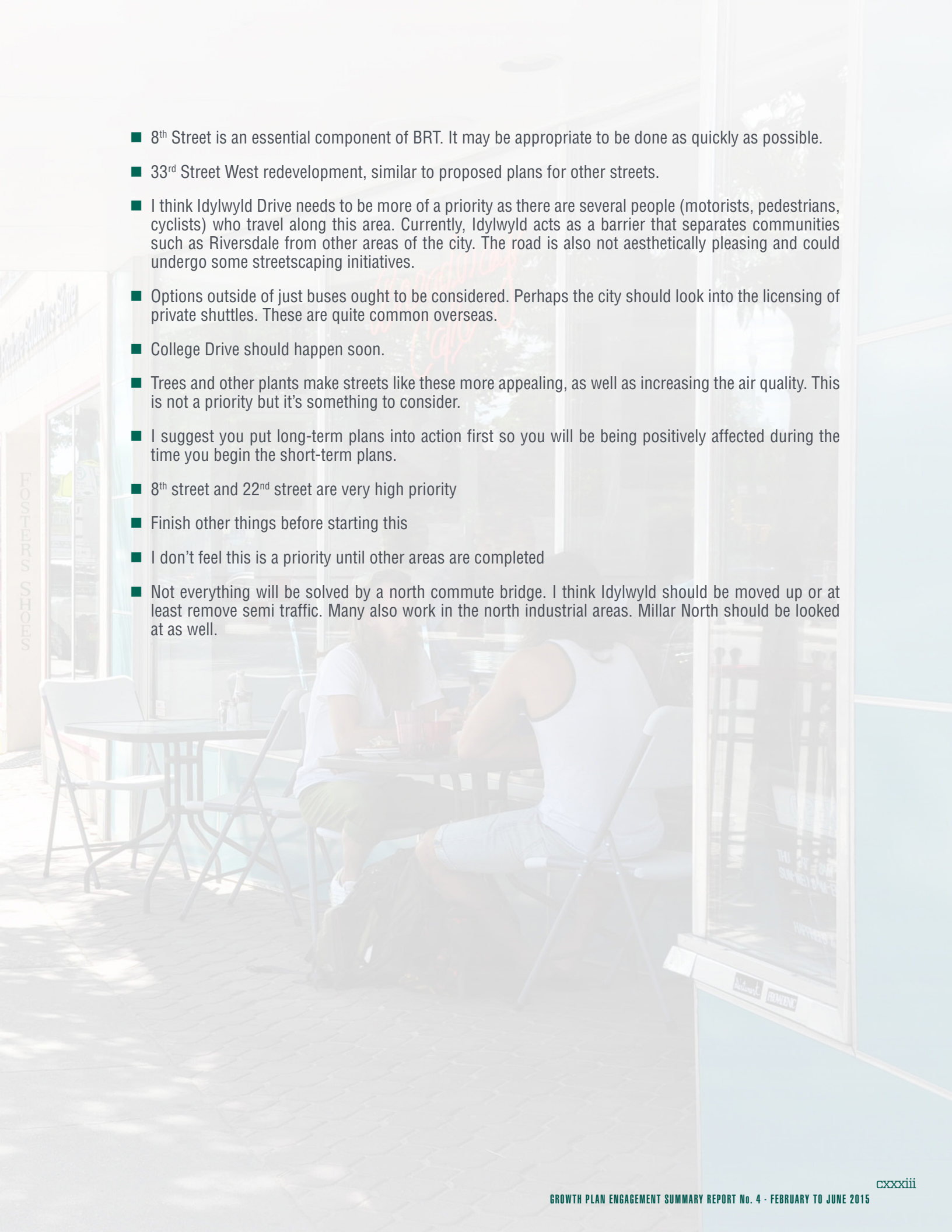


is simply building current systems rather than fundamental changes.

- LRT.
- City Hall needs to settle these workers contract. It was an embarrassment how City Hall in the mirror handled it. Murray Todland gets 300 plus thousand year and you can't give these transit workers a raise??? Maybe we should look at replacing him?
- As I do not agree with adding more conventional bus services, i have indicated that 'This is NOT a priority at all' when in fact, I do not want to see these changes made.
- Why are we not looking more closely at the intersection of Idylwild North and Circle Drive North? Right now this area is a disaster. Because of improvements made to the traffic flow from the south end of the city to north (thanks to the opening of the Circle Drive South bridge), traffic races from the south end of the city only to find no adequate option to exit the city at the north end. I would estimate that nothing less than a full clover leaf intersection could alleviate the current congestion in this area.
- We need a workable transit system. Consider LRT. Higher speed, less manpower, does not have to remove lanes from vehicle traffic.
- More infill along corridors is a great plan. Questionable if culture will change as fast.
- I'm concerned that 22<sup>nd</sup> Street might be modeled on the gentrification that has happened on 20<sup>th</sup> Street.
- Problem with all the pedestrian friendly areas is we live in a majority winter/cold climate. Not pedestrian friendly where we can always live an active lifestyle.
- North south routes and better and more bus stops. The bus stops must be heated.
- Build a north bridge
- 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.
- Implement free bus service now.
- Build a sky train.
- Many activities already happen on 22<sup>nd</sup> but Idylwyld is so unfriendly, it should happen sooner, it is a disgusting area to walk around in. 8<sup>th</sup> Street should happen sooner as the car-centric attitudes there are not present on 22<sup>nd</sup> and 8<sup>th</sup> Street would benefit and handle the influx better.
- Dear Lord please put Idylwyld on the fast track priority! It is a major eye sore to our city.
- I assume the curb lane option is the one that can make BRT happen sooner.
- 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.
- 33<sup>rd</sup> between H and the river.
- I commented on the segment of Idylwyld and circle drive on the first page, please read that as it pertains to this section.
- Every area is important now because the density of the population is easy to manage.



- 
- Corridors are only thought in N-S and E-W. Why not consider diagonal corridors to tie it all together.
  - I feel ambivalent about the planned revitalization project for 22<sup>nd</sup> Street West. It will likely contribute to displacement of people currently living there and may further contribute to housing insecurity, employment access, etc. I don't feel like an inevitable displacement due to free market forces is necessarily worth the benefits of revitalization.
  - What will happen to low-income individuals? Will there be programs to allow them to stay in the area? Transit should always take into consideration where these people move. Provide them with good service.
  - Priorities need to be based on ridership.
  - Overall, this plan doesn't seem very contextual and unique for Saskatoon, it's ecology, it's people, it's culture, and for retaining and sustaining what is important. Why no retro fitting? Hopeful for a better and brighter future.
  - What about 33<sup>rd</sup> street?
  - What no BRT plan for Idylwyld if this is a major corridor? What about increasing density standards or bonusing in all neighbourhoods and not just a few areas? Density for new developments is equally as imperative.
  - Focus on finishing the development of newer neighbourhoods and equipping them with effective transit and aesthetic appeal.
  - Gentrification is everyone's business, I don't think the city should leave it to market to decide the future of these neighbourhoods!
  - Be careful of gentrification when redeveloping 22<sup>nd</sup> Street.

- 
- 8<sup>th</sup> Street is an essential component of BRT. It may be appropriate to be done as quickly as possible.
  - 33<sup>rd</sup> Street West redevelopment, similar to proposed plans for other streets.
  - I think Idylwyld Drive needs to be more of a priority as there are several people (motorists, pedestrians, cyclists) who travel along this area. Currently, Idylwyld acts as a barrier that separates communities such as Riversdale from other areas of the city. The road is also not aesthetically pleasing and could undergo some streetscaping initiatives.
  - Options outside of just buses ought to be considered. Perhaps the city should look into the licensing of private shuttles. These are quite common overseas.
  - College Drive should happen soon.
  - 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.
  - 8<sup>th</sup> street and 22<sup>nd</sup> street are very high priority
  - Finish other things before starting this
  - I don't feel this is a priority until other areas are completed
  - Not everything will be solved by a north commute bridge. I think Idylwyld should be moved up or at least remove semi traffic. Many also work in the north industrial areas. Millar North should be looked at as well.







# E Citizen Survey





# GROWTH PLAN TO HALF A MILLION

## CITIZEN SURVEY

## GENERAL PUBLIC RESULTS

JUNE 2015



## Executive Summary

In May, 2015 the City of Saskatoon contracted Insightrix to conduct a general public survey of citizens in Saskatoon, gathering feedback on the preliminary long-term recommendations and implementation priorities included in the City's *Growth Plan to Half a Million (Growth Plan)*. The objective of this study is to identify the support for future planning and investment in the areas of Corridor Growth, Transit, Rapid Transit and Core Area Bridges. This research complements additional public engagement activities undertaken by the City on the proposed *Growth Plan*. Results from both studies are summarized below.

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

### 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 public engagement results (80%).
- Redevelopment and Infill along Major Corridors, transit plans with BRT, and a possible 33<sup>rd</sup> 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 Insightrix 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 3<sup>rd</sup> 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 25<sup>th</sup> 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 8<sup>th</sup> 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*.

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# Background & Methodology

## BACKGROUND & OBJECTIVES

In May, 2015 the City of Saskatoon contracted Insightrix to conduct a general public survey of citizens in Saskatoon, gathering feedback on the preliminary long-term recommendations and implementation priorities included in the City's *Growth Plan to Half a Million (Growth Plan)*. The objective of this study is to identify the support for future planning and investment in the areas of Corridor Growth, Transit, Rapid Transit and Core Area Bridges. This research complements additional public engagement activities undertaken by the City on the proposed *Growth Plan*.

## METHODOLOGY

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

## QUESTIONNAIRE

Based on previous public engagement activities conducted by the City, a set of questions were developed to collect input. To enable direct comparisons between these previous public engagement efforts and this quantitative study with Saskatoon residents, questions asked of respondents within this study remained consistent with that of the public engagement activities.

## DATA COLLECTION

Randomly selected SaskWatch Research™ panel members living within the city were invited to participate in the research study via an email message which included a link to the online survey. Quotas were set by age and gender to ensure an appropriate distribution of Saskatoon residents participated in the study. The following table outlines the distribution of online surveys and respondents by demographic variables:

Demographics		Online Survey	
		Count	Percent
Gender	Male	380	47.44%
	Female	421	52.56%
Age	18-34	238	29.71%
	35-54	293	36.58%
	55+	270	33.71%
Total		801	100%

## INCLUSION OF FINDINGS FROM PUBLIC ENGAGEMENT SESSIONS

The City of Saskatoon conducted engagement activities (Public Workshops, Campus Consultation, targeted stakeholder engagement and an online survey) asking participants to provide input on the proposed *Growth Plan*. The input received has been compared with Insightrix findings, where applicable.



## REPORTING NOTES

- Results from City of Saskatoon public engagement efforts are reported alongside the results from this quantitative research study.
- Each survey question was analyzed by all appropriate demographic variables, including suburban area, age and gender. Notable differences have been highlighted in this report using “▲”. A standard alpha value of less than 0.05 is considered statistically significant. This means that there is less than a 5% chance that the results would have occurred by chance.
- Due to rounding, not all results will add to exactly 100%.
- Results for questions with multiple allowed responses may total more than 100%, as respondents were able to choose more than one option.
- Each question includes a base description detailing the number of respondents who answered each question (n=#).
- Open-ended questions have been themed and coded into categories. The percentages from individual codes could total more than 100%, as comments from each respondent could be relevant to more than one code.
- Net averages are indicated by a textured data bar. These are calculated by taking the summation of any items that may follow under the category. For example, in a “Support” banner, it will include those who indicate they have “Strong support” or “Medium support”.

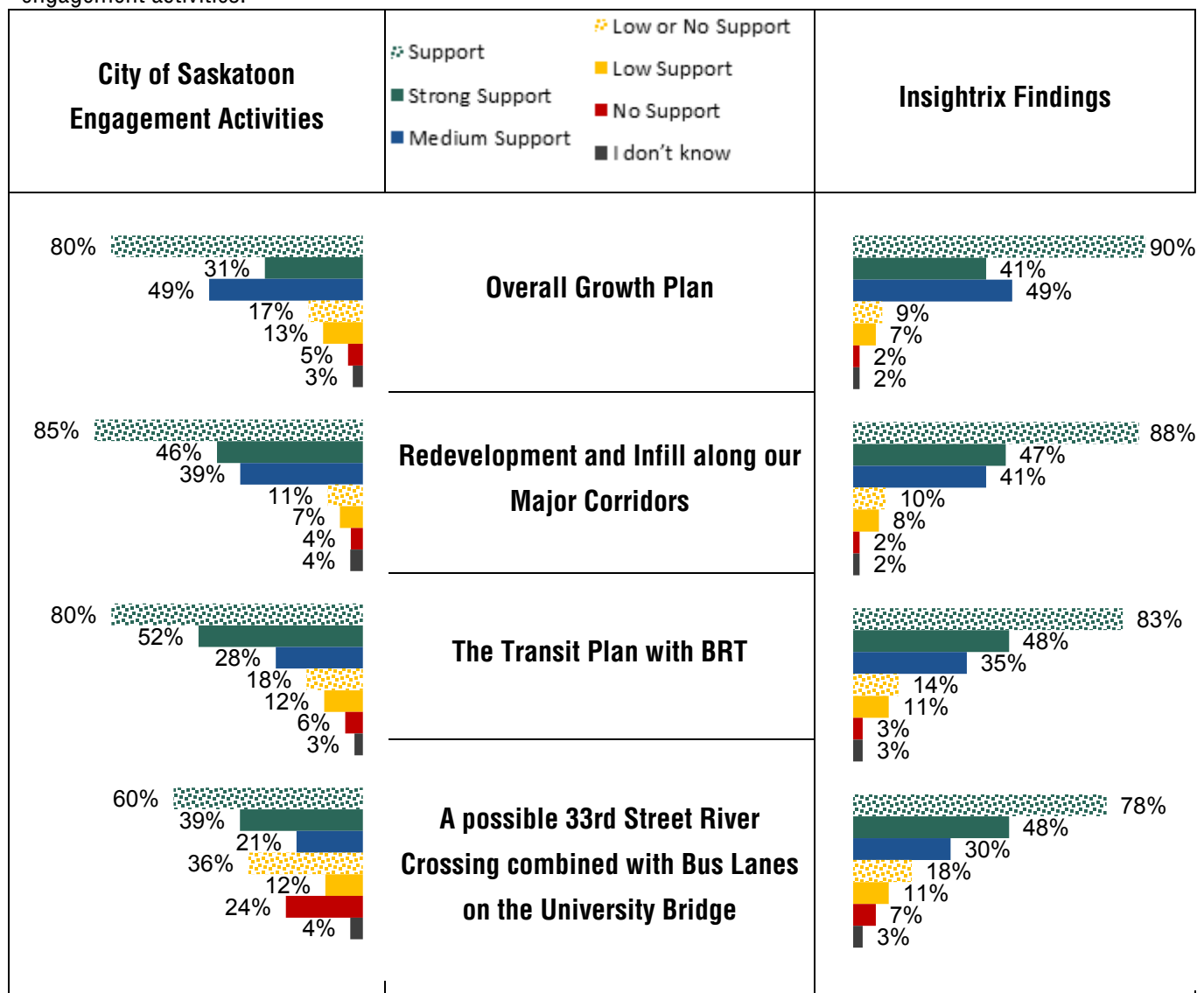
## Study Results

### OVERALL GROWTH PLAN

To begin, participants were presented with an overview of the proposed long-term recommendations for the *Growth Plan's* core initiatives of Corridor Growth, Transit and Core Area Bridges. This information included written descriptions, images as well as a link to a video describing the plan. For details of the material presented to respondents, please refer to the Appendix.

### Support for Growth Plan Core Initiatives

Broadly speaking, citizens strongly support the overall *Growth Plan* with four in ten strongly supporting the plan and one half somewhat supporting it. This is generally consistent with the City's public engagement feedback. Support for subcomponents of the plan is also strong although support is comparatively weaker for a 33<sup>rd</sup> street river crossing. Support levels are higher amongst the Insightrix study vs. the City's public engagement activities.

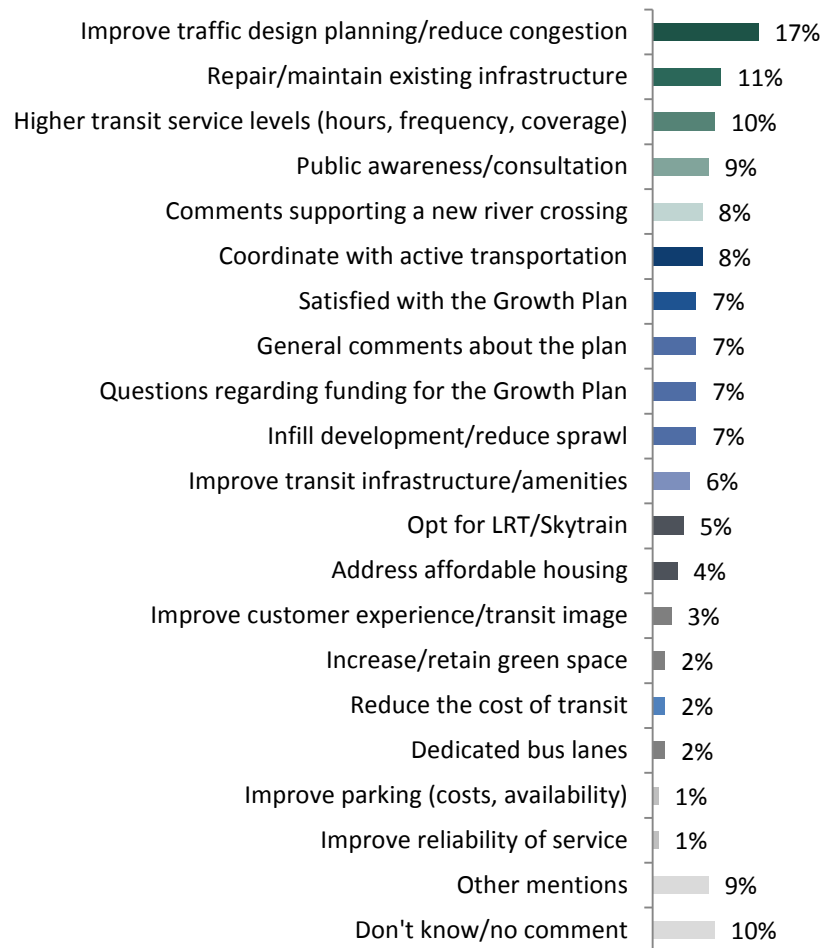


Q4. Do you support the recommended long-term directions of the Growth Plan, put together by the City of Saskatoon? Base: All respondents, n = 801.



### Growth Plan Enhancement Suggestions

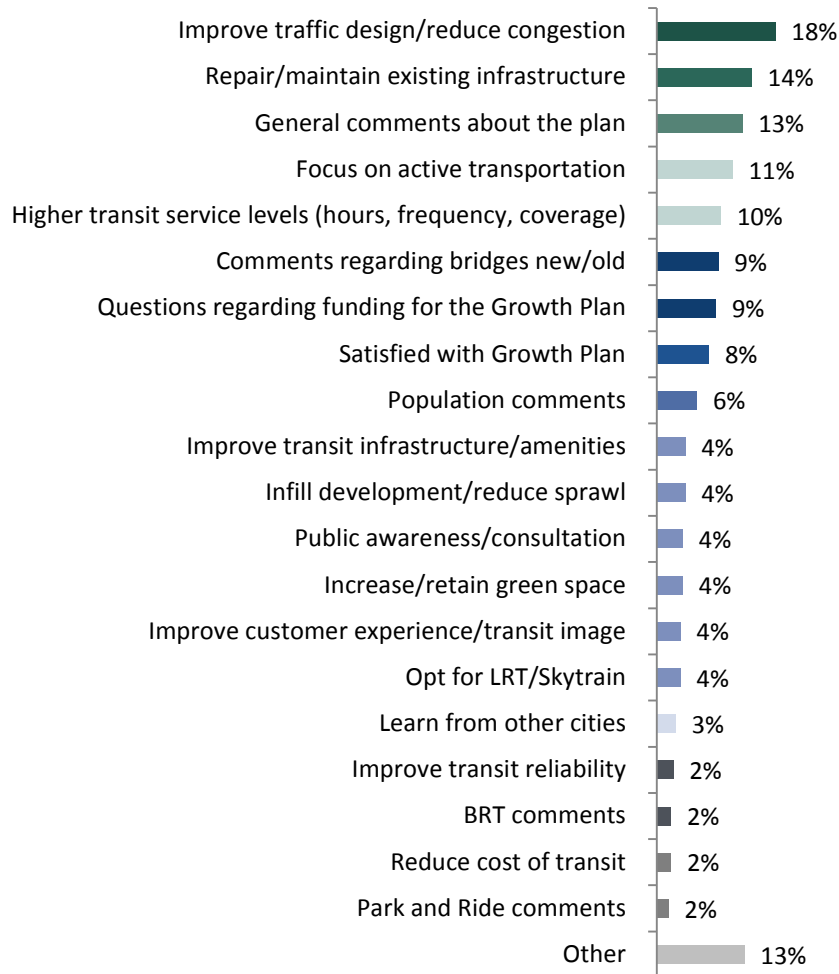
Next, respondents were asked to provide suggestions on how the City could enhance its *Growth Plan*. Respondents provided written responses which have been reviewed and placed in the following categories. Citizens most commonly list traffic design planning and congestion reduction as ways the City could enhance its *Growth Plan*. Repair and maintenance of existing infrastructure and higher transit service levels are also mentioned.



Q5. How could the City of Saskatoon enhance the Growth Plan? Base: All respondents (optional), n = 634.

### Further Growth Plan Comments

Next, respondents were asked to offer additional comments regarding the overall *Growth Plan*. Improved traffic design and congestion reduction is again mentioned frequently.



Q6. Are there other comments you would like to make? Base: All respondents (optional, excluding no comments), n = 412.



## POSSIBLE IMPLEMENTATION PHASING FOR TRANSIT

Next, respondents were presented with further details on future transit plans and then asked a series of questions to collect their opinions on specific components of the plan.

### Support for Proposed Implementation Phasing for Transit Customer Experience Initiatives

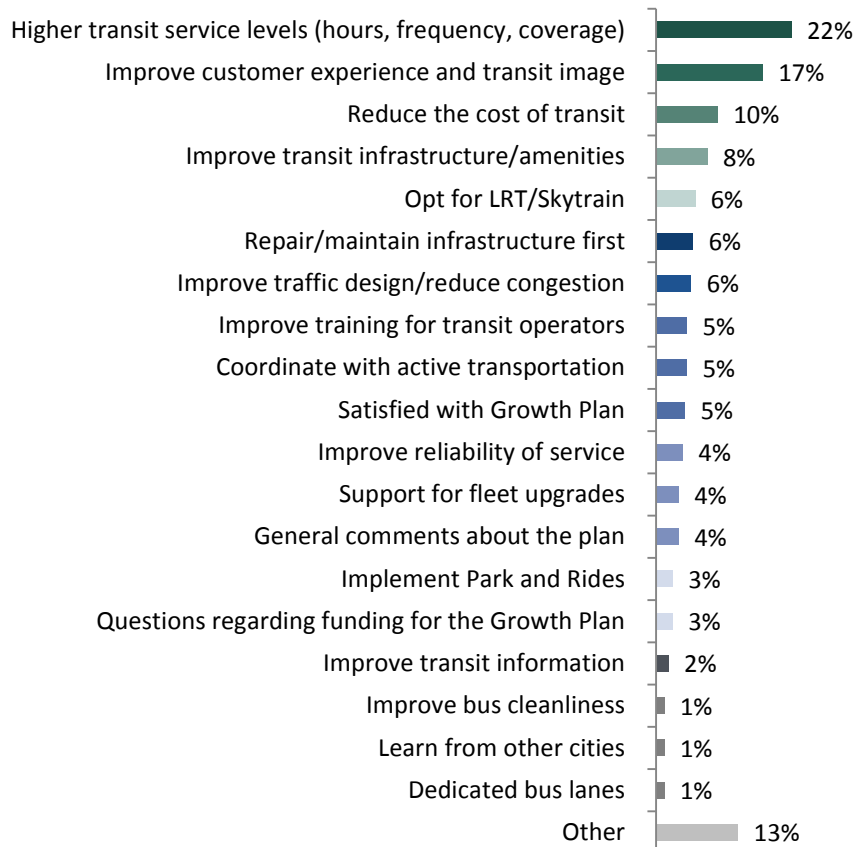
Respondents were presented with a list of customer service considerations for transit and asked to indicate whether each should be considered high, medium or low priorities over the next 10 years. Items deemed to be of the highest priority include real-time bus arrival information, shelters, active transportation plan and facilities, bus cleanliness, terminal improvements and a mobile app. Findings are consistent with public engagement activities.

City of Saskatoon Engagement Activities	<div>■ High Priority</div> <div>■ Medium Priority</div> <div>■ Low Priority</div>	Insightrix Findings
9% <div>25%</div> <div>64%</div>	Real-time bus arrival information	<div>71%</div> <div>24%</div> <div>5%</div>
<div>20%</div> <div>32%</div> <div>45%</div>	More comfortable shelters throughout more areas of the city	<div>51%</div> <div>39%</div> <div>10%</div>
14% <div>36%</div> <div>44%</div>	Active transportation plan & facilities	<div>51%</div> <div>41%</div> <div>8%</div>
14% <div>39%</div> <div>43%</div>	Bus cleanliness	<div>48%</div> <div>43%</div> <div>9%</div>
<div>21%</div> <div>36%</div> <div>39%</div>	Terminal improvements	<div>45%</div> <div>43%</div> <div>11%</div>
<div>16%</div> <div>32%</div> <div>49%</div>	Mobile app	<div>44%</div> <div>40%</div> <div>16%</div>
<div>17%</div> <div>37%</div> <div>42%</div>	Sidewalk accessibility design standards	<div>42%</div> <div>44%</div> <div>14%</div>
<div>19%</div> <div>44%</div> <div>32%</div>	Customer service staff / resources	<div>40%</div> <div>46%</div> <div>13%</div>
<div>19%</div> <div>42%</div> <div>34%</div>	Accessible transit facility design standards	<div>37%</div> <div>50%</div> <div>13%</div>
<div>27%</div> <div>38%</div> <div>32%</div>	Fleet upgrades (new buses)	<div>34%</div> <div>54%</div> <div>12%</div>
<div>24%</div> <div>43%</div> <div>30%</div>	Customer satisfaction surveys	<div>34%</div> <div>46%</div> <div>20%</div>
<div>24%</div> <div>40%</div> <div>29%</div>	Mobile ticketing kiosks	<div>33%</div> <div>47%</div> <div>20%</div>
8% <div>49%</div> <div>37%</div>	Website upgrades	<div>29%</div> <div>50%</div> <div>21%</div>
<div>16%</div> <div>44%</div> <div>35%</div>	Accessibility training	<div>27%</div> <div>54%</div> <div>18%</div>
<div>26%</div> <div>36%</div> <div>33%</div>	Bike racks on busses	<div>24%</div> <div>49%</div> <div>27%</div>

Q7. What are the most important priorities over the next 10 years to enhance the transit customer experience? Base: All respondents, n = 801.

### Transit Customer Experience: Missing Priority Items

When asked if there are any missing customer service priorities with the proposed transit plan, Saskatoon residents believe that higher transit service levels are missing from the City's *Growth Plan*. Improvement to customer experience and transit image is also believed to be missing.


















Q8. Did we miss anything that should be implemented in the next 10 years? Base: All respondents (optional excluding don't knows), n = 299.



Next, respondents were presented implementation priorities for transit service and facilities and then asked a series of questions to collect their opinions on specific components of the plan.

### Support for Possible Short-term Transit Service and Facility Improvements
















Most items identified are considered to be high priority among Saskatoon residents with enhancements of the East-West rapid transit services being seen as a high priority to most residents. Park n' rides and dedicated lanes on 3rd Avenue are deemed to be of least importance.

City of Saskatoon Engagement Activities	<div>■ High Priority</div> <div>■ Not a High Priority</div> <div>■ Don't Know</div>	Insightrix Findings
11% 	Enhance East-West rapid transit services (red line)	
13% 	Extend conventional transit services to growing areas in the West, Northeast and Southeast.	
12% 	Enhance North-South rapid transit services (blue line)	
13% 	Convert the Downtown and Place Riel Transit Terminals for rapid transit operations.	
11% 	Build dedicated bus lanes on College Drive (Clarence Ave to Preston Ave).	
11% 	Review the feasibility for 5 park-n-ride lots.	
14% 	Build dedicated bus lanes on 3rd Avenue (22nd St to 25th St).	
N / A	Other	

Q9. 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 you think should not be a high priority for the 5 year plan? Base: All respondents, n = 801.

### 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. However, opinions are divided with respect to dedicated bus lanes on 25<sup>th</sup> Street.

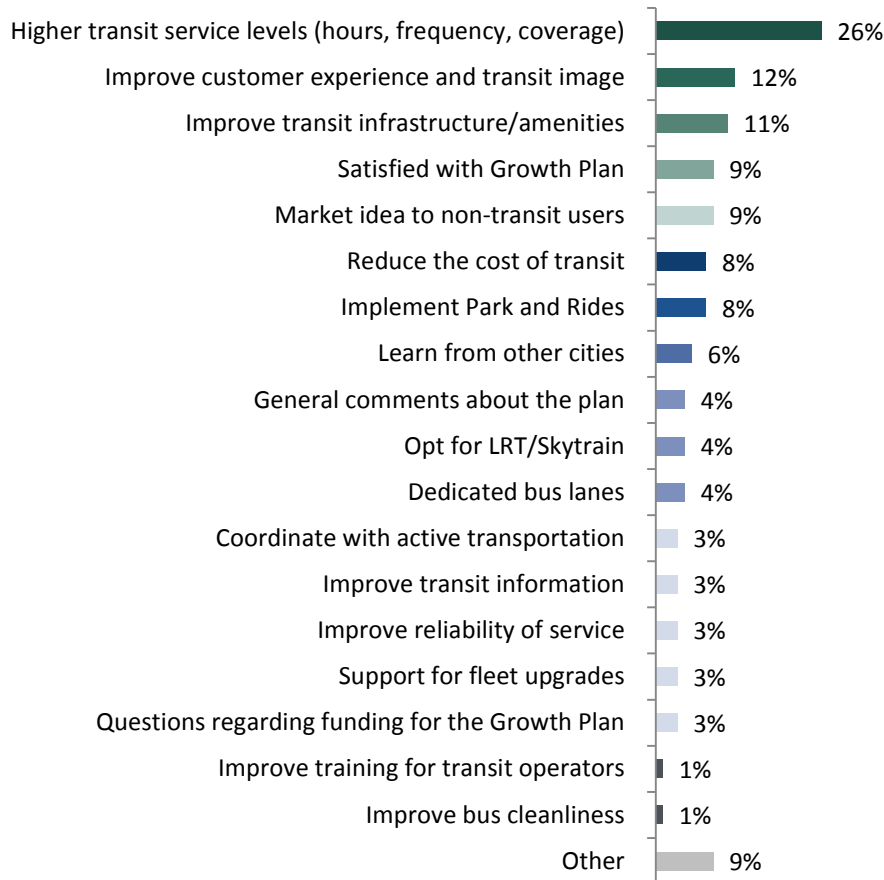
City of Saskatoon Engagement Activities	<div> <div>■ High Priority</div> <div>■ Not a High Priority</div> <div>■ Don't Know</div> </div>	Insightrix Findings
	Continue East-West (red line) rapid transit service enhancements	
	Implement transit priority (queue jump lanes and signal priority) for buses at intersections along 8th Street, Broadway Avenue, and Preston Avenue.	
	Build dedicated bus lanes on 22nd Street (Idylwyld Drive to Confederation Drive)	
	Introduce community shuttles to the North Industrial area.	
	Implement 3 park-n-ride lots.	
	Introduce community shuttles to the southwest-Confederation area.	
	Build dedicated bus lanes on 25th Street (3rd Ave to Spadina Crescent)	
	Other	

Q10. The transit service and facility improvements outlined below for implementation in the medium-term (5 to 10 years) build off the high priority improvements outlined in the 5 year plan. 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 next 5 to 10 year plan? Base: All respondents, n = 801.



### Transit Service and Facility Improvement: Suggestions

When asked to identify additional priorities for transit over the next 10 years, higher levels of transit service are again most commonly cited.



Q11. Did we miss any high priority transit service and facility improvements that should be implemented in 10 years? Base: All respondents (optional), n = 282.



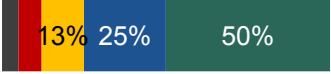
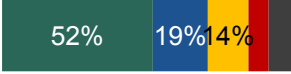



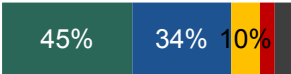
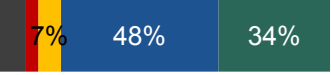
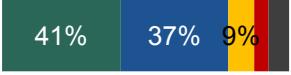
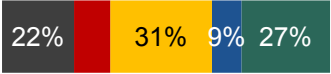

## **POSSIBLE IMPLEMENTATION PHASING FOR CORRIDOR GROWTH**

Next, respondents were presented with further details on future implementation priorities for Corridor Growth and then asked a series of questions to collect their opinions on specific components of the plan.

### **Support for Proposed Implementation Phasing for High Priority Corridors**

When asked about whether they agree with the priority level set for Corridor Growth, one half are supportive of the priority assigned to short-term projects other than Holmwood Suburban Centre, with one quarter feeling the priority level should be lowered. Support for priority assignment of medium-term projects is moderate, with one third feeling the 8<sup>th</sup> Street project should receive increased priority. Many feel the priority assigned to Idylwyld Drive North should be increased. Findings are generally consistent between the quantitative study and the City's public engagement activities.

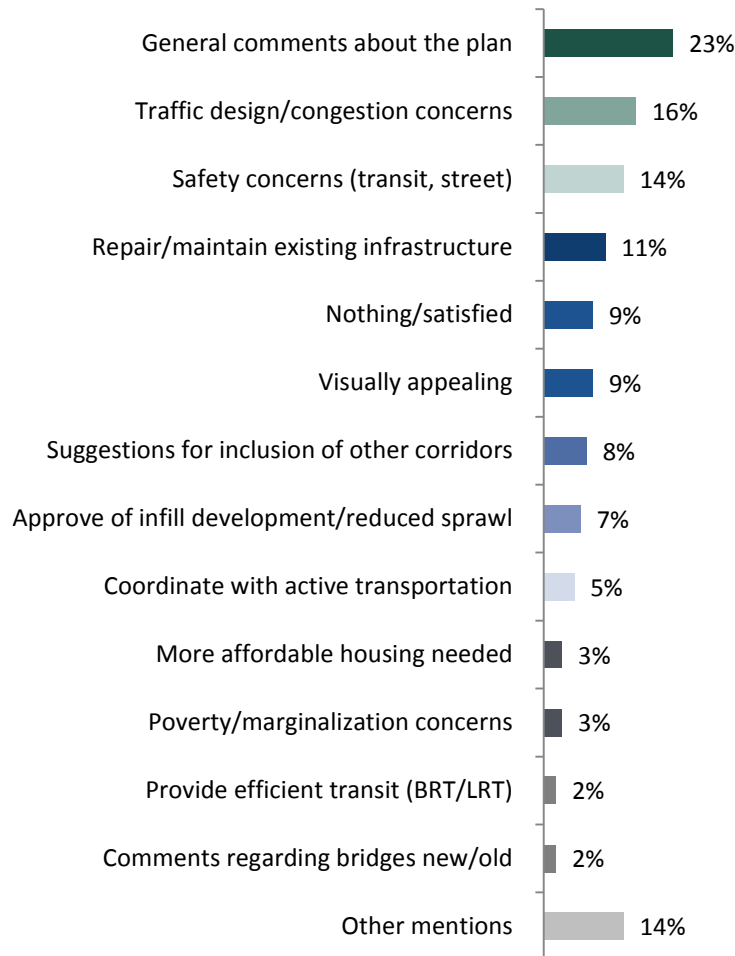


City of Saskatoon Engagement Activities	<div> <div>I agree with this priority</div> <div>Increase Priority</div> <div>Lower Priority</div> <div>Not a Priority</div> <div>Don't Know</div> </div>	Insightrix Findings
	Short-term Priority (5 year): 22nd Street West	
	Short-term Priority (5 year): Preston Avenue & College Drive	
	Medium-term Priority (5 to 10 years): Confederation Suburban Centre	
	Medium-term Priority (5 to 10 years): 8th Street East	
	Long-term Priority (10 to 20 years): Idylwyld Drive North	
	Short-term Priority (5 year): Holmwood Suburban Centre	

Q12. Implementation priorities for encouraging growth and redevelopment along our major corridors have been broken up into short-, medium-, and long-term phasing options. Do you support the proposed phasing for Secondary Plans along our major corridors shown below? Are there any that you would assign a different priority to? Base: All respondents, n = 801.

### Possible Implementation Phasing for Corridor Growth: Additional Comments

Approximately one quarter of individuals offered comments regarding the Corridor Growth plan. Comments most commonly relate to traffic design and safety concerns.



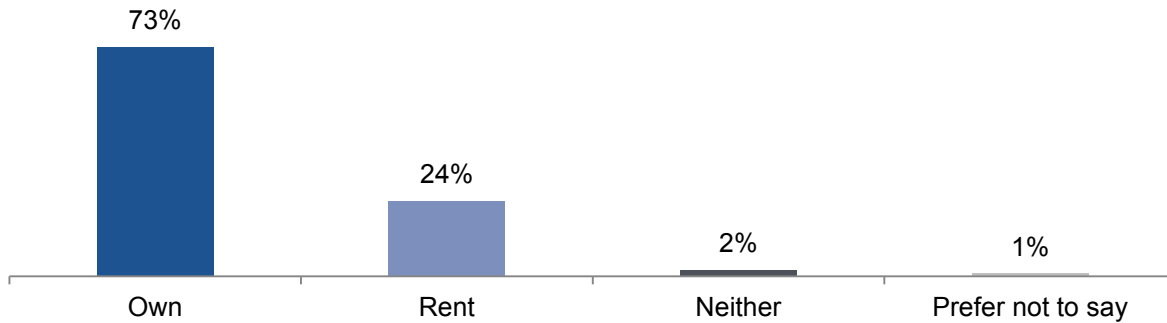
Q13. Do you have any other comments or suggestions on these priority corridors? Base: All respondents (optional), n = 236.



## DEMOGRAPHICS

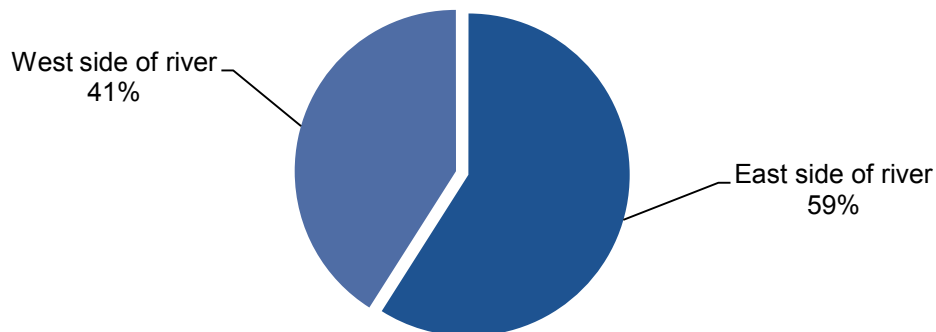
The following section lists the distribution of respondents from the Insightrix Research study.

### Living Accommodations



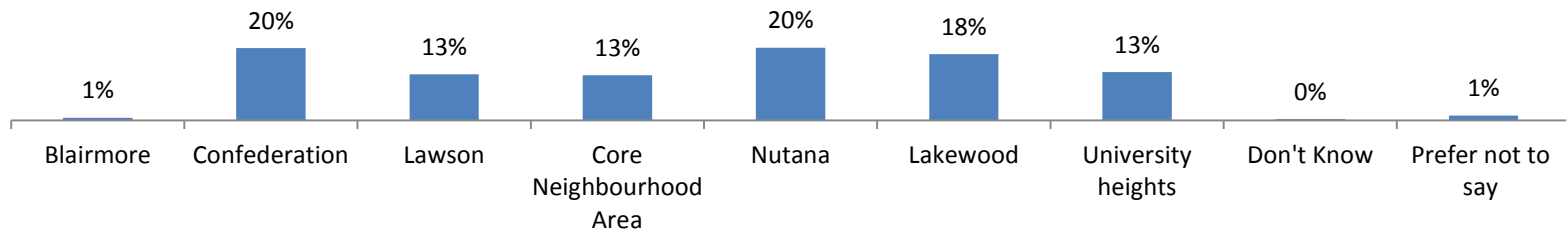
Q14. Do you rent or own your accommodations? Base: All respondents, n = 801.

### City Division



Q15. Do you live on the east side or the west side of the river? Base: All respondents, n = 801.

City Neighbourhood



Q16. Into which of the following neighbourhoods in Saskatoon do you live? Base: All respondents, n = 801.



## CITIZEN SURVEY REPORT APPENDIX

### Questionnaire

1. Please indicate your Gender:

Male

Female

2. Into which age range do you fall?

18-34

35-54

55+

3. Do you live within the city limits of Saskatoon?

Yes

No [thank and terminate]

Please note that before answering specific questions in this survey, the City of Saskatoon has summarized various details about their *Growth Plan to Half a Million (Growth Plan)*. The next set of pages summarizes the preliminary plan. There are a number of points that are presented. Please take a few minutes to read about the plan before answering the survey questions. Note that as you answer questions on specific sections, there will be an opportunity for you to re-read the information that relates to that specific *Growth Plan* topic.

### **Background**

*The following information has been provided by the City of Saskatoon.*

Please take 5 minutes to watch a video that summarizes the City's Growth Plan. This will provide you with a quick summary of what this survey will be asking you about.

<https://www.youtube.com/watch?v=0dHeq4H09CY>

Saskatoon is one of the fastest growing cities in Canada today. In fact, the city's population is expected to double to half a million people over the next 30 to 40 years. Growth brings many benefits like increased economic activity, employment and business opportunities, but it also comes with the challenges of building, servicing and living in a larger city.

This is why the City of Saskatoon is developing a *Growth Plan to Half a Million (Growth Plan)* to help guide future land-use decisions and infrastructure investments so residents will have more choices for how they live and move around the city as Saskatoon grows.

The *Growth Plan* is made up of several parts that fit together to form a new growth model for Saskatoon. Each part is dependent on the other in order for the whole plan to work. Corridor Growth, Transit and Core Bridges make up the core initiatives of the *Growth Plan*. There are also four supporting initiatives that include Employment Areas, Active Transportation, Water & Sewer and Financing Growth.

Launched in February 2014, public engagement has been an important part of the development process. The input and feedback received by the public over the last year has been used alongside technical reviews to develop preliminary long-term recommendations and implementation priorities for the *Growth Plan*. The survey that follows provides an overview of the proposed plan and how it could be implemented over the next 10 years and beyond. Your input will be used to help shape priorities as the City continues to develop the *Growth Plan*.



## Growth Plan Questions

### Long-term Directions for Corridor Growth

Saskatoon's major corridors are ideal locations for a greater mixture of land uses and density to support more sustainable growth. Through well-thought out redevelopment and infill along our major corridors, we can create great places for people to live, work, shop and socialize.

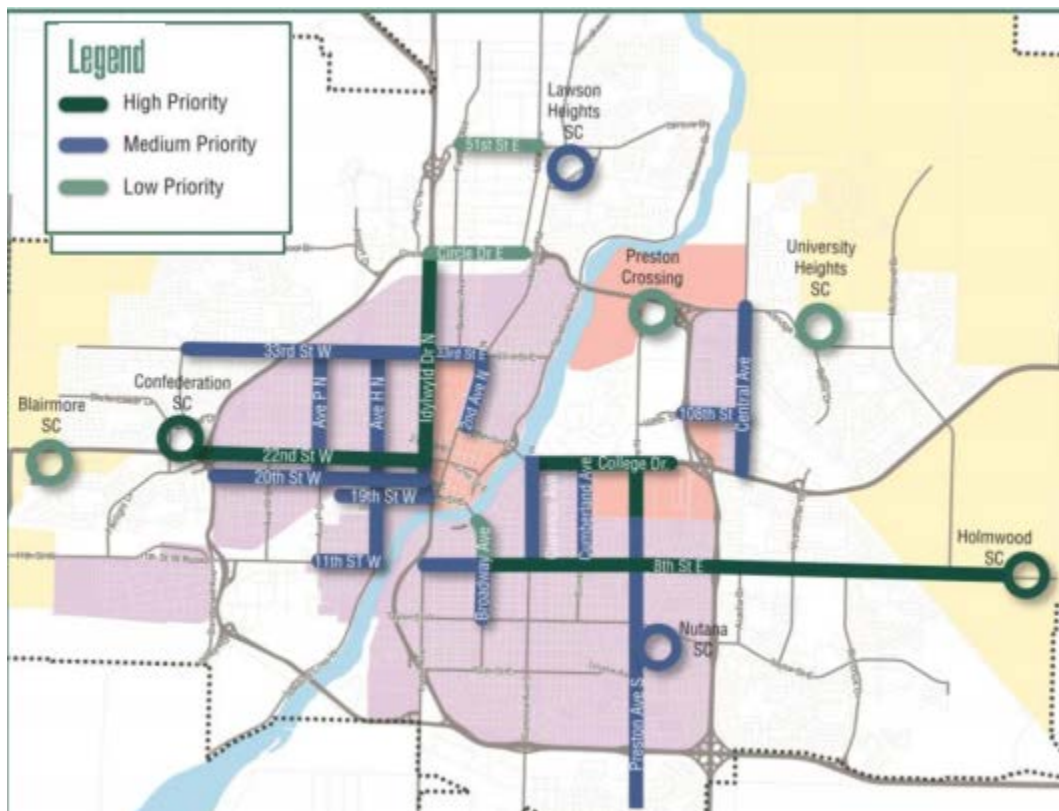


## Existing Conditions



## Infill Potential

As part of the Corridor Growth plan, the suitability and potential for redevelopment along major corridors in Saskatoon were evaluated and high priority corridors identified.



This review identified that certain sections along the high priority corridors have greater potential for redevelopment than others. For example, the figure below shows that sections of 22<sup>nd</sup> Street between Avenue P and Idylwyld Drive have greater potential

than others along the corridor.



Additionally, the Confederation Suburban Centre has been identified as a high priority area with significant potential for redevelopment to accommodate a greater mixture of land uses in a more walkable urban shopping environment.

In most cases, however, the current permitted land uses and street environments along these corridors discourage the types of developments needed to make these corridors more sustainable and attractive.

Once the *Growth Plan* is adopted by Council in early 2016, Secondary Plans will be developed in consultation with area residents, businesses and land owners to incentivize and guide these changes as well as integrate these efforts with Bus Rapid Transit development.

## **Long-term Directions for Transit**

### **Transit Customer Experience**






The customer experience is central to the success of transit in Saskatoon. The community has clearly stated this needs to be improved NOW! The Transit Plan includes making customer service a foundation of the transit business. Whether it's planning a trip or getting to the destination, there are many things the City can do to improve the experience for customers of all ages and abilities. Some of the improvements that are recommended in the Transit Plan are shown below.





### Increasing the Range of Bus Services

The needs of transit customers vary. Some want to get around their neighbourhood and need reliable, accessible service near their home and destination. Others want fast, direct service and are willing to walk to catch a bus – especially if the bus is frequent. Our existing services and routing provide reasonable coverage to a majority of residents, but cannot adequately serve many of the customer needs. The Transit Plan includes a broader range of services and routing that will do more for existing and future customers.

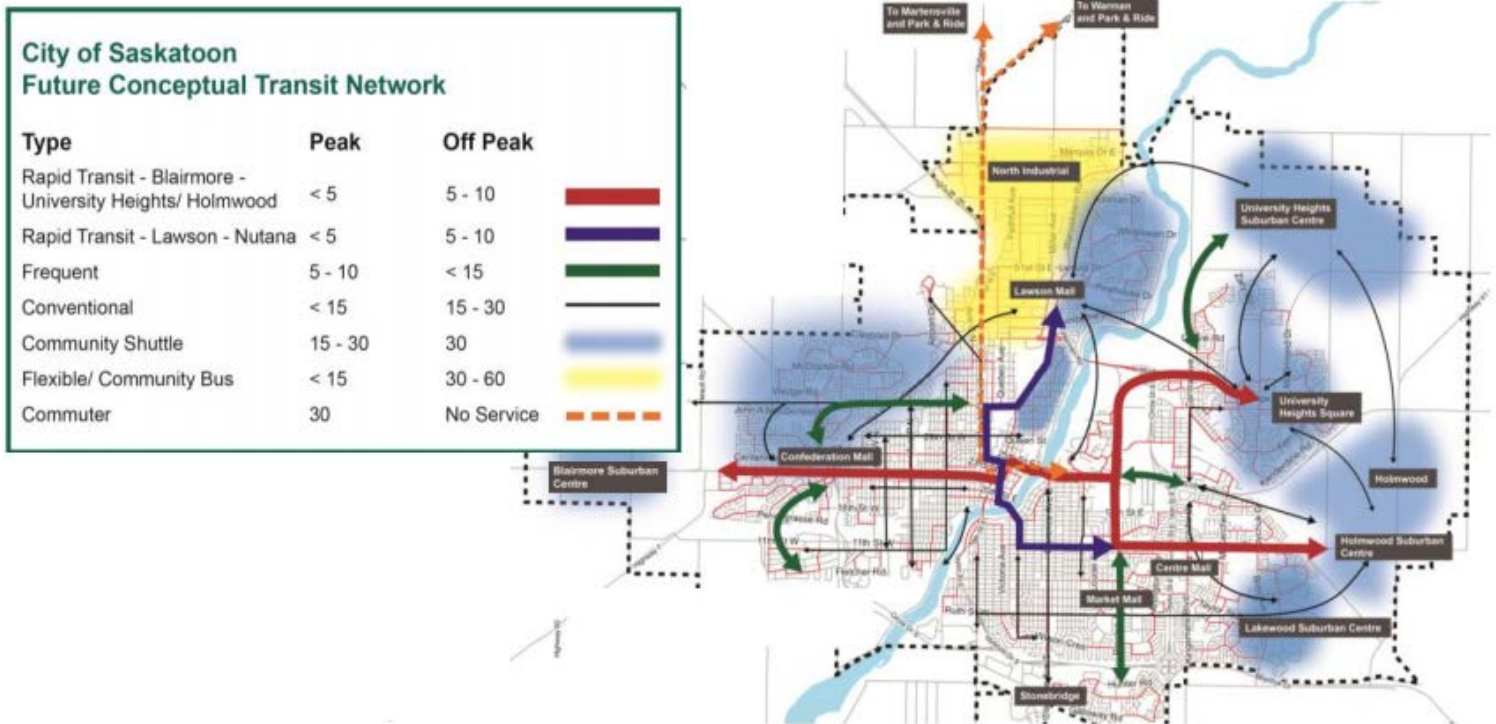
SERVICE TYPE	WHAT DOES IT DO?	VEHICLE TYPE	FREQUENCIES	FREQUENT	DIRECT	FAST	RELIABLE	COVERAGE
<b>Bus Rapid Corridors</b>	Connects major destinations and areas with the highest demands.		Peak: 5 min. or less Off-peak: 10 min.	✓	✓	✓	✓	
<b>Regional Service</b>	Connects with surrounding communities.		Peak period and limited midday service		✓		✓	✓
<b>Frequent Transit Service</b>	Connects higher demand areas.		Peak: 10 min. Off-peak: 15 min. or less	✓	✓	✓	✓	
<b>Conventional Service</b>	Connects neighbourhoods.		Peak: 15 min. or less Off-peak: 30 min.				✓	✓
<b>Community Shuttle</b>	Connects low demand outer areas to main corridors.		Peak: 15-30 min. Off-peak: 30 min.				✓	✓

### Transit Service Plan

For transit to be a more attractive choice for residents, the amount of service offered in Saskatoon needs to grow faster than the population. By increasing frequencies and introducing new services, the City will be better able to meet the needs of existing and future travel demands

The Transit Plan highlights the range of services being proposed. **Rapid Transit** will provide frequent (5 minutes) east-west and north-south service. **Frequent Transit** corridors will provide attractive service levels (10-15 minutes) and connect customers to the Rapid Transit network. The frequency of **Conventional Services** will be increased substantially to 10-15 minutes at peak hours to serve more destinations and connect to rapid transit. **Community Shuttles** will provide reliable service and coverage to lower density areas, serving local travel and areas with lower ridership.





### Dedicated Bus Lanes & Stations

With growing congestion in the city, rapid bus services will require dedicated lanes to enhance travel speed, reliability and time. The Transit Plan identifies dedicated bus lanes to support the forecast transit ridership on the busiest corridors such as the east-west rapid transit line. Transit stations will need to be designed with large platforms, heated shelters, seating and other amenities to comfortably support more passengers.



## Long-term Directions for Core Bridges

With population and employment growth throughout the city, vehicle travel demands will eventually exceed the available capacity of our existing and planned river crossings. Options for a new river crossing to support additional vehicle capacity were considered based on their support for all transportation modes and the urban street character desired for the core areas of Saskatoon.

Four crossing strategies were presented for discussion during the Fall 2014 public engagement. They included maintaining Business-As-Usual as well as the development of new crossing at the 33<sup>rd</sup> Street or 24<sup>th</sup> Street. An additional crossing connecting Queen Street to Preston Avenue through the University was also identified and considered. In general, there was very little community support for maintaining Business-as-Usual.

Based on the technical evaluation and public input, a 33<sup>rd</sup> Street crossing combined with Bus Rapid Transit (BRT) lanes on the University Bridge is recommended as a **very** long-term option to support core area travel demands. Possible routing for a 33<sup>rd</sup> Street Bridge is shown below as well as a rendering of the possible crossing. It is also anticipated that the University Bridge could remain unchanged for several years with dedicated bus lanes leading up to the bridge on either side. Implementation of the proposed Transit Plan would help to defer the need for a new core bridge by increasing the people-carrying capacity of our existing infrastructure.



### **4. Do you support the recommended long-term directions of the *Growth Plan*, put together by the City of Saskatoon?**

The Overall Growth Plan

Redevelopment and Infill along our Major Corridors

The Transit Plan with BRT

A possible 33<sup>rd</sup> Street River Crossing combined with Bus Lanes on the University Bridge



Strong Support  
Medium Support  
Low Support  
No Support  
I don't know

**5. How could the City of Saskatoon enhance the *Growth Plan*?**

[Textbox]

**6. Are there other comments you would like to make?**

[Textbox]

### Considerations for Implementation Possibilities

The *Growth Plan* will support Saskatoon's growth to half a million people over the next 30 to 40 years. Making progress in the short-term is essential to address areas with the greatest need and to ready the city for big changes that will create a sustainable, prosperous future.

The plan for Corridor Growth and Transit can be implemented in stages over the next 10 years, while a new core bridge (other than the Traffic Bridge) would not likely be implemented for a long time. We wish to get your input and guidance on short- and medium-term steps that should be taken to advance the *Growth Plan*. We want you to tell us "how much and how fast" the City should implement the *Growth Plan* as well as where investments should be directed. Although funding strategies will be considered once we hear from you, it is important that you consider what is needed most and the broader community's acceptance for change and increased investments.

### Possible Implementation Phasing: Transit

#### Transit Customer Service – Possible Phasing (<10 years)

The City has heard much from the community about what people experience when using transit. There are several areas where steps may be taken to significantly improve the customer experience.

The initiatives shown below identify steps that are underway as well as new initiatives to improve all aspects of the transit travel experience over the next 10 years. [insert new cropped picture]



**7. What are the most important priorities for the next 10 years to enhance the transit customer experience?**

[Randomize order]

Real-time bus arrival information

Mobile app

Website upgrades

Mobile ticketing kiosks

Sidewalk accessibility design standards

Active transportation plan & facilities

Accessible transit facility design standards

More comfortable shelters throughout more areas of the city

Terminal improvements

Fleet upgrades (new buses)

Bike racks on busses

Bus cleanliness

Accessibility Training

Customer satisfaction surveys

Customer service staff / resources

High Priority

Medium Priority

Low Priority

**8. Did we miss anything that should be implemented in the next 10 years?**

[Textbox]

**Transit Services & Facilities**

Changing topics slightly...

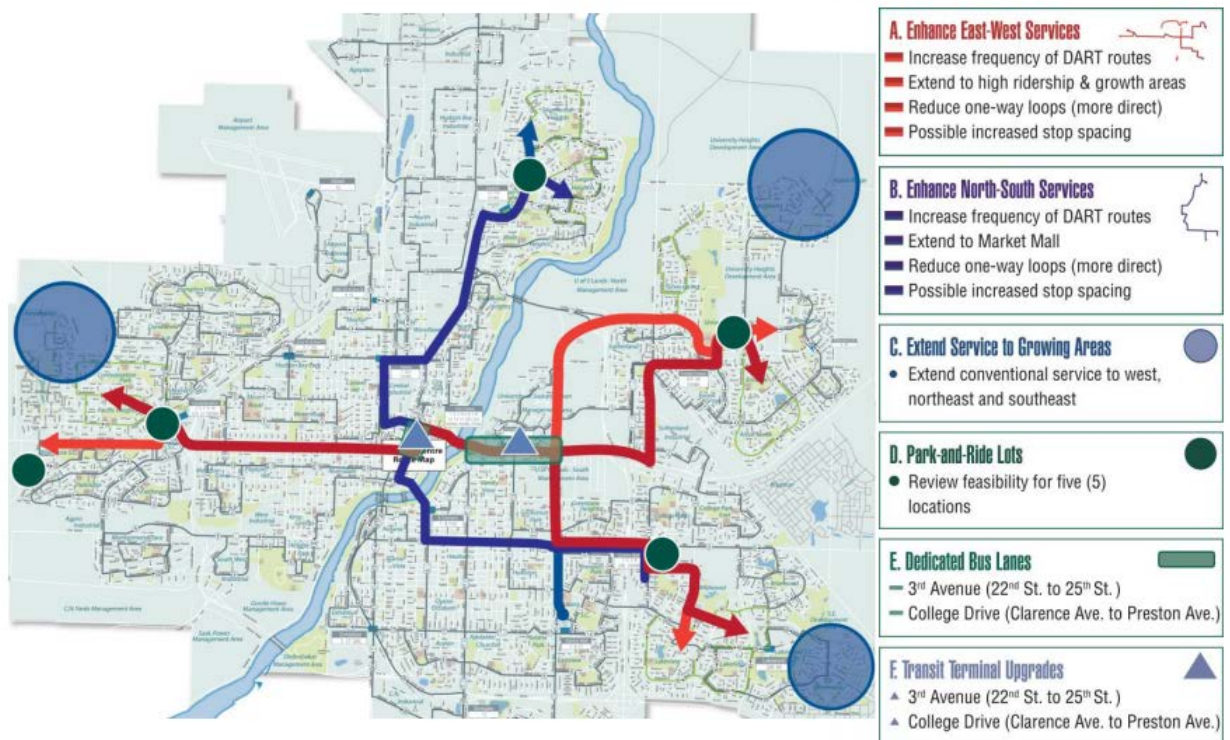
The Transit Plan also relies on increasing and improving transit services and facilities.



### **Transit Services & Facilities: Short-term plan (Over the next 5 years)**

- To better serve areas with highest ridership, the City is looking to increase east-west and north-south services to support growing areas and establish frequent, more direct services along planned BRT corridors.
- Conventional services will be extended to high growth areas in the west, northeast and southeast
- Explore feasibility and location of five park-and-ride lots to improve access to frequent and rapid transit service
- Dedicated bus lanes are required along roadways with higher service levels and growing congestion (e.g. 3<sup>rd</sup> Avenue, College Drive)
- Relocation and modification of the Downtown and Place Riel Transit Terminals

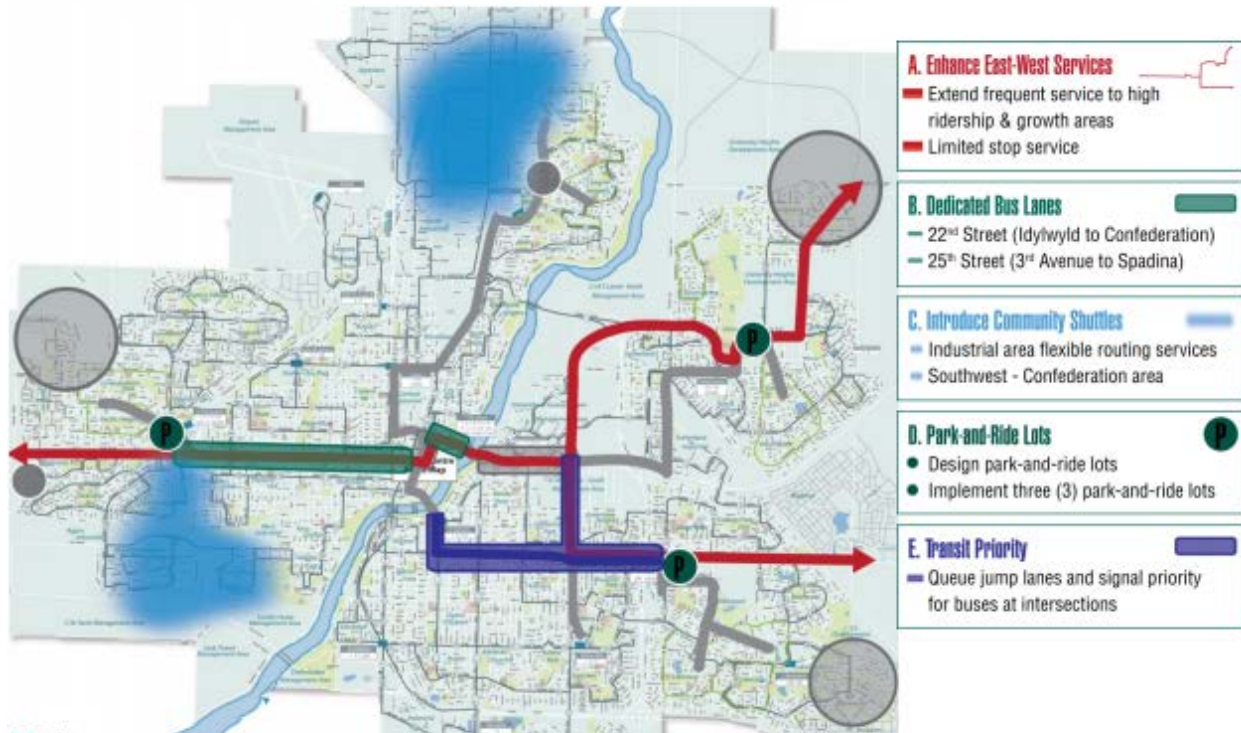
Below is an overview of the services and facilities being recommended in the next 5 years.



### **Transit Services & Facilities: Medium-term plan (5 to 10 years)**

- Continual enhancement to service levels throughout the city, supported by dedicated bus lanes on more roadways along the east-west rapid transit corridor (e.g. 22<sup>nd</sup> Street, 25<sup>th</sup> Street) and transit priority at congested intersections along the north-south rapid transit corridor.
- At least three park-and-ride lots should be implemented to improve access to attractive transit services.

Below is an overview of the services and facilities being recommended in the next 5 to 10 years. The services and facilities recommended in the short-term plan are shown in grey for reference.



9. 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?

[Randomize order]

Enhance East-West rapid transit services (red line) by increasing frequency, extending service into high ridership areas and making the route more direct.

Enhance North-South rapid transit services (blue line) by increasing frequency, extending service to Market Mall and making the routing more direct.

Extend conventional transit services to growing areas in the west, northeast and southeast.

Review the feasibility for 5 park-n-ride lots.

Build dedicated bus lanes on 3<sup>rd</sup> Avenue (22<sup>nd</sup> St to 25<sup>th</sup> St).

Build dedicated bus lanes on College Drive (Clarence Ave to Preston Ave).

Convert the Downtown and Place Riel Transit Terminals for rapid transit operations.

Other [if selected, please have a box appear underneath the grid and have "Please Specify"].

This is a high priority

This is not a high priority

I don't know



**10. The transit service and facility improvements outlined below for implementation in the medium-term (5 to 10 years) build off the high priority improvements outlined in the 5 year plan. Do you agree with the high priority assigned to each of the medium-term Are there any that you think should not be a high priority for the 5 to 10 year plan?**

[Randomize order]

Continue East-West (red line) rapid transit service enhancements by extending services into higher ridership areas to the northeast, east and west.

Build dedicated bus lanes on 22<sup>nd</sup> Street (Idylwyld Drive to Confederation Drive)

Build dedicated bus lanes on 25<sup>th</sup> Street (3<sup>rd</sup> Ave to Spadina Crescent)

Introduce community shuttles to the North Industrial area.

Introduce community shuttles to the southwest-Confederation area.

Implement 3 park-n-ride lots.

Implement transit priority (queue jump lanes and signal priority) for buses at intersections along 8<sup>th</sup> Street, Broadway Avenue, and Preston Avenue.

Other [if selected, please have a box appear underneath the grid and have "Please Specify"].\_\_\_\_\_

This is a high priority

This is not a high priority

I don't know

**11. Did we miss any high priority transit service and facility improvements that should be implemented in 10 years?**

[Textbox]

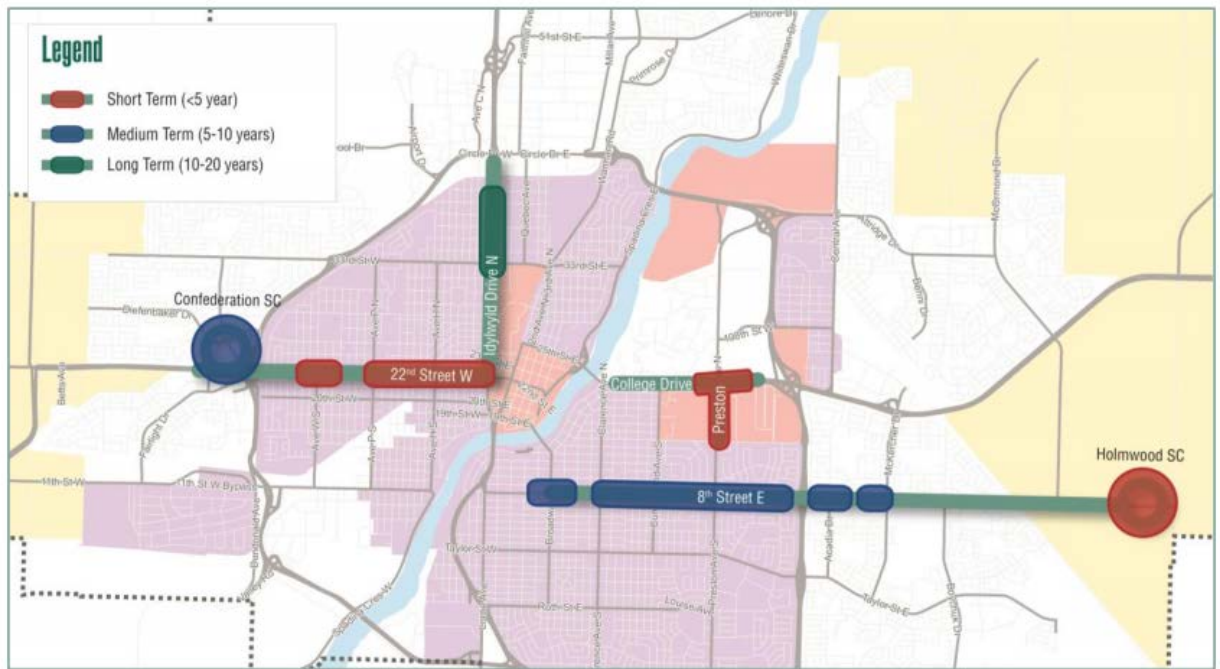
### **Possible Implementation Phasing: Corridor Growth**

#### **Corridor Growth: Short and medium-term** (within the next 10 years)

Once the *Growth Plan* is adopted by Council, Secondary Plans will be needed to facilitate changes along high-priority corridors. These changes are essential to creating attractive places for people to live, work, shop and socialize. As part of the Secondary Plan process, the City will work with land owners, businesses and residents to consider alternative land uses and develop preferred long-term plans for these areas.

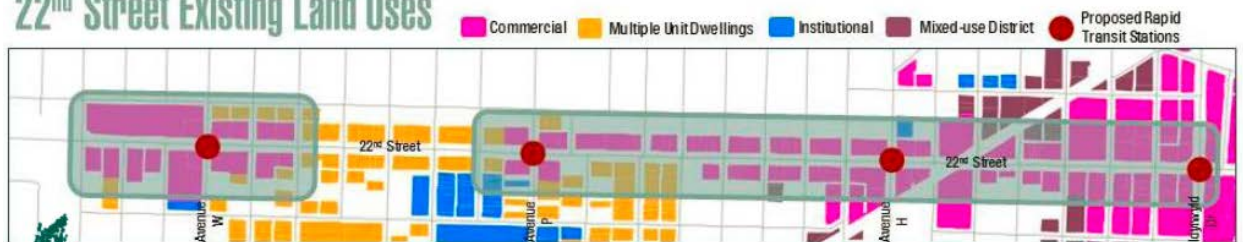
Within the next 5 years, Secondary Plans will be developed for areas along 22<sup>nd</sup> Street, Preston Avenue, College Drive and the new suburban centre development east on 8<sup>th</sup> Street in Holmwood.

In the medium-term (5 to 10 years), Secondary Plans for 8<sup>th</sup> Street and the Confederation Suburban Center will be developed.



- A preliminary assessment of 22<sup>nd</sup> Street and 8<sup>th</sup> Street has highlighted areas with the greatest potential to support sustainable redevelopment and be transformed into attractive and vibrant people places.

### 22<sup>nd</sup> Street Existing Land Uses



### Existing Conditions



### Infill Potential





**Existing Conditions**



**Infill Potential**

**12. Implementation priorities for encouraging growth and redevelopment along our major corridors have been broken up into short-, medium- and long-term phasing options. Do you support the proposed phasing for Secondary Plans along our major corridors shown below? Are there any that you would assign a different priority to?**

[Randomize order]

Short-term Priority (5 year): 22<sup>nd</sup> Street West

Short-term Priority (5 year): Preston Avenue & College Drive

Short-term Priority (5 year): Holmwood Suburban Centre

Medium-term Priority (5 to 10 years): Confederation Suburban Centre

Medium-term Priority (5 to 10 years): 8<sup>th</sup> Street East

Long-term Priority (10 to 20 years): Idylwyld Drive North

I agree with this priority

This should happen sooner

This should happen later

This is not a priority at all

I don't know

**13. Do you have any other comments or suggestions on these priority corridors?**

[Textbox]

[Portal Gen Public study only for Q14 to Q16]

And finally, we have a few questions to help profile your responses.

**14. Do you rent or own your accommodations?**

- 1) Own
- 2) Rent
- 3) Neither
- 4) Prefer not to say

**15. Do you live on the east side or the west side of the river?**

- ☐ East
- ☐ West

**16. Into which of the following neighbourhoods in Saskatoon do you live? [If necessary, ask: Is that on the east side or the west side of the river?**

[http://upload.wikimedia.org/wikipedia/commons/7/73/Saskatoon\\_Neighbourhoods.png](http://upload.wikimedia.org/wikipedia/commons/7/73/Saskatoon_Neighbourhoods.png)

[set this up as expanding lists: east side / west site selected first – like Ontopic Online]

**West side of River:**

- ☐ Blairmore Development Area
- ☐ Blairmore S.C.
- ☐ Caswell Hill
- ☐ Central Business District
- ☐ City Park
- ☐ Confed S.C.
- ☐ Confederation Park
- ☐ Dundonald
- ☐ Fairhaven
- ☐ Hampton Village
- ☐ Holiday Park
- ☐ Hudson Bay Park
- ☐ Kelsey Woodlawn
- ☐ Kensington
- ☐ King George
- ☐ Lawson Heights
- ☐ Lawson Heights S.C.
- ☐ Massey Place
- ☐ Mayfair
- ☐ Meadowgreen
- ☐ Montgomery Place
- ☐ Mount Royal
- ☐ North Park
- ☐ Pacific Heights
- ☐ Parkridge
- ☐ Pleasant Hill



- ☐ Richmond Heights
- ☐ River Heights
- ☐ Riversdale
- ☐ Silverwood Heights
- ☐ Westmount
- ☐ West Industrial
- ☐ Westview
- ☐ **Don't know**
- ☐ **Prefer not to say**

**East side of River:**

- ☐ Adelaide Churchill
- ☐ Arbor Creek
- ☐ Avalon
- ☐ Brevoort Park
- ☐ Briarwood
- ☐ Buena Vista
- ☐ College Park
- ☐ College Park East
- ☐ Eastview
- ☐ Erindale
- ☐ Evergreen
- ☐ Exhibition
- ☐ Forest Grove
- ☐ Greystone Heights
- ☐ Grosvenor Park
- ☐ Haultain
- ☐ Holliston
- ☐ Holmwood Development Area 904
- ☐ Lakeridge
- ☐ Lakeview
- ☐ Lakewood S.C.
- ☐ Nutana
- ☐ Nutana Park
- ☐ Nutana S.C.
- ☐ Queen Elizabeth
- ☐ S.E. Development Area 901
- ☐ Silverspring
- ☐ Stonebridge
- ☐ Sutherland
- ☐ University Heights Development Area
- ☐ University Heights S.C.
- ☐ University of Saskatchewan Management Area
- ☐ U of S Lands East Management Area 718
- ☐ U of S Lands – South Management Area 716

- ☐ Varsity View
- ☐ Wildwood
- ☐ Willowgrove
- ☐ (The) Willows
- ☐ Rosewood
- ☐ **Don't know**
- ☐ **Prefer not to say**



**Q5 Verbatim:**

**r1. Public awareness/consultation**

1. Community consultation. 2. Hire experts to convene and make revisions of plans if possible. 3. Generate more fund raising projects/activities/etc.

Ensure input from citizens, as well as identify where more bridges, rapid transit are required.

Keep listening and expanding ideas. Use latest transportation technology -- ex: each bus should have the digital sign at the front of it, displaying the name of the next stop.

Continue to ask for the citizens opinions. Access the viability of transit use. Will adding capacity really draw new consumers when so many love their car?

Further communication with residents. Consider a monorail system instead of rapid buses

Be careful to not hike taxes too quickly (or at all) - amortize over many years. Communicate well so there's minimal confusion and resistance

explain how much it will all cost

Listen to citizens who have lived elsewhere and know how great cities function. Stop putting the onus of paying for all the growth on existing homeowners in older areas - higher taxes for newer developments to support their growth.

Public consultation realistic goals, appropriate funding

I would like the city to stop building out and causing urban sprawl that is worse than what exists in Calgary. While there is talk in the plan of making it more convenient to get from your home to work and shopping I don't see a lot of focus on increasing the number of people living and working in the downtown. The farther out the city extends the more pressure there will be on transit to get riders to travel from outlying neighbourhoods to downtown even with having a rapid transit system. Not all of these homes will be on what's considered to be major routes so people will have to transfer adding time to their day and will not want to use buses and will be in their cars. I find it confusing that while this video starts out promoting the idea of better transit it is also promoting increasing roadways to handle more cars. So what direction are we going in, getting people out of their cars or leaving status quo.

I would say more publicity on the entire plan! This is the first time I have heard of it! Also, I would like to see more busses taking direct routes to downtown from farther communities such as Rosewood or Evergreen

Show effects of winter and how traffic would then move. You mainly show how cars will move in the city. Show people walking as well as biking. Show wheelchairs and motorbikes. Just cars looks like a cartoon that was produced by the National Film Board years ago. See it is still available. It showed how Martians see our world. This definitely reminded me of that movie. I need to see people not just cars and buses.

Our current bridges and streets are not wide enough for dedicated bus lanes. Something would have to be proposed. What about the people living in or near these areas? What noise and wandering people issues will they have? Will anything be done to address the crime in and around where the buses are proposed? I currently would be afraid to get on or off buses in some of the bus malls.

Advertise and obtain more resident feedback

Advertise the plan and don't hide anything when trying to sell it to the public.

always input from neighborhoods and people

better information on when things are happening

By look into the need of people and a view to future

By taking people's opinion

communicate it out

community meeting

Connect with it citizens

Continue on the present course getting feedback

Continue to clearly inform citizens of plans and ideas!

continue to ensure community input & continue to listen to citizens

Continued communication and planning

Explain terms and abbreviations (e.g. BRT) in glossary, please.

From the development side, promote land use changes to current landowners along the corridors and communicate (today) with them the intention so they can plan for future re-development.

Getting an opinion from residents.

Have more info available to the public & actually listen to the voters

I think the plan is very well thought out already, maybe just more awareness to the public.

Informing residents as to how these changes can be made, and how the changes will affect them.

Invite more of the public to participate in forums and discussions, such as this survey, to help bring their comments, considerations, or concerns to light.

Keep the lines of communication open and have regular updates and info meetings to advance new ideas and any changes that need to be made.

Listen to residents

Make a video and plans that are interesting. All of those materials are so boring and drawn out that is very difficult to get though them. Where are your communications people?

Make it more public

Make sure that the areas affected are able to handle the proposals

Make sure the plans are well thought out before implementing, walk before you run!

Market it better. Spread it out to the community in more ways. Take advantage of all forms of media so it doesn't seem like a surprise for people.

More broad education about the Growth Plan and the need for the Growth Plan. Start education and changing the paradigm that people need to drive around Saskatoon to get around.

More community involvement and input.

more details on what is planned for each neighborhood that is affected

More explanation of proposed incentives for businesses to start in future areas of the City.

More public awareness

More public opinion

Must be simplified and to allow easy reading

Promote this to the public. I'd never heard of it before.

Provide more publicity toward soliciting more public input and encourage ongoing public input - input over time as the growth plan is being implemented.

Providing the plan to media and public forums



re-evaluate the plan every 5 years

send this at home

Set up booths at malls, trade shows or events etc.

Speed up the process, include surveys by mail or online

Start telling more people about it to gain more support

Try to get it out there to everyone, the video was great and I hope more people can see it

## r2. Repair/maintain existing infrastructure

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

I am not convinced of the benefits of dedicated bus routes. Why is the Victoria bridge being left to rust while we currently need more bridges? What will the improved corridors mean for my residence and neighborhood; I live near a planned enhancement a block from 8th Street East and Preston Avenue??? How can biking be safer? I have a twelve year old son and bike with a toddler but I encourage my family to take sidewalks even though its not legal to ensure our safety. The 12 YO was recently hit by a a driver (who was subsequently charged)!!! The 12 YO has taken the bus to downtown to commute to special school programs throughout the year but feels unsafe on 23rd street.

Prepare roads, bridges, infrastructure with a plan for a higher population. A light transit system would be beneficial. A couple of more bridges is a necessity.

build better road, more frequent bus transit, building overbridged

More bridges as the plan of 33rd also one on Lenore drive or 60th. Fix up **Attridge** drive. fast transit from home to close by to work

Instead of the 33rd street bridge option we need to figure out the Victoria bridge option. We need to tear it down and put up a new one. That will see major traffic flow decreased over the University Bridge and the Broadway bridge. Also we need to come up with a better plan for Circle Drive between Ave C and Miller Ave. The north bridge will take care of some of that traffic but we need to think making that a freeway and moving those businesses elsewhere.

Build a brand new north bridge and rebuild the bridal bridge before s5arting any other projects.

More bridges and a lot better roads.

More bridges, more lanes on the major roads

As I have said in response to an earlier survey on this topic, I am extremely cynical when our City plans for 30 or 30 years ahead when it cannot even manage what is happening today. Note how the City allowed the Victoria/Traffic Bridge to reach a stage where it was condemned - where is there anything in this Growth Plan about replacing that bridge? Where is there mention of improving traffic flow today by adding hundreds more flashing arrow left turns, and having them operational 24 hours a day? Forty years ago when I was a Sask grad student at the U of Alberta, I could hardly believe the bus service: 5 minute service to the University, with good bus shelters. Why are we only talking about that kind of service now? AND WHERE IS THERE ANY MENTION OF ACCESS TRANSIT? No serious mention about accessibility for people with mobility issues - in the video, the bike segment showed curbs that are not yet accessible! And I repeat, the future never unfolds the way people expect or hope it will. I strongly suggest everyone involved with the Growth Plan read a book titled Future Shock by Alvin

Toffler, which was a bestseller about 40 years ago – how many of the predictions in the book have been fulfilled in the way the author expected? For example, instead of individual personal helicopters what we now have are drones. And no one predicted how use of computers would explode into the Internet!

-Improve the transportation system -Improve the conditions of the streets, their cleaning, the removal of snow in the winter

It would be nice if we had good roads to drive on instead of the usual potholes and obstructions... Many of the sidewalks, especially in the older areas, have crumbling sidewalks which are not in good repair... We need better bus service NOW and smaller buses...also bus shelters since we typically have 5-6 months of winter weather. Smaller buses would also not be as hard on the streets as they are now.

It needs a strong dose of financial realism! We need to figure out to pay for these ideas. Sinking vast sums into Transit is dangerous. That service has been so bad, for so long, that it lacks any credibility. Many people, me included, won't use it for this reason. This City needs to build roads that don't collapse in 3-4 years. Until that happens, people have little faith in infrastructure.

Need to get people to use public transit. 5% is almost none. Large cities like Phoenix have problems getting people out of their cars. Grass boulevards are unsightly most of the time in Saskatoon, find alternatives. Taxes are rising and the city looks more unkempt year after year as well as poor street repairs.

For me, the public transit system never seems to be keeping up with the growth of the city. (I was born and raised in Saskatoon.) Presently, I would not even know how to take a bus in Saskatoon, and I live in the City's Centre. Bus service in areas, then transferring to a rapid transit seems like a good idea...not every bus route needs to come downtown. The Growth Plan presently under review needs to prioritize the roads and infrastructures...seems to have been neglected (?) e.g. University Bridge closure. Possibly, an incentive could be a lower fare, getting more people onto the transit and more cars off the streets.

Growing out needs to slow down and growing up needs to be encouraged. More new large neighborhoods means more roads. More roads means more paving, sweeping, pothole fixing and snow removal. Things the city complains about every year when they increase our taxes.

Looking more at infill and less at suburban spread. Focus on improving civic services, which are currently expensive and inadequate. Examine and improve on the basic needs of the city before spending large amounts of money on fluff.

More service to Exhibition and Diefenbaker park area for transit. Seems limited from what I can see and presently is extremely limited. There are high density senior residences there as well as condo complexes, apartments, duplexes, and single-family homes. I think increased service to this area would be well received. Lots of mention on how to redesign things, but what about maintenance along the way? Putting money into enhancements is great, but how are we going to do so sustainably? More emphasis on accessibility for those with limited mobility for transit, as well as walking. There's already a good start, but please continue to consider things like ramps onto walkways, well-kept sidewalks, etc.

The bus service in Saskatoon has been a failure on all fronts (poor ridership, inefficient (running empty buses) and poorly managed (i.e. the fall 2014 strike disaster). The bus portion of the Growth plan does not inspire any confidence (in me at least). The City does not appear to understand that; 1. It is obvious that the vast majority of City residents primarily use vehicles to travel around the City and will continue to do so despite feeble social engineering attempts by the City.

Accept reality. The vast majority of people prefer to travel by car if they can afford to do so. Making transit attractive to those people will cost so much money it won't be accessible to the people who actually need it - the poor. Half the year walking and biking are extreme sports due to weather. Again it is a waste of money to try and encourage more people to do these things, especially if it's diverting space and money away from what people actually want and need - room for cars to drive and park.

Enhancement is not the concern of the average taxpayer. A long term plan for the city's growth is prudent but the timeline and associated cost of implementing this revamping of infrastructure and services needs to be tempered and staged to support actual, rather than perceived need.



fund it without increasing taxes and look after current infrastructure first

Make a plan that is feasible for what residents can pay for. A plan is great for the future but if that means charging residents more than what we are paying now for taxes maybe fix the current infrastructure vs. planning a large project we can't afford

The plan needs to include catch up as we are falling behind in basic services with large tax increases, the city is not dealing with core issues yet pie in the sky projects move quickly.

With the population of the people, infrastructure should be appropriate. We can achieve this by applying tax on residents & from federal & provincial fund improve infrastructure & transit services.

consider enclosed overhead/underground walkways between major buildings/centres downtown; remove the train tracks going through the centre of the city; allow for parking facilities/parkades near commercial centres

Consider other infrastructure such as sewer and water and more recreation centres in all neighborhoods to decrease the need to travel long distances. We also need to consider where we would put hospitals and nursing homes should be put into neighborhoods so that seniors wouldn't have to travel far to see loved ones

Making transit more affordable, the plan is very vague about bike lanes, perhaps set up Nike stations where people can rent a bike and just drop off at another station or make it free with a swipe of the driver's license. Dealing with old sewage infrastructure so there are fewer breaks in winter.

It seems like there needs to be specific planning for low income housing. As the city grows we will also have more homelessness and lower income families and individuals. Our plan should be wholistic in its approach. There is also no mention of transit cost. My family would consider taking Public transit more frequently, especially if the routes are improved as you are planning, but cost is also a huge barrier with four kids. There's also no mention of water, sewer, electricity... Living in an older neighbourhood where water lines are bursting regularly it seems like somehow it's necessary to begin to be proactive instead of always putting out fires. Our systems need to be able to support the half million.

Use reversing lanes on bridges - Winnipeg has used them for decades. Deal with exiting roadway conditions, plan new subdivisions with better access - don't rely on stop lights or diamond interchanges - can you say cloverleaf? BRT only works for places like the U of S or major employers. Bottom line is travel time - takes me 20 minutes to drive and 75 minutes by bus. Why are there stops almost every block downtown and on Clarence's

I think a key to helping to decrease congestion is linking all of the highways together and making minimal stops on those linkages. There is a huge amount of traffic, much of it truck-trailer/semis sometimes with wide loads that constantly have to stop and start to go through the city just to get to the otherside. I don't like the idea of adding a bridge at 33rd street. I don't really see the advantages. I mean there are a lot of lights and school zones and the speed limit is 50. Why not go on circle drive? I do think it would be great if the pedestrian side of the train bridge could be wider so that 2 bikes could comfortably pass or a stroller and a bike. I also think it's a bad idea to take away the wooden stairs to the bridge because I am scared of using those new metal ones because I am afraid of heights (you can see through the metal grates to the ground and my legs start shaking) and they are very slippery, even in the summer together this makes for a very dangerous walk down those stairs with my bike. I also think that it is extremely rude to put so much effort into maintaining both sides of the bridge but then to not make it wheelchair accessible there is already some trail for bikes to get up on the far side of Spadina I think there should be a ramp for people to get up there. It would also be nice for people with kids in strollers or those bike trailers to get up and down the other side more easily.

The growth plan is about changes to existing infrastructure. What about planning new developments? I've been living in stonebridge for 2 years. We are told every day that transit, and walking/biking traffic is important. Yet it took far too long to make it safe to walk across Preston avenue (street light) and sidewalks are still being built on major streets which have existed for several years. Looking at Stonebridge blvd there is only a sidewalk on 1 side, yet there are bus stops on both sides. This neighborhood wasn't planned to accommodate everything in the video and the new plan. Truthfully I don't believe the current people working with the city are capable of making proper long term growth decisions if they are incapable of properly guiding new subdivision development. If walking and biking are important then sidewalks and bike paths need to be built as soon as the roads are built. Not as an after thought and they need to be on both sides of the street.

Growth??? The city can barely keep up with stuff now, traffic has never been worse, roads are terrible and decreasing speed limits is irrational. Make your main road for moving people, increase the speed limit, and eliminate bike lanes and things that slow down traffic on those streets....sync lights perhaps. Or maybeeee put in infrastructure into areas before you build the whole community and nothing works. I.e. intersection at boychuk and highway to Yorkton!!!!!!!

I think the city should complete the projects already started. Example is building a bypass from highway 7 to Valley Road to connect with Circle Drive. The south bridge is great, but now the traffic has moved on to 11th. St. and is also congesting 22nd. And Confed. New major roadways made wider to accommodate BRT lanes for the future.

Just keep the dirt and traffic to a minimum

Looking at existing infrastructure and making it better. Example is the circle drive overpass by 22nd street. It is a mess to get off and on circle drive as well as having to go into a community when wanting to get on 22nd street is ridiculous. Removing traffic light on circle drive and an airport drive and create an overpass to help with the flow of traffic. These are just a few of the existing issues we need to look at which will help our city traffic flow better as well as for visitors to our city

Transparency over all aspects would help. A growth plan cannot please everyone. For starters the existing routes (e.g. Taylor St at Arlington is a bottle-neck!!!! ) need to be able to handle the current traffic!; so the city has to plan so that traffic can flow !!! Fix the current situations before tackling the 10 year down the road situations! Yes, this might even mean putting fences around places like Holy Cross, Aden Bowman etc., so students CAN NOT abuse road signs etc.

As much as I understand the importance of keeping shopping and amenities close to home (which I assume means small retail areas within residential areas) I want to make sure we do not overlook the importance of a vibrant downtown.

Better roads!

Better sound barriers

Building the infrastructure before you build the houses.

Clean up the alphabet ghetto

Deal with the Victoria bridge

Do it! Maintain a vibrant, walkable, and safe downtown.

Ensure current infrastructure is maintained to support these plans.

Fix roads first

Fix the existing roads.

fix what they have already

Focus more on services in core areas not just new development in suburbs.

Focus on infrastructure and minimise activity on extraneous time and cost wasting studies on issues other than the basic infrastructure and future city growth.

Focus on roads and basic infrastructure, which is just bad...



Get real. You biggest problem is imagination - try fixing the problems we have now before trying to imagine future ones.

I think the plans they have are great, I just wish there was more focus on the roads that need repairing.

I understand that growth is part of life however that being said we need to do a better job of supporting and maintaining what we do have already before moving ahead, something that council has glazed over

I'm fine with urban sprawl, and the car culture is okay - so focus on improving roads and sidewalks in existing areas while \*also\* finishing infrastructure for new neighbourhoods before the builders move in. Look at Edmonton as an example!

Improve existing neighbourhoods before building new ones

Improve some of the issues we already have before expanding.

Improve the streets that we already have. Fix potholes. Spend more money on plowing streets in the winter.

Include the Victoria Bridge in the plan

Infrastructure and repair of roads and bridges is important. Have a review system in place for high rental costs.

Maintenance of existing infra-structure!

More detail and signs of corridor development of 25th to 33rd needed to support 33rd st. redesign.

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

Need better snow removal.

Pay more attention to the service and upkeep of existing infrastructure

Redevelop Victoria Bridge. In general, refurbish/reinforce existing infrastructure rather than building new.

Repair city roads & streets before adding new to them.

Repair or replace the Victoria Bridge.

Roads

Switch the focus to consolidating the hodge podge growth that has already occurred.

They could pay more attention to condition of roads and sidewalks.

To be able to enhance this growth plan the city is NOT SEEING AND USING WHAT IS ALREADY IN PLACE. The people who are in charge of the programs and development are not having realistic goals or visions!

### r3. Address affordable housing

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

It seems like there needs to be specific planning for low income housing. As the city grows we will also have more homelessness and lower income families and individuals. Our plan should be wholistic in its approach. There is also no mention of transit cost. My family would consider taking Public transit more frequently, especially if the routes are improved as you are planning, but cost is also a huge barrier with four kids. There's also no mention of water, sewer, electricity... Living in an older neighbourhood where water lines are bursting regularly it seems like somehow it's necessary to begin to be proactive instead of always putting out fires. Our systems need to be able to support the half million.

Infrastructure and repair of roads and bridges is important. Have a review system in place for high rental costs.

Well for one they can think about the high cost of living in this city. High cost of living doesn't make it very easy to live in this city. It sounds nice to make neighborhoods accessible and comfortable but at what cost to the average taxpayer? They talk about jobs and such but why not help train people here from the city to do jobs instead of bringing in foreign workers.

city of saskatoon can enhance the growth plan by constructing new bridges, having more frequent transit services and providing more housing facility.

Make realistic goals. To improve the transit system is a good idea, but will the buses be easier to use, will there be excessive transferring necessary. Will the warm shelters be maintained. The city needs to grow first by enticing people to move here, sounds like jobs and housing will be an issue.

support neighborhoods in poverty with transportation as a barrier to employment, education, groceries, social inclusion like King George and Exhibition. Support increased public transit and safe sidewalks for Social Housing complexes in Holiday Park, and Affordable housing in Hampton Village, Blairmore, and throughout the city. Make it more mobility impaired friendly for adults and for aging population - looks like youre planning on making people walk or bike more whether they can manage or not. Plan for more disability parking reserved throughout the city for loading and unloading, safe Access Transit entrance parking as important as public transit stops, and cutback on non-disability parking. Introduce car pooling measures. Prioritize safety of mobility impaired area at front of public bus, so one baby stroller won't knock them over or worse.

just better housing prices and better transit system

more revitalization of core neighborhoods, with affordable accessible housing

more low income housing more busses at peak times

Bus lanes and affordable housing

become fiscally responsible to make it affordable to live here

Find ways to make living in Saskatoon more affordable with regards to cost of living

Focus on the housing prices first.

How on earth can you talk about the future of Saskatoon without talking about housing affordability? This will be the major issue. Can a teacher, police officer, nurse, small business person afford to actually live in the city?

I think part of this growth should be to help the poverty stricken. The more people who move in, the more the rent goes up and the more poor people get pushed into either more expensive or into poorer living conditions. This is exacerbated by gentrification of older neighbourhoods.

In the new areas should have low income or affordable housing such as condos...

include a poverty reduction and affordable housing section

INCLUDE LOW INCOME HOUSING TO ADDRESS HOMELESSNESS

Low income housing

Lower housing an rent



More affordable housing.

More housing that is affordable

Stop increasing rents to the point that no one can live here other than people who make a few thousand a month

Take into consideration the rental units and the rental prices in Saskatoon. Possible rent capping.

The plan they have come up with sounds good. I would like to see more affordable housing and more places for rent.

The population of low income-homeless poverty is too high, how about focus on improving that first

## r6. Improve traffic design planning / reduce congestion

Instead of the 33rd street bridge option we need to figure out the Victoria bridge option. We need to tear it down and put up a new one. That will see major traffic flow decreased over the University Bridge and the Broadway bridge. Also we need to come up with a better plan for Circle Drive between Ave C and Miller Ave. The north bridge will take care of some of that traffic but we need to think making that a freeway and moving those business elsewhere.

As I have said in response to an earlier survey on this topic, I am extremely cynical when our City plans for 30 or 30 years ahead when it cannot even manage what is happening today. Note how the City allowed the Victoria/Traffic Bridge to reach a stage where it was condemned - where is there anything in this Growth Plan about replacing that bridge? Where is there mention of improving traffic flow today by adding hundreds more flashing arrow left turns, and having them operational 24 hours a day? Forty years ago when I was a Sask grad student at the U of Alberta, I could hardly believe the bus service: 5 minute service to the University, with good bus shelters. Why are we only talking about that kind of service now? AND WHERE IS THERE ANY MENTION OF ACCESS TRANSIT? No serious mention about accessibility for people with mobility issues - in the video, the bike segment showed curbs that are not yet accessible! And I repeat, the future never unfolds the way people expect or hope it will. I strongly suggest everyone involved with the Growth Plan read a book titled Future Shock by Alvin Toffler, which was a bestseller about 40 years ago - how many of the predictions in the book have been fulfilled in the way the author expected? For example, instead of individual personal helicopters what we now have are drones. And no one predicted how use of computers would explode into the Internet!

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consider enclosed overhead/underground walkways between major buildings/centres downtown; remove the train tracks going through the centre of the city; allow for parking facilities/parkades near commercial centres

Use reversing lanes on bridges - Winnipeg has used them for decades. Deal with exiting roadway conditions, plan new subdivisions with better access - don't rely on stop lights or diamond interchanges - can you say cloverleaf? BRT only works for places like the U of S or major employers. Bottom line is travel time - takes me 20 minutes to drive and 75 minutes by bus. Why are there stops almost every block downtown and on Clarence's

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Transparency over all aspects would help. A growth plan cannot please everyone. For starters the existing routes (eg Taylor St at Arlington is a bottle-neck!!!! ) need to be able to handle the current traffic!; so the city has to plan so that traffic can flow !!! Fix the current situations before tackling the 10 year down the road situations! Yes, this might even mean putting fences around places like Holy Cross, Aden Bowman etc., so students CAN NOT abuse road signs etc.

Our current bridges and streets are not wide enough for dedicated bus lanes. Something would have to be proposed. What about the people living in or near these areas? What noise and wandering people issues will they have? Will anything be done to address the crime in and around where the buses are proposed? I currently would be afraid to get on or off buses in some of the bus malls.

Saskatoon has a lot of special events and attractions in the downtown area but traffic and parking are unbelievable. Public transit and bike accessibility are very important. What if there was specific parking near downtown but not right in it and free shuttle service for people to get to downtown. Also building attractions not in the centre of the city would help.

Build two bridges versus one. The university bridge is already too crowded with 39,000 vehicles on it per day. Ensure all new developments are built with the growth plan in mind so redevelopment in the future is not necessary. Widen the busiest roads to have 3-4+ lanes. Attridge needs to have more lanes. Have multiple exit points from neighbourhood versus only one or two. Have more amenities in newer areas. Stonebridge needs more gas stations for example.



The city needs to respect that people already live in areas and love their neighborhood ( 33rd street proposed bridge)...increasing the traffic by those houses and proposing to reroute traffic to 33rd will be devastating to the neighborhood and housing prices. As well, it is only a single or at best a double lane bridge. The city planners need to realize that putting in the very same type of bridge to help with a population that is doubling will only give us another problem in the near future... Think BIG the first time. Find space to put in 3 and maybe up to 6 lane bridges if you are building a bridge. The Circle bridge with three lanes is congested a lot as it is. Do not duplicate what we have now. That is why we have bridge closures to increase their size... because they were built too small in the first place. Think TALL for buildings with multi-designated spaces... a complex with offices/ shopping/ and apartments to live. That will eliminate some of the traffic when people live close to where they work. Think ROADS BEFORE HOUSES... the city of Saskatoon is seen in terms of future planning of infrastructure to new developments by outsiders and residents alike as what NOT to do... It seems the city opens a development, settles 7000 + residents in it and then realizes they need an overpass or interchange to get those people in and out...Instead, build the ROADS FIRST with interchanges and overpasses... then open it to development. Think ahead and allow the space to be used appropriately. The difficulty we have now stems from the shortsightedness and lack of depth of understanding/ knowledge of previous planners. If you know the people are coming, plan for how and what they are to travel on first. Make where they need to go ( work/ shopping/ entertainment) NOT in the core. ( SaskTel Center was placed well...now for getting proper roads built in anticipation of the crowds to a venue like that...)Think overpasses, multi lanes, and flow/ ease of traffic preferably before the venue is built.

More over road walkways in major traffic zones similar to Las Vegas! This cuts back on traffic back ups and decreases safety concerns for walkers, bikers, etc. I work at RUH and the constant red lights because of students is a huge problem for drivers and backing up traffic and very unsafe for both. More over head walkways would be very beneficial in this area. If need be, put up fencing alongside the roadway to limit J Walkers as this is a very dangerous area for that as well. The North bridge is a HUGE need and this would also stretch building houses to that side of the city to balance traffic from all areas. More people would commute from Aberdeen and area and this wouldn't cause so much congestion in other areas because people are living where it's easiest to get to work.

start by throwing out your current plan then stop thinking about growth along major corridors, that will cause congestion and house there will turn in to slums as no one want to live on ore near busy business street, the BRT doesn't work at it is that because BRTs don't work we need a rail rapid transit and try fixing the transit we have now as well. narrowing the streets will make the sidewalks look nice bit will congest the streets. and get a fucking sencis done, if you think we're still around 250,000 then your blind to a third of the city, and finally it won't take 30-40 year the get to 500,000 it may only take 10 at the rate were growing.

The corridor labeled as circle drive east but is really west of the river with all the buisnesses is currently labelled as low priority, but traffic is a pain in the neck there. It really needs to be a lot higher priority because it slows that part of circle right down. Also, all this talk of bike lanes, walking corridors, and bus stops is nice sounding and idealistic but in reality we live in a place that is bloody cold for so much of the year and if its not snowy its at least windy as hell and who really

Another bridge or 2 would help. There are so many turn left arrows that are not in use during the day that should be. The traffic in this city on any given day is horrid. Need parking and not so expensive. I avoid downtown on any given day. Way too many stop signs & lights everywhere. Rethink any new road construction. Everything has a bandaaid...not a fix. The design of the roads is piecemeal. That needs to be re-thinked.

Consider greenspace, accessibility and sustainability

Keep the transit plans as long as they'll be efficient and not increase congestion. Add more bridges and scrap the rest of it.

Create beer traffic flow on circle drive north and south. Build a bridge on the north end

Get the 2 north bridges built. The commuter bridge which connects Marquis drive with either Central ave or Mcormond drive, to help move all the traffic from Silver Springs, Arbor Creek, Willow Grove, Forest Grove, Erindale, Evergreen and the new Holmwood. The new Highway bridge further north of the city that could connect the Warman highway to the Aberdeen highway along the back side of holmwood and connects to highway 16 (Yorkton) then all the big trucks don't have to come through the city. That would make a huge difference on circle drive as its all the big trucks that block intersections with all the lights. with those 2 bridges then 42nd street traffic will go down and because the freeway is north of the city. No freeway should have lights every block that was poor planning.

More bridges, and/or more lanes across existing bridges.

North bridge and a perimeter bridge would be more desirable. Allow traffic (trucks) to by pass Saskatoon traffic by going around the city. This would free up north circle drive.

North bridge, high priority on current circle drive north as well

North bridge. Smarter traffic lights. Stop the stupid speed limits in non accident areas.

North bridge. Warman access.

Quit putting schools on major roads. Get the North bridges built asap.

The existing rail lines within the city area need to be removed and rerouted to the outskirts of the city. Notice of that initiative should have been promoted decades ago. The rail corridors would make excellent transit routes. The bus mall also needs to be relocated. A perfect location would be across the street from the new police station or in the immediate vicinity. The present location is a disgrace and a disservice to transit riders. When special events are held or even Blades hockey games, transit riders on charters or specials often miss connections and have to wait in winter conditions for far too long for a bus that may be the last one of the evening if they are lucky.



increase bike lanes, enforce current traffic regulations, restrict giant truck traffic, enhance public transportation

be more forward thinking -- when building a new neighbourhood -- like Stonebridge for instance -- why not think about heavy traffic volumes and need for more ways into and out of the area WHEN building it -- so that changes don't need to be made in a year or two? More forethought into high density areas and how traffic will flow would help. Also take into consideration emergency vehicle routes as well as bus routes.

Investing in roads and transport

Perhaps a light rail transit like Calgary with bus heading towards those stations. Making bike lanes that are block to other vehicle traffic and are cleared in the winter to allow bike through. Limit car traffic through downtown to encourage other forms of transportation.

A c- train like Calgary would be a option less cars in the buisness area

I don't think the vision is broad enough. With a doubling of the population in the past few years, the traffic, mobility and other issues have been boggling for the City. They've taken far too long to address them and now, the vision is far too limited in scope. Why are they not discussing LRT as an option and lay the first underground line east to west, and north to south, to the U of S Campus? One has only to consider how the doubling in the population has overwhelmed our traffic system already, what will doubling again do? One bridge will not rectify the situation, nor will a 'slight' streamlining of the transit system. The City MUST think BIGGER!

Light rail through downtown core and along N/S and E/W corridors. Also, stopping freight rail through the city core during daylight hours would be a strong improvement.

No question that moving people and the infrastructure in general has to be a top priority, Calgary and Edmonton both struggled and continue to struggle, because they did not address the movement of people appropriately. I lived in Calgary for 40 years - I watched the city boom, and the lack of planning that went into moving people. Silly things like widening 16th avenue through the city, and then making a wrap around highway. The wrap around is brilliant, the millions spent on widening 16th avenue - not so much - needed one - not both. Or putting traffic lights on Deerfoot trail in the south - putting lights on a thoroughfare - turns it into a parking lot. Look at the access into and out of Evergreen and Willowgrove - it is brutal, I am glad I don't live in that end of town. If there is more building going on out towards McCormand, that will get worse - not better - that needs to have an overpass to move traffic more continually. Another entrance off College Drive into EverGreen would also help. Get an overpass in at Boychuk and the Highway - with the growth there in Rosewood and the new district, that will get worse too. 33 Street Bridge - not going to make any difference with all the lights along it and Attridge. Still a huge bottle neck on Attridge after crossing Circle, so a new bridge just moves the bottleneck - everything still grinds to a halt on either side. And on the West side of the river at 33rd - unless you do something at 33rd and Warman Road to eliminate the lights and the train tracks, the traffic will all pile up there. Get better access out of Stonebridge - again, a ton of development, and not decent traffic routes out.

Reduce the sprawl by creating more centralizing and infill, force traffic redirection (the outer suburban sprawl neighbourhoods that flow through the downtown and congested areas), increase SAFE dedicated bike lanes

more infill less vast tracts of open land. taller office buildings downtown or elsewhere in the city, more traffic circles

We've had several buildings torn down in the downtown area in the last few years but no new buildings. We need to get the owners to actually build something, not just talk about it. 33rd St. seems like an odd place for a bridge, don't quite understand how this would alleviate traffic in the Preston Crossing/Attirgde Dr./ Circle Dr. area.

I am not sure yet. I think I'd like to hear about some of the negative impacts to see if the options are sustainable. For example, I like the dedicated bus lanes so there are fast-track lanes. But this causes problems for people who need to drive/commute (perhaps they need to drive for their job throughout the day). How does this impact bus fare?

Stop extending city limits beyond high traffic corridors and railway tracks requiring the astronomical expense of having to eventually build overpasses and underpasses to accommodate complaining citizens residing in these out areas. Accept the fact that no transit or commuter services by the city will make money and keep rates low to attract increased ridership.

Make the centre of the city a no traffic zone except for Rapid transit. I very rarely go downtown because of the parking situation. Increasing parking fees only drives more people to the outskirts to shop. A central no car zone with access to only public transport would make the downtown more pedestrian useable. The transit would serve several drop of points so that the elderly could get to the most places with a minimum of walking. There could be a non-stop bus service set up to just circulate the drop of

My point of view about transit issues and fixes from city Saskatoon point of view..... get the Sask Place concert night confusion figured out, it is getting better but the night of Rush it was a gong show and it was bloody cold my son and I just about froze that night. Like I said its getting better and seems like issues are getting ironed out. I think that is great those shuttles for events and I will use the service again in the future. I do feel you are putting too much emphasis on the everyday transit end of it, have you ever been caught up in the traffic jams on major roadways between 3:30-5:30 pm. Let me tell you the roads aren't full of buses !!! Cars, trucks and more cars and trucks lined up sometimes as far as the eye can see...make speed limits faster instead of impeding traffic with slow limits on Main traffic arteries. Time the lights with some thought so people don't have to speed up to stop !!! Seems like high traffic routes like 8th St., Idylwyld, 42nd St. And 22nd St. Seem like if you hit a red light, count on hitting a bunch more reds continuing down that street. Have the lights synchronized So you have traffic is flowing at speed limit no piling up. If you are the speeder you should be the guy that has to wait for the light change because you're out of the rhythm.

Better integration of signal lights along high volume roads - or fewer signals along high volume routes. Historically, it appears that more infill requires more traffic signals to direct traffic to businesses. Wider road infrastructure with double, offset turning lanes, bus turn in lanes along high volume roads.

Better traffic lights at key intersections, roundabouts rather than 4-way stops, more pedestrian friendly by putting sidewalks on both sides of the street.



East West traffic, foot and automobile across river must be a priority. One traffic accident shuts down lanes and completely congests city traffic.

Install walking over passes or tunnels along major routes and increase the speed along the routes

More accessible bike routes and increasing the awareness of conscious living and community. Expand areas that become bottlenecked with traffic to decrease accidents and maintain flow. Less aggravated people driving to work shows an increase of 50 percent less accidents a year, less crime, yes crime because some people tend to take everything home.

spend less time planning and more doing. Service roads and access have made other cities more accessible both for vehicles and foot traffic. Proper planning should involve moving large amount of all kinds of traffic not just the city transit system

Add traffic turning lanes

Adding additional exists and entries into freeways such as the right turn from Gordon road into the Regina south freeway

Although I am extremely pleased that the city is having forethought I am concerned about who is part of this. Many poor decisions regarding our roads and transit have been made in the past and if those people are part of this and making major decisions then the growth plan will not be successful. Examples include the circle drive entrance/exit to 22nd street. The placement of the South bridge, the bypass of Montgomery, 11th street to the highway. Trucks needing to bypass the city should not be traveling East then North to the proposed commuter bridge. This could and should have been done properly with the South Bridge construction.

are there no changes for the attridge - circle interchange? it is RIDICULOUS

Be sure the roads coming off any new bridge are adequate

Being sure to start and end expansion projects on road on time and effectively divert traffic to avoid long term jamming during rush hour traffic times.

better roadways. our city is growing rapidly. it will not be long until we reach 1 mil. we need to take into account how many people will be here and build well flowing roads for traffic. for example: attridge drive is total hell. it was only built to sustain one community, now there is 4. 2 lanes is not enough for ~10,000 people to get to work and from at the same time.

Better signage on ALL streets and freeways. Every city planner seems to think that just because the majority of people in the city know where they are going, signage is a secondary thought. Go to a REAL major city, and look at how things are signed. This causes HUGE traffic problems just because out of towners and newcomers have no idea where they are going because they can't see the signs. Next, slow moving vehicles such as farm equipment, construction equipment, etc. Some slow moving vehicles need to be removed from freeways completely. The traffic problems constantly caused by some company driving their slow moving loader or bobcat down the freeway at 20kph is absolutley unacceptable, get them off the freeways, period! Other slow moving vehicles that have no other option should be restricted to off peak hours so they are not holding up the rush hour commutes. Watch the traffic patterns change drastically just with that simple move.

Better traffic flow (interchanges) built before starting new neighbourhoods

build a ring road that keeps a lot of semis out of city

By making a perimeter road outside the city limits that allows heavy trucks to not drive through the city and plug up traffic

By making a truly functional ring road around the city. By doing this it would elevate traffic on some of our major streets.

by planning major road ways and circles ahead of time and quit trying to catch up, prime example .mcklocklin onto claypool should of been a double lane ,there is such a bottle neck by the airport runway that should of been double lane to start

Change the traffic lights to help rush hours do something with Ave C and Millar

Complete review and appraisal of the city engineering and traffic planning dept. strategic modification of use of out contracted road maintenance with more city owned equipment acquired



Developing neighborhoods to be more accessible in the planning stages.

Do not take away bridge lanes from regular traffic.

Don't take away lanes on university bridge by putting bus lanes. The issue is the rail crossings, those need to badly be fixed.

Extend McKercher Dr through to Kerr Rd.

Extending circle drive an additional lane. Expanding Attridge into 3 lanes.

Focus on major changes to improve the North commercial section of Circle Drive. A route that allows trucking/shipping traffic to avoid the intersection of Idylwyld and Circle is imperative.

Having circle drive, which turns in to Idylwyld, creates nothing but headaches. It bottlenecks the flow of our city and makes people avoid the downtown area.

I do not know enough to comment, other than to say a freeway that does not go through the city on the north end is vital. A freeway does not have stop lights!

I do not seem to see Warman Road as a major route for transit. Neither do I see use of Circle Drive to take passengers from one area to another quickly.

I notice that River Heights, Lawson Heights, Silverwood is not a priority area. Nor is Circle Drive E or 51st Street. There seems to be a lot of traffic on these 2 streets presently.

I think you need to refocus on the north industrial area as it is also getting very congested and in need of bus service for the workers.

Identify the circle drive east area as an area in need of major support.

Improve roadways making room for vehicles to pull to the side.

It actually sounds quite good, but will it solve the traffic problems on Circle Drive?

Its too late! Why did you build houses for 20,000 people east of Central Ave and not accommodate it with roads? These people are all on Attridge and 90% of them don't know how to drive in Canada. These are the people who should be riding the bus, but they have plenty of money to drive. Very poorly planned. I live in Silverspring and I HATE it there now. I will soon be inner city.

Just make sure that traffic can flow properly at peak times. Not so many lights.

make a bridge out at 91st street that takes you around the city WITHOUT LIGHTS OR LEFT TURNS and is at least 3 lanes wide each direction.. Cars could only merge right only. Keep businesses off the edge of the road by at least a 1000 feet to have room for future expansion. Make a service road only to access these businesses ONLY every 2 Miles. This will move a lot of cars faster.

Make plans for a perimeter highway around Saskatoon to reduce the amount of traffic on Circle Drive during rush hour.

make sure all bridges have at least 3 lanes each way.

Make use of more roundabouts and avoid stoplights where possible on main roads like circle or college east. On bridges have the lanes with lights interaction based on the traffic. so at rush hour you have three lanes heading into work down the bridges to city center and on the way home you reverse the middle lane the opposite direction.



Make use of the abandoned rail corridor beside Warman Rd, and build a rail bridge at 33rd St to move people from the north west to downtown and to the university/Sutherland.

Making more lanes on the bridges and main corridors should be a higher priority than infilling along major corridors. The reason for this being that more amenities bring more traffic and the roads will not be able to take the added congestion. As well there needs to be a better plan for more access to the new subdivisions.

Plan a Full Outer Perimeter Highway NOW. And not just the ¾ plan in discussion currently. We lived with a ¾ Circle Drive for 35 years, and it was a joke. Especially when the powers that be made 42nd Street between Airport Drive and Warman Road into a business corridor instead of planning service roads. I remember when Warman and 42nd was a 3 way stop. THAT was when the politicians should have listened to the planners.

Plan for and construct major intersections for new residential areas before they complete the development; i.e.: get your infrastructure in place before the houses, not as an after thought that causes major head aches and disruption for the population living in the new development.

Providing more wider roads or alternative routes in busy roads and buses

Put in more traffic interchanges on circle drive instead of lights.

Re traffic. Finish current projects on circle drive and get traffic flowing well there first. I did not see any indication of removing lights and putting in interchanges at Laurier and Clancy drives where they connect to Circle drive all the traffic is halted by the lights. So adding more traffic flow improvements else where will only slow when you get on circle drive. Your just getting to the traffic jam quicker Get the outflow working first before you add more traffic. Look at whats working, or not and why

Resolve the traffic issue on 42nd Street. I don't know how that can be done though.

Service roads along side the corridors, in most cases this is impossible as these were not planned for, no available land, this would certainly speed things up for rapid transit. Plan for these in the new developments. Note this is not occurring in the new areas.

stop wasting money on the inner and make a circle drive type of corridor .way outside the city complete with over and underpasses, right off the bat (much like reginas ring road- except farther out .. so a person can drive around rather than going through city - which in turn will alleviate the traffic on 8th st and circle drive , 22nd st etc.....

Synchronize the traffic lights so that traffic can keep moving. You can go across Toronto without stopping because the lights are set to keep traffic moving.

The area of Hwy 5 and McOrmond needs to be included as an area of interest in the growth plan.

The city needs thoroughfare roads. A free way system of some sort. The continuing practice of more lights is not conducive to moving traffic. Also there is no synchronization of lights. It is as though currently the city tries to slow traffic down instead of actually moving it. That whole idea has to change or with increasing population we'll just see more and more traffic build up and angrier drivers. Wpg made that mistake and it's a mess driving there.

The city needs to have better planners. Currently it's planning to create bottlenecks. Easy of travel to where you are going is a thing of the past with the new areas. People that I know living in the new areas like Stonebridge (Remple Lane) have not been able to give proper directions and have told me that everyone whom they have given directions to have gotten lost (me too). Travel in and out of Stonebridge is not planned for vehicles it's been planned for road rage. And the suggestion that we do not have enough bridges in Saskatoon for traffic flow is wrong. The bridges can move cars along much more rapidly if there was some planning done. After all the bridges don't have stops or traffic lights on them or exits. What they do have is bottlenecks before them and on the egress side. And if you build ten more and make access and egress difficult you will have the same problem. What we need is better planners and make roads simple and easy to use.

The City of Saskatoon might consider, as a long term plan, pushing Circle drive out further to ring the new perimeters of the city, and perhaps better connect the various highway accesses to the city, without the need to travel through the city to get, let's say as one example, from Lakewood to Highway 11 to PA.

The growth plan looks at the infrastructure for Bridges but does not seem to take into account the levels of traffic that 33rd will account for. It already gets congested as it goes down to two way traffic. There is no priority listed for the area that would connect to the bridge.

The Growth Plan sounds good except my neighbourhood (Silverwood Heights) seems to have been left out. I do a great deal of shopping at Preston Crossing and along 51st Street. Although selfish, I would like to see good connections with those areas. The plan looks good, as I said, but I have seen too many instances of City of Saskatoon planning such as the intersection of Millar and Circle Drive, commercial development along 42nd street/Circle Drive North that should have been a continuation of the freeway, routing of the original Circle Drive up Idylwyld Drive, Circle Drive North interchanges being built a few years after the roadway itself, lack of access to Stonebridge with new construction now but perhaps still not adequate, Circle Drive South not ready on time, and so on. This reduces my confidence in planning by the City. I conclude the Plan could be enhanced by making sure that those responsible for the above examples are not involved.

The plan should have already been in place years ago. The City has been growing seems the city is behind. Traffic and roads are bad now, don't see how they will catch up to the 500,000 people.

The University Bridge would need to have changeable lanes--more going to the north in the morning and more going to the south after work. A north bridge that does not have traffic stop at every intersection to solve the problems on 42nd Street--large trucks, stopping at every intersection, congestion with traffic from Attridge going on to the bridge.



There seems to be solid planning for east-west rapid transit but are there plans for north-south to include say Stonebridge either through the city centre down Idylwild Freeway or from Confederation using Circle Drive South?

there still needs to be more consideration given to the areas that are being built now - in Blairmore by the Walmart there is a new intersection where I believe it is Betts crosses 22nd St. To cross northbound it is only one lane to go straight and to turn right. How does this make sense in the long run? it is already backing up. Poor long term thinking - something this city is famous for

think outside the box. Making a 33rd st bridge solves some of the crossing problems but both 25th and 33rd are narrow congested streets with lights at every corner, left hand turns and parking. IF you got rid of parking and only had right hand turns off the street and two lanes going each way it might move faster.

try long term planning which apparently hasn't been done in more than 60 years. Here are three examples of some messes: 1 - 33 street - one lane of traffic in each direction, and that was often not sufficient when the city ended at Westview. I do not understand why Dundonald, Hampton and Kensington were allowed to be developed when there is no way of getting out except 33rd street for most people. Poor planning created this nightmare. 2 - Confederation/22 street intersection - really? even with the fixes of a few years ago, this is a mess. You started with an open field there and allowed this to happen. 3 - Confed Drive from 22 to 33 - dumping all that extra traffic onto that street from the new south circle route? I can't even get out of my own neighbourhood now. I could add many more instances, but it all comes back to the same thing - no long term plan in place and always building for today's issues with no concern for tomorrow's needs.

## r7. Coordinate with active transportation

I think a key to helping to decrease congestion is linking all of the highways together and making minimal stops on those linkages. There is a huge amount of traffic, much of it truck-trailer/semis sometimes with wide loads that constantly have to stop and start to go through the city just to get to the other side. I don't like the idea of adding a bridge at 33rd street. I don't really see the advantages. I mean there are a lot of lights and school zones and the speed limit is 50. Why not go on circle drive? I do think it would be great if the pedestrian side of the train bridge could be wider so that 2 bikes could comfortably pass or a stroller and a bike. I also think it's a bad idea to take away the wooden stairs to the bridge because I am scared of using those new metal ones because I am afraid of heights (you can see through the metal grates to the ground and my legs start shaking) and they are very slippery, even in the summer together this makes for a very dangerous walk down those stairs with my bike. I also think that it is extremely rude to put so much effort into maintaining both sides of the bridge but then to not make it wheelchair accessible there is already some trail for bikes to get up on the far side of Spadina I think there should be a ramp for people to get up there. It would also be nice for people with kids in strollers or those bike trailers to get up and down the other side more easily.

Saskatoon has a lot of special events and attractions in the downtown area but traffic and parking are unbelievable. Public transit and bike accessibility are very important. What if there was specific parking near downtown but not right in it and free shuttle service for people to get to downtown. Also building attractions not in the centre of the city would help.

More over road walkways in major traffic zones similar to Las Vegas! This cuts back on traffic back ups and decreases safety concerns for walkers, bikers, etc. I work at RUH and the constant red lights because of students is a huge problem for drivers and backing up traffic and very unsafe for both. More over head walkways would be very beneficial in this area. If need be, put up fencing alongside the roadway to limit J Walkers as this is a very dangerous area for that as well. The North bridge is a HUGE need and this would also stretch building houses to that side of the city to balance traffic from all areas. More people would commute from Aberdeen and area and this wouldn't cause so much congestion in other areas because people are living where it's easiest to get to work.

increase bike lanes, enforce current traffic regulations, restrict giant truck traffic, enhance public transportation

Perhaps a light rail transit like Calgary with bus heading towards those stations. Making bike lanes that are block to other vehicle traffic and are cleared in the winter to allow bike through. Limit car traffic through downtown to encourage other forms of transportation.

Reduce the sprawl by creating more centralizing and infill, force traffic redirection (the outer suburban sprawl neighbourhoods that flow through the downtown and congested areas), increase SAFE dedicated bike lanes

Better traffic lights at key intersections, roundabouts rather than 4-way stops, more pedestrian friendly by putting sidewalks on both sides of the street.

East West traffic, foot and automobile across river must be a priority. One traffic accident shuts down lanes and completely congests city traffic.

Install walking over passes or tunnels along major routes and increase the speed along the routes

More accessible bike routes and increasing the awareness of conscious living and community. Expand areas that become bottlenecked with traffic to decrease accidents and maintain flow. Less aggravated people driving to work shows an increase of 50 percent less accidents a year, less crime, yes crime because some people tend to take everything home.

spend less time planning and more doing. Service roads and access have made other cities more accessible both for vehicles and foot traffic. Proper planning should involve moving large amount of all kinds of traffic not just the city transit system

I am not convinced of the benefits of dedicated bus routes. Why is the Victoria bridge being left to rust while we currently need more bridges? What will the improved corridors mean for my residence and neighborhood; I live near a planned enhancement a block from 8th Street East and Preston Avenue??? How can biking be safer? I have a twelve year old son and bike with a toddler but I encourage my family to take sidewalks even though its not legal to ensure our safety. The 12 YO was recently hit by a a driver (who was subsequently charged)!!! The 12 YO has taken the bus to downtown to commute to special school programs throughout the year but feels unsafe on 23rd street.

--More service to Exhibition/Diefenbaker park area for transit - seems limited from what I can see and presently is extremely limited. There are high-density senior residences there as well as condo complexes, apartments, duplexes, and single-family homes. I think increased service to this area would be well received. -Lots of mention on how to re-design things, but what about maintenance along the way? Putting money into enhancements is great, but how are we going to do so sustainably? -More emphasis on accessibility for those with limited mobility for transit as well as walking. There's already a good start, but please continue to consider things like ramps onto walkways, well-kept sidewalks, etc.



Making transit more affordable, the plan is very vague about bike lanes, perhaps set up Nike stations where people can rent a bike and just drop off at another station or make it free with a swipe of the driver's license. Dealing with old sewage infrastructure so there are fewer breaks in winter.

The growth plan is about changes to existing infrastructure. What about planning new developments? I've been living in stonebridge for 2 years. We are told every day that transit, and walking/biking traffic is important. Yet it took far to long to make it safe to walk across Preston avenue (street light) and sidewalks are still being build on major streets which have existed for several years. Looking at Stonebridge blvd there is only a sidewalk on 1 side, yet there are bus stops on both sides. This neighborhood wasn't planned to accommodate everything in the video and the new plan. Truthfully I don't believe the current people working with the city are capable of making proper long term growth decisions if they are incapable of properly guiding new sub division developed. If walking and biking are important then sidewalks and bike paths need to be built as soon as the roads are built. Not as an after thought and they need to be on both sides of the street.

Show effects os winter and how traffic would then move. You mainly show how cars will move in the city. Show people walking as well as biking. Show wheelchairs and motorbikes. Just cars looks like a cartoon that was produced by the National Film Board years ago. See it it is still available. It showed how Martians see our world. This definately reminded me of that movie. I need to see people not just cars and buses.

I am absolutely in favour of all the ideas presented in the video. A more walkable, busable city is the best way for this city to go. I realize it's probably going to mean a tax hike and I'm still in favour of it. Taxes are the price we pay for civilization, and civilization starts with community building.

Have more designated bike lanes. Promote car pooling. Make sure new neighborhoods are not to crowded.

Long term growth is also considering the ENVIRONMENT and how we can create more central/core growth rather than Urban sprawl, encouraging people to use alternative transportation (yes public transit but also biking, walking...creating REAL bike lanes, REAL bridges for non-vehicles-maybe a bridge for pedestrians/bikes/public transit and emergency vehicles only). Not only maintaining the Meeswasin and river bank for its natural beauty but also surrounding areas where the wild can be maintained and used for its natural enjoyment...WITHOUT being able to see Urban-ness...

More bridges necessary - walking and bike bridge would be great too

I honestly don't think people are going to leave their cars at home and take the bus, walk, or bike until it becomes cheaper and more convenient for them to do so. Our entire road network is catered to cars - from the lanes they're given to the timing of street lights. More thought needs to be done towards other methods. Also, waiting for the bus at -30C is horrible and we need heated shelters in the winter. As a pedestrian, it's frustrating walking on our bridges as the cyclists are constantly flying by me. As a cyclist, it's frustrating having to slow to a crawl, dismount, and battle for space. There needs to be room dedicated to both.

More bike lanes Consider LRT, not BRT (electric, not diesel)

Greater focus on active transit to remove cars from the equation. There is no reference to vertical growth strategies (moving people to more densely populated apartment towers centrally) as a means of increasing Saskatoon's population density and lessening the need for broad and expensive commuter plans to far flung suburbs.

This looks like a feasible plan that would increase riders. It looks like it will work very well. The key will be the cost to riders, along with service. Dedicated lanes will be necessary. I am not in favour of bikes on the bridge traffic lanes. I wish I thought dedicated bike lanes on the bridges would solve the problem, but we have too many dangerous drivers to ensure cyclists' safety. Unfortunately, putting the cyclists on the sidewalk probably won't ensure the pedestrians' safety for the same reason. Could we use one sidewalk for bikes and one for pedestrians?

more bike lanes for safer cycling lower the rates for transit --when rates for parking are cheaper than taking the bus then people will still drive--have really cheap transit and then raise parking rates.

complete streets for easier walking and biking and other access. lots of growth of jobs in north business area - plans for residential and good transit there?

execute the plan. I didn't see many bus routes from other areas of the city. Be nice if you could bike to a central location in say Willowgrove or Stonebridge/drop it off and hop on a bus.

See above. [I think there are a lot of good ideas here. I'd still like to see more done to improve the transit system. Right now, to get from where we live (Stonebridge) to anywhere by transit is very inconvenient. Unless you're going to the university. I don't really see that there will be much improvement. This city really isn't very walkable either and I have lived in large cities most of my adult life and never owned a car until I moved to Saskatoon. I just walked everywhere and occasionally took mass transit. Now, I drive everywhere. I guess I would like to see more specifics on how this growth plan will actually achieve greater walkability because right now, I can't picture it.

Incorporate neighbourhood design. People aren't going to feel safe on our current arterials unless you're in a car, and with cul-de-sacs and crescents being the norm, everyone is forced onto those arterials. How can you create bike boulevards if you don't have streets that go anywhere? Current bike boulevards need more support if they're going to be successful, including traffic calming, lower speed limits, and priority signage. There also needs to be 5x more of them. The major north-south corridor between the south of the city and the north industrial area is neglected for transit. Huge numbers of people make that trip every day on circle drive, if you can create a faster alternative, you'll have a winner. There should be a BRT route around Circle Drive once it becomes more crowded and slow that drives on the shoulder (as a bus-only lane) with connections at major overpasses. Warsaw does this quite effectively. That way you can get from the industrial area to the burbs without having to go through crowded downtown.

Agree with Dedicated bus lanes in the main streets z ( 8 street, idylwd, college, etc) . Need bike lanes/ shared pathways with walkers ( like on warman road) on these main streets as well, it's not safe for bikers now and really slows down traffic.

Bike lanes, car pool lanes.

Busses having their own lanes and making most paths bike accessible.

Individual bus and bike lanes



Add a bike highway that could be used as a skateway in the winter.

add more pike lanes around the city and put more attention on the public transfers for student. especially university.

Bike & Pedestrian Routes improved.

Bike lanes all over the city where they do not have to fully share with vehicles

Bike lanes!

Bike plans. The video and the general plan is wanting bikes to behave like pedestrians when they are vehicles.

By creating more bike lanes and by educating the public to watch for bicyclists while driving. Especially along major corridors, but also in other areas.

Encourage the use of bikes and make it SAFE for bikers

Focus on making safe side walks always with a large buffer between road and bike lanes.

Growth of private vehicle usage should be discouraged. No more development of vehicle bridges - pedestrian, bicycle and bus bridges only.

I did not see anything identified that relates to self powered forms of transportation like bicycles; I do not ride the bike a significant amount but do have friends who are dedicated bike riders - most are spring, summer and fall riders while several are year round riders.

In many European cities (Vienna, Paris etc.) they separate cyclist from traffic where ever possible. The sharing is between pedestrians and cyclist (each side of the pathway distinctly marked, a side for walkers/joggers and a side for bikes). This is a much safer and less stressful concept. I believe the City of Saskatoon should consider similar pathways.

Include dedicated bike lanes in the Corridor Growth plan

Increase safety and accessibility for cyclists.

More access to bike route. Dedicated lanes for bikes.

More bicycle trails around the city making it easier for people to bike from place to place without blocking traffic and safety

More bike lanes.

More emphasis on and allowance for cyclists and pedestrians, car pooling incentives (dedicated lanes etc)

No mention of bike network..how would that be expanded?

The city is focusing on making bus transit easier, but neglecting the idea of bike lanes and walking paths. To be truly inclusive and make it easier to grow, these options need to be explored.

## r8. Dedicated bus lanes

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Bike lanes, car pool lanes.

Busses having their own lanes and making most paths bike accessible.

Individual bus and bike lanes

I am not sure yet. I think I'd like to hear about some of the negative impacts to see if the options are sustainable. For example, I like the dedicated bus lanes so there are fast-track lanes. But this causes problems for people who need to drive/commute (perhaps they need to drive for their job throughout the day). How does this impact bus fare?

Better integration of signal lights along high volume roads - or fewer signals along high volume routes. Historically, it appears that more infill requires more traffic signals to direct traffic to businesses. Wider road infrastructure with double, offset turning lanes, bus turn in lanes along high volume roads.

support neighborhoods in poverty with transportation as a barrier to employment, education, groceries, social inclusion like King George and Exhibition. Support increased public transit and safe sidewalks for Social Housing complexes in Holiday Park, and Affordable housing in Hampton Village, Blairmore, and throughout the city. Make it more mobility impaired friendly for adults and for aging population - looks like youre planning on making people walk or bike more whether they can manage or not. Plan for more disability parking reserved throughout the city for loading and unloading, safe Access Transit entrance parking as important as public transit stops, and cutback on non-disability parking. Introduce car pooling measures. Prioritize safety of mobility impaired area at front of public bus, so one baby stroller won't knock them over or worse.

Bus lanes and affordable housing

As long as downtown parking is affordable and transit service inconvenient, people will opt to drive. Ridership on our buses is going down and not up. Part of the issue is our long and cold seasons. No one wants to wait for a bus even 10 minutes when its minus 20 or colder. Heated bus shelters sound good but at what cost to build and maintain. Feasible? Perhaps a bus lane could be coupled with a two or more commuter lane. Penalize those single occupant vehicles going downtown. Do we also need to consider new water sources or will the South Sask River still be adequate 40 years from now?

do some things faster; bridges, bus lanes

HOV lanes perhaps? Works well in places like Vancouver.

Instead of dedicated bus lanes, perhaps dedicated bus and high-occupancy vehicle lanes? This makes maximum use of existing capacity, while still encouraging car-pooling and the like.

## r9. Higher transit service levels (hours, frequency, coverage)

This looks like a feasible plan that would increase riders. It looks like it will work very well. The key will be the cost to riders, along with service. Dedicated lanes will be necessary. I am not in favour of bikes on the bridge traffic lanes. I wish I thought dedicated bike lanes on the bridges would solve the problem, but we have too many dangerous drivers to ensure cyclists' safety. Unfortunately, putting the cyclists on the sidewalk probably won't ensure the pedestrians' safety for the same reason. Could we use one sidewalk for bikes and one for pedestrians?

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-More service to Exhibition/Diefenbaker park area for transit - seems limited from what I can see and presently is extremely limited. There are high-density senior residences there as well as condo complexes, apartments, duplexes, and single-family homes. I think increased service to this area would be well received. -Lots of mention on how to re-design things, but what about maintenance along the way? Putting money into enhancements is great, but how are we going to do so sustainably? -More emphasis on accessibility for those with limited mobility for transit as well as walking. There's already a good start, but please continue to consider things like ramps onto walkways, well-kept sidewalks, etc.

I honestly don't think people are going to leave their cars at home and take the bus, walk, or bike until it becomes cheaper and more convenient for them to do so. Our entire road network is catered to cars - from the lanes they're given to the timing of street lights. More thought needs to be done towards other methods. Also, waiting for the bus at -30C is horrible and we need heated shelters in the winter. As a pedestrian, it's frustrating walking on our bridges as the cyclists are constantly flying by me. As a cyclist, it's frustrating having to slow to a crawl, dismount, and battle for space. There needs to be room dedicated to both.

complete streets for easier walking and biking and other access. lots of growth of jobs in north business area - plans for residential and good transit there?

execute the plan. I didn't see many bus routes from other areas of the city. Be nice if you could bike to a central location in say Willowgrove or Stonebridge/drop it off and hop on a bus.

See above. [I think there are a lot of good ideas here. I'd still like to see more done to improve the transit system. Right now, to get from where we live (Stonebridge) to anywhere by transit is very inconvenient. Unless you're going to the university. I don't really see that there will be much improvement. This city really isn't very walkable either and I have lived in large cities most of my adult life and never owned a car until I moved to Saskatoon. I just walked everywhere and occasionally took mass transit. Now, I drive everywhere. I guess I would like to see more specifics on how this growth plan will actually achieve greater walkability because right now, I can't picture it.

Incorporate neighbourhood design. People aren't going to feel safe on our current arterials unless you're in a car, and with cul-de-sacs and crescents being the norm, everyone is forced onto those arterials. How can you create bike boulevards if you don't have streets that go anywhere? Current bike boulevards need more support if they're going to be successful, including traffic calming, lower speed limits, and priority signage. There also needs to be 5x more of them. The major north-south corridor between the south of the city and the north industrial area is neglected for transit. Huge numbers of people make that trip every day on circle drive, if you can create a faster alternative, you'll have a winner. There should be a BRT route around Circle Drive once it becomes more crowded and slow that drives on the shoulder (as a bus-only lane) with connections at major overpasses. Warsaw does this quite effectively. That way you can get from the industrial area to the burbs without having to go through crowded downtown.

The bus service in Saskatoon has been a failure on all fronts (poor ridership, inefficient (running empty buses) and poorly managed (ie. the fall 2014 strike disaster). The bus portion of the Growth plan does not inspire any confidence (in me at least). The City does not appear to understand that; 1. It is obvious that the vast majority of City residents primarily use vehicles to travel around the City and will continue to do so despite feeble social engineering attempts by the City. Any plans for the growing Saskatoon to 500,000 people should recognize this fact and focus on making the vehicle commutes/daily routines more efficient for drivers. 2. If the City was sincere about promoting the use of buses it should be free and more in tune with the needs of users. i.e. shorter travel times. That's said, I see little in the Growth plan than would prompt me to take a bus as it will remain more time



consuming and inconvenient than driving. 3. Changing sidewalk configurations (at great cost to the taxpayer) is not cost effective and I sincerely doubt that this will make main thoroughfares (like 8th St) more useable. There are much better places to put our money. 4. I noticed the Growth Plan is all about the future and not about today. As we navigate our pot hole filled streets in the summer and deal with no residential snow removal in the winter, I suppose its nice to ignore what is happening now and to dream about how wonderful things will be in the future. Until the City Fathers learn to deal in the present I have little confidence in their ability to plan for our future.

Use reversing lanes on bridges - Winnipeg has used them for decades. Deal with exiting roadway conditions, plan new subdivisions with better access - don't rely on stop lights or diamond interchanges - can you say cloverleaf? BRT only works for places like the U of S or major employers. Bottom line is travel time - takes me 20 minutes to drive and 75 minutes by bus. Why are there stops almost every block downtown and on Clarence's

Keep the transit plans as long as they'll be efficient and not increase congestion. Add more bridges and scrap the rest of it.

The existing rail lines within the city area need to be removed and rerouted to the outskirts of the city. Notice of that initiative should have been promoted decades ago. The rail corridors would make excellent transit routes. The bus mall also needs to be relocated. A perfect location would be across the street from the new police station or in the immediate vicinity. The present location is a disgrace and a disservice to transit riders. When special events are held or even Blades hockey games, transit riders on charters or specials often miss connections and have to wait in winter conditions for far too long for a bus that may be the last one of the evening if they are lucky.

Make the centre of the city a no traffic zone except for Rapid transit. I very rarely go downtown because of the parking situation. Increasing parking fees only drives more people to the outskirts to shop. A central no car zone with access to only public transport would make the downtown more pedestrian useable. The transit would serve several drop of points so that the elderly could get to the most places with a minimum of walking. There could be a non-stop bus service set up to just circulate the drop of points and users could move easily from any place in the core area. This would also serve tourists to get around with a flat fee between the Peak hours .Most drop off points could be closed to hotels to allow tourists easy access to anywhere in downtown core.

My point of view about transit issues and fixes from city Saskatoon point of view..... get the Sask Place concert night confusion figured out, it is getting better but the night of Rush it was a gong show and it was bloody cold my son and I just about froze that night. Like I said its getting better and seems like issues are getting ironed out. I think that is great those shuttles for events and I will use the service again in the future. I do feel you are putting too much emphasis on the everyday transit end of it , have you ever been caught up in the traffic jams on major roadways between 3:30-5:30 pm. Let me tell you the roads arnt full of buses !!! Cars , trucks and more cars and trucks lined up sometimes as far as the eye can see...make speed limits faster instead of impeding traffic with slow limits on Main traffic arteries. Time the lights with some thought so people don't have to speed up to stop !!! Seems like high traffic routs like 8th St. , Idylwyld , 42nd St. And 22nd St. Seem like if you hit a red light, count on hitting a bunch more reds continuing down that street. Have the lights sycronized So you have traffic is flowing at speed limit no piling up. If you are the speeder you should be the guy that has to wait for the light change because you're out of the rhythm.

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

city of saskatoon can enhance the growth plan by constructing new bridges, having more frequent transit services and providing more housing facility.

more low income housing more busses at peak times

build better road, more frequent bus transit, building overbridge

more bridges as the plan of 33rd also one on Lenore Drive or 60th. fix up Attridge Drive. fast transit from home to close by to work

For me, the public transit system never seems to be keeping up with the growth of the city. (I was born and raised in Saskatoon.) Presently, I would not even know how to take a bus in Saskatoon, and I live in the City's Centre. Bus service in areas, then transferring to a rapid transit seems like a good idea...not every bus route needs to come downtown. The Growth Plan presently under review needs to prioritize the roads and infrastructures...seems to have been neglected (?) e.g. University Bridge closure. Possibly, an incentive could be a lower fare, getting more people onto the transit and more cars off the streets.

Ensure input from citizens, as well as identify where more bridges, rapid transit are required.

I would say more publicity on the entire plan! This is the first time I have heard of it! Also, I would like to see more busses taking direct routes to downtown from farther communities such as Rosewood or Evergreen

Bus routes need to be tailored to cater to permanent residents not University students. New developments need to be built with growth in mind, quit making narrow streets with limited parking. Bus routes need to be added to Circle Drive, if I want to go from Confed to Stonebridge I don't want to have to go through the city core.

People have to be moved more quickly re buses, etc. Its so cold for nearly 6 months of the year, and just too cold to wait for 15 minutes in that cold. Bridges are great for vehicular traffic. Green space is great. Bike trails and walking trails are great. More sport complexes would also be awesome

I support a new bridge as long as our river wild life corridors are given very real consideration. Rapid transit is a must and the sooner the better; hopefully the plan for starting will include plans for future increase of the rapid lines so that the City doesn't have to start from scratch again. I know these two cities are much bigger but the combination of bus/RT/ and other in both Vancouver and Toronto are just excellent from a visitor point of view.

First focus needs to be on the new north bridge. More reliable transit is a must if you want people to commit to it for work, with peak times extending past 6:30 p.m. for the ride home. MANY would take the bus and find the morning not so bad but after a very stressful day, waiting for a bus for 30Plus minutes and a slow and long ride on the way home is just too much, especially if there is a fair walk once you depart the bus.

Delete the 33rd street bridge and concentrate North, Consider crossing under the river with dedicated transit routes from various hubs



I don't like the idea of referring to it as a growth plan rather a Development plan . I think it is wrong to focus on the growing to Half a Million . The population will grow or it won't depending on the economy which there are a limited number of things the city can do to impact. What is important for the city to focus on is how this growth is managed. The city has done a poor job of allowing urban sprawl rather then focusing on infill development. Which is in part why it is more expensive to manage our roads, buses and other infrastructure. For example the idea of improving 8th street to make it more walkable is a great idea but has nothing really to do with growth. The idea of improving bus services is great but it will require a huge shift in the way people think in this city and the level of service provided. For me personally it would make my commute closer to an hour rather then the 15 minutes it currently takes.

My main concern is the transit. I believe something like calgarys c-train would greatly benefit our city. The current transit is far to slow with limited accessibility. When I first moved here I would wait at some stops with a stroller and the bus would drive right past me or stop and tell me that the bus was not made for strollers. Therefore I was stranded on 8th street with no way home. Now we have two cars and have not used the transit system in 5 years. For a city to improve and have less traffic there needs to be better options.

Making the current bus system better, like dart from major spots to the downtown and university.

With the rapid increases population, need to do growth in infrastructure, transit things for easy go from one place to another by putting some fund by tax.

Expand the bus routes, more bus routes and easier to use. More frequent as well

Make it truly rapid transit. There is no way I would use the present system because it is to slow, and I prefer not to be in the midst of the riff raff that hang out at the major transfer terminals. I prefer to avoid that uncomfortable experience all together.

I think the expansion of public transportation is imperative, but I wonder if other forms than bus have been considered? A LRT-type system would like be viewed favourably and could provide rapid transit between high demand areas (dark green on map). This system could then be expanded as the population continues to grow. Also, I think that having space on buses to meet demand is an important factor to consider. Having buses drive by passengers waiting at their stop because they are full is poor practice and deters individuals from taking the bus in the future. Last, I think considering the value for service is also important. Improved bus service is needed, but not if the fares continue to rise to exorbitant rates. The current price is not a good value and, if it continues to rise, people will stick to driving.

A fast train, or shuttle to get through city that has maybe one stop per major area.

A rapid transit bus service may be good but the city seems intent upon pushing businesses into the Marquis Industrial area. There does not seem to be any plans to get rapid transit to this area so people will drive. A LRT system may be better with terminals at four points, Sutherland, Blairmore, Stonebridge and Marquis Industrial. Every bus should not have to stop at that bus mall downtown. It would take me 1.5 hours one way to go from my home near Clarence and Ruth to my place of employment on Brodsky Ave. I will not sacrifice 3 hrs of my day to use public transit.

Consideration for other possible transit options besides buses, such as trains, to make travel to the core from outer suburbs quicker as well as more environmentally friendly.

Making the transit system better is awesome, but not when you price it put of commuters reach. I have used transit systems in major Canadian cities and European cities. MUCH less expensive and much more efficient.

They can buy small buses and more often run with less price. When people see fast and cheep buses, move to use buses. Currently big and slow buses are using.

Co-ordinating Sunday transit services with various church times would be great for seniors and cut down on parking issues.

#### Ease of access

Ensure that the rapid and regular trust is one of the first priorities. This would encourage new residents to not use personal automobiles and therefore get ingrained in the driving mode.

Greatly improved rapid transit from the new developing neighbourhoods such as Stonebridge.

Have a greater connection to the Stonebridge area of the city. It looks like the only corridor plan was Preston and it was a low priority.

I am skeptical about the transit changes - the buses we currently have are literally falling apart, the service we have is sporadic at best. I have seen zero commitment by our city government to invest in this area over the last 15 years. I think the city's plan to use downtown as a hub is terrible, and there should instead be smaller, localized hubs with connections between them. Frequent service, for instance, between Briarwood and Centre Mall - with a connection to downtown from there - rather than routes that extend all across the city and thus have tremendous potential for running late or becoming overly crowded.

I have some questions and concerns about transit in the new system, I guess. I think transit reform (and userbase growth) are both necessary. I think there are some good points to the new plan. I'm just curious how it will affect service for people who don't live on a major thoroughfare.

I work out of my home, so travel to work is not a problem for me. However, my son, a University student has had some issues with transit getting to and from University. Several times during the winter the bus was early, so he had to wait for the next one, making him late for class. Buses should arrive on time or a little late.



I would love to see public transport reach out to The Saskatoon SPCA as many of their volunteers/adapters/staff cannot afford to drive to the SPCA.

Increase transit. Maybe have another depot on west side of the city. By confederation?

Increased bus frequency and transit schedule expansion would do more than any single change to enhance transportation in this city. I currently use buses to travel from my work to home and if I miss my bus at the downtown terminal during prime time by just a few minutes I can walk to my home in the Taylor and Broadway district before the next bus passes me. During off hours I could stop at the pub and still beat the next bus home. Guess why I bought a new car. PS I work in a 24/7 business that keeps the city active and alive 365 days a year. If I can't get to work downtown the city does not function as well as it should. The idea that buses only have to get people to clothing stores needs to be reassessed. There is life beyond the needs of Chamber of Commerce.

it isn't clear to me how transit would be improved in residential neighbourhoods to get to the major corridors.

It sounds good. My only comment would be more specifics related to integrating the distant suburbs into the plan.

Large portions of the growth plan seem to focus on enhancing certain parts of the city at the expense of other parts, giving transportation options to areas that certainly need more, but do have reasonable options, while leaving areas that are low on options at present with low options.

launching direct buses to downtown from new communities (i.e. Hampton Village, Rosewood)

Make the current bus routes more efficient.

More bus route options with less transfers.

My main concern looking at the new transit route map is that my area (Buena Vista) is a significant distance from the 3 different coloured lines which represent quick priority bus routes. Maybe a rapid route going north-south down Lorne or Broadway would be useful. Such a route would go straight down the middle of a large residential community which is a dead zone in the current map.

rapid transit to credit union rink

Restrict the Community Shuttles to their communities so that they feed the Rapid Nodes regularly and timely. Stonebridge needs a Rapid connection. It would also be useful to regularly and conveniently feed the airport.

Right now the biggest obstacle to using transit for commuting is the time and inconvenience versus by personal vehicle. Currently my commute is 5-10 minutes by car vs. 45-60 minutes by bus. The growth plan seems promising, but it is important that to succeed, transit will have to close the gap in terms of time and convenience.

Safe and effective rapid transit

Seeing as there are so many seniors upcoming in our city, the Access Transit should also be revisited. Possibly more Access Transit availability and less wait times would be a good thing. Also not having to book Access Transit a week in advance, but possibly the same day--much like a taxi???

The city needs to develop a bus system which can take you from the most westerly side to the most easterly side in the same or less time than it would take to drive it. Right now it is too slow and too many transfers to do this one hour on bus or 20 to 30 minutes in a car. No brainer. Need something like San Francisco has

There are still new and established neighborhoods, especially on the west side, that are already suffering from lack of easy transportation, and the growth plan completely overlooks these neighborhoods.

Wouldn't it help to have transit to North Industrial area which would decrease congestion there, especially for people travelling across Circle Dr. N. bridge to the east side.

## r10. Reduce the cost of transit

This looks like a feasible plan that would increase riders. It looks like it will work very well. The key will be the cost to riders, along with service. Dedicated lanes will be necessary. I am not in favour of bikes on the bridge traffic lanes. I wish I thought dedicated bike lanes on the bridges would solve the problem, but we have too many dangerous drivers to ensure cyclists' safety. Unfortunately, putting the cyclists on the sidewalk probably won't ensure the pedestrians' safety for the same reason. Could we use one sidewalk for bikes and one for pedestrians?

I honestly don't think people are going to leave their cars at home and take the bus, walk, or bike until it becomes cheaper and more convenient for them to do so. Our entire road network is catered to cars - from the lanes they're given to the timing of street lights. More thought needs to be done towards other methods. Also, waiting for the bus at -30C is horrible and we need heated shelters in the winter. As a pedestrian, it's frustrating walking on our bridges as the cyclists are constantly flying by me. As a cyclist, it's frustrating having to slow to a crawl, dismount, and battle for space. There needs to be room dedicated to both.



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For me, the public transit system never seems to be keeping up with the growth of the city. (I was born and raised in Saskatoon.) Presently, I would not even know how to take a bus in Saskatoon, and I live in the City's Centre. Bus service in areas, then transferring to a rapid transit seems like a good idea...not every bus route needs to come downtown. The Growth Plan presently under review needs to prioritize the roads and infrastructures...seems to have been neglected (?) e.g. University Bridge closure. Possibly, an incentive could be a lower fare, getting more people onto the transit and more cars off the streets.

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They can buy small buses and more often run with less price. When people see fast and cheep buses, move to use buses. Currently big and slow buses are using.

I am not sure yet. I think I'd like to hear about some of the negative impacts to see if the options are sustainable. For example, I like the dedicated bus lanes so there are fast-track lanes. But this causes problems for people who need to drive/commute (perhaps they need to drive for their job throughout the day). How does this impact bus fare?

Making transit more affordable, the plan is very vague about bike lanes, perhaps set up Nike stations where people can rent a bike and just drop off at another station or make it free with a swipe of the driver's license. Dealing with old sewage infrastructure so there are fewer breaks in winter.

more bike lanes for safer cycling lower the rates for transit --when rates for parking are cheaper than taking the bus then people will still drive--have really cheap transit and then raise parking rates.

Stop extending city limits beyond high traffic corridors and railway tracks requiring the astronomical expense of having to eventually build overpasses and underpasses to accomodate complaining citizens residing in these out areas. Accept the fact that no transit or commuter serices by the city will make money and keep rates low to attract increased ridership.

It seems like there needs to be specific planning for low income housing. As the city grows we will also have more homelessness and lower income families and individuals. Our plan should be wholistic in its approach. There is also no mention of transit cost. My family would consider taking Public transit more frequently, especially if the routes are improved as you are planning, but cost is also a huge barrier with four kids. There's also no mention of water, sewer, electricity... Living in an older neighbourhood where water lines are bursting regularly it seems like somehow it's necessary to begin to be proactive instead of always putting out fires. Our systems need to be able to support the half million.

more bridges, cheaper transit

Encouraging people to use transit and walking and biking by giving tax breaks or discounts. Especially in the beginning phases, as it will be most difficult to change the behaviours of those who are used to driving..

## r11. Improve reliability of service

First focus needs to be on the new north bridge. More reliable transit is a must if you want people to commit to it for work, with peak times extending past 6:30 p.m. for the ride home. MANY would take the bus and find the morning not so bad but after a very stressful day, waiting for a bus for 30Plus minutes and a slow and long ride on the way home is just too much, especially if there is a fair walk once you depart the bus.

Transit needs to be prioritised before growth. Existing citizens need transit that works so they can encourage new citizens to use it.

Make the services reliable and effective

Revamp bus serve to make it more reliable.

## r12. Infill development / reduce sprawl

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Reduce the sprawl by creating more centralizing and infill, force traffic redirection (the outer suburban sprawl neighbourhoods that flow through the downtown and congested areas), increase SAFE dedicated bike lanes

Long term growth is also considering the ENVIRONMENT and how we can create more central/core growth rather then Urban sprawl, encouraging people to use alternative transportation (yes public transit but also biking, walking...creating REAL bike lanes, REAL bridges for non-vehicles-maybe a bridge for pedestrians/bikes/public transit and emergency vehicles only). Not only maintaining the Meeswasin and river bank for its natural beauty but also surrounding areas where the wild can be maintained and used for its natural enjoyment...WITHOUT being able to see Urban-ness...



Greater focus on active transit to remove cars from the equation. There is no reference to vertical growth strategies (moving people to more densely populated apartment towers centrally) as a means of increasing Saskatoon's population density and lessening the need for broad and expensive commuter plans to far flung suburbs.

consider enclosed overhead/underground walkways between major buildings/centres downtown; remove the train tracks going through the centre of the city; allow for parking facilities/parkades near commercial centres

The city needs to respect that people already live in areas and love their neighborhood ( 33rd street proposed bridge)...increasing the traffic by those houses and proposing to reroute traffic to 33rd will be devastating to the neighborhood and housing prices. As well, it is only a single or at best a double lane bridge. The city planners need to realize that putting in the very same type of bridge to help with a population that is doubling will only give us another problem in the near future... Think BIG the first time. Find space to put in 3 and maybe up to 6 lane bridges if you are building a bridge. The Circle bridge with three lanes is congested a lot as it is. Do not duplicate what we have now. That is why we have bridge closures to increase their size... because they were built too small in the first place. Think TALL for buildings with multi-designated spaces... a complex with offices/ shopping/ and apartments to live. That will eliminate some of the traffic when people live close to where they work. Think ROADS BEFORE HOUSES... the city of Saskatoon is seen in terms of future planning of infrastructure to new developments by outsiders and residents alike as what NOT to do... It seems the city opens a development, settles 7000 + residents in it and then realizes they need an overpass or interchange to get those people in and out...Instead, build the ROADS FIRST with interchanges and overpasses... then open it to development. Think ahead and allow the space to be used appropriately. The difficulty we have now stems from the shortsightedness and lack of depth of understanding/ knowledge of previous planners. If you know the people are coming, plan for how and what they are to travel on first. Make where they need to go ( work/ shopping/ entertainment) NOT in the core. ( SaskTel Center was placed well...now for getting proper roads built in anticipation of the crowds to a venue like that...)Think overpasses, multi lanes, and flow/ ease of traffic preferably before the venue is built.

more infill less vast tracts of open land. taller office buildings downtown or elsewhere in the city, more traffic circles

We've had several buildings torn down in the downtown area in the last few years but no new buildings. We need to get the owners to actually build something, not just talk about it. 33rd St.seems like an odd place for a bridge, don't quite understand how this would alleviate traffic in the Preston Crossing/Attirgde Dr./ Circle Dr. area.

more revitalization of core neighborhoods, with affordable accessible housing

Growing out needs to slow down and growing up needs to be encouraged. More new large neighborhoods means more roads. More roads means more paving, sweeping, pothole fixing and snow removal. Things the city complains about every year when they increase our taxes.

Looking more at infill and less at suburban spread. Focus on improving civic services, which are currently expensive and inadequate. Examine and improve on the basic needs of the city before spending large amounts of money on fluff.

Consider other infrastructure such as sewer and water and more recreation centres in all neighborhoods to decrease the need to travel long distances. We also need to consider where we would put hospitals and nursing homes should be put into neighborhoods so that seniors wouldn't have to travel far to see loved ones

I would like the city to stop building out and causing urban sprawl that is worse than what exists in Calgary. While there is talk in the plan of making it more convenient to get from your home to work and shopping I don't see a lot of focus on increasing the number of people living and working in the downtown. The farther out the city extends the more pressure there will be on transit to get riders to travel from outlying neighbourhoods to downtown even with having a rapid transit system. Not all of these homes will be on what's considered to be major routes so people will have to transfer adding time to their day and will not want to use buses and will be in their cars. I find it confusing that while this video starts out promoting the idea of better transit it is also promoting increasing roadways to handle more cars. So what direction are we going in, getting people out of their cars or leaving status quo.

Building up rather than out. More high rises are needed in the central business district. A grocery store in the downtown is badly needed also.

By committing to no more development inside the city but with bedroom communities out side the city and proper transit for people to work in the city. We don't need a higher in city population.

Provide incentives to businesses to relocate employees and provide employment opportunities closer to residential areas instead of creating huge and unattractive shopping/business malls. For example, having smaller grocery and convenience stores, coffee shops, libraries and cafes that people can walk to or catch a bus to in residential areas. Also, develop more parks and other green areas in residential areas and near eateries so people can enjoy the outdoors without having to go miles.

You might need to look at creative ways to entice more people to live in the core vs. the suburbs, in order to increase density and reduce sprawl. I am disheartened by the future suburban neighbourhoods on the city map. I feel like this will pose significant challenges to the growth plan. For example, the more sprawl there is, the more difficult it will be to design a transit system that can effectively serve suburban areas; and more people will be car-dependent, which is counter-productive to the active transportation plan. While it has improved slightly, there is still quite a bit of stigma surrounding certain core neighbourhoods (e.g., that they're crime-ridden, unsafe, etc.). We are a couple in our 30s considering moving to Riversdale, and some of our friends and family members who live in the suburbs often give us strange looks when we tell them this. It would be great if the city could somehow incentivize living in the core, or engage people to look beyond the stigma to the opportunities and advantages (e.g., being closer to amenities and entertainment, being able to walk or bike to run errands, etc.).

Greater emphasis in on fill in the downtown and west of downtown core area, there is to much focus on expensive solutions to the extended suburban model

Put hard numbers to the infrastructure capital and maintenance savings overtime of infill development strategies.

Build higher. Not wider

Build up in the downtown (more highrise apartments).

City council needs to get serious about negating urban sprawl (they've done a poor job of that to date); until this happens, no bus transit system will be successful in this city and, hence, there won't be a need for dedicated bus lanes.

Density and proximity to workplaces could be improved by including retail, commercial & residential in the same buildings

Discussions on where High Density Housing will be developed, but still allow for traditional neighbourhoods (for that do not want to be forced into High Density Housing). Also - what strategies are in place for developing & reclaiming neighbourhoods S&W of 22 St & Idylwilyd (low income alphabet soup areas).

Encourage growth and infill into areas, discourage growth outside

Expand downtown, more high rises.

focus on more downtown residential opportunities and resultant decreased dependence on vehicular transport.

Focus on more residential infill rather than more suburban developments, especially not more suburban developments far out east



Get developers to build up instead of out.

get more in fill and don't spread the city out so much

Incentives for higher density housing in new neighbourhoods.

Infill should include a wide range of affordable options for seniors. Senior's housing in stages from independent living to nursing homes - complete with health / medical services shopping and recreation. The city's auto dealers did an automall, how about working with agencies already providing seniors housing and develop a senior's living mall?

Infill with apartments and higher density housing, rather than continuing to sprawl into residential areas that will continue to require people to use cars to get around; build up not out.

Make older neighbourhoods more people friendly

More development downtown

More infill housing.

More infill housing. Less sprawling new neighbourhoods.

More infill. Less suburbs

New communities should be developed with these concepts in mind. Local business, shopping, and play within the community.

Perhaps also focus on housing that increases population density.

Promote building up rather than out, as this would help to keep services closer together. Encouraging major grocery stores near the core neighbourhoods (City Park and Riversdale) and alleviating the red-tape/bylaws that prevent this (i.e.. at Avenue H and 20th Street). This would also help mobility around the city by eliminating some congestion.

Revitalize downtown further, build up then out of possible

Start accounting for externalities associated with suburban growth.

The city needs to start to grow up not out.

The plan is almost all about transit. Transit is an issue but city design is also important. Shopping centres like the one in WollowGrove provide access to many shops within walking distance. The shopping sprawl along 8th St. requires driving from store to store.

Update downtown so it looks newer and more exciting like other cities in Canada

### r13. Questions regarding funding for the Growth Plan

Growing out needs to slow down and growing up needs to be encouraged. More new large neighborhoods means more roads. More roads means more paving, sweeping, pothole fixing and snow removal. Things the city complains about every year when they increase our taxes.

Looking more at infill and less at suburban spread. Focus on improving civic services, which are currently expensive and inadequate. Examine and improve on the basic needs of the city before spending large amounts of money on fluff .

Greater emphasis in on fill in the downtown and west of downtown core area, there is to much focus on expensive solutions to the extended suburban model

Put hard numbers to the infrastructure capital and maintenance savings overtime of infill development strategies.

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

As long as downtown parking is affordable and transit service inconvenient, people will opt to drive. Ridership on our buses is going down and not up. Part of the issue is our long and cold seasons. No one wants to wait for a bus even 10 minutes when its minus 20 or colder. Heated bus shelters sound good but at what cost to build and maintain. Feasible? Perhaps a bus lane could be coupled with a two or more commuter lane. Penalize those single occupant vehicles going downtown. Do we also need to consider new water sources or will the South Sask River still be adequate 40 years from now?

-More service to Exhibition/Diefenbaker park area for transit - seems limited from what I can see and presently is extremely limited. There are high-density senior residences there as well as condo complexes, apartments, duplexes, and single-family homes. I think increased service to this area would be well received. -Lots of mention on how to re-design things, but what about maintenance along the way? Putting money into enhancements is great, but how are we going to do so sustainably? -More emphasis on accessibility for those with limited mobility for transit as well as walking. There's already a good start, but please continue to consider things like ramps onto walkways, well-kept sidewalks, etc.

The bus service in Saskatoon has been a failure on all fronts (poor ridership, inefficient (running empty buses) and poorly managed (ie. the fall 2014 strike disaster). The bus portion of the Growth plan does not inspire any confidence (in me at least). The City does not appear to understand that; 1. It is obvious that the vast majority of City residents primarily use vehicles to travel around the City and will continue to do so despite feeble social engineering attempts by the City. Any plans for the growing Saskatoon to 500,000 people should recognize this fact and focus on making the vehicle commutes/daily routines more efficient for drivers. 2. If the City was sincere about promoting the use of buses it should be free and more in tune with the needs of users. i.e. shorter travel times. That's said, I see little in the Growth plan than would prompt me to take a bus as it will remain more time consuming and inconvenient than driving. 3. Changing sidewalk configurations (at great cost to the taxpayer)is not cost effective and I sincerely doubt that this will make main thoroughfares (like 8th St) more useable. There are much better places to put our money. 4. I noticed the Growth Plan is all about the future and not about today. As we navigate our pot hole filled streets in the summer and deal with no residential snow removal in the winter, I



suppose its nice to ignore what is happening now and to dream about how wonderful things will be in the future. Until the City Fathers learn to deal in the present I have little confidence in their ability to plan for our future.

No question that moving people and the infrastructure in general has to be a top priority, Calgary and Edmonton both struggled and continue to struggle, because they did not address the movement of people appropriately I lived in Calgary for 40 years - I watched the city boom, and the lack of planning that went into moving people. Silly things like widening 16th avenue through the city, and then making a wrap around highway. The wrap around is brilliant, the millions spent on widening 16th avenue - not so much - needed one - not both Or putting traffic lights on Deerfoot trail in the south - putting lights on a thoroughfare - turns it into a parking lot Look at the access into and out of Evergreen and Willowgrove - it is brutal, I am glad I don't live in that end of town. If there is more building going on out towards McCormand, that will get worse - not better - that needs to have an overpass to move traffic more continually Another entrance off College Drive into EverGreen would also halpwould also help Get an overpass in at Boychuk and the Highway - with the growth there in Rosewood and the new district, that will get worse too 33 Street Bridge - not going to make any difference with all the lights along it and Attridge. Still a huge bottle neck on Attridge after crossing Circle, so a new bridge just moves the bottleneck - everything still grinds to a halt on either side And on the West side of the river at 33rd - unless you do something at 33rd and Warman Road to eliminate the lights and the train tracks, the traffic will all pile up there Get better access out of Stonebridge - again, a ton of development, and not decent traffic routes out

Well for one they can think about the high cost of living in this city. High cost of living doesn't make it very easy to live in this city. It sounds nice to make neighborhoods accessible and comfortable but at what cost to the average taxpayer? They talk about jobs and such but why not help train people here from the city to do jobs instead of bringing in foreign workers.

It needs a strong dose of financial realism! We need to figure out to pay for these ideas. Sinking vast sums into Transit is dangerous. That service has been so bad, for so long, that it lacks any credibility. Many people, me included, won't use it for this reason. This City needs to build roads that don't collapse in 3-4 years. Until that happens, people have little faith in infrastructure.

Need to get people to use public transit. 5% is almost none. Large cities like Phoenix have problems getting people out of their cars. Grass bolivards are unsitely most of the time in Saskatoon, find alternatives. Taxes are rising and the city looks more unkept year after year as well as poor street repairs.

Accept reality. The vast majority of people prefer to travel by car if they can afford to do so. Making transit attractive to those people will cost so much money it won't be accessible to the people who actually need it - the poor. Half the year walking and biking are extreme sports due to weather. Again it is a waste of money to try and encourage more people to do these things, especially if it's diverting space and money away from what people actually want and need - room for cars to drive and park.

Enhancement is not the concern of the average taxpayer. A long term plan for the city's growth is prudent but the timeline and associated cost of implementing this revamping of infrastructure and services needs to be tempered and staged to support actual, rather than perceived need.

fund it without increasing taxes and look after current infrastructure first

Make a plan that is feasible for what residents can pay for. A plan is great for the future but if that means charging residents more than what we are paying now for taxes maybe fix the current infrastructure vs. planning a large project we cant afford

The plan needs to include catch up as we are falling behind in basic services with large tax increases, the city is not dealing with core issues yet pie in the sky projects move quickly.

with he population of the people, infrastructure should be appropriate. we can achieve this by applying tax on residents & from federal & provincial fund improve infrastructure & transit services.

Be careful to not hike taxes too quickly (or at all)- amortize over many years. Communicate well so there's minimal confusion and resistance

explain how much it will all cost

listen to citizens who have lived elsewhere and know how great cities function. Stop putting the onus of paying for all the growth on existing homeowners in older areas - higher taxes for newer developments to support their growth.

Public consultation realistic goals, appropriate funding

I would prefer that more of our tax money be allocated to practical things like this plan rather than things like the new art gallery or sport facilities.

The growth plan seems okay. there will always be issues that arise that are unexpected and whether or not the budget exists for that and to facilitate the growth remains to be seen.

Growth recently has as resulted in higher taxes , poorer services and a lot more inconvenience for it's citizens. I don't support growth. It's the city mayor and senior city officials who seem to be bought off by the business sector. People can and should work in the outer areas of the city. There is no need for all paths to lead downtown. We certainly don't need a 33rd street bridge in our future. Even the need for the traffic bridge replacement is very questionable.

Preserve spaciousness. Have new neighborhoods pay the costs of growth.

Much greater LRT transit needs to be included as a primary focus with two bridges crossing the river. Other requirements that were not mentioned include parking lots/areas that residential persons can drive to and there board a light rapid transit (LRT). We can take a lesson from other cities regarding the nature of LRT.....by rail (ground surface or elevated above ground, etc, etc.). Lastly, I believe it is a major error to 'lock' into a plan that aims at 500,000 people. People of that future will be saddled with 'paying the bill' for past lack of foresight as we presently for lack of long range planning in the past.

By getting the feds to kick in with the major monies

Carefully monitor population growth along with the plans to ensure we are not spending money unnecessarily.

City will not continue this growth pattern - costs need to be further examined.

Do not replace the 19th street bridge but apply the funding to other aspects of the growth plan.

find another way than continued increases in property taxes to finance this

How about some costs or how it will be paid for.

increase tax

It all sounds good, but there are issues of finance, maintenance and feasibility that need to be addressed. Are there enough transit workers to keep a bus running every 5-15 minutes?

it is going to cost money, BUT find a way that this can be done with out the finances getting out of hand.

less taxes

Make the cost known

More bridges aren't the answer. Would be nice if alternatives could be found rather than spending millions on new bridges all the time.

More money

Promising not to become the highest taxed city in Canada

The infill and development on the major corridors would be beneficial as long as safety issues are not a concern and it is pleasing to reside in the areas. Currently they are unattractive and u inviting. City hall needs to remember that all of these changes will come with a large cost that the taxpayers will bear. Currently they show little concern for spending.

To collect timely tax.

Trying to fix poor previous planning will be to expensive

What's the point of heated shelters? Just another expense for vandals to destroy.

#### r14. Opt for LRT / Skytrain

Much greater LRT transit needs to be included as a primary focus with two bridges crossing the river. Other requirements that were not mentioned include parking lots/areas that residential persons can drive to and there board a light rapid transit (LRT). We can take a lesson from other cities regarding the nature of LRT.....by rail (ground surface or elevated above ground, etc, etc.). Lastly, I believe it is a major error to 'lock' into a plan that aims at 500,000 people. People of that future will be saddled with 'paying the bill' for past lack of foresight as we presently for lack of long range planning in the past.



I think the expansion of public transportation is imperative, but I wonder if other forms than bus have been considered? A LRT-type system would like be viewed favourably and could provide rapid transit between high demand areas (dark green on map). This system could then be expanded as the population continues to grow. Also, I think that having space on buses to meet demand is an important factor to consider. Having buses drive by passengers waiting at their stop because they are full is poor practice and deters individuals from taking the bus in the future. Last, I think considering the value for service is also important. Improved bus service is needed, but not if the fares continue to rise to exorbitant rates. The current price is not a good value and, if it continues to rise, people will stick to driving.

I support a new bridge as long as our river wild life corridors are given very real consideration. Rapid transit is a must and the sooner the better; hopefully the plan for starting will include plans for future increase of the rapid lines so that the City doesn't have to start from scratch again. I know these two cities are much bigger but the combination of bus/RT/ and other in both Vancouver and Toronto are just excellent from a visitor point of view.

My main concern is the transit. I believe something like Calgary's c-train would greatly benefit our city. The current transit is far too slow with limited accessibility. When I first moved here I would wait at some stops with a stroller and the bus would drive right past me or stop and tell me that the bus was not made for strollers. Therefore I was stranded on 8th street with no way home. Now we have two cars and have not used the transit system in 5 years. For a city to improve and have less traffic there needs to be better options.

A fast train, or shuttle to get through city that has maybe one stop per major area.

A rapid transit bus service may be good but the city seems intent upon pushing businesses into the Marquis Industrial area. There does not seem to be any plans to get rapid transit to this area so people will drive. A LRT system may be better with terminals at four points, Sutherland, Blairmore, Stonebridge and Marquis Industrial. Every bus should not have to stop at that bus mall downtown. It would take me 1.5 hours one way to go from my home near Clarence and Ruth to my place of employment on Brodsky Ave. I will not sacrifice 3 hrs of my day to use public transit.

Consideration for other possible transit options besides buses, such as trains, to make travel to the core from outer suburbs quicker as well as more environmentally friendly.

Perhaps a light rail transit like Calgary with bus heading towards those stations. Making bike lanes that are block to other vehicle traffic and are cleared in the winter to allow bike through. Limit car traffic through downtown to encourage other forms of transportation.

More bike lanes Consider LRT, not BRT (electric, not diesel)

A c- train like Calgary would be a option less cars in the buisness area

I don't think the vision is broad enough. With a doubling of the population in the past few years, the traffic, mobility and other issues have been boggling for the City. They've taken far too long to address them and now, the vision is far too limited in scope. Why are they not discussing LRT as an option and lay the first underground line east to west, and north to south, to the U of S Campus? One has only to consider how the doubling in the population has overwhelmed our traffic system already, what will doubling again do? One bridge will not rectify the situation, nor will a 'slight' streamlining of the transit system. The City MUST think BIGGER!

Light rail through downtown core and along N/S and E/W corridors. Also, stopping freight rail through the city core during daylight hours would be a strong improvement.

prepare roads, bridges, infrastructure with a plan for a higher population. A light transit system would be beneficial. A couple of more bridges is a necessity.

Further communication with residents. Consider a monorail system instead of rapid buses

an additional bridge would definitely help and maybe start looking into a overhead lite rail system before more buses are put into action.

Consider more bridges farther north. Look at DC and Toronto bussing systems. Visit other big areas & see what's good and not good. Can we go underground?

Have better transportation to the cities of Warman and Martensville i.e.. LRT service Bike lanes, etc. are great but we have snow and ice for most of the year so these are not useful year round We need a LRT system Put a bridge in the far north -not connecting 33rd street -that area is already very congested

by bringing the train transit like calgary

Commuter rail

Has a light rail loop been considered?

Have a dedicated LRT, like Calgary.

I work in healthcare. I do not have a regular 8 - 4:30 job. My shift start-times have historically varied a great deal. I am not interested in adding time to my commute when I already have to be at work at 6:30 am. I am female, and I also do not want to be walking to and from a bus stop by myself after dark. I am not convinced that buses will meet our future needs. I might be interested in a rapid transit system (like an LRT) if our population grows enough to support it financially, but the proposed plan for bus routes will not change my transportation habits.

I would like to see the city look at a core transit system above the existing infrastructure (sky train). I understand the cost is likely prohibitive, but would want to know that it is considered as an option when looking at the long term and before investing too much in a system that may need to be replaced again.

light rail

LRT! Putting more buses on the road is not going to solve anything. We need dedicated transit roads, or rails, to solve the problems we have. Its only going to get worse as we grow.

Maybe a train of some sort

Putting in a Light Rail Transit (LRT) system in certain busy areas would be excellent, much like Edmonton and Calgary have. If the city indeed grows to 500,000, this would be a better option than bus travel. I'm not saying by any stretch of the imagination that we should compare Saskatoon to Chicago, but they have a great LRT system in place with Red Line, Blue Line, etc. that could also be viewed as an example. The city planners were smart on roads like 8th Street and 22nd Street to have boulevards dividing the east/west traffic. These boulevards could

actually be used for the LRT system to run along (be built on) thus keeping the vehicle traffic lanes the same as always.

Use rapid overhead transit

Why no discussion about the development of LRTs as a travel option?

## r15. Improve customer experience / transit image

It needs a strong dose of financial realism! We need to figure out to pay for these ideas. Sinking vast sums into Transit is dangerous. That service has been so bad, for so long, that it lacks any credibility. Many people, me included, won't use it for this reason. This City needs to build roads that don't collapse in 3-4 years. Until that happens, people have little faith in infrastructure.

Need to get people to use public transit. 5% is almost none. Large cities like Phoenix have problems getting people out of their cars. Grass bolivards are unsitely most of the time in Saskatoon, find alternatives. Taxes are rising and the city looks more unkept year after year as well as poor street repairs.

I don't like the idea of referring to it as a growth plan rather a Development plan . I think it is wrong to focus on the growing to Half a Million . The population will grow or it won't depending on the economy which there are a limited number of things the city can do to impact. What is important for the city to focus on is how this growth is managed. The city has done a poor job of allowing urban sprawl rather then focusing on infill development. Which is in part why it is more expensive to manage our roads, buses and other infrastructure. For example the idea of improving 8th street to make it more walkable is a great idea but has nothing really to do with growth. The idea of improving bus services is great but it will require a huge shift in the way people think in this city and the level of service provided. For me personally it would make my commute closer to an hour rather then the 15 minutes it currently takes.

Transit needs to be prioritised before growth. Existing citizens need transit that works so they can encourage new citizens to use it.

For me, the public transit system never seems to be keeping up with the growth of the city. (I was born and raised in Saskatoon.) Presently, I would not even know how to take a bus in Saskatoon, and I live in the City's Centre. Bus service in areas, then transferring to a rapid transit seems like a good idea...not every bus route needs to come downtown. The Growth Plan presently under review needs to prioritize the roads and infrastructures...seems to have been neglected (?) e.g. University Bridge closure. Possibly, an incentive could be a lower fare, getting more people onto the transit and more cars off the streets.

Encouraging people to use transit and walking and biking by giving tax breaks or discounts. Especially in the beginning phases, as it will be most difficult to change the behaviours of those who are used to driving..

Expand the bus routes, more bus routes and easier to use. More frequent as well

Make it truly rapid transit. There is no way I would use the present system because it is to slow, and I prefer not to be in the midst of the riff raff that hang out at the major transfer terminals. I prefer to avoid that uncomfortable experience all together.

As I have said in response to an earlier survey on this topic, I am extremely cynical when our City plans for 30 or 30 years ahead when it cannot even manage what is happening today. Note how the City allowed the Victoria/Traffic Bridge to reach a stage where it was condemned - where is there anything in this Growth Plan about replacing that bridge? Where is there mention of improving traffic flow today by adding hundreds more



flashing arrow left turns, and having them operational 24 hours a day? Forty years ago when I was a Sask grad student at the U of Alberta, I could hardly believe the bus service: 5 minute service to the University, with good bus shelters. Why are we only talking about that kind of service now? AND WHERE IS THERE ANY MENTION OF ACCESS TRANSIT? No serious mention about accessibility for people with mobility issues - in the video, the bike segment showed curbs that are not yet accessible! And I repeat, the future never unfolds the way people expect or hope it will. I strongly suggest everyone involved with the Growth Plan read a book titled Future Shock by Alvin Toffler, which was a bestseller about 40 years ago - how many of the predictions in the book have been fulfilled in the way the author expected? For example, instead of individual personal helicopters what we now have are drones. And no one predicted how use of computers would explode into the Internet!

Continue to ask for the citizens opinions. Access the viability of transit use. Will adding capacity really draw new consumers when so many love their car?

\*I hope my initial comments re:Transit have been saved. It must be noted that as a Transit patron for over 25 years, I have seen this service decline in most aspects: Equipment (coaches), Frequency and Reliability of service, cleanliness of coaches (ugh), cleanliness/maintenance of shelters (where in fact they are randomly located), Training/city knowledge of coach operators is noticeably lacking

ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now, not saying they are all like that but the majority is and that is part of the reason i would rather not take the bus, you're treated like a second class citizen by the bus drivers

Ensuring safety and cleanliness of buses

Nicer bus drivers all I hear is about the rudeness with bus drivers to passengers

Plan for bus users to have wifi access while travelling to destination. This would increase ridership as one could work online or whatever.

Sounds okay but it might be a dream when past transit records are considered.

Transit app could be developed even before rapid transit systems are in place.

We need to increase public confidence in existing civic services before we expand these services. For example, transit service is terrible, buses are off schedule, will sometimes miss pick ups, go wrong routes etc and then when you try to contact transit to complain, you get voice mail and it becomes a chase to see if you can actually talk to someone. Service needs to be enhanced to increase public confidence.

## r16. Improve transit infrastructure / amenities

As I have said in response to an earlier survey on this topic, I am extremely cynical when our City plans for 30 or 30 years ahead when it cannot even manage what is happening today. Note how the City allowed the Victoria/Traffic Bridge to reach a stage where it was condemned - where is there anything in this Growth Plan about replacing that bridge? Where is there mention of improving traffic flow today by adding hundreds more flashing arrow left turns, and having them operational 24 hours a day? Forty years ago when I was a Sask grad student at the U of Alberta, I could hardly believe the bus service: 5 minute service to the University, with good bus shelters. Why are we only talking about that kind of service now? AND WHERE IS THERE ANY MENTION OF ACCESS TRANSIT? No serious mention about accessibility for people with mobility issues - in the video, the bike segment showed curbs that are not yet accessible! And I repeat, the future never unfolds the way people expect or hope it will. I strongly suggest everyone involved with the Growth Plan read a book titled Future Shock by Alvin Toffler, which was a bestseller about 40 years ago - how many of the predictions in the book have been fulfilled in the way the author expected? For example, instead of individual personal helicopters what we now have are

drones. And no one predicted how use of computers would explode into the Internet!

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My main concern is the transit. I believe something like calgarys c-train would greatly benefit our city. The current transit is far to slow with limited accessibility. When I first moved here I would wait at some stops with a stroller and the bus would drive right past me or stop and tell me that the bus was not made for strollers. Therefore I was stranded on 8th street with no way home. Now we have two cars and have not used the transit system in 5 years. For a city to improve and have less traffic there needs to be better options.

As long as downtown parking is affordable and transit service inconvenient, people will opt to drive. Ridership on our buses is going down and not up. Part of the issue is our long and cold seasons. No one wants to wait for a bus even 10 minutes when its minus 20 or colder. Heated bus shelters sound good but at what cost to build and maintain. Feasible? Perhaps a bus lane could be coupled with a two or more commuter lane. Penalize those single occupant vehicles going downtown. Do we also need to consider new water sources or will the South Sask River still be adequate 40 years from now?

I honestly don't think people are going to leave their cars at home and take the bus, walk, or bike until it becomes cheaper and more convenient for them to do so. Our entire road network is catered to cars - from the lanes they're given to the timing of street lights. More thought needs to be done towards other methods. Also, waiting for the bus at -30C is horrible and we need heated shelters in the winter. As a pedestrian, it's frustrating walking on our bridges as the cyclists are constantly flying by me. As a cyclist, it's frustrating having to slow to a crawl, dismount, and battle for space. There needs to be room dedicated to both.

support neighborhoods in poverty with transportation as a barrier to employment, education, groceries, social inclusion like King George and Exhibition. Support increased public transit and safe sidewalks for Social Housing complexes in Holiday Park, and Affordable housing in Hampton Village, Blairmore, and throughout the city. Make it more mobility impaired friendly for adults and for aging population - looks like youre planning on making people walk or bike more whether they can manage or not. Plan for more disability parking reserved throughout the city for loading and unloading, safe Access Transit entrance parking as important as public transit stops, and cutback on non-disability parking. Introduce car pooling measures. Prioritize safety of mobility impaired area at front of public bus, so one baby stroller won't knock them over or worse.

The existing rail lines within the city area need to be removed and rerouted to the outskirts of the city. Notice of that initiative should have been promoted decades ago. The rail corridors would make excellent transit routes. The bus mall also needs to be relocated. A perfect location would be across the street from the new police station or in the immediate vicinity. The present location is a disgrace and a disservice to transit riders. When special events are held or even Blades hockey games, transit riders on charters or specials often miss connections and have to wait in winter conditions for far too long for a bus that may be the last one of the evening if they are lucky.

Making the current bus system better, like dart from major spots to the downtown and university.

With the rapid increases population, need to do growth in infrastructure, transit things for easy go from one place to another by putting some fund by tax.

increase bike lanes, enforce current traffic regulations, restrict giant truck traffic, enhance public transportation

be more forward thinking -- when building a new neighbourhood -- like Stonebridge for instance -- why not think about heavy traffic volumes and need for more ways into and out of the area WHEN building it -- so that changes don't need to be made in a year or two? More forethought into high density areas and how traffic will flow would help. Also take into consideration emergency vehicle routes as well as bus routes.

Investing in roads and transport

just better housing prices and better transit system

-Improve the transportation system -Improve the conditions of the streets, their cleaning, the removal of snow in the winter

It would be nice if we had good roads to drive on instead of the usual potholes and obstructions.. Many of the sidewalks, especially in the older areas, have crumbling sidewalks which are not in good repair... We need better bus service NOW and smaller buses...also bus shelters since we typically have 5-6 months of winter weather. Smaller buses would also not be as hard on the streets as they are now.

Keep listening and expanding ideas. Use latest transportation technology -- ex: each bus should have the digital sign at the front of it, displaying the name of the next stop.

A better Transit system would help. I really don't have long term thoughts as I am 70+ and most of this will not happen soon. I agree with the long term goals.

A focus on public transit is the correct idea and I support more in this area. I do not think your plan is aggressive enough to support an increase in population that you are envisioning.

Be sure that active transportation doesn't get pushed out of the plan. It needs to be central.

Fix transit first. Once more people are using public transportation other problems will lessen.

Focus on improving bus for people who already use it, not just new users

for any transit plan to work first you need to get people on the bus until that happens the plan will not work work on that first

grow transit first



Honestly, just focus on transit. There are very beautiful places in the city everywhere, and I believe that the corridors will always be hideous.

I agree that Saskatoon needs a plan and like the idea of BRT. I also support the idea of expanding transportation around the city without funnelling all traffic through downtown.

I see the logic in what they say .. however it is not all rosey as portrayed .. the comfortable bus shelters etc .. i've seen so many destroyed by vandals shortly after they have been repaired .. there is personal security which is also of grave concern for bus riders especially off peak periods as for shift workers etc.

I think work on the transit problem

I would consider putting up security cameras at bus stops because they are so frequently vandalized.

I'm not sure how you can enhance it, but to me make sure you are targeting who you want to target. Students, seniors, low-income families etc will be the biggest users of this system, so make it work for them. They, in turn, will contribute back to the economy. Making changes for a high-income professional who only drives to/from work is not a priority, but will be positively affected by the changes.

Improving the bus system

In Saskatoon biking is only a viable option for a relatively short period of the year we should not adversely affect bridges or parking spaces to accommodate this overly vocal minority. The emphasis should be on year around effective public transit.

Is it reasonable to use smaller buses during non=peak times? I have seen buses go by my house with no one on it - that seems like a waste. In Holland, I believe they have skinny type buses that are rapid transit.

Nothing in particular. My biggest concern was improving transit, and that is certainly addressed.

PROVIDE MORE PUBLIC TRANSPORT SYSTEM

With the improvement of transit.

r21. General comments about the plan.

I don't like the idea of referring to it as a growth plan rather a Development plan . I think it is wrong to focus on the growing to Half a Million . The population will grow or it won't depending on the economy which there are a limited number of things the city can do to impact. What is important for the city to focus on is how this growth is managed. The city has done a poor job of allowing urban sprawl rather then focusing on infill development. Which is in part why it is more expensive to manage our roads, buses and other infrastructure. For example the idea of improving 8th street to make it more walkable is a great idea but has nothing really to do with growth. The idea of improving bus services is great but it will require a huge shift in the way people think in this city and the level of service provided. For me personally it would make my commute closer to an hour rather then the 15 minutes it currently takes.

Much greater LRT transit needs to be included as a primary focus with two bridges crossing the river. Other requirements that were not mentioned include parking lots/areas that residential persons can drive to and there board a light rapid transit (LRT). We can take a lesson from other cities regarding the nature of LRT.....by rail (ground surface or elevated above ground, etc, etc.). Lastly, I believe it is a major error to 'lock' into a plan that aims at 500,000 people. People of that future will be saddled with 'paying the bill' for past lack of foresight as we presently for lack of long range planning in the past.

Make realistic goals. To improve the transit system is a good idea, but will the buses be easier to use, will there be excessive transferring necessary. Will the warm shelters be maintained. The city needs to grow first by enticing people to move here, sounds like jobs and housing will be an issue.

Nothing, its a good idea. I just don't trust the execution.

i appreciate plans for transit services but i can suggest some flyovers over the major traffic roads.

Look at a more realistic plan. The areas the city is planning to enhance and develop are not areas where people are going to choose to socialize and shop. At least not the kind of people traffic one is hoping will generate an benefits from. These areas are crime ridden and becoming more and more unsafe daily. Not a place I would choose to be.

Stop bringing more people into this small city there is not enough room in this city and I highly doubt these fictional plans will ever happen

They need to plan for the big picture instead of the now plus a bit. These bridges are slow to come with funding and time...construction is always bothersome... They need to plan ahead of the growth not as or after the growth. Schools, bridges...so many projects behind...but yet the Art Gallery is a main project??? Priorities people!

a new bridge is definitely needed but not sure if 33rd is the right place

actually implement some concrete plans that make sense

Be proactive not reactive

Better planning

By being able to meet deadlines. This city has had some hick-ups in the past of meeting deadlines. Therefore, if they could be mitigated, then I believe the growth plan will have substantial backing from Saskatoon residents

by doing a little each year to reach the conclusion desired

by proceeding gradually and not waiting for it to be left behind

By starting on it now.

Ensure that all growth meets the needs of an ageing baby boomer population

Get rid of the 8th St idea of going down to 4 lanes plus rapid transit. That makes no sense at all.

I think that perhaps we should look forward even further to maybe 1M people

I would say that 30-40 years is perspective on the subject to change between now and then, things change, certain dynamics, certain situations. Economy, natural resources, politics, unforeseen events.

Implement the plan as quickly as possible

keep it updated on a timely basis .. may require additions or deletions of the core plan

Make the video a little shorter - 3:30 tops

more urban planning

Need to execute what has been promised

Plan smart

plan well,

Put some timelines in the plan, to drive accountability and ensure that the plan is as actionable as it is realistic and reflective.



Putting it bluntly - have the planners get realistic! At current rates of growth Saskatoon will double in less than 20 years! not 30-40 as stated. I told Tiffany Paulson that fact in 2007. Only a deep recession or depression will reduce the rate of growth to requiring 35 years to double.

should have built a lrt long ago

Start doing it now

Start with the areas of high priority like the 33rd street bridge and 8th street corridors

start working on it now.

stay realistic

Step 1 would be to realise that Saskatoon would not be a better place to live with 500,000 people. It's growing TOO quickly now, and this plan, while strong, may wish to take that into account. I for one hope to leave if we hit 300,000. Growth doesn't mean it's Better. It's all swelling. We do NOT want to be Calgary. We do not want to live in a city like that, no matter what kind of envy our current Mayor has.

Stop promoting the bike lanes - it is catering to too small a segment of the population

Support the decisions of the matter and enhance the consequences.

the city needs to be proactive, rather than reactive with the plans. They need to execute these ideas before the need for them is huge.

The city needs to be ready to purchase land, and tear down buildings (houses, businesses, etc) that don't fit within the plan. If everything is just going to be retro-fitted to fit the area currently available there will be a lot of ill-fitted implementation of the plans. While the plans presented look good, I question whether or not the city is actually prepared to follow through as planned, or are just putting this out because they feel they have to.

The plan is very Broad and far reaching. I struggle with figuring out what needs to be done first and how the elements of the growth plan sequence or are interdependent on each other. It appears to me that they are a collection of good ideas on a number of issues but no deep thought on the order and timing of priorities.

The way they have explained it I think they will make it worse.

Using common sense, well thought out plans. Not looking at short term small area fixes.

## r22. Comments supporting a new river crossing

Much greater LRT transit needs to be included as a primary focus with two bridges crossing the river. Other requirements that were not mentioned include parking lots/areas that residential persons can drive to and there board a light rapid transit (LRT). We can take a lesson from other cities regarding the nature of LRT.....by rail (ground surface or elevated above ground, etc, etc.). Lastly, I believe it is a major error to 'lock' into a plan that aims at 500,000 people. People of that future will be saddled with 'paying the bill' for past lack of foresight as we presently for lack of long range planning in the past.

a new bridge is definitely needed but not sure if 33rd is the right place

I support a new bridge as long as our river wild life corridors are given very real consideration. Rapid transit is a must and the sooner the better; hopefully the plan for starting will include plans for future increase of the rapid lines so that the City doesn't have to start from scratch again. I know these two cities are much bigger but the combination of bus/RT/ and other in both Vancouver and Toronto are just excellent from a visitor point of view. prepare roads, bridges, infrastructure with a plan for a higher population. A light transit system would be beneficial. A couple of more bridges is a neccisity.

an additional bridge would definitely help and maybe start looking into a overhead lite rail system before more buses are put into action.

Consider more bridges farther north. Look at DC and Toronto bussing systems. Visit other big areas & see what's good and not good. Can we go underground?

Have better transportation to the cities of Warman and Martensville i.e.. LRT service Bike lanes, etc. are great but we have snow and ice for most of the year so these are not useful year round We need a LRT system Put a bridge in the far north -not connecting 33rd street -that area is already very congested

First focus needs to be on the new north bridge. More reliable transit is a must if you want people to commit to it for work, with peek times extending past 6:30 p.m. for the ride home. MANY would take the bus and find the morning not so bad but after a very stressful day, waiting for a bus for 30Plus minutes and a slow and long ride on the way home is just too much, especially if there is a fair walk once you depart the bus. more bridges, cheaper transit

Keep the transit plans as long as they'll be efficient and not increase congestion. Add more bridges and scrap the rest of it.

city of saskatoon can enhance the growth plan by constructing new bridges, having more frequent transit services and providing more housing facility.

build better road,more frequent bus transit,building overbridge

more bridges as the plan of 33rd also one on lenore drive or 60th. fix up attrige drive. fast transit from home to close by to work

Ensure input from citizens, as well as identify where more bridges, rapid transit are required.

People have to be moved more quickly re buses, etc. Its so cold for nearly 6 months of the year, and just to cold to wait for 15 minutes in that cold. Bridges are great for vehicular traffic. Green space is great. Bike trails and walking trails are great. More sport complexes would also be awesome

Delete the 33rd street bridge and concentrate North, Consider crossing under the river with dedicated transit routes from various hubs

do some things faster; bridges, bus lanes

More bridges necessary - walking and bike bridge would be great too

Instead of the 33rd street bridge option we need to figure out the Victoria bridge option. We need to tear it down and put up a new one. That will see major traffic flow decreased over the University Bridge and the Broadway bridge. Also we need to come up with a better plan for Circle Drive between Ave C and Miller Ave. The north bridge will take care of some of that traffic but we need to think making that a freeway and moving those business elsewhere.

Build two bridges versus one. The university bridge is already too crowded with 39,000 vehicles on it per day. Ensure all new developments are built with the growth plan in mind so redevelopment in the future is not necessary. Widen the busiest roads to have 3-4+ lanes. Attridge needs to have more lanes. Have multiple exit points from neighbourhood versus only one or two. Have more amenities in newer areas. Stonebridge needs more gas stations for example.

Another bridge or 2 would help. There are so many turn left arrows that are not in use during the day that should be. The traffic in this city on any given day is horrid. Need parking and not so expensive. I avoid downtown on any given day. Way too many stop signs & lights everywhere. Rethink any new road construction. Everything has a bandaaid..not a fix. The design of the roads is piecemeal. That needs to be re-thought.

Create beer traffic flow on circle drive north and south. Build a bridge on the north end

Get the 2 north bridges built. The commuter bridge which connects Marquis drive with either Central ave or Mcormond drive, to help move all the traffic from Silver Springs, Arbor Creek, Willow Grove, Forest Grove, Erindale, Evergreen and the new Holmwood. The new Highway bridge further north of the city that could connect the Warman highway to the Aberdeen highway along the back side of holmwood and connects to highway 16 (Yorkton) then all the big trucks don't have to come through the city. That would make a huge difference on circle drive as its all the big trucks that block intersections with all the lights. with those 2 bridges then 42nd street traffic will go down and because the freeway is north of the city. No freeway should have lights every block that was poor planning.

More bridges, and/or more lanes across existing bridges.

North bridge and a perimeter bridge would be more desirable. Allow traffic (trucks) to by pass Saskatoon traffic by going around the city. This would free up north circle drive.

North bridge, high priority on current circle drive north as well

North bridge. Smarter traffic lights. Stop the stupid speed limits in non accident areas.



North bridge. Warman access.

Quit putting schools on major roads. Get the North bridges built asap.

Build a brand new north bridge and rebuild the bridal bridge before s5arting any other projects.

More bridges and a lot better roads.

More bridges, more lanes on the major roads

I am not a bus user and it's because I have three kids I'm not going to lug around on a bus since I have a vehicle. It makes more sense to provide more parking and easier transit for cars such as bridges than working on bus routes in the short term.

I think we are growing too fast and there is no way that we can accommodate the number of people that is projected. We definitely need more bridges.

Bridges are of utmost importance. ...simple traffic bridges would majorally improve current traffic issues. More parking downtown especially for people who work downtown....at an affordable cost

a new bridge north of 51st St.

A north comuter bridge is a very high priority.

add a north bridge

Another bridge from Forest Grove/Erindale/Silversprings to North Industrial.

Bridge further north than 33rd street

bridge on the North end of the city

Build a North Bridge now not later.

Building bridges connecting east and westside

Forget the Bus route upgrades and built more Bridges for vehicle traffic.

Get the trucks out of our city, the south bridge is a start, but we need a perimeter highway and a north bridge to get that done. We don't need a 33rd street bridge for a long time (if ever?), with the new traffic bridge and the north commuter bridge, that will get it done for the short term.

Make decisions that don't just work for today, but are futuristic. Move quicker on the development of bridges that would be either directional or logistical correct for its proposed.

More bridges on the north

Second north bridge needed before 33rd St bridge

There have been better access to cross the river but deleting the Victoria Bridge has congested the Sid Buckwold bridge and the Broadway bridge. Things should have been kept up to alleviate the problem that is caused. Now it is necessary to build another bridge in the north end to help the problem.

We already need more than one new bridge. Get going on that.

We need a North end bridge before a bridge at 33rd street.

With at least two new river crossings maybe even three. The North bridge should have been built before the south bridge

## r23. Increase / retain green space

I support a new bridge as long as our river wild life corridors are given very real consideration. Rapid transit is a must and the sooner the better; hopefully the plan for starting will include plans for future increase of the rapid lines so that the City doesn't have to start from scratch again. I know these two cities are much bigger but the combination of bus/RT/ and other in both Vancouver and Toronto are just excellent from a visitor point of view.

People have to be moved more quickly re buses, etc. Its so cold for nearly 6 months of the year, and just to cold to wait for 15 minutes in that cold. Bridges are great for vehicular traffic. Green space is great. Bike trails and walking trails are great. More sport complexes would also be awesome

Long term growth is also considering the ENVIRONMENT and how we can create more central/core growth rather than Urban sprawl, encouraging people to use alternative transportation (yes public transit but also biking, walking...creating REAL bike lanes, REAL bridges for non-vehicles-maybe a bridge for pedestrians/bikes/public transit and emergency vehicles only). Not only maintaining the Meeswasin and river bank for its natural beauty but also surrounding areas where the wild can be maintained and used for its natural enjoyment...WITHOUT being able to see Urban-ness...

Consider greenspace, accessibility and sustainability

-More parks and facilities for kids/families to play in/with. -Wipe out large sections of the downtown core and start again around a park in the middle. -Get Blackstrap up and running again as a ski hill. -Turn Broadway into a pedestrian mall (eliminate cars on Broadway).

Give greater focus to self contained communities around the city. Need to create more green space around the city and take care of it. This kind of space gets the lowest budget priority yet it is what makes Saskatoon so livable.

Allow for continued green space

Eco friendly enhancement ms added in each area of the plan, to be a city where people truly love to live

I didn't read or see anything about green spaces. I think it is very important to include parks and other green spaces into the growth plan.

Increasing green space

Make sure we DO NOT lose green spaces! Think carefully before paving things over and do not put too much development on the river banks.

The growth plan could be enhanced to include outdoor public spaces such as sports fields, dog parks, playgrounds, and other public parks.

## r24. Improve parking (costs, availability)

Another bridge or 2 would help. There are so many turn left arrows that are not in use during the day that should be. The traffic in this city on any given day is horrid. Need parking and not so expensive. I avoid downtown on any given day. Way too many stop signs & lights everywhere. Rethink any new road construction. Everything has a bandaaid..not a fix. The design of the roads is piecemeal. That needs to be re-thought.

Bridges are of utmost importance. ..simple traffic bridges would majorally improve current traffic issues. More parking downtown especially for people who work downtown....at an affordable cost



As long as downtown parking is affordable and transit service inconvenient, people will opt to drive. Ridership on our buses is going down and not up. Part of the issue is our long and cold seasons. No one wants to wait for a bus even 10 minutes when it's minus 20 or colder. Heated bus shelters sound good but at what cost to build and maintain. Feasible? Perhaps a bus lane could be coupled with a two or more commuter lane. Penalize those single occupant vehicles going downtown. Do we also need to consider

Saskatoon has a lot of special events and attractions in the downtown area but traffic and parking are unbelievable. Public transit and bike accessibility are very important. What if there was specific parking near downtown but not right in it and free shuttle service for people to get to downtown. Also building attractions not in the centre of the city would help.

Attention to parking, downtown, and north industrial areas.

I would like to see outside pedestrian shopping and more parkades!

Parking is an issue in this city as well that should be reviewed. What is being done about the increase in enrolment in schools. Is the city looking at land for new schools?

I feel parking needs to be a priority with infill. Cities like Edmonton and Calgary have both well-developed car and transit systems

When discussing the business & infill part of the growth, they need to allow for adequate parking.

## r91. Other mentions

As long as downtown parking is affordable and transit service inconvenient, people will opt to drive. Ridership on our buses is going down and not up. Part of the issue is our long and cold seasons. No one wants to wait for a bus even 10 minutes when it's minus 20 or colder. Heated bus shelters sound good but at what cost to build and maintain. Feasible? Perhaps a bus lane could be coupled with a two or more commuter lane. Penalize those single occupant vehicles going downtown. Do we also need to consider new water sources or will the South Sask River still be adequate 40 years from now?

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I am not a bus user and it's because I have three kids I'm not going to lug around on a bus since I have a vehicle. It makes more sense to provide more parking and easier transit for cars such as bridges than working on bus routes in the short term.

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Look at a more realistic plan. The areas the city is planning to enhance and develop are not areas where people are going to choose to socialize and shop. At least not the kind of people traffic one is hoping will generate an benefits from. These areas are crime ridden and becoming more and more unsafe daily. Not a place I would choose to be.

Stop bringing more people into this small city there is not enough room in this city and I highly doubt these fictional plans will ever happen

They need to plan for the big picture instead of the now plus a bit. These bridges are slow to come with funding and time...construction is always bothersome... They need to plan ahead of the growth not as or after the growth. Schools, bridges...so many projects behind...but yet the Art Gallery is a main project??? Priorities people!

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

Well for one they can think about the high cost of living in this city. High cost of living doesn't make it very easy to live in this city. It sounds nice to make neighborhoods accessible and comfortable but at what cost to the average taxpayer? They talk about jobs and such but why not help train people here from the city to do jobs instead of bringing in foreign workers.

Growth recently has as resulted in higher taxes , poorer services and a lot more inconvenience for it's citizens. I don't support growth. It's the city mayor and senior city officials who seem to be bought off by the business sector. People can and should work in the outer areas of the city. There is no need for all paths to lead downtown. We certainly don't need a 33rd street bridge in our future. Even the need for the traffic bridge replacement is very questionable.

Preserve spaciousness. Have new neighborhoods pay the costs of growth.

The city needs to respect that people already live in areas and love their neighborhood (33rd street proposed bridge)...increasing the traffic by those houses and proposing to reroute traffic to 33rd will be devastating to the neighborhood and housing prices. As well, it is only a single or at best a double lane bridge. The city planners need to realize that putting in the very same type of bridge to help with a population that is doubling will only give us another problem in the near future... Think BIG the first time. Find space to put in 3 and maybe up to 6 lane bridges if you are building a bridge. The Circle bridge with three lanes is congested a lot as it is. Do not duplicate what we have now. That is why we have bridge closures to increase their size... because they were built too small in the first place. Think TALL for buildings with multi-designated spaces... a complex with offices/ shopping/ and apartments to live. That will eliminate some of the traffic when people live close to where they work. Think ROADS BEFORE HOUSES... the city of Saskatoon is seen in terms of future planning of infrastructure to new developments by outsiders and residents alike as what NOT to do... It seems the city opens a development, settles 7000 + residents in it and then realizes they need an overpass or interchange to get those people in and out... Instead, build the ROADS FIRST with interchanges and overpasses... then open it to development. Think ahead and allow the space to be used appropriately. The difficulty we have now stems from the shortsightedness and lack of depth of understanding/ knowledge of previous planners. If you know the people are coming, plan for how and what they are to travel on first. Make where they need to go (work/ shopping/ entertainment) NOT in the core. (SaskTel Center was placed well...now for getting proper roads built in anticipation of the crowds to a venue like that...) Think overpasses, multi lanes, and flow/ ease of traffic preferably before the venue is built.

Building up rather than out. More high rises are needed in the central business district. A grocery store in the downtown is badly needed also.

By committing to no more development inside the city but with bedroom communities outside the city and proper transit for people to work in the city. We don't need a higher in city population.

Provide incentives to businesses to relocate employees and provide employment opportunities closer to residential areas instead of creating huge and unattractive shopping/business malls. For example, having smaller grocery and convenience stores, coffee shops, libraries and cafes that people can walk to or catch a bus to in residential areas. Also, develop more parks and other green areas in residential areas and near eateries so people can enjoy the outdoors without having to go miles.

You might need to look at creative ways to entice more people to live in the core vs. the suburbs, in order to increase density and reduce sprawl. I am disheartened by the future suburban neighbourhoods on the city map. I feel like this will pose significant challenges to the growth plan. For example, the more sprawl there is, the more difficult it will be to design a transit system that can effectively serve suburban areas; and more people will be car-dependent, which is counter-productive to the active transportation plan. While it has improved slightly, there is still quite a bit of stigma surrounding certain core neighbourhoods (e.g., that they're crime-ridden, unsafe, etc.). We are a couple in our 30s considering moving to Riversdale, and some of our friends and family members who live in the suburbs often give us strange looks when we tell them this. It would be great if the city could somehow incentivize living in the core, or engage people to look beyond the stigma to the opportunities and advantages (e.g., being closer to amenities and entertainment, being able to walk or bike to run errands, etc.).

More over road walkways in major traffic zones similar to Las Vegas! This cuts back on traffic back ups and decreases safety concerns for walkers, bikers, etc. I work at RUH and the constant red lights because of students is a huge problem for drivers and backing up traffic and very unsafe for both. More over head walkways would be very beneficial in this area. If need be, put up fencing alongside the roadway to limit J Walkers as this is a very dangerous area for that as well. The North bridge is a HUGE need and this would also stretch building houses to that side of the city to balance traffic from all areas. More people would commute from Aberdeen and area and this wouldn't cause so much congestion in other areas because people are living where it's easiest to get to work.

I am not convinced of the benefits of dedicated bus routes. Why is the Victoria bridge being left to rust while we currently need more bridges? What will the improved corridors mean for my residence and neighborhood; I live near a planned enhancement a block from 8th Street East and Preston Avenue??? How can biking be safer? I have a twelve year old son and bike with a toddler but I encourage my family to take sidewalks even though it's not legal to ensure our safety. The 12 YO was recently hit by a driver (who was subsequently charged)!!! The 12 YO has taken the bus to downtown to commute to special school programs throughout the year but feels unsafe on 23rd street.

Have more designated bike lanes. Promote car pooling. Make sure new neighborhoods are not too crowded.



start by throwing out your current plan then stop thinking about growth along major corridors, that will cause congestion and house there will turn in to slums as no one want to live on ore near busy business street, the BRT doesn't work at it is that because BRTs don't work we need a rail rapid transit and try fixing the transit we have now as well. narrowing the streets will make the sidewalks look nice bit will congest the streets. and get a fucking sencis done, if you think we're still around 250,000 then your blind to a third of the city, and finally it won't take 30-40 year the get to 500,000 it may only take 10 at the rate were growing.

The corridor labeled as circle drive east but is really west of the river with all the buisnesses is currently labelled as low priority, but traffic is a pain in the neck there. It really needs to be a lot higher priority because it slows that part of circle right down. Also, all this talk of bike lanes, walking corridors, and bus stops is nice sounding and idealistic but in reality we live in a place that is bloody cold for so much of the year and if its not snowy its at least windy as hell and who really feels like walking to work in that, also as a mother how do you haul your kids, babies, library books, groceries, ect on a bike or walk. All well and good for leisure time but in the rush of mornings or evenings I just want to drive somewhere fast and find close parking that doesnèt cost a fortune.

1. Community consultation. 2. Hire experts to convene and make revisions of plans if possible. 3. Generate more fund raising projects/activities/etc.

I like all of the propositions. However I'd also like to see more green space in the city. Certain areas (downtown and suburbs) feature lots of green space that make the area more aesthetically beautiful, and more enjoyable to live in. Many of the older neighbourhoods do not have this green space, and with the advent of new growth and development I'd also like to see an effort to making our city prettier.

By incorporating environmental and the existence of climate change and global warming into every aspect of the plan.

By spending more money on drug abuse elimination. Growth is not just about infrastructure.

consider safety issues

consider the snow factor as it effects your plans

Consider using the buffer between the road and the sidewalk for snow. There is no need to haul snow from everywhere in the city to specific dumpsites

Creating some smaller communities outside the city.

Economy

Find a solution for the mosquito

Growth is not always good. Just look at Calgary. We use to have steady or stagnant growth and it was a nicer place to live back then.

how about some law enforcement?

Improving the business structure along 22nd st corridor to make it more live-able for local residents is going to require increased policing of this area. It is clear from the recent shooting on 22nd at Ave F, the improvements along 20th street (from Idylwyld to Ave F) have simply driven an undesirable element north to 22nd street. Can we revisit the potential for a community police station to give residents a greater sense of safety? If we don't address this, there will be nothing but pawn shops and bars on 22nd street. Why would a legitimate tasteful business (grocery store, coffee shop other than another god-awful Tim Hortons, or hairstyle salon/spa) relocate to 22nd street with the social problems so evident in this community. In addition to this I was recently in the downtown core on a Sunday afternoon and was accosted by a street person of aboriginal descent begging for money. He literally chased me into a building on 3rd Avenue - in broad daylight! I was thankful the door locked in time! Where are our foot patrols and cops on bicycles? If I, as a grown woman in her 50's, do not feel comfortable being in the downtown core of the city during the middle of the day how can residents living in neighbourhoods off of 22nd street feel safe at any time of the day without increased police visibility and the security of a local police station?

Include an emphasis on environmental sustainability. Some of these things contribute to it, but outline it as a motivation--start changing the mindset in this city.

Increase the cost of vehicle parking downtown

individual investment, government encouragement

Job plans

Keep crime rates down so people continue to want to come and grow the city

More activities for youth

More jobs with high pay

Offset the tax structure from home owners to a user fee for parents who have students in school. Too many households have multiple tenants who have numerous children in the school system but are only paying one rental fee or tax, yet are a bigger burden on the various city systems. By adding a per student fee, the school boards would gain valuable income to avoid the homeowners carrying the brunt.

Pet friendly housing is lacking.

Privatization

Retroactive birth control

Stop building all these low income housing, they are too small for a family. They are a waste of land.

Stop building the stupid art gallery and put that money to good use

Stop trying to plan as if we lived in a climate with out a winter Accept the fact that people don't want to raise a family down town Cars are a way of life plan for industrial parks close to neighbor hoods so that people can easily drive to work

r98. Don't Know / No Comment

Cannot think of anything to add to enhance what they already have planned.

Don

Don't know

Don't know.

I am at a loss, I think the plan is solid but I do not have any suggestions.

I am not sure

I am not sure.

I am uncertain if I have any thoughts at this moment that could contribute.

I couldn't say, it's all beyond me.

I don't have an answer now, but I'm sure that what is needed as the population increases will present itself as time elapses

I don't know. I'm no engineer and I don't know Saskatoon enough to make an informed opinion.

I would have to look at more closely,for I know nothing about the plans!

I wouldn't have a clue.

I'm not sure.

I'm unsure

Idk

It is difficult to make useful comments as it is a complex question. It needs to be comphesive and considerate of the needs of all neighbourhoods - old & new

n/a

Na

NC

Need to think about this first.

no comment

No comment

no comment at this time

No comments

no idea

No idea

no opinion

no specific suggestions at this time

none

None

Not sure at the moment

Not sure yet

Not sure.



Nothing additional comes to mind

Nothing creative comes to mind.

This plan has been given some thought and I would have to consider the plan more before making any recommendations or not.

u?

unure

Well if they actually go through with it.....

Without being able to give this some thought, I have no comment at this time.

## r99. Satisfied with the Growth Plan

I like all of the propositions. However I'd also like to see more green space in the city. Certain areas (downtown and suburbs) feature lots of green space that make the area more aesthetically beautiful, and more enjoyable to live in. Many of the older neighbourhoods do not have this green space, and with the advent of new growth and development I'd also like to see an effort to making our city prettier.

Nothing, its a good idea. I just don't trust the execution.

I would prefer that more of our tax money be allocated to practical things like this plan rather than things like the new art gallery or sport facilities.

The growth plan seems okay. there will always be issues that arise that are unexpected and whether or not the budget exists for that and to facilitate the growth remains to be seen.

I am absolutely in favour of all the ideas presented in the video. A more walkable, busable city is the best way for this city to go. I realize it's probably going to mean a tax hike and I'm still in favour of it. Taxes are the price we pay for civilization, and civilization starts with community building.

At this time I think they are taking a step in the right direction

City of Saskatoon is doing great.

Everything looks good

From what I have just seen in the video and read, the plan appears well thought out.

Honestly, it's addressing everything I can think of at the moment.

I am in the demographic of senior with a walker , so any changes will be appreciated. I am also moving next year to Hyde Park View - so fast transit to the centre core will be great.

I believe the points outlined are a great step in moving forward.

I believe what has been planned looks to meet the needs in the future

I can't think of any changes I would recommend. I think this plan looks stellar.

I honestly don't know, I'll follow whatever the city planners decide.

I think it seems like a good plan on paper.

I think it's great that you are trying to think ahead, but even half a million people isn't that many where we can develop and support systems like in Chicago, LA or even Calgary and Edmonton. My daughter and her husband live in TO and hate the transit system there so maybe it isn't too early to plan for the future but stay realistic!

I think the city is going in right direction

I think the Growth Plan is pretty good as is. I think it has been needed for some time and I'm glad it's finally being put together

I think the plan is fairly solid

I think they have the right idea

I think this is enough to focus on for now.

If this is able to be implemented, I think it's got great potential.

It looks well thought out and I like it.

its a good start

keep working on what works

leave it to the city planners, they are doing just fine.

Looks good to me.

Love the idea of rapid transit and being able to access bus routes on your phone!

Nope. Good plan.

Not knowledgeable enough in this to make a comment but like the ideas presented.

Not sure. Seems to be fairly comprehensive.

Nothing else. I like the ideas.

seems adequate to me...

Seems good so far

Seems to have been well thought out

The growth plan appears to be an ambitious undertaking as it stands, and would address many of the problems of growth. At this time, I think it would be sufficient to focus on what is already in the plan, without any major additions.

The major suggested improvements to the transit system would go a long way to reducing congestion within the city. I can't think of any suggestions beyond what was presented.

The plan presented in the video seemed to address the issues we are presently facing as well as anticipated needs that will rise as the population grows.

think it is a good plan for all traffic ....

to me, base on my needs it looks very good right now as it stands

well planned

**Q6 Verbatim:**

**q6r1: Comments regarding bridges new/old**

\*I hope my initial comments re:Core Bridges have been saved. I would hope the TRAFFIC BRIDGE re-build has not been conveniently forgotten...I do recall that thousands of \$\$\$'s were spent on studies/assessments and Refurbishments (the bridge was said to be usable for for another 20 or so years), and then, oops, all-of-a-sudden, the bridge is not safe for vehicles and/or pedestrians...what is a person to believe?

Another bridge would be helpful to relieve some of the traffic

Another bridge is a good idea. Also, I lived on 8th St. for 31 years and moved 3 years ago due to the increasing volume of traffic and safety issues.

Be realistic. The solutions given felt like short term solutions, as in the next 10 years. This city has a lack of flow and it will take more than an optimistic view of public transportation and a new bridge to change that.

Do NOT build a 33rd Street bridge. It has no where to go that makes any sense. Also, can we raise speed limits in this city? I see no reason why our Ring Road can't be 100km/hr like in Regina, and why our arteries can't be 70km/hr like there. I also think that we need to get rid of the lights on the freeway portions of Circle Drive and build exits instead.

Forget about the 33rd street bridge, or if it proceeds, fire the person who decided to spend a lot of our tax dollars narrowing 33rd street from Warman to Spadina last year. That will all have to get ripped out and the road widened if a bridge is put in there. Also address the north exit from Dundonald/Hampton as there is a half mile long lineup on McClocklin road to get to claypool every morning. Plan to remove all traffic lights from freeway system and from 42 street; add longer turning lanes to accommodate future growth, northbound on circle for instance is a death trap in the morning when cars turning west onto airport drive have to stop on the highway because the turning lane is full; connect the right hand exit and entrance lanes on all freeways so you don't have to enter into a traffic land and then re-enter a few hundred yards later into an exit lane, you should be able to just keep going (feeder lanes, like the big cities use)

Good to know that the city is planning for major change to address population growth. Really like the idea of the 33rd street bridge.

Have to also plan for parking , especially downtown, when the city doubles in size . Saskatoon is desperate for a north bridge

I am not in agreement with making 33rd Street a busier thoroughfare than it is now. There is not enough room to widen this street and I think a bridge might be more effective between University Bridge and the freeway.

I like the addition of another bridge.

I think there should also be an option for the Victoria Bridge, such as building a new bridge in that area to replace the old one.

I would love a 33rd St bridge. I live in city park and since the university bridge has been out, I find myself constantly back - tracking. Even if the train bridge was enhanced so it was safer to walk with strollers (getting down the stairs is hard!) and if the walkway was wider and less rickety - the wooden boards feel less than secure at times.

It is great to plan for growth and the 33rd Street Bridge would be a great addition to help the city move but the roads that are already here are in need of some attention in all areas of the city!



It seems that the city planners are claiming they are taking pro-active steps to stay ahead of the population growth of our city. Any one with a minimum IQ can see quite clearly that a need for another bridge was on the horizon 10 years ago. Now here we are at the tail end of a economic boom dealing with the traffic issues created by a crippled bridge and increased traffic volume. To close a bridge to repair it when it has already been identified that it will need a dedicated bus lane seems short-sighted to me. To tell me that it will be several years before University bridge will be widened to accommodate this bus lane is admittance that we are still stuck with a knee-jerk reaction to traffic/transit needs than one that is truly futuristic in perspective. Furthermore I am reluctant to see how customer service by bus drivers will be improved when any complaints currently made by phone or on-line are responded to with canned responses that sweep concerns over driver attitudes under the rug. There is a bus driver who is responsible for the number 5 bus route from the University grounds to Parkridge and drives his route with the sole goal of making it to his stop earlier than normal in order to have more time for a smoke break. He has no consideration for his riders and willingly leaves them behind even if they are 10 seconds late and are in clear view, running along side the bus in attempt to be allowed on. Previous drivers have waited the extra minute or two at Place Riel as they recognize they are not at full capacity and understand this is due to University students/employees potentially missing their connection. When these issues are raised with Transit management they are excused away. How will you address accountability for improved customer service to riders when there is such a union mentality amongst most drivers and management?

New bridge is needed now.

Open Victoria bridge as something; anything!

Please NEVER any toll bridges. It's unfair to deny convenient access to particular citizens working across bridges etc by a financial deterrent

Taking parking space away from corridors in order to make room for a grassy boulevard is ridiculous. Taking driving space away from those same corridors to dedicate to buses no one wants to ride is also ridiculous. Doing both is beyond ridiculous. Pick one. The 33rd Street Bridge is the only sensible idea I can find in this entire plan.

The bridge needs to built sooner rather than later. Do not say it will be built in the very far future.

There needs to be at least 2 new bridges in this city.

This is the first actual plan I've seen other than previously just hearing about a rapid transit system. The plans are far more feasible and impressive now that I've seen them. As a resident in Willowgrove, to see rapid transit offered to University Heights is extremely exciting. 33rd St Bridge is a first for me as well. Great idea.

We need 3 more bridges now. If we grow to 1/2 M we would need at least 3 more on top of the 3 needed now.

We need a north bridge and bus/carpools lanes are already in most major cities, making transit more reliable and timely

We need a north bridge!

We need more bridges in smart places but adding bus lanes and more buses in smaller areas is just going to create more traffic and congestion.

What is the plan for the Victoria bridge? Ditch the whining of the What about history being preserved for the Victoria bridge. Make a 3 lane bridge ( modern and efficient), with the center lane being available to go into the down town in the morning rush, and switchable to going out of the down town in the late afternoon rush. It is a concept used in several major cities. Better yet make it 4 lanes.

## Q6r2: Focus on active transportation

I would love a 33rd St bridge. I live in city park and since the university bridge has been out, I find myself constantly back - tracking. Even if the train bridge was enhanced so it was safer to walk with strollers (getting down the stairs is hard!) and if the walkway was wider and less rickety - the wooden boards feel less than secure at times.

22nd street needs improvement for the safety of pedestrians crossing the roads, it is still a high risk area. I would hope that this is implemented in the future plans. I think that most residents welcome an improved plan for the city to alleviate current issues and to improve our city ,however the implications of costs and tax increases could sway residents.Thank you

As a resident of an existing/older south end neighborhood, this plan offers nothing for me. My taxes keep increasing for less service as I pay for infrastructure to benefit the new developments. Meanwhile the infrastructure in my neighborhood is neglected until something breaks. By all means grow, but let the people in the new developments pay for the growth - and the infrastructure rewrite to link them to the rest of the city. Also, bicycle traffic flow should be a priority over rapid transit from the outside of the city.

consider a pedestrian corridor or bridge , bikes or pedestrian access to downtown onto safe pathways

Continue to retain green spaces which make walking neighbourhoods attractive

Current laws for bike riders to ride on the road with vehicles where there are no dedicated bike lanes is currently unrealistic. Many roads are not wide enough and riders are often not fast enough to maintain speed of traffic. A plan needs to be in place for bike riders to commute on current roads until roads are widened/given bike lanes.

I find it aggravating to drive by a multimillion dollar art gallery that will sound great in a tourist brochure, but will be empty most of the time. It may be used by 1% of the population and will be a large tax expense for ever. I would have preferred that some of that money be spent to repair the Victoria bridge. I know that it is considered cool by some people to use bikes for commuting, but why would cyclists want to ride in a traffic lane on Spadina at 15 kph with 8 cars behind them when there is a perfectly good bike path 10 meters away? I am a cyclist myself, but I don't believe in riding on major routes at rush hour.

I like the active transportation plans. I walk a lot between places and some parts of the city are more pedestrian friendly than others at this time. Little things like the new crossing light at Idylwyld and 25th St. make a big difference for getting safely across a busy street.

I like the buffer zones on the sidewalks. Winnipeg has them. This is where they pile winter snow, rather than on the centre median. Safer too.

I like the idea of having walkable neighbourhoods with shopping, restaurants, and services close by. As I am aging I would like to be able to continue to do my errands without having to drive.

I really believe in the idea of infill and of planning work/live/shop. It is imperative that the City plan for DECREASING the use of autos in our daily lives. I think that more people walking to work might even help with crime as more people will recognize one another (like returning to building front porches on our homes helps out neighborhoods.)

I really like the idea of dedicated bus lanes and 5 minute stops on major corridors. If the bus got me to work faster than my car, it would be a major incentive to switch over. I also liked the idea making Idylwyld and 8th Street more pedestrian friendly by moving the sidewalks and creating a buffer with grass. I work at Sask Polytech and hate walking beside major trucks and fast vehicles.

I support the idea of a better transit system - would like to see better access into the developing communities far east and west. particularly on weekends. would also like to see residential streets have slower speeds and better support for family mixed travel options (walking and biking) - in evergreen the excessive speeding on residential streets makes it difficult to travel/cross roads etc though the bike/running paths are great - the time spent trying to access them can be difficult. (particularly on Lowe rd - and I imagine that when mccormmond becomes a main route, it too will be difficult to navigate except by car)

I would have liked to see more details on the idea of making 8th street more pedestrian accessible. That idea seem unfeasible to me.

I would like to bike to work, but not much dedicated bike lanes.

I would love to be able to leave my vehicle at home and take alternate tpt

In the growth plan, we must make some changes to our community. We must encourage pride of ownership. City and community pride. One way to help with encouraging people to use buses, bikes and walking, would be do enforce some bi-laws regarding keeping our community safe and clean. Winters in particular are times of the year that it is more difficult to get around, so also inforcing people to shovel their sidewalks. Maybe have community service hours being used to help with this, especially for the properties with elderly residents. Another way is to make it mandatory for those on social assistance to supply hours to do things like shovelling the neighborhood, and cleaning up as well in the summers, like picking up garbage, cleaning parks, planting gardens, ect. We need some more encouragement for all people to keep our city clean and be proud of our city. I belive this would also help with making our city a place to live. This also encourages people to walk and bike because it's a happy and safe thing to do. Honestly, riding the bus and walking at night is scary for me, and many others especially in neighborhoods that I am unfamiliar with or those that have a bad reputation. I choose to drive ALL the time because of these reasons and no matter how easy rapid transit is, I will NEVER choose to do anything that makes me feel unsafe. If there were more efforts done to make things safer I would consider using transit.

Increased housing along corridors needs to have increased quality of life with greenspace, safety and social space throughout, and fitness programming, otherwise they become an addition to the 22nd St w concrete ghetto.

Let us stop providing so many resources to one person in one car.

Make more options for pedestrians.. To walk and access the walkways during winter time

Make sure to allow for hubs where you can ride your bike to the bus; pack the bike to ride downtown corridor and then bike downtown with lots of bike locking places and then reverse to get home.

more people will take the bus

Overall, the ideas of the growth plan sound very good, but I think more consideration is needed for how to implement them. Making the city more friendly to active transportation is great, but that also requires a culture shift - so that cyclists and pedestrians receive more respect from motor vehicles. At the present, both are rather dangerous in many areas because vehicles deem themselves to have the right away, regardless of traffic rules (e.g., 8th street).

people are not going to use public transport unless 1. we make it too inconvenient for them to do so (we are doing fairly well at that) and we make it much, much more convenient to do so. While I support increased bike friendliness we need to remember that they are only practical for half the year in our climate.



Plans need to include walking/biking corridors to less cars on the streets. Still look at SAFE downtown bus waiting zones to encourage transit use for all hours of operation. Even local wait stations ought to be lit inside.

Seniors are living longer and will make up a large percentage of the 500,000 population in the future.

Stop indiscriminate infills with now me master plan! Provide bike/wheelchair/walking lanes for people next the street curbs and away from traffic lanes for safety of bicyclists and other people traffic! Address the current needs of citizens in a more timely matter. Needs such as the rebuilding of the Victoria Street Traffic Bridge and fixing sidewalks and curbs to make them more accessible to older people and also those with accessibility needs. There is a huge population of senior's in Saskatoon who don't want to have to leave their homes in residential areas that they know and love so don't forget to provide incentives to keep them happy in their homes!

Suburbia doesn't work, only idiots think it does. Try another direction entirely - OH! for example no cars in the downtown, only buses, bikes and cabs - reduce need for roads, maintenance on them, greatly increase bus use and probably encourage more development downtown but then the idiots in the planning department as well as our loser of a mayor are stuck in the 50's!!!!!!

There is the Victoria street bridge sitting doing nothing. Perhaps stabilizing it for foot traffic and peddle bikes would be a good thing other than letting it waste away sitting there.

Transit really needs to be improved from the preesent poor state. Some new buses and routes between malls would be a quick fix for many. The Victoria Bridge should be left for bikes and pedestrians only. Bike lanes must also be considered as that is a frequently used mode of transport in summer and often used in winter if there were proper lanes available

Vancouver is such a great example of a city that took its natural beauty seriously and maintained large areas of its natural beauty (Endowment Lands, Stanley Park etc) and this is a city challenged with space with the ocean on one side and mountains on the other. Saskatoon has an abundance of space and the danger is to just develop it all without any thought to the future of keeping wild areas wild for future generations. Creating a USEABLE transit system in ALL seasons. Creating USEABLE/SAFE means of biking etc on our streets. I would recommend studying Vancouver's model for public transport and saving wild space for future enjoyment.

Will improving or increasing city wide public transport mean more people will use it? Not so sure

### q6r3: Improve traffic design/reduce congestion

I like the plans for bringing housing, shopping, and transit together along major corridors. It just makes sense to live close to work which is also close to grocery stores. Good work!

I think the growth plan has strong offerings. I like the direction the city is going with trying to make the new neighbourhoods as community friendly. Ie, trying to keep people working and living in their neighbourhoods rather than travelling across the city. I would like to see more enhancement in that aspect.

Overall, the ideas of the growth plan sound very good, but I think more consideration is needed for how to implement them. Making the city more friendly to active transportation is great, but that also requires a culture shift - so that cyclists and pedestrians receive more respect from motor vehicles. At the present, both are rather dangerous in many areas because vehicles deem themselves to have the right away, regardless of traffic rules (e.g., 8th street).

An impressive plan that doesn't have the old world negativity of previous city administration's. Good luck!

---

carry on :)

Good luck!

good work!

I like the ideas presented in this survey for expansion of services in Saskatoon to meet upcoming growth.

I like the plan, I hope the city can actually pull it off... My trust is not high.

I'm glad to see the city be proactive about things like re-zoning to improve neighborhoods and major roadways.

I'm happy to see the west end is finally getting some equal consideration

It is good to see approaches being discussed that would actually solve some of the problems we already have.

Looks good to me...I'll be keeping up to date on progress...super job!

no I found this very interesting.

No. Overall I like and am excited by the proposals.

Thank you for undertaking this extensive public consultation process. You are definitely going about this the right way.

The idea of the Growth Plan looks really good. I'm very happy the City is taking this initiative.

The plan appears to be right on the mark! Good job

The plan sounds like a good idea, but it won't be the reason people move to Saskatoon, but possibly why they stay here.

---

This is very encouraging, it's wonderful watching Saskatoon grow!

Very impressed by the ideas presented. Loved the idea of a transit app for tracking your bus and revitalizing 8th street by placing the buildings in front rather than the parking lots. Excited to see these changes

Very impressed with the growth plan they have in place and think it will be a big boost to the city

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carry on :)

#### Q6r4: Higher transit service levels (hours, frequency, coverage)

See above

I support the idea of a better transit system - would like to see better access into the developing communities far east and west. particularly on weekends. would also like to see residential streets have slower speeds and better support for family mixed travel options (walking and biking) - in evergreen the excessive speeding on residential streets makes it difficult to travel/cross roads etc though the bike/running paths are great - the time spent trying to access them can be difficult. (particularly on Lowe rd - and I imagine that when mccormmond becomes a main route, it too will be difficult to navigate except by car)

The current bus schedule doesn't lend itself to user friendliness. I have had times where I waited for over a hour in sub -20 temperatures with high wind for a bus. However increasing the timing and limiting the spots downtown the rideship would increase. This would alievate lots of the congestion concern with the planned growth.

I really like the idea of dedicated bus lanes and 5 minute stops on major corridors. If the bus got me to work faster than my car, it would be a major incentive to switch over. I also liked the idea making Idylwyld and 8th Street more pedestrian friendly by moving the sidewalks and creating a buffer with grass. I work at Sask Polytech and hate walking beside major trucks and fast vehicles.

people are not going to use public transport unless 1. we make it too inconvenient for them to do so (we are doing fairly well at that) and we make it much, much more convenient to do so. While I support increased bike friendliness we need to remember that they are only practical for half the year in our climate.

Seniors are living longer and will make up a large percentage of the 500,000 population in the future.

Transit really needs to be improved from the preseent poor state. Some new buses and routes between malls would be a quick fix for many. The Victoria Bridge should be left for bikes and pedestrians only. Bike lanes must also be considered as that is a frequently used mode of transport in summer and often used in winter if there were proper lanes available

We need a north bridge and bus/carpools lanes are already in most major cities, making transit more reliable and timely

'Don't wait 25 years to develop a frequent and reliable transit

Bus ridership will increase when it is cost effective, that is, when it is just too expensive to drive to major areas. It is a step in the right direction to make it more convenient and speedier.

Currently, as a senior transit user, sometimes it's exceedingly difficult to enter or exit a bus because of the large bank of snow left by street clearing which sometimes takes several days to be removed. Also buses going to the University on Clarence are so full at peak time that a senior needs to avoid them! Usually an option for me.

Definitely support plans to make transit more efficient.

Have oyu considered Park and Ride? Free parking lots near the edge of the city would allow visitors and residents to park their vehicle and take a DEDICATED transit (bus, train) vehicle DIRECTLY to their destination. The problem with our existing transit system is the many stops between getting on and getting off the bus.

I don't see the need for more bus lanes from the university to downtown. All lines leading to the downtown should be used. Having so many buses go through the university to get to downtown is ludicrous. To get from Stonebridge to downtown right now you have to go through the university. We don't need more direct routes, just very good connecting routes.

I strongly support increasing transit frequency in the neighbourhoods outside of the core of Saskatoon. Currently the nearest buses that enter Evergreen neighbourhood require residents at the North-most phase would have to walk over 1.5km to catch a bus that only comes every 30 minutes. There are many rental units in this area with low incomes that do not have vehicles or rely on one vehicle for a family and they don't want to live in the neighbourhood because of the lack of accessible transit.

I use Access Transit due to a disability. This is an excellent service, but we need more busses. To have to book a week ahead to ensure service, is not very practical. For example, I needed several urgent medical consults, and my only way there was to pay a w/c taxi, about \$25/trip. Very difficult to afford that.

Implementing something like this and making small town people think like big city people is a big task. Be sure to consider time vs cost. Someone will not take the bus downtown to go shopping to the mall if it will take longer, even though its cheaper than driving and parking.

My only concerns would be the space on busses. As it is with only less than 5% of Saskatoonians using the bus, it's still crowded on morning commutes. Also, my concern would be cost of use as well. For me, using transit would have to be at least a comparative cost to gas for the car per trip to be worthwhile.

Our current bus services are not always reliable or efficient so people can't rely on it, make things work properly

Rapid transit Lawson Hts. Mall to downtown.

Re: Bus Enhancements Bus service should be convenient, affordable and easy to map out. Currently, it is not. Bus information on the city website is cumbersome to use, takes too long and I'm sure turns people off from using the service altogether. The cost of using it is too expensive.

The cost of bus service and the length of time it takes people to get from one location to another is unacceptable. We live on the west side of the city and my husband works on the east. It takes him 1 1/2 hours to get to and then another 1 1/2 hours to get home every day. Then with the cost we have considered a second vehicle.

The frequent bus system sounds like a huge improvement.

The plan must have answers to achieve an efficient work force in the city

They want people using the bus, but people with children in Day Care have to be able to pick up their kids on time or have to get home to feed kids that are in sports, so they need their car close to their job. Why not look at more parking that is affordable. All I ever hear is no parking downtown and the price for parking is crazy. Buses may be fine for people going to school, but there are more moms and single moms. Try putting yourself in their shoes. I only go downtown if I have an appointment. The new meter system is a nightmare. As a handicapped senior more bridges wouldn't entice me to move around the city more. What is being looked at as a plan is just more confusion for people like myself who have lived most of our lives in Saskatoon.

Unmentioned so far is structuring new development in such a way as to not choke traffic to one or two access points, but rather to fully integrate the developments into the existing grid. In case of a natural or manmade disaster in Stonebridge, for instance, the city will simply be unable to evacuate the development in a timely manner. In a severe situation, people will die. We should stop designing developments like this.

Zoning neighborhood business clusters is a profound way to build communities. I live in a 50 year old area of the city because it was designed around these principles. I can walk to any store I need on a daily basis, get my car repaired or refueled and then take the bus to work all within 2 blocks. I considered moving to Stonebridge and simply said no after looking at the details of daily life enslaved to my car and probably needing a second vehicle.



## q6r5: Questions regarding funding for the Growth Plan

See above

Forget about the 33rd street bridge, or if it proceeds, fire the person who decided to spend a lot of our tax dollars narrowing 33rd street from Warman to Spadina last year. That will all have to get ripped out and the road widened if a bridge is put in there. Also address the north exit from Dundonald/Hampton as there is a half mile long lineup on McClocklin road to get to claypool every morning. Plan to remove all traffic lights from freeway system and from 42 street; add longer turning lanes to accommodate future growth, northbound on circle for instance is a death trap in the morning when cars turning west onto airport drive have to stop on the highway because the turning lane is full; connect the right hand exit and entrance lanes on all freeways so you don't have to enter into a traffic land and then re-enter a few hundred yards later into an exit lane, you should be able to just keep going (feeder lanes, like the big cities use)

City engineers, planners and those involved in the design and implementation of accesses, design and purposeful use in order to make a city appealing and functional are constantly missing the mark! They are trying to create Saskatoon in the image of OTHER CITIES and what they have to make them more appealing and functional, not what Saskatoon already has. The main transportation corridors, as an example, are overburdened by massive amounts of traffic because there was no basic thought process when developing the new neighborhoods. As an example, in the northwest area of town there are the Massey place, Dundonald, Confederation, Hamptons, Kensington and the new Deer Ridge areas and there are realistically only 2 feeder routes out...33rd st and Claypoole Drive with some using the 22nd street corridor. If or when any one of these avenues are restricted, as was the case where 37 th was closed due to upgrading of the water line or 33rd where water lines were being internally sleeved, the traffic was horrendous. As mentioned pertaining to the 37 th street water lines being installed, why was only the, I believe, fresh water line dug up and changed and not also the sanitary line, which was a mere few feet away? You have closed off and dug up the road for one, WHY NOT THINK and do them both so in the future you are not doing the same closure and work. Cost can not be used as an excuse because the cost to re-do this again is more than initially what it was. The city always uses the cost excuse but there are projects that are WAY OVER BUDGET and they seem to always find the money. The Infrastructure of the city as a whole is antiquated and over-burdened and needs to be completely re-done with the future size of the city in mind. In order to be able to accept the proposed future number that this FUTURE GROWTH venture that is being promoted is stating, THE BASIC NECESSITIES in building a sustainable and viable city HAVE TO BE ADDRESSED NOW FOR THE FUTURE of Saskatoon. If the basics are not addressed and done properly now, then we will continue to throw money away as we have been, to lip service wanna be projects that promote someones legacy as opposed to what is and has been needed for years.

do it right the first time !!! instead of what happened to circle drive -(which is a joke by the way ) making all those over passes on Clarence and Preston after the fact and costing millions more !!don't have to be an engineer to drive around regina or Calgary to see what works. we are talking doubling the population - DOUBLING, what the heck is bridge on 33rd st going to do to help that ???Nothing !! - rapid transit would be nice for the downtown

22nd street needs improvement for the safety of pedestrians crossing the roads, it is still a high risk area. I would hope that this is implemented in the future plans. I think that most residents welcome an improved plan for the city to alleviate current issues and to improve our city, however the implications of costs and tax increases could sway residents. Thank you

As a resident of an existing/older south end neighborhood, this plan offers nothing for me. My taxes keep increasing for less service as I pay for infrastructure to benefit the new developments. Meanwhile the infrastructure in my neighborhood is neglected until something breaks. By all means grow, but let the people in the new developments pay for the growth - and the infrastructure rewrite to link them to the rest of the city. Also, bicycle traffic flow should be a priority over rapid transit from the outside of the city.

I find it aggravating to drive by a multimillion dollar art gallery that will sound great in a tourist brochure, but will be empty most of the time. It may be used by 1% of the population and will be a large tax expense for ever. I would have preferred that some of that money be spent to repair the Victoria bridge. I know that it is considered cool by some people to use bikes for commuting, but why would cyclists want to ride in a traffic lane on Spadina at 15 kph with 8 cars behind them when there is a perfectly good bike path 10 meters away? I am a cyclist myself, but I don't believe in riding on major routes at rush hour.

I would have liked to see more details on the idea of making 8th street more pedestrian accessible. That idea seem unfeasible to me.

Any plans without increasing tax payments

Consider light rail transit separate from roadways. Consider tolls on new roads to and from other communities like Warman and Martensville. Stop relying on property taxes to finance growth and adopt user pay concepts.

fund it without increasing taxes and look after current infrastructure first

I don't know where this money is going to come from. I foresee a huge tax hike.

I don't think investing any money in the transit system is a good idea. Unless you have information that suggests that more people will use the transit system if it was better. It is putting the money into a system that only 5% of the population is going to use. That's wasted money.

I thought that the City just spent quite a bit of money to narrow 33rd Street close to the river, with a roundabout planned for the near future at Spadina Crescent. This seems to conflict with the idea of a new bridge. Again, this does not produce confidence in City planners.

I truly don't believe that we have people capable of planning this and carrying it out. The way things are now in this city, sort of promotes disbelief in any thing they do. And, they always want to dig in the tax payers pockets

impact of more citizens vs growth plan and tax rates

Look to Vancouver as similar to our needs as both have bridge issues because of water. We have not been saving land for infrastructure. I'm not in favor of more infill downtown. I will avoid pay parking when possible. Perhaps a park and shuttle ride downtown might be an option with pickup shuttle in downtown area could move people around. We are a city with almost half the year winter. We can not expect to live and drive as it is summer all year. This is just a reality check. We can not continue to raise taxes and expect people to keep moving here. In the end residents will be stuck with large bills to cover and pay for. City growth should be affordable for all. We have more population and the city wants to promote even more. Why promote more the cost is always going up and the larger population does not cover off the required taxes. I would not like to live in a city of 500,000 people. I could move from here to a larger city with a much better climate, something to think about! Saskatoon used to be an affordable place to live.

My main concern would be the cost to the tax payer while I realize there would be substantial cost I also realize that there would be large benefits for the total population of Saskatoon. Having said this I believe that the funding structure for this type of growth model needs the same amount of time as the plan took to ensure the plan is both sustainable for the population growth numbers meaning that both are in tune so that there are no inadequacies or large burdens placed on a small number of the population while all would benefit. I also would hate to see the older population be priced out of there homes by mismanagement of a financial plan that would sustain the growth plan.

The bus system needs to be conscious of safety concerns to be truly used by citizens of our city. Bus stops need to be clean and safe places for patrons to wait for buses.

The City Manager should be well aware of the numerous failings of the City vis a vis infrastructure and planning. He needs to get out of his office and see what actually goes on. Then he could address the defects and deliver value. This Plan looks pretty good but can't be implemented using our grid and true penny wise pound foolish techniques cultivated over many years. The Plan will fail unless and until better management and leadership is implemented. Absent that, it's all words with no staying power.

The idea of another core bridge cracks me up. We HAD another core bridge, and the city decided to get rid of it. This growth plan illustrates just how wasteful and impractical our council is, and I have no real faith that any growth will be handled in anything but a chaotic manner. There needs to be communication among ALL city departments and a commitment to be proactive - and this is lacking.

There is a small but engaged group of bicycle enthusiasts in Saskatoon, but this is a city with half the year making travel by bikes difficult. The number of bicyclists isn't going to grow percentage wise that much so watch carefully budget wise where monies are allocated.

These things should have been done years ago.

To spend extra monies on expansion at the expense of maintaining current structures is not acceptable

yes to encourage growth on the west side Hampton Village needs the same rapid access transit as university heights.

## q6r6: Population comments

See above

### impact of more citizens vs growth plan and tax rates

Look to Vancouver as similar to our needs as both have bridge issues because of water. We have not been saving land for infrastructure. I'm not in favor of more infill downtown. I will avoid pay parking when possible. Perhaps a park and shuttle ride downtown might be an option with pickup shuttle in downtown area could move people around. We are a city with almost half the year winter. We can not expect to live and drive as it is summer all year. This is just a reality check. We can not continue to raise taxes and expect people to keep moving here. In the end residents will be stuck with large bills to cover and pay for. City growth should be affordable for all. We have more population and the city wants to promote even more. Why promote more the cost is always going up and the larger population does not cover off the required taxes. I would not like to live in a city of 500,000 people. I could move from here to a larger city with a much better climate, something to think about! Saskatoon used to be an affordable place to live.

The growth of this city makes me want to move to a smaller city. It's too congested, you can't get around anywhere. Traffic is busy.

We need 3 more bridges now. If we grow to 1/2 M we would need at least 3 more on top of the 3 needed now.

500,000 is a lot. Keeping people safe and keeping stoon beautiful should be priorities. Nature has always been relatively accessible and should remain so. Let's keep our sense of community intact



consider the environment and the impact 500M people will have on it;

Development is indeed due to rapid growth in population in Saskatoon.

I have lived in Saskatoon for 40 years and am not looking forward to growth .We can't keep what we have looking nice, roads, parks, so hardly see the point.

I like the city the size it is.

I would prefer the city to stay the same size as it is but I guess it's inevitable that it will grow.

I'm close to 80 and I'm glad I won't be around to see this growth Bigger is not always better. If I hadn't lived here as long as I have I would prefer to move to one of the bedroom communities... Martinsville, Warman, etc.

It's good that we're looking at the big picture scenario tho I question the underlying assumptions on which the expected population growth is based.

keep our population low--why expand to 500,000. Saskatoon was better when it was smaller--our quality of life in saskatoon will be worse with more population.. everything will cost more, more crime, more gang activity and the streets will not be safe .

People might want consider whether in fact continued growth is a good thing. When will it stop folks - when we are one big urban planet? Unquestioned acceptance of growth undermines long-term planning for a city, country and planet that is habitable for not only people, but other living things such as plant, animals, birds, etc.

Saskatoon might be a struggle to sustain 500,000 people.

Serious attention required first to ensure the basic infrastructure is up to date first, particularly roads.

## q6r7: Learn from other cities

Look to Vancouver as similar to our needs as both have bridge issues because of water. We have not been saving land for infrastructure. I'm not in favor of more infill downtown. I will avoid pay parking when possible. Perhaps a park and shuttle ride downtown might be an option with pickup shuttle in downtown area could move people around. We are a city with almost half the year winter. We can not expect to live and drive as it is summer all year. This is just a reality check. We can not continue to raise taxes and expect people to keep moving here. In the end residents will be stuck with large bills to cover and pay for. City growth should be affordable for all. We have more population and the city wants to promote even more. Why promote more the cost is always going up and the larger population does not cover off the required taxes. I would not like to live in a city of 500,000 people. I could move from here to a larger city with a much better climate, something to think about! Saskatoon used to be an affordable place to live.

We need a north bridge and bus/carpools lanes are already in most major cities, making transit more reliable and timely

City traffic planning very poor compared to most other west Canadian cities

Reference to corridor routes is too little to enhance the traffic flow. The Mayor of Calgary spoke in Saskatoon 3 years ago warning of the mistakes Calgary made 25 years ago. Saskatoon hasn't wakened up and realized what she was saying. Examples are- Why are we still dithering about McCormond between #5 and 8th st. It shud have been planned and built 3 years ago. Why has the #14 overpass at Neault road sat 10 years 1/4 complete? The money wasted changing the approach four times could have paid for a completed project. Why has the east bound entrance to south circle Dr at 22nd St been ignored ever since the bridge was started? Forcing all traffic for both north bound and south bound into one lane on the right causes humungus congestion daily. Simply adding a lane from Diefenbaker Dr east to south circle entrance would be minimal cost.

Vancouver is such a great example of a city that took its natural beauty seriously and maintained large areas of its natural beauty (Endowment Lands, Stanley Park etc) and this is a city challenged with space with the ocean on one side and mountains on the other. Saskatoon has an abundance of space and the danger is to just develop it all without any thought to the future of keeping wild areas wild for future generations. Creating a USEABLE transit system in ALL seasons. Creating USEABLE/SAFE means of biking etc on our streets. I would recommend studying Vancouver's model for public transport and saving wild space for future enjoyment.

Look at Vancouver as a template for transit.

Preventing Calgary-style urban sprawl.

What about a rail system like other large cities have?

### q6r8: BRT comments

do it right the first time !!! instead of what happened to circle drive -(which is a joke by the way ) making all those over passes on Clarence and Preston after the fact and costing millions more !!don't have to be an engineer to drive around regina or Calgary to see what works. we are talking doubling the population - DOUBLING , what the heck is bridge on 33rd st going to do to help that ???Nothing !! - rapid transit would be nice for the downtown

Rapid transit Lawson Hts. Mall to downtown.

You need to give people transit options and increase public transit use before you can begin to convert driving lanes to bus lanes. One thought would be to expand the university bridge and build a lane for rapid transit.

This is the first actual plan I've seen other than previously just hearing about a rapid transit system. The plans are far more feasible and impressive now that I've seen them. As a resident in Willowgrove, to see rapid transit offered to University Heights is extremely exciting. 33rd St Bridge is a first for me as well. Great idea.

I really like the idea of Rapid Bus Transit. Having straight line routes with defined stops like a subway system. From there, other modes of transportation can be used. Like the community shuttles, which I also really like the idea of. For the Rapid Bus Transit to work, they would need their own dedicated lanes. It would need to be faster than conventional driving.

It is important to ensure that before vehicle traffic is reduced on the main corridors by adding dedicated bus lanes or any other changes, a form of rapid transit is available and that commuting by city transit is a viable option for all areas of the city. We should not make driving more difficult for those who have no choice right now in the newer residential areas of Rosewood, Willowgrove, University Heights etc. Bussing is simply not feasible from these areas unless we can drastically improve service.

## Q6r9: Public awareness/consultation

Timing, when constructing, diverting, making changes, letting people know better in advance, and have actual re route plans posted rather than told to plan accordingly. If there is a need to pace things out or spread tasks out, make more jobs for those who work hard and don't get enough focus on their abilities to contribute to the city they grow in.

\*I hope my initial comments re:Core Bridges have been saved. I would hope the TRAFFIC BRIDGE re-build has not been conveniently forgotten...I do recall that thousands of \$\$\$'s were spent on studies/assessments and Refurbishments (the bridge was said to be usable for for another 20 or so years), and then, oops, all-of-a-sudden, the bridge is not safe for vehicles and/or pedestrians...what is a person to believe?

Stop indiscriminate infills with now me master plan! Provide bike/wheelchair/walking lanes for people next the street curbs and away from traffic lanes for safety of bicyclists and other people traffic! Address the current needs of citizens in a more timely matter. Needs such as the rebuilding of the Victoria Street Traffic Bridge and fixing sidewalks and curbs to make them more accessible to older people and also those with accessibility needs. There is a huge population of senior's in Saskatoon who don't want to have to leave their homes in residential areas that they know and love so don't forget to provide incentives to keep them happy in their homes!

Will improving or increasing city wide public transport mean more people will use it? Not so sure

Bring in professionals to communicate your plans. Who do you expect to wade through all that boring information and support it?

Have this survey announced on public media to attempt to gather other ideas from Saskatoon Citizens and really read them as some people opinions are greater than what may have been thought of amongst closed door meetings with the City. I understand some people will just complain, but bottom line is Stoon is growing and there's nothing we can do about it besides offering people a chance to speak and if they don't speak they shouldn't complain.

Is there a way the saskatoon people can help

Keep consulting with the public. I have been impressed with the number of opportunities that have been provided with public input. I think that is what makes this a strong plan. Now- let's get on with it!

love to join this plan and i have a lot to say about this plan.

Make the plans out to the public in all forms of communication.

stay realistic.

## q6r10: Infill development/reduce sprawl

Will improving or increasing city wide public transport mean more people will use it? Not so sure

Preventing Calgary-style urban sprawl.



See above

I really believe in the idea of infill and of planning work/live/shop. It is imperative that the City plan for DECREASING the use of autos in our daily lives. I think that more people walking to work might even help with crime as more people will recognize one another (like returning to building front porches on our homes helps out neighborhoods.)

Suburbia doesn't work, only idiots think it does. Try another direction entirely - OH! for example no cars in the downtown, only buses, bikes and cabs - reduce need for roads, maintenance on them, greatly increase bus use and probably encourage more development downtown but then the idiots in the planning department as well as our loser of a mayor are stuck in the 50's!!!!!!

Find a way to stop urban sprawl

I like the plans for bringing housing, shopping, and transit together along major corridors. It just makes sense to live close to work which is also close to grocery stores. Good work!

I think the city needs to be more ambitious with infill and density. It's tough to support good transit, services, work places, etc. in neighbourhoods that are so sparsely settled. I also think parking requirements are much too high for new developments. Forcing developers to provide multiple spaces for each apartment unit only reduces the goal of density, while maintaining our car-centric ways and prevents affordable housing as there are costs associated with having a parking stall.

I think the growth plan has strong offerings. I like the direction the city is going with trying to make the new neighbourhoods as community friendly. Ie, trying to keep people working and living in their neighbourhoods rather than travelling across the city. I would like to see more enhancement in that aspect.

Infill is great, but not everyone likes that plan. How come residential development is removing arable land from the south and east instead of moving north where the land is not great for crops?

It would be nice to see, instead of large grocery super centers popping up in 'centralized' areas to instead have incentives for smaller mom n' pop shops in neighbourhoods where people can get basic items without having to pay almost double the grocery store prices.

Stop developing new neighbourhoods on the edge of the city. Infill, infill, infill. Take care of the infrastructure in existing areas.

## q6r11: Repair/maintain existing infrastructure

Stop developing new neighbourhoods on the edge of the city. Infill, infill, infill. Take care of the infrastructure in existing areas.

Stop indiscriminate infills with now me master plan! Provide bike/wheelchair/walking lanes for people next the street curbs and away from traffic lanes for safety of bicyclists and other people traffic! Address the current needs of citizens in a more timely matter. Needs such as the rebuilding of the Victoria Street Traffic Bridge and fixing sidewalks and curbs to make them more accessible to older people and also those with accessibility needs. There is a huge population of senior's in Saskatoon who don't want to have to leave their homes in residential areas that they know and love so don't forget to provide incentives to keep them happy in their homes!

I have lived in Saskatoon for 40 years and am not looking forward to growth .We can't keep what we have looking nice, roads, parks, so hardly see the point.

City engineers, planners and those involved in the design and implementation of accesses, design and purposeful use in order to make a city appealing and functional are constantly missing the mark! They are trying to create Saskatoon in the image of OTHER CITIES and what they have to make them more appealing and functional, not what Saskatoon already has. The main transportation corridors, as an example, are overburdened by massive amounts of traffic because there was no basic thought process when developing the new neighborhoods. As an example, in the northwest area of town there are the Massey place, Dundonald, Confederation, Hamptons, Kensington and the new Deer Ridge areas and there are realistically only 2 feeder routes out...33rd st and Claypoole Drive with some using the 22nd street corridor. If or when any one of these avenues are restricted, as was the case where 37th was closed due to upgrading of the water line or 33rd where water lines were being internally sleeved, the traffic was horrendous. As mentioned pertaining to the 37th street water lines being installed, why was only the, I believe, fresh water line dug up and changed and not also the sanitary line, which was a mere few feet away? You have closed off and dug up the road for one, WHY NOT THINK and do them both so in the future you are not doing the same closure and work. Cost can not be used as an excuse because the cost to re-do this again is more than initially what it was. The city always uses the cost excuse but there are projects that are WAY OVER BUDGET and they seem to always find the money. The Infrastructure of the city as a whole is antiquated and over-burdened and needs to be completely re-done with the future size of the city in mind. In order to be able to accept the proposed future number that this FUTURE GROWTH venture that is being promoted is stating, THE BASIC NECESSITIES in building a sustainable and viable city HAVE TO BE ADDRESSED NOW FOR THE FUTURE of Saskatoon. If the basics are not addressed and done properly now, then we will continue to throw money away as we have been, to lip service wanna be projects that promote someones legacy as opposed to what is and has been needed for years.

As a resident of an existing/older south end neighborhood, this plan offers nothing for me. My taxes keep increasing for less service as I pay for infrastructure to benefit the new developments. Meanwhile the infrastructure in my neighborhood is neglected until something breaks. By all means grow, but let the people in the new developments pay for the growth - and the infrastructure rewrite to link them to the rest of the city. Also, bicycle traffic flow should be a priority over rapid transit from the outside of the city.

fund it without increasing taxes and look after current infrastructure first

To spend extra monies on expansion at the expense of maintaining current structures is not acceptable

Better education and awareness for drivers not understanding what a free-flow lane is, a merge, or other simple traffic measures. If it seems harsh to write people tickets for being too uneducated to properly understand traffic and lane flows, have them pulled over and educated by some sort of traffic authority. Also, driveways, we need driveways at every house, if they don't have one, build one. Get them off the streets between November and April, we need cars off the streets in the winter period, makes for easy, efficient and cost effective snow plowing.

Fix pot holes to allow traffic to move faster

think I made enough

Yes the road infrastructure is falling apart. It really has to be overhauled. This patch work every spring is not the answer and quite frankly is ridiculous. The city has been negligent in maintaining roads for 15 years now. Further to traffic movement, its interesting that the only relatively open roads or semi thorough ways for safe driving with no pedestrian traffic like 22nd street by the shaw centre and warman road by Ambulance station are constantly patrolled by police radar. Then they tell us radar is about safety and not cash grab? Sure!! If it was about safety the police could sit right outside each bar and stop every one getting into their car and driving away at 2am. This whole small town mindset of our city has to stop or it will continue to be a hick town with big city dreams.

In the growth plan, we must make some changes to our community. We must encourage pride of ownership. City and community pride. One way to help with encouraging people to use buses, bikes and walking, would be to enforce some by-laws regarding keeping our community safe and clean. Winters in particular are times of the year that it is more difficult to get around, so also enforcing people to shovel their sidewalks. Maybe have community service hours being used to help with this, especially for the properties with elderly residents. Another way is to make it mandatory for those on social assistance to supply hours to do things like shovelling the neighborhood, and

cleaning up as well in the summers, like picking up garbage, cleaning parks, planting gardens, ect. We need some more encouragement for all people to keep our city clean and be proud of our city. I believe this would also help with making our city a place to live. This also encourages people to walk and bike because it's a happy and safe thing to do. Honestly, riding the bus and walking at night is scary for me, and many others especially in neighborhoods that I am unfamiliar with or those that have a bad reputation. I choose to drive ALL the time because of these reasons and no matter how easy rapid transit is, I will NEVER choose to do anything that makes me feel unsafe. If there were more efforts done to make things safer I would consider using transit.

There is the Victoria street bridge sitting doing nothing. Perhaps stabilizing it for foot traffic and peddle bikes would be a good thing other than letting it waste away sitting there.

It is great to plan for growth and the 33rd Street Bridge would be a great addition to help the city move but the roads that are already here are in need of some attention in all areas of the city!

Fix the bridges we already have please before building new ones

Fix the roads, sewer and water infrastructure before you start counting chickens. Why do so many people in this town drive trucks and SUVs? Because the roads will take out the suspension or oil pan of the average car. Does everyone who works for the City of Saskatoon take a helicopter to work? And yet they ask us to tell them where the potholes are. Pick a street, any street.

focus more on enhancing existing neighborhoods which were so poorly designed. but i guess that wont happen because who cares about existing residents?? you guys need to worry about newcomers because you need the money right?

focus on revitalizing what we have BEFORE branching out into spending money on frivolous things (eg. the new gallery)

Get better road. Every year fixing same road will not help to city

Greater emphasis needed on maintaining the existing infrastructure.

Have a proper maintenance schedule for infrastructure and stick to it so we don't get ridiculous situations such as the loss of the Victoria street bridge and the mega months shut down of the University bridge. Would far rather have spent the millions \$\$ on a new major river crossing than a bragging rights art gallery. A fix up of the old gallery would have been just fine.

How about we get all of the systems we currently have in place in a good spot before expanding.

I heartily agree that planning is very important. We must spend and plan wisely rather than react. I do worry that our city hall may be slow to bring in new personnel and ideas. I appreciate the principle of promoting from within but we seem to perpetuate the same ideas and are slow to innovate. Changes seems to be a tough sell in this city. Many residents seem happy embrace the status quo. All this means to me is that we will be a poorly planned bigger city. I am not certain how to change these attitudes. In part, the city must take care of the basics ie snow removal and potholes so people can start to appreciate other opportunities.

I hope the transit stuff gets put into effect asap

I mentioned in another survey a thought that I had and I guess its fitting to mention again now. About the roads ,existing or new is it possible to use a thicker amount of asphalt. Use the road shaving machines to just shave a new surface when the road gets out of run down



Make a plan to fix current situations before leaping into the future! See above.

Making all these new corridors are fine for summer weather but you have to come up with a rapid cleanup for winter snow. Quit having snow trucks driving 20 - 30 minutes to dump snow. Blow it straight onto open spaces like along 14th st between the freeway and preston. Those little parks along 8th, Get to it right away before it gets all full of gravel and garbage and blow it right off the bridges into the river. It ends up there in the melt anyway. Have the trucks make a few blocks turnaround and dump it on the curb lane of the bridges and snowblowers just heaving it over the side. Same as 14th st. Dump it and blow it off to the side with trucks making round trips in under 5 minutes.

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

need a better forestry farm zoo fix the roads get a waterpark

Pave the existing streets like 11th street and not just fix the puddles

quite pilling snow in the middle of the road to shorten down lanes!!!! remove it like any other city, I bet if you cleaned the streets there would be less money spent on gravel, less money on clean up in the spring and less accidents. I bet it would be less in the long wrong

Road maintenance needs to be more of a priority for the city

Road quality needs to be improved (not just thickness of asphalt, but thicker road bed prep). Was the concept of an LRT ever considered??

single person electric transportation vehicles are becoming more common in many cities. Will pedestrian lanes be able to accommodate these faster travelers without congestion?

Sound barriers on circle drive do not block out so isn't figure out better ways to reduce traffic noise for residents

Sweep bike lanes once you build them.

Take good care of the roads and sidewalks that currently exist and do not let them crumble as in the past. Park and ride.

the streets have to be properly repaired before more money is spent on new projects.

There are a lot of potholes in the roads in Saskatoon that seems to be ignored.

there is a problem with expanding the infrastructure, ie. roads, if we don't maintain the ones we have, there needs to be a plan in place to deal with on street parking issues, road repairs, like potholes

#### q6r12: Increase/retain green space

I have lived in Saskatoon for 40 years and am not looking forward to growth. We can't keep what we have looking nice, roads, parks, so hardly see the point.

need a better forestry farm zoo fix the roads get a waterpark

Vancouver is such a great example of a city that took its natural beauty seriously and maintained large areas of its natural beauty (Endowment Lands, Stanley Park etc) and this is a city challenged with space with the ocean on one side and mountains on the other. Saskatoon has an abundance of space and the danger is to just develop it all without any thought to the future of keeping wild areas wild for future generations. Creating a USEABLE transit system in ALL seasons. Creating USEABLE/SAFE means of biking etc on our streets. I would recommend studying Vancouver's model for public transport and saving wild space for future enjoyment.

500,000 is a lot. Keeping people safe and keeping stoon beautiful should be priorities. Nature has always been relatively accessible and should remain so. Let's keep oour sense of community intact

People might want consider whether in fact continued growth is a good thing. When will it stop folks - when we are one big urban planet? Unquestioned acceptance of growth undermines long-term planning for a city, country and planet that is habitable for not only people, but other living things such as plant, animals, birds, etc.

Continue to retain green spaces which make walking neighbourhoods attractive

Increased housing along corridors needs to have increased quality of life with greenspace, safety and social space throughout, and fitness programming, otherwise they become an addition to the 22nd St w concrete ghetto.

I would like to see greenery be added along with everything where possible. Also more parks and outdoor recreation. I don't want to see the beauty of our city be ruined by its growth but rather inanced.

Keep the riverbank for the people. Cars will always be part of prairie life- parking for vehicles Transit to warm ab, martens rill etc.

More dog parks in the city that are mentally and visually stimulating

More dog parks! More parks that contain trees!

#### q6r13: Opt for LRT/Skytrain

Road quality needs to be improved (not just thickness of asphalt, but thicker road bed prep). Was the concept of an LRT ever considered??

What about a rail system like other large cities have?

Consider light rail transit separate from roadways. Consider tolls on new roads to and from other communities like Warman and Martensville. Stop relying on property taxes to finance growth and adopt user pay concepts.

All future neighbourhood developments should always have much wider roads from the start (perhaps boulevards in the middle) to accommodate for more efficient future transit needs, whether it is a bus lane or an LRT lane that eventually needs to be put in place.

Take more notice of how Folkfest buses cope with the 3 day show. It is a basis for moving a lot of people around the city. It may not be economically feasible but it could be used as a test bed for the future. The most expensive option is to move the transit above the level of the highways freeing up roads for cars. Then using a light rapid transit system like Calgary, Vancouver etc. Or else going underground again expensive but with an ability to move a lot of commuters in and out of the city with Park and ride parking in the suburbs.

Build underground commuter rail rather than rely on bussing

I think having dedicated transit police would possibly lead to higher ridership. Also, a possible train option could be in place to link the suburbs to high rider points,

maybe an underground train services like other major cities in Canada

Relying on buses/cars to move 500,00 people in the current roadway network is asking for failure. Using existing abandoned rail corridors would lessen the up front capital costs, and remove much traffic from the road network.

Running subways can also be one of the options to control the ongoing traffic and reducing the waiting time ..

#### q6r14: Improve customer experience/transit image

I think having dedicated transit police would possibly lead to higher ridership. Also, a possible train option could be in place to link the suburbs to high rider points,

In the growth plan, we must make some changes to our community. We must encourage pride of ownership. City and community pride. One way to help with encouraging people to use buses, bikes and walking, would be to enforce some by-laws regarding keeping our community safe and clean. Winters in particular are times of the year that it is more difficult to get around, so also enforcing people to shovel their sidewalks. Maybe have community service hours being used to help with this, especially for the properties.  
See above

Re: Bus Enhancements Bus service should be convenient, affordable and easy to map out. Currently, it is not. Bus information on the city website is cumbersome to use, takes too long and I'm sure turns people off from using the service altogether. The cost of using it is too expensive.

The plan must have answers to achieve an efficient work force in the city



It seems that the city planners are claiming they are taking pro-active steps to stay ahead of the population growth of our city. Any one with a minimum IQ can see quite clearly that a need for another bridge was on the horizon 10 years ago. Now here we are at the tail end of a economic boom dealing with the traffic issues created by a crippled bridge and increased traffic volume. To close a bridge to repair it when it has already been identified that it will need a dedicated bus lane seems short-sighted to me. To tell me that it will be several years before University bridge will be widened to accommodate this bus lane is admittance that we are still stuck with a knee-jerk reaction to traffic/transit needs than one that is truly futuristic in perspective. Furthermore I am reluctant to see how customer service by bus drivers will be improved when any complaints currently made by phone or on-line are responded to with canned responses that sweep concerns over driver attitudes under the rug. There is a bus driver who is responsible for the number 5 bus route from the University grounds to Parkridge and drives his route with the sole goal of making it to his stop earlier than normal in order to have more time for a smoke break. He has no consideration for his riders and willingly leaves them behind even if they are 10 seconds late and are in clear view, running along side the bus in attempt to be allowed on. Previous drivers have waited the extra minute or two at Place Riel as they recognize they are not at full capacity and understand this is due to University students/employees potentially missing their connection. When these issues are raised with Transit management they are excused away. How will you address accountability for improved customer service to riders when there is such a union mentality amongst most drivers and management?

At bus stops we need the time and bus (route) number so we know what bus and what time we can expect the bus. If more than one route stops at this stop display all routes and times. In London UK back in 19 77 they where doing that. Some bus stops where a block long because of all the stops. Signage for every route that stooped there

ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now, not saying they are all like that but the majority is and that is part of the reason i would rather not take the bus, you're treated like a second class citizen by the bus drivers

It would also be nice to know there is some sort of sanitization on the buses (UV light, spray down with some sort of antibacterial) at the end of each day or twice daily when drivers change over. Providing hand sanitizer dispensers as well may put people concerned with the sanitation of the bus (such as myself- I always feel like I need a shower after getting off and hate holding the bars/touching the doors etc)

The city transit is a joke, even if the buses start coming by every 15 minutes I will not be able to rely on them. I as many others have a disabillity and find it difficult to ride the bus, I can not stand on the bus due to a disability but very few bus drivers will do anything other then saying owe will you are going to need to catch another bus. Every 15 minutes? Is that 15 minutes as defined by the standards set forth by the internation standards body or by the bus drivers interperatation of I get around to it.

## q6r15: Improve transit infrastructure/amenities

See above

The city transit is a joke, even if the buses start coming by every 15 minutes I will not be able to rely on them. I as many others have a disabillity and find it difficult to ride the bus, I can not stand on the bus due to a disability but very few bus drivers will do anything other then saying owe will you are going to need to catch another bus. Every 15 minutes? Is that 15 minutes as defined by the standards set forth by the internation standards body or by the bus drivers interperatation of I get around to it.

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You need to give people transit options and increase public transit use before you can begin to convert driving lanes to bus lanes. One thought would be to expand the university bridge and build a lane for rapid transit.

Currently, as a senior transit user, sometimes it's exceedingly difficult to enter or exit a bus because of the large bank of snow left by street clearing which sometimes takes several days to be removed. Also buses going to the University on Clarence are so full at peak time that a senior needs to avoid them! Usually an option for me.

Plans need to include walking/biking corridors to less cars on the streets. Still look at SAFE downtown bus waiting zones to encourage transit use for all hours of operation. Even local wait stations ought to be lit inside.

How will walking work for women with children in the future? Why can't I now take a bus, drop by child(ren) off at daycare and continue on the same bus route to my job without paying two fees? Bikes, strollers and sleds need to be accommodated on buses. How will we commute with families in severe and unpredictable weather without cars?

I am a senior with a handicap. I take Access Transit and am very pleased with the service. Include plans for handicapped individuals. Show handicapped people in ads and how they will have access to all buildings and on city streets that have ramps and sidewalks that are not crumbling. Have more and better taxi service so people can leave cars at home.

I don't think building another bridge aka building out of congestion works. I agree with many other parts. Clean and safe bus shelters very important

I especially support the new transit plan. Both my husband and I would bus to work (downtown and Lawson Heights mall) from Montgomery if we felt it was possible.

Transit transit transit. Transit transit transit. Encourage more public transport, that part is great. I'm glad the people realise there are too many cars here.

Until the city is prepared to rework the entire transit system of this city, taking into account the development in surrounding areas. Look at how many people come into and leave the city each day

## q6r16: Improve transit reliability

The plan must have answers to achieve an efficient work force in the city

It seems that the city planners are claiming they are taking pro-active steps to stay ahead of the population growth of our city. Any one with a minimum IQ can see quite clearly that a need for another bridge was on the horizon 10 years ago. Now here we are at the tail end of a economic boom dealing with the traffic issues created by a crippled bridge and increased traffic volume. To close a bridge to repair it when it has already been identified that it will need a dedicated bus lane seems short-sighted to me. To tell me that it will be several years before University bridge will be widened to accommodate this bus lane is admittance that we are still stuck with a knee-jerk reaction to traffic/transit needs than one that is truly futuristic in perspective. Furthermore I am reluctant to see how customer service by bus drivers will be improved when any complaints currently made by phone or on-line are responded to with canned responses that sweep concerns over driver attitudes under the rug. There is a bus driver who is responsible for the number 5 bus route from the University grounds to Parkridge and drives his route with the sole goal of making it to his stop earlier than normal in order to have more time for a smoke break. He has no consideration for his riders and willingly leaves them behind even if they are 10 seconds late and are in clear view, running along side the bus in attempt to be allowed on. Previous drivers have waited the extra minute or two at Place Riel as they recognize they are not at full capacity and understand this is due to University students/employees potentially missing their connection. When these issues are raised with Transit management they are excused away. How will you address accountability for improved customer service to riders when there is such a union mentality amongst most drivers and management?

We need a north bridge and bus/carpools lanes are already in most major cities, making transit more reliable and timely

'Don't wait 25 years to develop a frequent and reliable transit

Our current bus services are not always reliable or efficient so people can't rely on it, make things work properly

Actually have the buses run on time and have the connections for transfers actually work. People require these times to be accurate as they have time clocks at work to punch. The driver now leaves at his/her discretion as long as it is within a 5 minute window before/after the designated time.

It says the buses are reliable. Are you kidding? The one that goes to Centennial School often doesn't even go to the school, but stops on Berini instead, just depending on how the driver feels that day. The bus has not appeared at the school stop after school at least 10 times in the past two years. How on earth is this called reliable?

### q6r17: Reduce cost of transit

How will walking work for women with children in the future? Why can't I now take a bus, drop by child(ren) off at daycare and continue on the same bus route to my job without paying two fees? Bikes, strollers and sleds need to be accommodated on buses. How will we commute with families in severe and unpredictable weather without cars?

Re: Bus Enhancements Bus service should be convenient, affordable and easy to map out. Currently, it is not. Bus information on the city website is cumbersome to use, takes too long and I'm sure turns people off from using the service altogether. The cost of using it is too expensive.

Bus ridership will increase when it is cost effective, that is, when it is just too expensive to drive to major areas. It is a step in the right direction to make it more convenient and speedier.

My only concerns would be the space on busses. As it is with only less than 5% of Saskatoonians using the bus, it's still crowded on morning commutes. Also, my concern would be cost of use as well. For me, using transit would have to be at least a comparative cost to gas for the car per trip to be worthwhile.

The cost of bus service and the length of time it takes people to get from one location to another is unacceptable. We live on the west side of the city and my husband works on the east. It takes him 1 1/2 hours to get to and then another 1 1/2 hours to get home every day. Then with the cost we have considered a second vehicle.

You can't raise the fares every time the numbers of riders decreases. This is circular causality. The buses have to be viewed as a service with a fare that will not discourage use. There will have to be massive property expropriation along 33rd St. and probably elsewhere. This will not be popular, however necessary. I think that over the coming years the drivers have to learn patience, respect, and tolerance to make all the increased traffic work safely. If this means more vigilance by the Police Traffic Division and enforcement of this way of thinking, so be it. When I was 10 or 11, a person who came here from Los Angeles thought our drivers were terrible. This hasn't changed. It's time.

### q6r18: Park and Ride comments

Take more notice of how Folkfest buses cope with the 3 day show. It is a basis for moving a lot of people around the city. It may not be economically feasible but it could be used as a test bed for the future. The most expensive option is to move the transit above the level of the highways freeing up roads for cars. Then using a light rapid transit system like Calgary, Vancouver etc. Or else going underground again expensive but with an ability to move a lot of commuters in and out of the city with Park and ride parking in the suburbs.



Take good care of the roads and sidewalks that currently exist and do not let them crumble as in the past. Park and ride.

I really like the idea of Rapid Bus Transit. Having straight line routes with defined stops like a subway system. From there, other modes of transportation can be used. Like the community shuttles, which I also really like the idea of. For the Rapid Bus Transit to work, they would need their own dedicated lanes. It would need to be faster than conventional driving.

L Look to Vancouver as similar to our needs as both have bridge issues because of water. We have not been saving land for infrastructure. I'm not in favor of more infill downtown. I will avoid pay parking when possible. Perhaps a park and shuttle ride downtown might be an option with pickup shuttle in downtown area could move people around. We are a city with almost half the year winter. We can not expect to live and drive as it is summer all year. This is just a reality check. We can not continue to raise taxes and expect people to keep moving here. In the end residents will be stuck with large bills to cover and pay for. City growth should be affordable for all. We have more population and the city wants to promote even more. Why promote more the cost is always going up and the larger population does not cover off the required taxes. I would not like to live in a city of 500,000 people. I could move from here to a larger city with a much better climate, something to think about! Saskatoon used to be an affordable place to live.

Have you considered Park and Ride? Free parking lots near the edge of the city would allow visitors and residents to park their vehicle and take a DEDICATED transit (bus, train) vehicle DIRECTLY to their destination. The problem with our existing transit system is the many stops between getting on and getting off the bus.

#### q6r19: General comments about the plan

Will improving or increasing city wide public transport mean more people will use it? Not so sure

Suburbia doesn't work, only idiots think it does. Try another direction entirely - OH! for example no cars in the downtown, only buses, bikes and cabs - reduce need for roads, maintenance on them, greatly increase bus use and probably encourage more development downtown but then the idiots in the planning department as well as our loser of a mayor are stuck in the 50's!!!!!!!

love to join this plan and i have a lot to say about this plan.

I thought that the City just spent quite a bit of money to narrow 33rd Street close to the river, with a roundabout planned for the near future at Spadina Crescent. This seems to conflict with the idea of a new bridge. Again, this does not produce confidence in City planners.

I truly don't believe that we have people capable of planning this and carrying it out. The way things are now in this city, sort of promotes disbelief in any thing they do. And, they always want to dig in the tax payers pockets

These things should have been done years ago.

Be realistic. The solutions given felt like short term solutions, as in the next 10 years. This city has a lack of flow and it will take more than an optimistic view of public transportation and a new bridge to change that.

-I like that transit and accessibility are high priorities

:Your maps are very hard to follow and I am not sure any of these services will be of aid to me as a senior living on Temperance St and wanting to get to the YW for 8 am.

bad plan

Careful study needs to look at all potential consequences and care not to create an adverse reaction to the changes

Go back to the drawing board.

Hopefully it all works.

I agree that we will not have the city we want unless we plan for it and take action in accordance with a plan, but we also need a flexible plan that can adapt to unexpected challenges and/or opportunities.

I also did not see any reference to any form of electrical powered forms of transportation unless this is seen as being to specific?

I am very interested to read more about this Growth Plan.

I hope this plan works effectively to the benefit of all

I just don't believe the growth plan is as focussed as it could be. It is trying to offer everything and it isn't clear to me that this is going to allow the city to handle half a million people and move them around easily and efficiently.

I think city leaders are getting way ahead of themselves with this plan.

I would have thought that schools, hospitals, and recreation would have been discussed more.

in this climate biking is not reasonable at some times of the year unless you can change the climate

It doesn't matter how much you endorse public transit. If people don't take the bus now, they never will.

It sounds like it has been well studied. It will need to be promoted as a real alternative to our car culture.

It's way to cold to bike in Saskatoon for most of the year.

Make plans flexible and easy change. Many times it takes several years to get data to approve funding plans. By that time things have changed again and the plan that looked good does not work. Is there a computer program (or a company you can lease computer time from) that can simulate growth plans? in many areas housing, traffic, transit, services, garbage, emergency services etc taking current real time data, video, numbers mixed with current situation and spit out a plan with accurate costs, that looks good, is functional and accurate time and lifespan projections. This is not just a one time thing then stuck on a shelf but working daily and ongoing. You may have something like this already but many times these good plans seem like one shot deals that will solve all the issues but end up sitting on the shelf and then we do this again in 5 years.

Make sure you continue to develop and enhance the plan as the need arises.

Planning 40 years into the future based on some predictions seems a bit ambitious

Safety seems to be quite a minor consideration. It's only mentioned in passing in regard to bus shelters and stops and actual travel.

saskatoon would have to be much larger than 500000 to need an enhanced transit system. Learn from Edmonton.

Start planning now and make progress

strong and fair project bids as plan evolves.

taxes are much too high for the services we receive so if any improvements mean an increase for existing taxpayers it will not be popular.

The sooner something gets accomplished to handle the growth in our city the better things will be to handle in the future. Too much has been left undone over the past few years.

the train should not be going through the middle of the city. it is dangerous and backs up traffic. Also, a by-pass should be built so through traffic can avoid driving through the city, i.e. idylwyld dr. this would get rid of large transit vehicles that do not need to come into the city. Lastly, the roads need to be built correctly. It looks like a war zone and is an embarrassment.

transit as our health system has more attempts at fixes than seem doable.

with all the new development new neighborhoods why did the city lose money on these why didn't they charge for full value

## q6r91: Other

I really like the idea of Rapid Bus Transit. Having straight line routes with defined stops like a subway system. From there, other modes of transportation can be used. Like the community shuttles, which I also really like the idea of. For the Rapid Bus Transit to work, they would need their own dedicated lanes. It would need to be faster than conventional driving.



I am a senior with a handicap. I take Access Transit and am very pleased with the service. Include plans for handicapped individuals. Show handicapped people in ads and how they will have access to all buildings and on city streets that have ramps and sidewalks that are not crumbling. Have more and better taxi service so people can leave cars at home.

In the growth plan, we must make some changes to our community. We must encourage pride of ownership. City and community pride. One way to help with encouraging people to use buses, bikes and walking, would be to enforce some by-laws regarding keeping our community safe and clean. Winters in particular are times of the year that it is more difficult to get around, so also forcing people to shovel their sidewalks. Maybe have community service hours being used to help with this, especially for the properties with elderly residents. Another way is to make it mandatory for those on social assistance to supply hours to do things like shovelling the neighborhood, and cleaning up as well in the summers, like picking up garbage, cleaning parks, planting gardens, etc. We need some more encouragement for all people to keep our city clean and be proud of our city. I believe this would also help with making our city a place to live. This also encourages people to walk and bike because it's a happy and safe thing to do. Honestly, riding the bus and walking at night is scary for me, and many others especially in neighborhoods that I am unfamiliar with or those that have a bad reputation. I choose to drive ALL the time because of these reasons and no matter how easy rapid transit is, I will NEVER choose to do anything that makes me feel unsafe. If there were more efforts done to make things safer I would consider using transit.

need a better forestry farm zoo fix the roads get a waterpark

500,000 is a lot. Keeping people safe and keeping stoon beautiful should be priorities. Nature has always been relatively accessible and should remain so. Let's keep oour sense of community intact

focus on revitalizing what we have BEFORE branching out into spending money on frivolous things (eg. the new gallery)

Have a proper maintenance schedule for infrastructure and stick to it so we don't get ridiculous situations such as the loss off the Victoria street bridge and the mega months shut down of the University bridge. Would far rather have spent the millions \$\$ on a new major river crossing than a bragging rights art gallery. A fix up of the old gallery would have been just fine.

I heartily agree that planning is very important. We must spend and plan wisely rather than react. I do worry that our city hall may be slow to bring in new personnel and ideas. I appreciate the principle of promoting from within but we seem to perpetuate the same ideas and are slow to innovate. Changes seems to be a tough sell in this city. Many residents seem happy embrace the status quo. All this means to me is that we will be a poorly planned bigger city. I am not certain how to change these attitudes. In part, the city must take care of the basics ie snow removal and potholes so people can start to appreciate other opportunities.

consider the environment and the impact 500M people will have on it;

The City Manager should be well aware of the numerous failings of the City vis a vis infrastructure and planning. He needs to get out of his office and see what actually goes on. Then he could address the defects and deliver value. This Pkan looks pretty good but can't be implemented using our grid and true penny wise pound foolish techniques cultivated over many years. The Plan will fail unless and until better management and leadership is implemented. Absent that, it's all words with no staying power.

The idea of another core bridge cracks me up. We HAD another core bridge, and the city decided to get rid of it. This growth plan illustrates just how wasteful and impractical our council is, and I have no real faith that any growth will be handled in anything but a chaotic manner. There needs to be communication among ALL city departments and a commitment to be proactive - and this is lacking.

I really like the idea of dedicated bus lanes and 5 minute stops on major corridors. If the bus got me to work faster than my car, it would be a major incentive to switch over. I also liked the idea making Idylwyld and 8th Street more pedestrian friendly by moving the sidewalks and creating a buffer with grass. I work at Sask Polytech and hate walking beside major trucks and fast vehicles.

They want people using the bus, but people with children in Day Care have to be able to pick up their kids on time or have to get home to feed kids that are in sports, so they need their car close to their job. Why not look at more parking that is affordable. All I ever hear is no parking downtown and the price for parking is crazy. Buses may be fine for people going to school, but there are more moms and single moms. Try putting yourself in their shoes. I only go downtown if I have an appointment. The new meter system is a nightmare. As a handicapped senior more bridges wouldn't entice me to move around the city more. What is being looked at as a plan is just more confusion

for people like myself who have lived most of our lives in Saskatoon.

Have to also plan for parking , especially downtown, when the city doubles in size . Saskatoon is desperate for a north bridge

Bike lanes for 1% of users is a little on the overkill side of things

Build more homeless shelters throughout Saskatoon, and increase employment assistance programs for people below the poverty line.

Creating density in the core down town will have its cost... I already don't go downtown because of the lack of parking. Perhaps some thought to underground parking and moving sidewalks underground to get you where you need to go. Also, what about above ground walkways to get you connected between malls ( i.e. Midtown and Scotia). When I have to park outside, I have to wear a jacket indoors then carry it with me... or freeze as I make my way to the mall. Then if I have several errands I have to go in and out of buildings which makes me not want to shop there, so I go elsewhere or shop online. Also, restaurants downtown are attractive, but the parking isn't, so we go elsewhere. The challenge is also to not rip down hundred year old buildings just for their land...it is an embarrassment that we can't keep a building standing for more than 100 years when other places have buildings from the 1600 and 1700s that have been restored and are a piece of history.

Dedicated bus lanes are overdue

For now, put a halt to developing inner area green spaces to condos - too many developments are sitting empty right now. Let the market catch up to the demand.

I believe all City employees (Mayor and aldermen, clerks, bus drivers) should be required to take public transit. To encourage more people taking the bus, the have to see that the City is starting with their own employees. It should be included in the union contracts.

I did not see any plan about expanding the health system. Is anything in the pipeline along the health region expansion?

I don't agree with extending BRT west past Broadway. The distance between Broadway and the Idylwyld bridge is short enough for people who live there to walk to Broadway to catch a bus. There is no need to destroy the neighbourhood by running constant buses down 8th St to Victoria.

I hope the city contracts it out so the work is done right, on time and on budget. City hall and the council are pathetic and there actions often not responsible

I was frustrated with your video in that it froze after the initial minute of play and I was not able to see the remanding potion.

I work in a hospital. Unless governments' philosophy changes, we will probably only have 3 hospitals in this city for some time to come. Regardless of what the city plans to enhance neighborhoods, I will only be closer to my work if I relocate and I do not wish to live in the areas surrounding any of the three hospitals.

Looking at transportation is fine but what about other services. Is the city planning on building more libraries, pools, skating rinks or parks? If so, is the price of admission going to increase to pay for new facilities?

Parking is awful in this city and needs to be addressed!!!

People safety is another issue. People ask for money when while we're walking around the town. Fix that if you are expecting half a million people to live in Saskatoon.

Saskatoon's current power generation method is out dated and unsustainable. We as a city need to look to the future now with regards to green, renewable, and sustainable energy production.

Security issues .. in coordinating with police services and more visual police presence would help .. plus getting the ever growing gang presence under control.

See above.

Stop acting like a small town and act like a big city.

Transit in my opinion is flawed. Bus routes should criss cross the city and feeder routes should be established in high density neighbourhoods to feed the major routes. The current system of zig-zagging routes extends the time needed to travel from point A to B. This is one of the main reasons that I only use transit three to four times a year. From where I live (Silverwood), I should be able to get onto a feeder bus in my neighbourhood, transfer onto a main route bus at Lawson Heights and then the bus should go directly downtown rather than winding west on 33rd Street, south on Idylwyld, east onto the street where the police station is and so forth. Our transit system is in dire need of a complete overhaul to make it practical and efficient.

We have been basically using the same technology for decades in road construction. Maybe we should look at investing in research to develop better sustainable roads as part of the this plan. Contractors should be responsible for roads that they break up when building houses.

We have e lots of land stop trying to jam thinks in to a central downtown that young families don't want to live in

What about growth in services, like police, firefighters, etc.

What if the city took a serious look at solar roadways?

q6r98: Don't know/no comment

No

no

None

N/A

No.

none

Na

?



n/a

Not at this time

Not at this time.

.

A very complex topic to be covered with a questionnaire like this

Don't know

done

I think I've said it all already.

NC

No additional comments, thank you.

No comment

no comment at this time

No further comment

no thanks

No thanks

Nope

Not at the moment

not at the moment...

not at this time

not now

Not presently.

not sure

not that I can think of right now

Not that I can think of.

nothing

Sorry, no.

This was a very expensive survey to make and was just a bunch ideas that I don't know who came up with them . But it still doesn't tell us anything . Waste of our money .

## q6r99: Satisfied with Growth Plan

I like the plans for bringing housing, shopping, and transit together along major corridors. It just makes sense to live close to work which is also close to grocery stores. Good work!

I think the growth plan has strong offerings. I like the direction the city is going with trying to make the new neighbourhoods as community friendly. Ie, trying to keep people working and living in their neighbourhoods rather than travelling across the city. I would like to see more enhancement in that aspect.

Overall, the ideas of the growth plan sound very good, but I think more consideration is needed for how to implement them. Making the city more friendly to active transportation is great, but that also requires a culture shift - so that cyclists and pedestrians receive more respect from motor vehicles. At the present, both are rather dangerous in many areas because vehicles deem themselves to have the right away, regardless of traffic rules (e.g., 8th street).

An impressive plan that doesn't have the old world negativity of previous city administration's. Good luck!

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carry on :)

Good luck!

good work!

I like the ideas presented in this survey for expansion of services in Saskatoon to meet upcoming growth.

I like the plan, I hope the city can actually pull it off... My trust is not high.

I'm glad to see the city be proactive about things like re-zoning to improve neighborhoods and major roadways.

I'm happy to see the west end is finally getting some equal consideration

It is good to see approaches being discussed that would actually solve some of the problems we already have.

Looks good to me...I'll be keeping up to date on progress...super job!

no I found this very interesting.

No. Overall I like and am excited by the proposals.

Thank you for undertaking this extensive public consultation process. You are definitely going about this the right way.

The idea of the Growth Plan looks really good. I'm very happy the City is taking this initiative.

The plan appears to be right on the mark! Good job

The plan sounds like a good idea, but it won't be the reason people move to Saskatoon, but possibly why they stay here.

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This is very encouraging, it's wonderful watching Saskatoon grow!

Very impressed by the ideas presented. Loved the idea of a transit app for tracking your bus and revitalizing 8th street by placing the buildings in front rather than the parking lots. Excited to see these changes

Very impressed with the growth plan they have in place and think it will be a big boost to the city

### **Q8 Verbatim:**

#### q8r1 Repair/maintain infrastructure first

a plan for repair and replacement of roads throughout construction season

a plan to surface roads so they last, painting lines that will last, and to put flashing yellow lights to help the running of lights.

acquiring and/or preparing infrastructure that can eventually readily accommodate rapid mass transit. developing more bicycle friendly lanes and areas to lock up bikes.

Fix the streets.

Fixing current difficulties while leaping into the future ... with too many surveys and not enough experiential planning !!! You need planners who can first fix the current situation !

Just roads and bridges

Look closely - make sure that the plan isn't interrupted by lights that stop the flow - make sure new roads are built with enough easement on either side to add lanes - plan overpasses to keep traffic moving - don't dump one new area into the next - i.e Evergreen and Willowgrove - put in a bridge north to get traffic around the city to the industrial corridor, or to tie to the west highways without jamming the already crowded Circle Drive - do not put traffic lights on thoroughfares - if you're trying to move traffic then allow it to move - just look at Circle between Idylwyld and Warman its a circus - try coming in on 16 and getting onto Circle - that's bad most of the day

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

Patch potholes at least!

Road improvements



Road material improvements. Roads degrade over winter every year and a lot of money and time is spent repairing them each spring/summer only for them to be degraded again the following year. Investigating new technology/materials for road construction to withstand winter. Additionally, improved snow removal strategies.

Roads

See prior comments

Servicing and maintenance, how are you going to plow and service all those residential and retail locations when your doing a extremely poor job in our existing size. My street never got plowed once this winter.

Snow clearing

The road conditions need to be improved if we want our city to grow

The Victoria Bridge!!

You missed the state of the roadways and infrastructure over the next 10 years. You look at doing window dressing when the window itself is in need of extensive overhauling. Look at the BASICS and answer those real questions before going any further! Can what we have now sustain an influx of peoples, traffic, and use and abuse going into the future. Stop with the ostrich approach!

## q8r2 Improve traffic design/reduce congestion

a plan to surface roads so they last, painting lines that will last, and to put flashing yellow lights to help the running of lights.

Look closely - make sure that the plan isn't interrupted by lights that stop the flow - make sure new roads are built with enough easement on either side to add lanes - plan overpasses to keep traffic moving - don't dump one new area into the next - i.e Evergreen and Willowgrove - put in a bridge north to get traffic around the city to the industrial corridor, or to tie to the west highways without jamming the already crowded Circle Drive - do not put traffic lights on thoroughfares - if you're trying to move traffic then allow it to move - just look at Circle between Idylwyld and Warman its a circus - try coming in on 16 and getting onto Circle - that's bad most of the day

a circle drive that is outside the city for traffic that that doesn't want or need to enter the city.

Better transit is a must... When thinking of transit... has any consideration of a skytrain come into discussions? The roads are only going to get more conjested... what about the space above the roads. We don't live in a mountain area, but think gondallas or sky trains.

Build the overpasses BEFORE the subdivisions.

expand on existing roads that need expanding. PLEASE do this before building new areas. it will pay off in the long run. better to inconvenience a few than many when the population takes off

Forget core bridges. How about another couple of north commuter bridges? What about the interchange off Hwy 16 and Circle Drive N? What a nightmare? How about better timing of traffic lights so that traffic actually moves? (I speak of many areas like downtown Circle Drive North where you end up stopping for every light).

I think you have a good plan for the city maybe some sky ramps so people can cross over traffic instead of crossing the street

Less on busses and more on cars.

Really need to work on the bottleneck roads like circle 8th or downtown.. They have become a nightmare during rush hrs..if there was a way to avoid these roads because most people have to just use those roads to pass through rather than other people who work or live at those areas

Refer to my previous comments. We need wider streets and dedicated bike lanes that are clean and safe for travel.

Signs for zipper merging.

There should be a plan to minimize litter all around the city, it seems to be becoming more and more of a problem and it makes me feel that I live in a dirty city. Also, opening up areas that are congested such as by the confederation Tim Hortons would definitely help.

This city will always be vehicle heavy. Improve traffic flow and roadways

We need more driving lanes and a lot more parking. Parking should also be free almost everywhere.

Yes a overhead bi-pass over circle drive business section it would really massively cut down the stupid amount of traffic at most times a day and fix the rail crossings.

You missed the traffic problems.

### q8r3 Higher transit service levels (hours, frequency, coverage)

A better transit system with a key terminal in each area may help. With frequent bussing between each terminal and smaller busses servicing each area

a big city does not shut down at 18:00. Now bus run every after 18:00. They should maintain a day schedule until at least until 02:00 am. As a city grows more and more people work shift work.

a review of the current bus system. currently it seems that it is highly inefficient, hence why hardly anyone uses it.

All busses should be accessible.

Almost ALL of your so called improvements have nothing to do with moving the buses faster or insuring they run more on time. quit having city end to city end routes that cant keep a schedule and are at the whim of bridge traffic. Ther eis nothing wrong with having to transfer 2 or 3 times to go from confederation to stonebridge. Having the 50 and 60 show up to the university 7/8 full on a -30 day and taking on 5 passengers and going because it is full from downtown people , and waiting for 3 buses to get a standing only, squashed like sardines, place on the bus is really frustrating. Divide teh city and have rapid transit between major hubs and local buses doing circles to the outlying areas in the zone. Cross city buses dont work.

Better access to new subdivisions like Stonebridge, arbor creek, and rosewood

Better customer service should be implemented. A lot of bus drivers are plain rude. Also, there needs to be more buses more frequently because it's ridiculous to have to stand crowded in the bus or miss a bus because it's full.

better pamphlets and supports/apps for visually impaired, and for other languages. Increased access to bus ticket/pass purchasing in neighborhood pharmacies/corner stores in west side with debit, outside of major commerce areas, so people don't have to walk or borrow money to ride bus to buy tickets at the few destination centres connected to their route. Increased evening access to bus pass purchasing .

Better routes. Taking the bus to work is not currently an option for me. I have to walk at least 4-5 blocks in order to catch any bus. Then it would take me over an hour to get to my destination.

Better routing...currently i cant even get downtown on my bus route...so i dont take the bus.

better schedules. reliable. safe and clean bus shelters than are not snowed in

better service to the far outlying neighbourhoods

busses are fine just need more of them to come more often in certain areas.

challenge now is cost of bus and poor schedule

Circle Drive routes need to be added. Quit funneling everything through the University. A 15 minute car ride from my house to work on circle drive takes almost 2 hours due to the routing going through the downtown core and university, not Circle Drive. Quit catering to part time residents.

Convenience and connecting routes. Better coverage in the city

Dedicated rapid transit bus lanes and routes for peak hours.



Earlier transit start times for residents who commence work before usual working hours Incentives for City of Saskatoon employees to lead the way with transit usage

Easier to travel from area to area.

frequency of service....

get all the areas. The closest bus to me is at least 5 minutes away. When it is -Saskatchewan temps...with wind..no thanks...I rather drive

greater frequency of busses

High School bus routes should be really well thought out sooner rather than later. If the teens get hooked on a good bus system it will encourage them to stay there. The current 23 route to Tommy and Bethlehem needs work. The kids getting on in Hampton end up standing for half an hour and with band instruments and such this can be difficult. Also only having on 23 after school means some kids are waiting for three buses at half an hour apart before then can all fit in. Having the buses run once an hour in the evening also is not convenient for supporting extra curricular and sport activities in the evening.

I am not sure if I should assume that decreases in waiting times, how long it takes to get between places is a given. Those are the larger problems. Increasing costs to users isn't going to attract more riders either!

I believe accessible buses will increase ridership for many people. However, we have to accept that we have several months of winter, and it is simply not feasible for many disabled people to use the standard bus service. Access Transit services will always be required and this need is growing due to our increased percentage of elderly people.

I can't use transit as it doesn't run anywhere close to my job at the hours I work, but I don't trust the cleanliness of the busses anyway-bed bugs from back packs etc.....

I currently do not use Saskatoon transit. As long as I am able to drive, I prefer the independence driving my own vehicle gives me. I would be more inclined to take a bus now IF the system was simple, reliable, clean & safe & took a reasonable time to get me to my desired destination.

I haven't taken transit since University so I don't know the shortcomings now a days but I almost froze to death a few times back then so I haven't even thought about taking the bus since I could afford a car.

I heard the comment catch a bus, not the bus. I would use it more if I didn't have to wait so long; and if it didn't take an hour to make a twenty minute car trip.

I used to be a regular transit user until buses became so inconvenient (there used to be a bus on my street; now I have to walk 3 - 4 blocks and either just miss the bus or wait and wait for it to show up. It became easier just to walk downtown to the terminal.) More buses and more routes are essential. Also, last time I used a bus cost was just over \$2 and some cents. A few days ago I noticed the adult ticket is now \$3.10. How can people on minimum wage afford to take a bus to work? This is way too high for a city that has such poor service. I understand that it COSTS the City to run this but don't put this all on the backs of the poor. The City cannot expect to make money on all services. The more expensive a thing the less likely that people will use it.

I used the buses for a few years, and the biggest problem I had was the reliability. sometimes it would come, sometimes it wouldn't. It was supposed to be every 15 minutes, I waited 45 and saw it coming the other way so I had to cross the street and add 10 minutes to my trip.

implement new terminals in the outlying neighbourhoods.

increase bus availability and reliability

Increased operating hours - Bussing would save me so much money (gas, parking, wear and tear of vehicle) but I work 4pm-1230am and riding the bus home is not an option because busses are out of service at that hour (I pass 3 or 4 on my drive home that are heading back to the shop and not in service)

Increased service to the north industrial area

It was not listed on the plan - but personally I am not able to take the bus to work, shopping or leisure activities as the nearest bus stop is about 1 Km away from home. corridor bus service would make a difference

It would be nice to see more reasonable fares. Most of the reason that I don't take the bus is that it's way too expensive, the other part being that it would take me over an hour to get from home to work.

Just need to make sure all areas of the city are covered and convenient.

Make sure you have enough bus route to hit some of the major places of employment. I work at Saskatoon City Hospital, as an example and according to transit staff there is only one bus route that goes past there making it inconvenient for me to get to and from work so I use my car. I have to either transfer or walk through the park to get from 25th Street to the hospital which isn't easy to do in winter because the pathways aren't cleaned regularly.

More Access buses. Having to book a week ahead is not convenient for people who have health issues. Maybe I feel good enough today to go shop, but I don't know if I'll be good enough to be able to go a week from now.

more accessible transit buses, waiting for your bus only to have it arrive but be inaccessible is VERY frustrating.

More and better Access Transit service = please keep in mind users of this service may still be property owners, may be active voters. Also keep in mind short-term or long-term physical disasters can happen to you or your loved ones. I do not use or need the service yet but I know many people who do.

More bus routes to Stonebridge area

More routes. To take bus to my work from center mall area to 11th street west is an hour and a half.

Move the buses faster especially in cold weather!

My job starts at 5am. I don't have a choice to take a bus because they don't start that early. I also work other shifts that end at 9pm. There's not a chance in hell I'll stand around downtown waiting for a bus at night in Saskatoon! I'd rather walk through Bangkok at 3am by myself - and I have. Saskatoon is NOT SAFE

Plan bus routes that make sense? It is about ten minutes for me to drive to work downtown or thirty five on a couple of buses.

Rapid transit bus lines routing to major hubs like downtown from the West End (i.e. airport to downtown like other major cities like Toronto and Vancouver, and certain neighbourhoods/transfer stops like Confed Mall, etc.)

Restore service to core neighbourhoods

routes & stops should be reviewed as the city grows

run the buses to more places than downtown.

Scheduling improvements

service than can be relied on to be on time and get you where you want to go in a timely fashion.

Services to outlying areas (Martensville, Warman, south Saskatoon)

Speed of trip should not be twice as long as what it would take to drive. Sometimes now I can walk as quickly as public transit travels

Strike due to union, during those days happened very bad to passengers, very hArD to get reach at the job.

The bus system doesn't have a good rep now for being on time or friendly - that needs to change to ensure that people are willing to take the bus. I currently live in Stonebridge and it would take me 45 minutes to get downtown on the bus. That is unacceptable and the reason I don't take the bus now. Perhaps the city should offer bus parking depots where people could drive to a station that offered rapid transit downtown or to the university.

The rapid transit could be a good thing. It would ease travelling time for commuters.

The timing of connections is a significant issue. Each Community Shuttle should feed the local Rapid Node with each Node feeding the Community Shuttles. One should be able to get from one central community node to another with only 2 transfers and the wait time at each transfer should be short.

Think about the users, where they are going, and when they are going. Getting a bus downtown by 8:15 is pointless if everyone starts work at 8am. Consider and review your required user logistics.

We need to have zones for different lengths of travel...with Zone 1 being the centre of the city and then concentric circles around to indicate zones...so if I'm travelling from Stonebridge to downtown it would cost more than riding from Cumberland to downtown. This principal has been in effect in different parts of Europe for a long time!



Working on a timetable of arrivals and hopefully getting there on time...

Yeah, quite wasting money on junk and feel good stuff. Make the system efficient in every aspect.

yes, faster bus service. 1 hour to get somewhere you can drive in 10 minutes is unacceptable but is the current reality.

Yes, I think that instead of an app, it would be more helpful if it were just displayed at the bus stop. When it's -40 the last thing I want to do is start digging in my pocket or bag to find my phone to find out how much longer I have to wait for the stupid bus, also I have to take off my mitts to work my phone so then they get cold. There is a display system in Stockholm Sweden that I thought was pretty good when I visited there. Also I heard that in Winnipeg they had heated bus shelters but they had to stop heating them because people were peeing in them and the smell was horrible. If the bus was on time and frequent I wouldn't mind waiting outside, it's when the bus is 10 or 20 mins late that I start thinking it's worth it to drive.

You need to be able to move people from any point in the transit system to any other point in the transit system in under an hour, if you want to get people out of their cars.

#### q8r4 Improve customer experience and transit image

better pamphlets and supports/apps for visually impaired, and for other languages. Increased access to bus ticket/pass purchasing in neighborhood pharmacies/corner stores in west side with debit, outside of major commerce areas, so people don't have to walk or borrow money to ride bus to buy tickets at the few destination centres connected to their route. Increased evening access to bus pass purchasing .

better schedules. reliable. safe and clean bus shelters than are not snowed in

Earlier transit start times for residents who commence work before usual working hours Incentives for City of Saskatoon employees to lead the way with transit usage

I currently do not use Saskatoon transit. As long as I am able to drive, I prefer the independence driving my own vehicle gives me. I would be more inclined to take a bus now IF the system was simple, reliable, clean & safe & took a reasonable time to get me to my desired destination.

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A total overhaul of the transit system. New management, new union! There is no way this system will be fixed with the current leadership structure and the continuance of keeping it all within. Again another example of small town thinking within a city that apparently wants to grow. This same attitude kept will mean hell down the road.

Addressing the need for safety issues on the buses and while waiting in certain areas

Better access for parents with strollers. The wheelchair areas should always be used for strollers unless needed for wheelchairs. Some drivers encourage this, others are terrible about supporting parents when they ask people to move so that the stroller can be left set up, but completely out of the way.

Better staff training for bus drivers (Social) . I have one question bus usage is down 25% now Why are those issues being addressed before the plan to move ahead. If today's issues are not dealt with why move to the growth plan and not addressing things that could move into the new growth plan. Just a question.

Enforcing safety for bus travelers at stop points

Focusing on the ease of use. Ticket terminals are what all the major centers have and it makes transit so much more efficient and easy to use. The current system is dated and time consuming for the occasional transit user.

Forward planning for transit union agreements are important. When the transit lock out occurred, it caused many to lose faith in the transit system.

geofencing to allow alerts on a smartphone to indicate when a person should leave to catch the bus. Open and accessible API so app developers can improve on it and port it to many OSs.

Get operators who want to be polite and helpful. Get gps and wifi on the busses. Quit trying to have every street have a bus route. Quit running empty busses where/when there is no demand/ridership!!

Health and safety issues - lighting and security at stops and shelters, dangerous materials (sharps) disposal, training for drivers

I have found the web interface is actually worse than it was a few years ago - it times out on me and otherwise is not very helpful. If we go all high tech and it doesn't work, I'd rather just go back to having a bunch of pdf maps. That's why I didn't assign the web info very high priority. I'd rather that the bus just came when it's supposed to, which it doesn't always, and if it doesn't come that I don't have to wait half an hour for the next one.

I really think that some sort of transit police would enhance ridership. The idea of just having the possibility of an official on a bus would make users feel safer

I would suggest more places to access tickets or passes, as well as a mobile app for the near future, till the less savvy app citizens are no longer with us.

If the mobile app could alert you if your bus was running early or late that would be great.

Improve internal relations so you have an internally functioning transit department

Improvement of safety not just comfort at bus stops.

Incentives to get people riding the bus;

It would probably be a good idea to have video surveillance in the bus shelters, because of probable vandalism... In recent years, we have seen bus shelters used as urinals! Also we have seen people spitting inside shelters. That is disgusting. Cameras in these shelters would prevent some of this sort of thing.

Make it super easy to understand how using the bus makes life easier for everyone. Start by teaching high-school kids how to make full use of the bus system. Perhaps giving all students a free month every September with a lot of teaching and training about how to utilize the busses would go a long way to changing behaviours. A lot of us just do what we always did (drive) because we don't know how to make the change.

Making sure that parking downtown for work is becoming more difficult and should be highlighted. Doing a cost-benefit approach for consumers to show them how much they would save per month makes more sense to people. Even for the far reaches of the city for employees to enjoy the ride on a bus, i.e., wifi.

Many people are too scared to take city buses, crime rate is high and the bus terminals are not safe, look at making these changes to improve the transit experience

Mobile ticket purchasing

More support for those of us with disabilities.

Not that I can think of. I have tried the Click and go with limited results. I phoned the ...975.3100 number, and it wasn't picked up. I am not happy that I cannot buy an annual pass except at the end of June. I mean, really?

Off hand I think it well researched but does need tweeking especially in respect of security of transit users

Offer one-time, daily, weekly and monthly passes. The longer the pass, the more attractive financially, to encourage people to take public transit.

Other cities that I've lived in and used transit in had real time arrival updates which were amazing and a wonderful online trip planner. Ottawa and Vancouver transit systems are extremely well planned out. I would never consider travelling in Saskatoon by bus with the current system. Even though I owned a car while living in Ottawa and Vancouver I frequently took the bus (almost daily).

Passenger safety and security, especially during evenings and nights.

paying with mobile phone app? SAfer communities so people would WANT to walk to get to buses

People riding the bus want to feel safe and secure. Occasional security staff in trouble areas and video monitors.

Please provide an educational service to citizens in regard to mobile apps and websites. Many seniors have never had significant truing in these areas and would benefit from a written guide with important information that could be include in a utility bill or civic program.

Real time arrival information would be great in the winter. I think the only thing you missed was resolve the contract dispute. It will be hard to achieve any of this if there is a lockout or a strike. It seems to me that the relationship between the employees and senior management in transit is relatively toxic. I remember hearing about that years ago. You can't fire all the drivers but you can probably dismiss senior management. I'd do that and bring in some professionals from elsewhere.



Require all city employees who work in a single location to use public transit to and from work. Require all City Councillors to use public transit when on City business, particularly scheduled meetings.

safety / cameras on every bus and in ever shelter.

Safety concerns both at the bus stops and on the buses themselves. Drivers that are truly concerned about their passengers.

Safety improvements

Safety of the shelters

Safety!!!!!!!!!!

Safety. If you insist on forcing people out of cars and onto buses (which is a horrible idea) the safety and security of your riders and drivers should be your number one concern. This means everything from video monitoring and security barriers to security personnel stationed at hubs and on buses.

Security

Security on buses...vid cams, possibly

Security personnel for trouble areas.

should be able to re-fill a bus pass on the internet, and not at a kiosk.

The north bridge is most important as this will change the entire bus system. Instead of putting money into the bus system twice, do the bridge first then get feedback on the buses and watch the changes from the north bridge being open and THEN work on the bus system once. Also, the bus system doesn't seem to be a problem from what I hear and working at RUH a lot of people use this. My own opinion is to not fix something that is broken. If anything, implement the most inexpensive things (mobile app and better shelters) with these two things I think people would be happy and then work on the rest after the north bridge is up.

There is a lot of information to consider. Customer safety, new buses are nice but if you don't feel safe no one will ride them.

We need new management in the transit system and must control and reduce the taxpayer share of costs. Look at privatization as a possible answer

WiFi connections n bus.

## q8r5 Improve transit infrastructure/amenities

better pamphlets and supports/apps for visually impaired, and for other languages. Increased access to bus ticket/pass purchasing in neighborhood pharmacies/corner stores in west side with debit, outside of major commerce areas, so people don't have to walk or borrow money to ride bus to buy tickets at the few destination centres connected to their route. Increased evening access to bus pass purchasing .

Yes, I think that instead of an app, it would be more helpful if it were just displayed at the bus stop. When it's -40 the last thing I want to do is start digging in my pocket or bag to find my phone to find out how much longer I have to wait for the stupid bus, also I have to take off my mitts to work my phone so then they get cold. There is a display system in Stockholm Sweden that I thought was pretty good when I visited there. Also I heard that in Winnipeg they had heated bus shelters but they had to stop heating them because people were peeing in them and the smell was horrible. If the bus was on time and frequent I wouldn't mind waiting outside, it's when the bus is 10 or 20 mins late that I start thinking it's worth it to drive.

A total over haul of the transit system. New management, new union! There is no way this system will be fixed with the current leadership structure and the continuance of keeping it all within. Again another example of small town thinking within a city that apparently wants too and will grow. This same attitude kept will mean hell down the road.

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Many people are too scared to take city buses, crime rate is high and the bus terminals are not safe, look at making these changes to improve the transit experience

WiFi connections n bus.

I believe accessible buses will increase ridership for many people. However, we have to accept that we have several months of winter, and it is simply not feasible for many disabled people to use the standard bus service. Access Transit services will always be required and this need is growing due to our increased percentage of elderly people.

Make sure you have enough bus route to hit some of the major places of employment. I work at Saskatoon City Hospital, as an example and according to transit staff there is only one bus route that goes past there making it inconvenient for me to get to and from work so I use my car. I have to either transfer or walk through the park to get from 25th Street to the hospital which isn't easy to do in winter because the pathways aren't cleaned regularly.

heated bus stops

if only 5% of Saskatoon population take transit maybe there are reasons that this is happening

Improvement of the waiting facilities especially for reason of the winter seasons and construction new ones in strategic areas

light rapid transit system

lower fares, new main terminal, rail express trains going n-s and e-w

Move away from only coin payment on buses.

Not everyone has a cell phone or a computer!! Signage at the bus stops needed

not everyone has a mobile phone so there should be access for people without one to buy a ticket in more places

Nothing I can think of ... Transit upgrades are a good idea, but transit is not practical for everyone.

Perhaps this is what's meant by real-time bus arrivals, but if not, I'd like to see digital signs in some of the main bus shelters that show when the next bus will arrive. I don't have a data plan on my phone, so the app wouldn't be helpful to me.

Probably not the transit's responsibility, but in winter it is often very difficult to enter buses because of heaped up snow and slippery ice.

Removing the spoke-and-wheel transit route method, and moving to the BRT and cross-hatch method.

Use lots of digital info right on & in the bus. Ex: running LED display as to where the bus is going, or at least what the next stop is.

yes check the previous answers

Yes...a honest and sincere commitment to Transit Service (not just a transit system)...this, and other plans/studies (such as the re-build of the TRAFFIC BRIDGE), have become far too frequent exercises in futility and a waste of time and money. ... Enough of the Lip Service !

You need to act now! Not wait 10 years. We have the worst transit system that I know of ... including world wide systems.

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## q8r6 Improve reliability of service

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better schedules. reliable. safe and clean bus shelters than are not snowed in

I currently do not use Saskatoon transit. As long as I am able to drive, I prefer the independence driving my own vehicle gives me. I would be more inclined to take a bus now IF the system was simple, reliable, clean & safe & took a reasonable time to get me to my desired destination.

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I used the buses for a few years, and the biggest problem I had was the reliability. sometimes it would come, sometimes it wouldn't. It was supposed to be every 15 minutes, I waited 45 and saw it coming the other way so I had to cross the street and add 10 minutes to my trip.

increase bus availability and reliability

service than can be relied on to be on time and get you where you want to go in a timely fashion.

The bus system doesn't have a good rep now for being on time or friendly - that needs to change to ensure that people are willing to take the bus. I currently live in Stonebridge and it would take me 45 minutes to get downtown on the bus. That is unacceptable and the reason I don't take the bus now. Perhaps the city should offer bus parking depots where people could drive to a station that offered rapid transit downtown or to the university.

busses on time

Designated bus lanes as bus drivers have become very aggressively drivers in the last few years and they 'push' there way into traffic flow. This could also help with keeping them on time

looks good .....if buses stay on time

make buses actually come on time maybe?

Tell the bus drivers that of they are early to a stop that they have to wait until the actual arrival time. And if they are late that they still have to stop if there's someone there.

Yes I understand the concept of unions and coffee breaks one of the reasons I don't take the bus is I tend to get stranded somewhere for an extended period of time while the driver has their break. I think that negotiations should begin to allow for breaks at major terminals and switch drivers so the transit system is always moving.

## q8r7 Improve transit information

I have found the web interface is actually worse than it was a few years ago - it times out on me and otherwise is not very helpful. If we go all high tech and it doesn't work, I'd rather just go back to having a bunch of pdf maps. That's why I didn't assign the web info very high priority. I'd rather that the bus just came when it's supposed to, which it doesn't always, and if it doesn't come that I don't have to wait half an hour for the next one.

Making sure that parking downtown for work is becoming more difficult and should be highlighted. Doing a cost-benefit approach for consumers to show them how much they would save per month makes more sense to people. Even for the far reaches of the city for employees to enjoy the ride on a bus, i.e., wifi.

Not that I can think of. I have tried the Click and go with limited results. I phoned the ...975.3100 number, and it wasn't picked up. I am not happy that I cannot buy an annual pass except at the end of June. I mean, really?

Please provide an educational service to citizens in regard to mobile apps and websites. Many seniors have never had significant training in these areas and would benefit from a written guide with important information that could be included in a utility bill or civic program.

real time access is right but there is still people that don't have the access to technology or to the English language

Will the mobile app allow for pre-paid travel?

## q8r8 Coordinate with active transportation

Refer to my previous comments. We need wider streets and dedicated bike lanes that are clean and safe for travel.

acquiring and/or preparing infrastructure that can eventually readily accommodate rapid mass transit. developing more bicycle friendly lanes and areas to lock up bikes.

A bike share program at major transit hubs

Better bike lanes

Bike lanes

Bike lanes, and driver training course to have a focus on understanding cyclists on the road.

Composting program and incentives for more than just grass clippings. Recycling incentives. Reducing landfill mass. Encouraging people to compost and catch rain water to reduce potable water use. Program to use gray water for irrigation and toilets. More community gardens. Plant fruit trees instead of decorative trees. Plant vegetables instead of flowers. Make bike lanes protected from cars and impose fines on dangerous drivers. I nearly get hit almost every time I make a bike trip!

In areas of new neighbourhoods and new street design, plan the bike routes away from the motorized traffic. I am strongly opposed to the 33 street bridge. North of the railway bridge is a beautiful natural parkway, DON'T SPOIL IT. Building a new bridge in that location will only encourage car use, which is a definite conflict with your goal of encouraging the use of public transit.

Just better walking and biking paths along major corridors throughout the city

Love the idea of having a yearly fee for public bike systems. You can use a public bike from pt A to pt B as often as you want for yearly fee of \$50 or something. There are regulations for its use and is managed easily- little misuse or damage too. Was in Washington DC when I saw this.

More ambitious goals to increase density, more mixed-use areas, bike lanes, transit priority, lowered parking requirements for new development.

More community gardens, bike routes, this city needs to focus more on community rather than upgrading

More cycling walking running paths. Cycle pedestrian bridge(s) over river like in Calgary.

more pike lanes

Sky train would be great. Extended Bike Lanes.

### q8r9 Improve training for transit operators

The bus system doesn't have a good rep now for being on time or friendly - that needs to change to ensure that people are willing to take the bus. I currently live in Stonebridge and it would take me 45 minutes to get downtown on the bus. That is unacceptable and the reason I don't take the bus now. Perhaps the city should offer bus parking depots where people could drive to a station that offered rapid transit downtown or to the university.

Get operators who want to be polite and helpful. Get gps and wifi on the busses. Quit trying to have every street have a bus route. Quit running empty busses where/when there is no demand/ridership!!

Better access for parents with strollers. The wheelchair areas should always be used for strollers unless needed for wheelchairs. Some drivers encourage this, others are terrible about supporting parents when they ask people to move so that the stroller can be left set up, but completely out of the way.

Better staff training for bus drivers (Social) . I have one question bus usage is down 25% now Why are those issues being addressed before the plan to move ahead. If todays issues are not dealt with why move to the growth plan and not addressing things that could move into the new growth plan. Just a question.

Health and safety issues - lighting and security at stops and shelters, dangerous materials (sharps) disposal, training for drivers

Safety concerns both at the bus stops and on the buses themselves. Drivers that are truly concerned about their passengers.

Better customer service should be implemented. A lot of bus drivers are plain rude. Also, there needs to be more buses more frequently because it's ridiculous to have to stand crowded in the bus or miss a bus because it's full.

A standard of accountability where drivers receive performance ratings based on safety record and number of client complaints (or lack thereof). There needs to be a clearer understanding of how public input (via these customer service surveys) will increase individual transit driver accountability.

courteous drivers and upgrade their training

Customer interaction training for bus drivers.



Customer service and affordability are priorities.

ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now, not saying they are all like that but the majority is and that is part of the reason i would rather not take the bus, you're treated like a second class citizen by the bus drivers

More supervisors monitoring the routes Drivers that are actually people friendly They should be able to direct tourists/seniors/new riders

Respectful/courteous operators - some act like bullies on the road and to their clients.

Training of transit drivers needs to be more universal. It varies VARIES from driver to driver for quality and personal service riders receive.

## q8r10 Reduce the cost of transit

More affordable

Customer service and affordability are priorities.

lower fares, new main terminal, rail express trains going n-s and e-w

Make it super easy to understand how using the bus makes life easier for everyone. Start by teaching high-school kids how to make full use of the bus system. Perhaps giving all students a free month every September with a lot of teaching and training about how to utilize the busses would go a long way to changing behaviours. A lot of us just do what we always did (drive) because we don't know how to make the change.

Offer one-time, daily, weekly and monthly passes. The longer the pass, the more attractive financially, to encourage people to take public transit.

challenge now is cost of bus and poor schedule

I am not sure if I should assume that decreases in waiting times, how long it takes to get between places is a given. Those are the larger problems. Increasing costs to users isn't going to attract more riders either!

I use to be a regular transit user until buses became so inconvenient (there use to be a bus on my street; now I have to walk 3 - 4 blocks and either just miss the bus or wait and wait for it to show up. It became easier just to walk downtown to the terminal.) More buses and more routes are essential. Also, last time I used a bus cost was just over \$2 and some cents. A few days ago I noticed the adult ticket is now \$3.10. How can people on minimum wage afford to take a bus to work? This is way to high for a city that has such poor service. I understand that it COSTS the City to run this but don't put this all on the backs of the poor. The City cannot expect to make money on all services. The more expensive a thing the less likely that people will use it.

It would be nice to see more reasonable fares. Most of the reason that I don't take the bus is that it's way too expensive, the other part being that it would take me over an hour to get from home to work.

We need to have zones for different lengths of travel...with Zone 1 being the centre of the city and then concentric circles around to indicate zones...so if I'm travelling from Stonebridge to downtown it would cost more than riding from Cumberland to downtown. This principal has been in effect in different parts of Europe for a long time!

Affordability.

Better City planning includes affordability, something the present system is not

Consider lower fares to increase ridership. Do lower fares affect the numbers of users? Increased transit use should mean fewer vehicles on the streets - does that affect overall costs, i.e. street maintenance, etc.

Consider lower fees or no cost to ride a bus. Might get cars off the roads.

Consideration of reducing transit fares to increase ridership.

Cost effective business with lower fares

Discounts for bus passes for people who need financial help.

Fares for transit need to be subsidized to ensure ridership.

Fares should not increase so much that one does not want to use transit. There should be some subsidy.

I wonder if there were free shuttles along the high traffic corridors. This should drastically increase ridership. I do not know the business case for this but it may take many cars out of the traffic flow. Some cities do this.

important in all this to keep transit fares reasonable I thought the recent try a bus week was a great promotion

Keep the price where people will use the bus

keeping rates affordable! family-friendly options (rather than a separate pass for each member).

Lower prices for transit. More subsidised bus passes for the economically vulnerable. A general sacking of senior transit management and new vision.

Lowering fees so that transit use isn't more expensive than personal vehicle commuting (where parking is free)

Make transit cheaper

rider subsidize all costs

transit should lower prices especially for seniors and people with disabilities, and students.. keep the price low.

Yeah encourage bus use don't discourage. High fees means low use - it is cheaper to bus but then everything this city does is retarded. Encourage conservation then raise fees because the service is making enough money - STUPID STUPID STUPID

### q8r11 Dedicated bus lanes

Designated bus lanes as bus drivers have become very aggressively drivers in the last few years and they 'push' there way into traffic flow. This could also help with keeping them on time

Dedicated rapid transit bus lanes and routes for peak hours.

Dedicated bus lanes.

priority lanes for buses

### q8r12 Opt for LRT/Skytrain

lower fares, new main terminal, rail express trains going n-s and e-w

Sky train would be great. Extended Bike Lanes.

Better transit is a must... When thinking of transit... has any consideration of a skytrain come into discussions? The roads are only going to get more congested... what about the space above the roads. We don't live in a mountain area, but think gondallas or sky trains.



A train.

Accept that those who can afford vehicles are not giving them up. Start now. Give up on buses and look at LRT systems. Adopt a user-pay policy. Decentralize all levels of government operations out of the downtown core. I can go to a branch library anywhere in the city, but all city hall ops are still downtown. Walk the talk people!

again i would say there should be subways running from one to the other corner of the city.

Don't use the bus so i find the area as a whole as low priority. If only 5 - 10 percent use the bus then why spend millions for that small amount? Not very cost effective. If you build heated shelters there will be homeless people sleeping in them then the bus riders won't use them. Build an LRT system like Calgary or Edmonton has to move people around now and add to it as we have more people.

Has the city considered an electric train like sky train in Calgary? I feel like this may be a viable option as the city is growing

I do not ride the bus, and likely will not regardless of what improvements are made. The only two things that might appeal to me would be an LRT (if we grow to the point where we can afford it) and a park-and-ride transportation system to facilitate airport travel.

Light Rail Transit

Lrt

LRT

LRT from outlying areas to downtown and Sask Place

Maybe the implementation of a go train from the North,South,East and West to a central Hub

Need LRT type transit.

only the train system in the transit

Saskatoon at present has unused rail tracks, and existing rail tracks currently in use that are already situated perfectly for short line commuter rail, extended from Wanuskaian on the north to Exhibition on the south, and 11th Street on the west to Sutherland on the east, both tracks nearly meeting downtown. This would be most useful to extend the areas of the city useable by pist secondary students, as well as commuting to the workplace.

Thanks insightrix for this survey. I'm sure there are more important issues, but I have always felt...no matter the changes they try to make...the transit system always seems to be a behind in the way it functions. I have taken buses in areas and then on to LRTs and Subways in larger centres, and they seem to function more efficiently...possibly, that's through the eyes of a tourist...they are, likely, not without their problems as well. I do worry about how I will get around when I can no longer drive as I am very self sufficient and independent. P.S. Are you the group that have the puppy at work that was featured on the news the other night...I loved it! Lucky

puppy, lucky people! (I had to leave my puppy when I moved to an apartment :( )

The LRT should be the short term focus, not those references made in the previous questions

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### q8r13 General comments about the plan

Don't use the bus so i find the area as a whole as low priority. If only 5 - 10 percent use the bus then why spend millions for that small amount? Not very cost effective. If you build heated shelters there will be homeless people sleeping in them then the bus riders won't use them. Build an LRT system like Calgary or Edmonton has to move people around now and add to it as we have more people.

In areas of new neighbourhoods and new street design, plan the bike routes away from the motorized traffic. I am strongly opposed to the 33 street bridge. North of the railway bridge is a beautiful natural parkway, DON'T SPOIL IT. Building a new bridge in that location will only encourage car use, which is a definite conflict with your goal of encouraging the use of public transit.

Off hand I think it well researched but does need tweeking especially in respect of security of transit users

Almost ALL of your so called improvements have nothing to do with moving the buses faster or insuring they run more on time. quit having city end to city end routes that cant keep a schedule and are at the whim of bridge traffic. Ther eis nothing wrong with having to transfer 2 or 3 times to go from confederation to stonebridge. Having the 50 and 60 show up to the university 7/8 full on a -30 day and taking on 5 passengers and going because it is full from downtown people , and waiting for 3 buses to get a standing only, squashed like sardines, place on the bus is really frustrating. Divide teh city and have rapid transit between major hubs and local buses doing circles to the outlying areas in the zone. Cross city buses dont work.

Fixing current difficulties while leaping into the future ... with too many surveys and not enough experiential planning !!! You need planners who can first fix the current situation !

Education of implementation plan. Implement now.

Only that 10 years is too long. Try 6 years.

People will not use transit as long as vthey have their own vehicles

Probably

Yes. This is not a comprehensive growth plan it is a look at possible transportation plan.

You missed lots, too much to write on here

## q8r14 Questions regarding funding for the Growth Plan

Don't use the bus so i find the area as a whole as low priority. If only 5 - 10 percent use the bus then why spend millions for that small amount? Not very cost effective. If you build heated shelters there will be homeless people sleeping in them then the bus riders won't use them. Build an LRT system like Calgary or Edmonton has to move people around now and add to it as we have more people.

I do not ride the bus, and likely will not regardless of what improvements are made. The only two things that might appeal to me would be an LRT (if we grow to the point where we can afford it) and a park-and-ride transportation system to facilitate airport travel.

We need new management in the transit system and must control and reduce the taxpayer share of costs. Look at privatization as a possible answer

Hope you can get the funding so these plans will not be delayed for another 10 years!

Not that comes to mind at this time. Perhaps in the future some items might require a referendum type vote if the expense of implementing it may cause a large increase in the mill rate to pay for it.

show me the money

This is a crazy one. A transit system that is funded 100% by the mill rate. I'm a property owner I pay property tax and I support a transit system that receive a fixed budget, not one that needs to make contingency plans for when they sell fewer passes in a given month. Remember how immediate the service improved when the university brought in the U-Pass? That was in part because of guaranteed funding to the transit system. I imagine a world where transit is used by more people, maybe forcing them to pay for it would make them use it.

what would fares look like?

## q8r15 Support for fleet upgrades

There is a lot of information to consider. Customer safety, new buses are nice but if you don't feel safe no one will ride them.

A better transit system with a key terminal in each area may help. With frequent bussing between each terminal and smaller busses servicing each area

Can we have buses with snow plows attached in the winter?

Energy efficient/hybrid buses?

More environmentally friendly buses



More of those buses that are double in size and cut in the middle.

new buses

Small shuttle buses through residential areas instead of running almost empty buses all evening or if ridership does warrant a bus remove it.

the type and nature of the buses or shuttle vans. amount of passengers gas, propane, electric

Time for electric buses with Wind/solar powered charging facilities.

Use smaller buses, does anyone not notice that the buses run void of persons . why do you need an accordion bus running down 2nd ave during the day..almost empty.

## q8r16 Learn from other cities

Thanks insightrix for this survey. I'm sure there are more important issues, but I have always felt...no matter the changes they try to make...the transit system always seems to be a behind in the way it functions. I have taken buses in areas and then on to LRTs and Subways in larger centres, and they seem to function more efficiently...possibly, that's through the eyes of a tourist...they are, likely, not without their problems as well. I do worry about how I will get around when I can no longer drive as I am very self sufficient and independent. P.S. Are you the group that have the puppy at work that was featured on the news the other night...I loved it! Lucky puppy, lucky people! (I had to leave my puppy when I moved to an apartment :( )

I wonder if there were free shuttles along the high traffic corridors. This should drastically increase ridership. I do not know the business case for this but it may take many cars out of the traffic flow. Some cities do this.

Other cities that I've lived in and used transit in had real time arrival updates which were amazing and a wonderful online trip planner. Ottawa and Vancouver transit systems are extremely well planned out. I would never consider travelling in Saskatoon by bus with the current system. Even though I owned a car while living in Ottawa and Vancouver I frequently took the bus (almost daily).

A system like Dublin Ireland would work very well here to get it implemented.

## q8r17 Implement Park and Rides

I do not ride the bus, and likely will not regardless of what improvements are made. The only two things that might appeal to me would be an LRT (if we grow to the point where we can afford it) and a park-and-ride transportation system to facilitate airport travel.

The bus system doesn't have a good rep now for being on time or friendly - that needs to change to ensure that people are willing to take the bus. I currently live in Stonebridge and it would take me 45 minutes to get downtown on the bus. That is unacceptable and the reason I don't take the bus now. Perhaps the city should offer bus parking depots where people could drive to a station that offered rapid transit downtown or to the university.

The timing of connections is a significant issue. Each Community Shuttle should feed the local Rapid Node with each Node feeding the Community Shuttles. One should be able to get from one central community node to another with only 2 transfers and the wait time at each transfer should be short.

Ever consider a shuttle bus or 'jitney' for the downtown core? Loop 1st, 3rd, 19th and 25th to encourage people to with park further away, or take a bus downtown. Maybe connect to Broadway? Would reduce the 'too far to walk' excuse.

How about some park and ride options?

Park & Ride.

Shuttles & parking from outside the city of Saskatoon

Yes, create a place where people can park their vehicles (Stonebridge, Blairmore and the like) and bus directly into downtown or university. Feed those areas with local buses.

## q8r18 Improve bus cleanliness

better schedules. reliable. safe and clean bus shelters than are not snowed in

I currently do not use Saskatoon transit. As long as I am able to drive, I prefer the independence driving my own vehicle gives me. I would be more inclined to take a bus now IF the system was simple, reliable, clean & safe & took a reasonable time to get me to my desired destination.

I can't use transit as it doesn't run anywhere close to my job at the hours I work, but I don't trust the cleanliness of the busses anyway-bed bugs from back packs etc.....

A sanitation system to not only make the buses clean in terms of dirt but clean in terms of germs as well (I hate taking the bus during cold and flu season- in fact despite having a bus pass included with my tuition I would get up 3 hours earlier than necessary to drive with my boyfriend on his way to work than go on the bus since people were constantly coughing/wiping or otherwise ill on the bus. My father is immune compromised so getting the flu/carrying it home was a huge concern.)

## q8r91 Other

Housing

Accept that those who can afford vehicles are not giving them up. Start now. Give up on buses and look at LRT systems. Adopt a user-pay policy. Decentralize all levels of government operations out of the downtown core. I can go to a branch library anywhere in the city, but all city hall ops are still downtown. Walk the talk people!

Lower prices for transit. More subsidised bus passes for the economically vulnerable. A general sacking of senior transit management and new vision.

Composting program and incentives for more than just grass clippings. Recycling incentives. Reducing landfill mass. Encouraging people to compost and catch rain water to reduce potable water use. Program to use gray water for irrigation and toilets. More community gardens. Plant fruit trees instead of decorative trees. Plant vegetables instead of flowers. Make bike lanes protected from cars and impose fines on dangerous drivers. I nearly get hit almost every time I make a bike trip!

More ambitious goals to increase density, more mixed-use areas, bike lanes, transit priority, lowered parking requirements for new development.

More community gardens, bike routes, this city needs to focus more on community rather than upgrading

paying with mobile phone app? Safer communities so people would WANT to walk to get to buses

Real time arrival information would be great in the winter. I think the only thing you missed was resolve the contract dispute. It will be hard to achieve any of this if there is a lockout or a strike. It seems to me that the relationship between the employees and senior management in transit is relatively toxic. I remember hearing about that years ago. You can't fire all the drivers but you can probably dismiss senior management. I'd do that and bring in some professionals from elsewhere.

The north bridge is most important as this will change the entire bus system. Instead of putting money into the bus system twice, do the bridge first then get feedback on the buses and watch the changes from the north bridge being open and THEN work on the bus system once. Also, the bus system doesn't seem to be a problem from what I hear and working at RUH a lot of people use this. My own opinion is to not fix something that is broken. If anything, implement the most inexpensive things (mobile app and better shelters) with these two things I think people would be happy and then work on the rest after the north bridge is up.

Strike due to union, during those days happened very bad to passengers, very hArD to get reach at the job.

There should be a plan to minimize litter all around the city, it seems to be becoming more and more of a problem and it makes me feel that I live in a dirty city. Also, opening up areas that are congested such as by the confederation Tim Hortons would definitely help.

We need more driving lanes and a lot more parking. Parking should also be free almost everywhere.

A push for stronger Provincial representation in Saskatoon, as it is more central. Also, it would be amazing to coordinate between the cities of PA, Saskatoon, Regina, and North Battleford to have high speed trains as this would have a lasting positive impact on the West.

Again - affordable housing!

Better jobs.

Build another bridge!

City Hall is going to become much busier of course - the phone system now leaves much to be desired as it is. Also, the website is not as helpful as I believe it could be.



Clean up gang problem

Development of 20th St, it's happening already so get behind it and push the slums out of the ncest areas in the city. Down town has come a long way but homeless shelters and the lighthouse need to be moved elsewhere. McNabb park is an eyesore to the city as well, if you get off a plane at yxe and that's your first impression of the city, you might not return

Do we need a Viciria Bridge - I think a north bridge is needed before another downtown bridge

Don't forget to honor the culture and historic buildings in Saskatoon.

Get serious about having people choose to live downtown - that will attract services such as grocery stores to the city centre and make it a place that people want to live. Once you have lots of people living downtown, public transportation will become second nature for many people. I don't think this city council is serious about this issue though.

Green space?

grocery distribution planning

I already made my comments earlier...ENVIRONMENT! Encourage building UP not out. Save wild areas and create berms (sp?) so urban-ness cannot be seen. DECREASE light pollution. we have the most amazing SKY (we celebrate it in SK) but at night we don't get to enjoy it! Could be a tourist attraction (like Tucson AZ)...come see our stars and northern lights...

It all sounds good to me, but I was a bus rider when I worked and now I use Acceaa Transit. Making people give up a car for a bus seems a very difficult task. You might have to take away parking in the downtown, university, and other locales until more than 5% start using the transit system. Good luck.

Leisure facilities, rink complex, schools.

Leisure outdoors

Make sure their are enough places for newcomers to rent in the city. I would like to see more affordable apartment buildings and less condos.

more parks

More parks and green areas.

Nothing comes to mind. Just keep the public aware--newspaper/email notices/signage of progress and new developments. Keep us involved!

Parking downtown.

Pollution

private contractors

Scrap the new parking meters they dont work the way they should

Sustainable building and power

There may already be such or similar option, but giving incentives for those that choose to carpool every day, such as discounts on gas or insurance, if proof is given that the owner of a vehicle is in fact carpooling with fellow classmates or coworkers every day.

With an influx of population there will be greater requirements for emergency services. I did not see those services included in the growth plan? Will the city be installing community sub-stations like the little chief station on 20th to make the police more integrated and accessible in our communities?

q8r98 Don't know/no comment

No

no

No.

I don't think so

N/A

Nope

Not that I can think of

NO

not sure

Not sure

-

?

.

Don't think so

donèt think so

I am really not familiar enough with the current transit to assess it and the future needs. My answers were the best evaluation I could give.

I can't think of anything

I cannot think of anything.

I do not think so

I don't think so...

I don't think so.

I don't think so.....

i DONT HAVE ANY IDEA

I doubt I'll ever use a bus much.

I'm not a transit user so I can't think of anything else

List is quite comprehensive so I cannot think of anything.

Lots.. mentioned already...

n/a

N/a

Na

NC

nil

No comment regarding transit as I don't use public transit

no, as i dont know.

No, I don't think so.

no.

No. I use the bus - although not on a regular basis.

none

Nope.

nope. covered it all

not at all

Not at all.

Not really

not sure at this time

not sure.

Not that I can see!

not that I can think of

Not that I can think of now

Not that I can think of right now

Not that I can think of.

Not that I noticed

not that I noticed.

Nothing

nothing come to my mind

Nothing comes to mind

Nothing comes to mind.

Nothing I can think of at the moment.

Nothing I can think of, I'm planning to move out of the city and commute back and forth.

Nothing that I can think of

## q8r99 Satisfied with Growth Plan

looks good

I think you have a good plan for the city maybe some sky ramps so people can cross over traffic instead of crossing the street

No - love your ideas



no it was well put together

No, very interesting

Nope looks good

nope. I look forward to it

Not that I can think of. Good job!

Not that i could see no, there were some ideas i never thought of that was showed to me now that i find very intelligent and good ideas.

nothing but everything covered in the list

Seems adequate

This is a great start!

well done! thank you

---

**Q9 Verbatim:**

15 minute waits.

22nd Street.

33rd Street bridge.

8th Street.

A big mistake is being made by attempting to improve present service...BRT (Bus Rapid Transit) should for example and be secondary to LRT as noted earlier in my comments.

A Clarence to Preston bus lane and how about Clarence to McOrmand.

Accessibility training and sidewalks located at bus stops.

Add Stonebridge to the growing areas.

Again bus routes up in the new development in the north industrial area.

All the above work is a good start.

An honest and sincere commitment to transit service. No more lip service.

---

Anything to help the city look beautiful.

Arrange to put some seating arrangements in residential loan area, so people can sit and meet others.

As noted on previous page, frequency is an issue. Perhaps more buses, but smaller ones would be an option. I do like designated bus routes such as the one in Ottawa, and it is like a subway with the nice stations, which in the future, they can easily convert to train lines and stations.

Be able to buy a daily pass on the bus.

Better service in the west side and shuttles. As I find that buses from downtown to Confederation are quite full and even at non peak times.

Better trained and more polite drivers.

Better transit from Stonebridge to downtown.

Bicycle lanes before bus lanes. Support healthy commuting.

Bicycle lanes.

Bike carriers.

Bike lanes! Bridge just for public transit and emergency vehicles along with bikes and pedestrians.

Bike lanes.

Build north bridge first.

Bus lanes on 8th Street

Bus service is usually for people that work or don't drive.

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Bus shelters.

Bus stops that tell us when buses coming like in Paris, Stockholm so I don't have to have a cellphone.

Bus traffic signal priority.

Bus.

Buses don't run into the night when many who are in the lower income brackets are working late night jobs or can't work because they have no reliable way to get home at 1 and 2 in the morning. Employability requires reliable transportation and I know that if there was a bus available or a shuttle of some kind that would come more than once an hour currently, there would be people who could work those shifts and have more income.

Circle Drive routes need to be added. Quit funneling everything through the university. A 15 minute car ride from my house to work on Circle Drive takes almost 2 hours due to the routing going through the downtown core and university. Not Circle Drive. Quit catering to part-time residents.

Consider smaller park-n-ride lots in each new neighbourhood as part of the planning process.

Constant communication.

Core neighbourhoods.

Dedicated bus lanes on streets with high university travel. Clarence, Preston and Broadway.

Dedicated bus lanes only condense existing lanes for the same amount of vehicles.

Dedicated bus lanes only if roads are increased in size to actually add one lane to them. Otherwise that's ridiculous and just another ticket grab for the police.

Develop a C-Train like in Calgary or Edmonton.

Direct non-stop bus from one terminal to another.

Discounted rates.

---



Discussion of the Stonebridge area seems to be omitted.

Do something with the Confederation terminal. It is outdated and I hate when I have to use it. More and more people are using it though.

Easier to make people with cars.

Easy connection with regular routes

Education on riding and easy pass access.

Electric vehicles.

Eliminate some stops for faster transit.

Eliminating cross city transit lines in favour of twin hubs with LRT connecting hubs.

Enduring enough bus service to U of S.

Enforcement of bus lanes.

Enhance the transit by adding a Go Train from the North, South, East and west.

Enhance transit access to airport for frequent travel by air commuters.

Ensure safety and security of users, especially in evenings and nights.

Ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now. Not saying they are all like that but the majority is and that is part of the reason I would rather not take the bus. You're treated like a second class citizen by the bus drivers.

Everything included.

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Extend bus hours.

Extend rapid transit from Stonebridge to Marquis Industrial

Figure out how to effectively service areas that have been around for the last sixty years?

Figure out why only 5% ride transit and then build around that. There is something undesirable about the bus system. Get to the root cause and then address that first.

First get people on the bus, I live on 8th St with a bus stop at the door and most times it arrives M T and leaves the same way

Fix current traffic bottlenecks.

Focus on ridership.

Forcing drivers to use the bus because of lack of parking.

Free parking for park and ride.

Gang problems.

Get rapid transit on 33rd Street west.

Get rid of the downtown bus block where all buses converge. Totally useless and a waste.

Getting wages and union in line.

Have to walk 20 minutes to catch a bus.

Having enough buses so that no one is left behind at a bus stop.

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Having less transfers.

Heated bus stop shelters.

High cost of bus fares.

Higher frequency of smaller buses would make a better service. The MBA mania for reducing the number of drivers is undermining transit services for the taxpayers.

Hire new employees in this department and get rid of the dolts working there now.

I don't think time on the bus is the reason people do not ride the bus. It's costly and inconvenient, especially for working parents who need car access. 1/2 hour to destination is not too long. I road the bus daily for work and especially great for winter.

I think park and ride lots would be a wonderful take up for people arriving out of town for things like university, downtown workers and other big hubs with sucky parking.

I think that Saskatoon is too small for park and ride. If someone gets in their car they will drive the full distance.

I think the north-south service should extend to the north industrial area, as there are a lot of workplaces out there and more office space is being constructed and/or sold.

I would definitely use a rapid transit service if there were park and ride terminals. I work downtown.

I would never ride a bus.

I'm curious about the changes for the area I currently live in, Sutherland. It appears to still be a main hub in the short term plan, but it's grayed out in the long term plan.

If transit is not attractive to most now, why would anything done make it more attractive for the future?

If we apply underground trains would be fine. Same as in Toronto.

If you can't afford to live in one of the improved bus corridors, what's the point?



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Improve routes and stops that get you to the blue line or red line routes.

Improve transfer hub designs and bus shelters, etc.

Improve transit for isolated west and southwest neighborhoods.

Improve U of S service from developing areas.

Improved North Industrial services.

Improving north residential bus service.

Include and enhance north-south rapid transit service down Broadway and somehow into Stonebridge.

Increase frequency.

Increase ridership.

Increased accessibility options.

Increased frequency on weekends.

Increased hours of operation.

Increased security lighting and stability of downtown transit terminal.

Industrial northend bus routes for quicker in and out on Warman Road.

It is actually more expensive for me to ride the bus than to drive.

---

It says dedicated routes, but my 10 minute drive downtown was 50 minutes on the bus with 2 major stops.

Just improve on service.

Just not a transit user.

Keep bus fares reasonable.

Keep fares feasible.

Let's move work places to places where people live.

Light rail.

Look at light rail transit options, as land will not get cheaper in the future to develop this.

Look into more direct routing from Mayfair to North Industrial area.

Lower prices.

Lower the ticket price immediately.

LRT,

LRT.

Make bus connections into the north industrial section quick enough to be a viable alternative. Nobody buses to work there because it takes too long.

Make north/south and east/west bike lanes a high priority.

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Make sure the travel cost is sensible.

Make sure transportation is safe for all users.

Make transit services cheaper.

Make what we have now safe for people and drivers enhance security measures lighting, video cameras, customer service/security and people real time information available on the bus at main terminals on bus and via phones.

Making traffic light sensor more efficient.

Maybe it's coming up? I haven't seen anything yet to alleviate the issues with biking.

Money to pay for this.

More express service from one mall to another.

More frequent bus service.

More important is present infrastructure. Our present roads are in terrible condition and there are many streets in university area do not even have sidewalks. The attention to safety and comfort of present residents of Saskatoon is deplorable.

More often on the busy routes specially in winter.

More payment options, extended service hours, and winter improvements.

More routes.

Movement between two points in under an hour.

Need a connection to Stonebridge.

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Need bus shelters and arrival times on a screen.

Need to ensure times match work schedules, as large hospitals have shifts over 24 hours.

Newer buses.

No additional input at this time.

Not a transit user.

Not investing too much money into a system no one is going to use.

Not mobile, but have buses visible in real time via your website so anyone can access it.

Not sure if safety concerns apply here.

On time.

Other.

Pace of transition.

Park and ride doesn't work in our winter climate, plus you still have most of the costs of vehicle operation plus the cost of bus passes. Get businesses to sponsor dedicated buses for their employees in specified neighborhoods. I repeat, give up on transit buses and go for LRT.

Park n ride lots should be free with use of transit.

Parking parkade downtown.

Passenger safety. Driver courtesy, bus cleanliness and on schedule with lower fares?

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Payment via mobile app.

Place Riel is a higher priority than Downtown terminal to convert for rapid transit operations.

Potholes.

Prevent on-street parking on busy bus routes; e.g. the main roads in Stonebridge is very narrow and must be very difficult for bus drivers to navigate, especially on garbage/recycle days.

Provide better shuttle services to smaller neighbourhoods such as Buena Vista, Pleasant Hill, Mayfair, Avalon, etc.

Provide faster times for residential bus pickups.

Quick trips with fast turnaround service.

Reduce fares.

Reduce the number of commuters to downtown that have to go to the university first then you won't need dedicated bus lines on College Drive.

Reduce the vehicle traffic and do not offer park and ride.

Reduced service in low user areas.

Replacing some older buses.

Reroute trucks.

Ride and go.

Ridership continual monitoring.

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Rocket shuttles that stop at limited bus stops.

Safe ride and comfortable feeling while using transit.

Safety concerns both at bus terminals and on the buses themselves

Safety of their passengers and people waiting for buses.

Safety.

Security.

Service more frequent in outer areas.

Shuttle service for events in the city and have things nicely organized and signed for people who may not use the transit service regularly. Make it simple so a person who may not even live here can figure out how to get to and from events at SaskPlace because many people come to shows from out of the city.

Shuttles to rapid transit.

Signage but you already knew that.

Skip the blue line to Market Mall, put it to the massive, dense housing near Stonebridge (or both). Put the DART down Idylwyld/2nd, not whatever other avenue. The most successful routes are straight and they don't meander.

Snow removal and cleanliness at bus stops needs to be part of the plan.

Sound barriers for traffic noise.

Stay classy.

Streamline transit stops and have a stop every several blocks, rather than a stop on each block.



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Support for people with disabilities.

Survey actual users.

The 3rd Ave and 22nd to 25th Street. High risk areas and the entire zoning needs redirection.

The high priority should be getting the transit working working right today. I rode the bus for 34 years each time they made a change it added time to my work day. People will not take the bus if the car option is considerably quicker than the bus.

These projects of construction to me should be about having the money to pay for it as opposed to borrowing money?

Timing and coordination of services to make sure nobody are stagnant at any transfer point.

Too much focus on buses. Underused for the money put into them.

Train system.

Use more smaller buses on a more frequent schedule at peak times rather than large buses all the time.

We really have to deal with the dust in the summer and the snow in the winter.

What happened to direct route buses to Lakeridge and Lakeview?

Wi-Fi on buses.

Will we need a new downtown terminal, or will it just work so well that won't be necessary?

You cannot build dedicated bus routes. Be it rapid or normal on the main corridors because you will be removing a route that is overtaxed already and now you have just increased the use factor. If you are using something at its max now and you want to reduce it by 1/3 without having the ability to divert some of the flow, all you get is the flow backed up more than before.

You cannot force people to take buses.

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**Q10 Verbatim:**

5% ride the bus. Why is that? Don't spend a bunch of money until you figure out how to get more people to use the service.

A dedicated bridge for foot traffic only.

Affordable housing!

Again it indicates that there are problems with how I answered.

Again, improve bicycle traffic flow first.

Again, keep the costs of traveling down.

Again. What happens to parked cars with all of these changes?

All season shelters and benches.

Alphabet street gang removal.

Announce more intersection stops in winter when it is very dark and hard to see where you are.

As stated previously, our systems can not handle what they are doing now, and you want to change that? Look at what they can handle and work with those guidelines. Don't re-invent the wheel, just use it better!

Bike lanes.

Build the north bridge first.

Bus shelters please.

Bus shelters.

Bus.

Cart before the horse.

Cheaper transit.

Circle Drive routes need to be added. Quit funneling everything through the university. A 15 minute car ride from my house to work on Circle Drive takes almost 2 hours due to the routing going through the downtown core and university, not Circle Drive. Quit catering to part time residents.

Cleaner stops.

Commitment to more frequency in winter.

Community shuttles in the Evergreen/Willowgrove/University Heights areas.

Continue developing better routing to reduce transfers.

Dedicated bus lanes on major corridors.

Develop a C-train like most other cities which are growing.

Do not mess up vehicle traffic with bus lanes and bus priority.

Eastside and the north-end need the most help.

Easy pass access (ex: card renewal for 10 rides).

Electric vehicles.

Ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now. Not saying they are all like that, but the majority are and that is part of the reason I would rather not take the bus as you're treated like a second class citizen by the bus drivers.



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Extend public transit to bedroom communities.

Gangs at bus mall.

Heated bus stop shelters.

I am satisfied with the points checked above.

I don't know, it is generally self-explanatory.

I don't ride the bus so as for feedback I can't decide where the priorities are.

I don't see the need for any major improvements.

I think it would improve. Getting faster from point b to point c. 22nd would be a good start.

I thought that special signals and traffic management for transit were in place, but I guess the city has failed at that as well.

I'm not sure if there's an appetite yet for park-n-ride lots, don't have enough knowledge in that area.

Implement overhead rapid transit.

Increase bus service in Attridge area.

Introduce cheap cab service.

It's all high priority if its actually made useful. A train might help.

Keep fares down.

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Look into the option of LRT for 22nd Street and 8th Street for rapid transit, rather than buses.

LRT.

Make it easy to switch from bus to bus.

Make this more affordable, as the value for taking public transit is not worth the time and money for even a slight inconvenience.

Mobile app with bus pass scan and automatic reload.

Monitor use of Access transit to determine if increased service is needed.

More family friendly options for strollers and sleds.

More important is present infrastructure. Our present roads are in terrible condition and there are many streets in university area do not even have sidewalks. The attention to safety and comfort of present residents of Saskatoon is deplorable.

Need more Park n Rides lot.

Newer buses.

Nothing.

On busy roads near shopping centres need overhead walking bridges.

Park and ride lots in Sutherland, Blairmore, Stonebridge and the Northern Industrial.

Park and ride lots should be free with transit use.

Park and ride.

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Park in Ride.

Put in hours of operation so the bus lanes can safely be utilized by traffic at non-peak times.

Put transit where it will get used and not by the river.

Rapid bus lines from major malls.

Re-think the traffic bridge.

Ride sharing, carpooling and other incentives. Probably only seniors and students really need buses. What happened to the U of S bus system from years ago?

Run buses all the way to Betts.

Safe wait terminals, local and downtown.

Safety concerns.

Safety!

Same comments on bus lanes.

Security.

Shuttle service from downtown to the Field House.

Shuttles might be a good thing.

Smaller buses for low ridership in areas.

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Smaller more maneuverable buses would eliminate the need for dedicated bus lanes.

Sound barriers.

Stonebridge.

Support for people with disabilities.

This is silly.

Transit out to SaskTel centre.

Up the price of a ride.

We need to draw on the experience of other cities to decide how to proceed.

Website that features buses in real time.

Why do all buses have to go to the university? There should be at least one route that goes directly downtown from northeast.

You are supposing its all just a transit issue. It may also be a traffic flow issue!

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**Q11 Verbatim:**

**q11r1 Market idea to non-transit users**

Again, only 5% ride the bus, I wouldn't spend a dime on transit, until you figure out why that is. There is something fundamentally wrong, and there is a stigma associated with it Who rides the bus now, and why ? Who will ride it for real, that doesn't ride it now - and why

Find some incentive to take the bus perhaps reduce fares in winter

How to market this to a population which doesn't like transit

I think it would be great if there were express services from one mall/terminal to another in order to help people get to different parts of the city quicker. For eg. if someone lives in confed but works in lawson they have to go downtown first. It takes a long time, about 40mins, where as in a car about 10. If there was a bus that went from lawson mall to confed mall it would make it a much shorter trip. I think that adding this type of service to the Rapid bus plan would make taking a bus much more attractive. The park and ride locations could be added to the express service. The main reason why people don't currently take the bus now is time; 1. it takes forever to get almost anywhere 2. people can't get off work and then catch a bus, most of the time they have to wait and it's worse if they work anything that's not 9-5. I know that peak periods make sense to have more service but to cut service or decrease it to once an hour for off peak means it is more likely people will not take the bus if they think they may have to wait 50 mins to catch a bus that will then take another 25+ mins. to get home when driving, biking or walking would be faster. A night bus sched. at least start with fri and sat nights, from downtown and broadway to malls or other terminals. There is a huge lack of parking at night in these areas and having a park'n'ride or at least an after hours park and ride would be great.

I'm not sure how you would do this, but have some sort of incentive that would encourage the public to try the transit system rather than take their own vehicle.

rideship

The bottom line is the city needs to make transit easy to access and the routes have to work timewise to encourage people to use the bus vs. their car

Until some of these ideas are implemented, the public will, no doubt, render their approval or nix the ideas. Having the transit-using public in the forum is a priority.

## q11r2 Higher transit service levels (hours, frequency, coverage)

I think it would be great if there were express services from one mall/terminal to another in order to help people get to different parts of the city quicker. For eg. if someone lives in confed but works in lawson they have to go downtown first. It takes a long time, about 40mins, where as in a car about 10. If there was a bus that went from lawson mall to confed mall it would make it a much shorter trip. I think that adding this type of service to the Rapid bus plan would make taking a bus much more attractive. The park and ride locations could be added to the express service. The main reason why people don't currently take the bus now is time; 1. it takes forever to get almost anywhere 2. people can't get off work and then catch a bus, most of the time they have to wait and it's worse if they work anything that's not 9-5. I know that peak periods make sense to have more service but to cut service or decrease it to once an hour for off peak means it is more likely people will not take the bus if they think they may have to wait 50 mins to catch a bus that will then take another 25+ mins. to get home when driving, biking or walking would be faster. A night bus sched. at least start with fri and sat nights, from downtown and broadway to malls or other terminals. There is a huge lack of parking at night in these areas and having a park'n'ride or at least an after hours park and ride would be great.

buses on time less time to get from point a to b

buses that go to Siast

Circle Drive routes need to be added. Quit funneling everything through the University. A 15 minute car ride from my house to work on circle drive takes almost 2 hours due to the routing going through the downtown core and university, not Circle Drive. Quit catering to part time residents.

expand the hours of service

extend public transit to bedroom communities

Extend service past midnight on Fridays and Saturdays so people who have been drinking have an option beyond friends, a \$20 cab ride, or driving drunk.

I checked of the IDK buttons on the Spadina Cr, North Industrial and 3 Park n Ride lots, as I'm unaware of the stats and numbers on users in these areas. I do know I've seen youth crammed like sardines in buses during peak hours on 22nd and 20th Street, College Dr and down 8th Street and I've also noted that these buses are usually quite full even during the off hours.

I would just like to see improvements also extend to other new areas of development (Blairmore, Stonebridge). These plans seem to contemplate the north and west areas more...

Improved wait times including weekends, for express buses every 15 mins, otherwise most other buses run 30 mins.

Is the city looking at some form of rapid transit between central locations, i.e. Lawson Heights Mall, Circle Park Mall, Market Mall, Confederation Park Mall, Midtown Plaza, U of S, etc.

make buses ACTUALLY come on time and every 5 mins

more accessibility in the new areas

more new buses, more drivers, much better frequency

Oh Ya! Much of the city planning ideology is predicated on reducing labor costs by reducing the number of bus drivers required, but the public does not care how many bus drivers we need to employ. We care about how easy it is to use public transit, how often do the buses run and how many routes are available. More buses running more often mean more people served. If the buses are running half empty it's not because there are too many, it's because they are too big.

Park and Ride in the Stonebridge area ... This area is expanding so rapidly and the bus coverage down here sucks. You need a Dart from Stonebridge to both the downtown terminal and to the University.

Public transit in my opinion should only be on major streets, to move a mass of people from one area of town to the other then they can walk from there

Rides to Costco

Rocket shuttles that stop at limited stops



see my comments under other on the previous screen

Simply more access, less wait time and cheaper fees are necessary. If special lanes are going to be used there HAS to be new lanes added to the existing roadways.

Some of the high population areas like Stonebridge, Hampton Village, and other places seems to be left out of the discussion.

Why are there no available options to facilitate travel to and from the airport?

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### q11r3 Improve customer experience and transit image

Again, only 5% ride the bus, I wouldn't spend a dime on transit, until you figure out why that is. There is something fundamentally wrong, and there is a stigma associated with it Who rides the bus now, and why ? Who will ride it for real, that doesn't ride it now - and why

The bottom line is the city needs to make transit easy to access and the routes have to work timewise to encourage people to use the bus vs. their car

Better lighting and safety so standing at a bus stop is not such a sketchy experience in the evening.

Just including safety as a factor

Keep the panhandlers and muggers out of the bus terminal

no - except for safety bus shelters - mainly hired security for downtown bus terminal and for the Confederation one.

nope.....except for security plans

Safety of buses, better seats.

Safety!!!!!!!!

Security

Smartphone apps or sites to make it easier for riders to use the system. Free wifi on the buses?

#### q11r4 Improve transit infrastructure/amenities

Better lighting and safety so standing at a bus stop is not such a sketchy experience in the evening.

no - except for safety bus shelters - mainly hired security for downtown bus terminal and for the Confederation one.

Safety of buses, better seats.

Basically, I would use public transit right now if I could find out how to get to my destination, when the next bus will arrive, wait in a heated (winter) shelter with seats, and determine when the bus would reach my destination. I just went to the transit site and tried to determine this information. The site repeatedly asks me to select an address. It apparently won't accept my home. Thus I cannot even begin the process. I will try later, after I finish this survey.

Don't forget we will also be an aging population requiring ability to get on buses and to move around city on foot and with wheelchairs. Aging is a reality in Saskatchewan.

good bus stop for winter

Support for people with disabilities

the whole system needs revamping and quicker not later

Waiting areas need to be better sheltered considering our weather...

Yes, an honest and sincere commitment to Transit Service .

#### q11r5 Improve reliability of service

make buses ACTUALLY come on time and every 5 mins

A dedicated train running east to west (including over the river), and north and south would greatly enhance the transit plans, including transfers to buses. This would increase reliability and transit times, and would increase ridership. This would be similar to the Montreal STM model.

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Dedicated bus lanes should help to keep buses on time.

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#### q11r6 Improve transit information

Basically, I would use public transit right now if I could find out how to get to my destination, when the next bus will arrive, wait in a heated (winter) shelter with seats, and determine when the bus would reach my destination. I just went to the transit site and tried to determine this information. The site repeatedly asks me to select an address. It apparently won't accept my home. Thus I cannot even begin the process. I will try later, after I finish this survey.

Smartphone apps or sites to make it easier for riders to use the system. Free wifi on the buses?

Lots of digital scrolling messages on and in buses continually providing info on stops, routes etc.

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#### q11r7 Coordinate with active transportation

Don't forget we will also be an aging population requiring ability to get on buses and to move around city on foot and with wheelchairs. Aging is a reality in Saskatchewan.

on busy roads near shopping centres need over head walking bridges

Re-build the traffic bridge to foot traffic only.

---

#### q11r8 Improve training for transit operators

ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now, not saying they are all like that but the majority is and that is part of the reason i would rather not take the bus, you're treated like a second class citizen by the bus drivers

#### q11r9 Reduce the cost of transit

Simply more access, less wait time and cheaper fares are necessary. If special lanes are going to be used there HAS to be new lanes added to the existing roadways.

Find some incentive to take the bus perhaps reduce fares in winter

Cost to get someone out of a car and onto the bus. There needs to be a significant savings to get someone to do this.

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lower fares

Make transit fares more affordable

Reduction of pricing. Subsidising the economically vulnerable. We are paying for a MUCH better level of service than we currently enjoy, so transit prices should not increase with some half-hearted lazy justification that it's 'Needed'. Find money from the car users to pay for the bus service. Get an agreement in the works with SGI for more car-insurance-covering-transit type fiscal arrangements.

The higher the fares are, the less it encourages people to use them. \$3.10 might not seem like a lot to someone sitting in city hall with a good salary, but most bus users are not in those income brackets; they are basically giving up an hour's pay every day to get to and from work. Check out San Antonio VIA for example - much bigger city but with similar service to us, and the adult fare is \$1.20 a ride. Also, it is really time for the provincial government to pony up like most other provinces do.

### q11r10 Dedicated bus lanes

Simply more access, less wait time and cheaper fees are necessary. If special lanes are going to be used there HAS to be new lanes added to the existing roadways.

Dedicated bus lanes should help to keep buses on time.

Driver education on what bus lanes are, etc. It might be nice also to take the lead from places like Kelowna, BC. and have the dedicated bus lanes not only be bus lanes, but carpool lanes also.

I love the idea of having a dedicated bus lane! It would aid in the steady flow of traffic!

### q11r11 Opt for LRT/Skytrain

A dedicated train running east to west (including over the river), and north and south would greatly enhance the transit plans, including transfers to buses. This would increase reliability and transit times, and would increase ridership. This would be similar to the Montreal STM model.

I think your options are too narrow. Winnipeg and Calgary are going LRT. Why not Saskatoon? The most recent bus strike told you we could do without it.

If we're going to continue with twin hubs (one on either side of the river, in downtown and at the University) we should go all-in. Have LRT stations at 19th/20th & 2nd and at the University, with regular runs between, and no buses running on the University or Broadway bridges. LRT runs at the site of the former Traffic Bridge or University Bridge connecting the two hubs.

LRT

## q11r12 General comments about the plan

As stated, you are assuming that the infrastructure and roadways conditions do not change but everything else does? This inability to see into the future with the problems we have now and other cities have had and to not address any of them is a recipe for complete disaster!

Impact of high traffic zones on narrow streets could be problematic

Park-n-ride is stupid. If I have to start my vehicle to drive partway to work, I'm going to drive to work.

The focus needs to be re-thought.....why focusing on making a current transit system better, rather than planning more-so with the end in mind.....making this the focus.

## q11r13 Questions regarding funding for the Growth Plan

Reduction of pricing. Subsidising the economically vulnerable. We are paying for a MUCH better level of service than we currently enjoy, so transit prices should not increase with some half-hearted lazy justification that it's 'Needed'. Find money from the car users to pay for the bus service. Get an agreement in the works with SGI for more car-insurance-covering-transit type fiscal arrangements.

The higher the fares are, the less it encourages people to use them. \$3.10 might not seem like a lot to someone sitting in city hall with a good salary, but most bus users are not in those income brackets; they are basically giving up an hour's pay every day to get to and from work. Check out San Antonio VIA for example - much bigger city but with similar service to us, and the adult fare is \$1.20 a ride. Also, it is really time for the provincial government to pony up like most other provinces do.

Just continue with service for the few that use it now without asking for more tax dollars

## q11r14 Support for fleet upgrades

more new buses, more drivers, much better frequency

Oh Ya! Much of the city planning ideology is predicated on reducing labor costs by reducing the number of bus drivers required, but the public does not care how many bus drivers we need to employ. We care about how easy it is to use public transit, how often do the buses run and how many routes are available. More buses running more often mean more people served. If the buses are running half empty it's not because there are too many, it's because they are too big.

smaller buses for less busy routes and times

## q11r15 Learn from other cities

The higher the fares are, the less it encourages people to use them. \$3.10 might not seem like a lot to someone sitting in city hall with a good salary, but most bus users are not in those income brackets; they are basically giving up an hour's pay every day to get to and from work. Check out San Antonio VIA for example - much bigger city but with similar service to us, and the adult fare is \$1.20 a ride. Also, it is really time for the provincial government to pony up like most other provinces do.

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I think your options are too narrow. Winnipeg and Calgary are going LRT. Why not Saskatoon? The most recent bus strike told you we could do without it.

Driver education on what bus lanes are, etc. It might be nice also to take the lead from places like Kelowna, BC. and have the dedicated bus lanes not only be bus lanes, but carpool lanes also.

## q11r16 Implement Park and Rides

I think it would be great if there were express services from one mall or terminal to another, in order to help people get to different parts of the city quicker. For example, if someone lives in Confederation, but works in Lawson they have to go downtown first. It takes a long time (about 40 minutes, whereas in a car about 10). If there was a bus that went from Lawson Mall to Confederation Mall it would make it a much shorter trip. I think that adding this type of service to the rapid bus plan would make taking a bus much more attractive. The park and ride locations could be added to the express service. The main reason why people don't currently take the bus now is time, as it takes forever to get almost anywhere, and secondly, people can't get off work and then catch a bus. Most of the time they have to wait and it's worse if they work anything that's not 9AM to 5PM. I know that peak periods make sense to have more service, but to cut service or decrease it to once an hour for off-peak means it is more likely people will not take the bus if they think they may have to wait 50 mins to catch a bus that will then take another 25 plus minutes. To get home when driving, biking or walking would be faster. A night bus schedule and at least start with Friday and Saturday nights from downtown and Broadway to malls or other terminals. There is a huge lack of parking at night in these areas and having a park n' ride, or at least an afterhours park and ride would be great.

I checked of the IDK buttons on the Spadina Cr, North Industrial and 3 Park n Ride lots, as I'm unaware of the stats and numbers on users in these areas. I do know I've seen youth crammed like sardines in buses during peak hours on 22nd and 20th Street, College Dr and down 8th Street and I've also noted that these buses are usually quite full even during the off hours.

Park and Ride in the Stonebridge area ... This area is expanding so rapidly and the bus coverage down here sucks. You need a Dart from Stonebridge to both the downtown terminal and to the University.

I really like the idea of community shuttles, I feel that they would greatly increase ridership. If there were one available in my community, I would be MUCH more inclined to take the bus to work everyday, as my commute from Willogrove to 22nd street is quite lengthy.

I think it would be nice for Warman and Martensville residents to implement a park and ride service in the next 10 years as well. Safer highways.

love the idea of park and rides

Weekend community shuttles to the downtown should be considered. Getting people from the suburbs to the downtown for shopping, errands, dining will have so many benefits to the user and businesses.

## q11r17 Improve bus cleanliness

Sanitation. Sanitation. Sanitation. People feel gross on buses.



## q11r91 Other

Build the north bridge first

dedicated bus lanes will only work if you carve them out of new space. Dropping any of the corridors to 1 lane of regular traffic and one bus lane will only slow the city down more at the expense of the buses.

Discourage sprawl, encourage people to live in the city

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

Potholes

private contractors

Traffic flow is a big issue NOW and will get WORSE with GROWTH !

Work on synchronizing the lights for cars. Bus is ok, but car traffic sucks, and a lot of congestion is bad lights.

## q11r98 Don't know/no comment

No

no

don't know

not that I can think of

Don't know

n/a

N/A

Not that I can think of

Not that I can think of.

I don't think so.

Na

Nope

not sure

Not sure

Not sure.

?

...
0
can't think at this time
Can't think of anything at this time
Cant think of any.
Didn't miss anything
Dunno
Hard to figure out
I can't honestly make comments on something that doesn't affect me.
I can't think more
I cannot think of any.
I do not see any
i do not think so.
I don't know
I don't think so
I don't think there is much else that could be added
i don't use the bus, so I don't really care.
I really don't care about buses.
I'm not sure
It's really hard for me to decide what should be a priority now that I'm not working
N/A
na
NA
Newp.
no idea
No Opinion
No,I do not use he transit system.
none
None
None to my knowledge.
None.
not at this time
Not Sure.
not that I can see
not that I am aware of
Not that I am aware of
Not that I know of.
Not to my knowledge
Nothin
nothing
Nothing comes to mind.
Nothing I can think of at this time.
Unknown

## q11r99 Satisfied with Growth Plan

Covered all the bases pretty well good job

i don't take the bus .....but with this plan i would use it

I like this part of the plan.

looks good

Looks good

No, you have thought of nearly everything.

To the best of my knowledge the plan is good and comprehensive

Youre doing good so far

### **Q13 Verbatim:**

## q13r1 Approve of infill development/reduced sprawl

I like the infill ideas.

I'm definitely excited to see the city pushing infill as an option. We waste so much space on empty boulevards and giant parking lots. A combination of better transit and better space use is key if we're really going to grow so big.

If you are going to try to encourage this type of thing, then why do you continue to allow urban centres like Blairmore, Stonebridge and Preston Crossing to happen? You are saying one thing and doing the opposite, all of those can only be driven to.

infill development is a great idea, but until this city council and their police service gets a handle on street crime, these proposed areas will not be people friendly.

What the hell is a 'Holmwood Suburban Centre'? We need to discourage, not encourage growth. Make it a better place to live, not scuttle the boat to get more people on board. That, or this statement was too poorly worded to be followed?

While it would be nice to have Holmwood developed with proper transit etc. I wonder if Holmwood will become a reality in less than 5 years. Our economy is now slowing very rapidly and while immigration may increase and the service jobs associated with it- I wonder if we are being too optimistic in our projections. Infill and higher density downtown would make more sense.

## q13r2 Visually appealing

I would like to see these areas more attractive with less clutter

Its nice that you want to make everything look pretty, but the main thing is moving traffic through the main areas. As long as the traffic doesn't get slowed down, it doesn't matter to me.

not at this time but like the idea of visual improvements



The support I would have for these projects would depend on the types of businesses that would be in those places, along with the type of housing that would be in those locations. It's nice that you want people to have a nice looking area, but if that means even higher rents or leases for both housing and business then I think it's a bad idea. If anything there should be a lot of affordable housing added to the 22nd, 8th and idylwyld dr. infills. There are also, esp. on 22nd, a lot of unique small business there, would most of them be able to afford to pay more if the the street was made to look nicer? I don't think so. I also think that doing some of this in fill is a way of pushing people out of areas around these streets if suddenly 22nd street becomes trendy like parts of riversdale you will start to push people out of those neighbourhoods because it will become too expensive to live there. I understand that making a place look nicer is important for everyone I just don't want to see people have to leave their neighbourhood because it suddenly became a cool place to live. I also think it's a terrible idea to build anything in the university fields at preston and collage it's unique to have farm land in the city and I think that it helps people who might not get out of the city to see a little bit of agriculture and where their food comes from.

Trying to spruce up an area where major traffic congestion exists now and will only get worse ,is incredibly short sighted and pushing ones agenda .

Very exciting look and feel.

While the city might be able to beautify these corridors, to get pedestrian traffic one needs interesting shops and the necessities of life available. By this I mean grocery stores, drug stores, liquor vendors. As soon as an important ingredient is missing it will not work well. If you need a car to get one thing you might as well get everything on that trip. Broadway mostly works but no liquor vendor.

while you make it look prettier, and you add more destinations to shop at , which will bring more people, you left no parking room and none of the options will make traffic and buses move faster. UNLESS YOU BAN ALL CARS there is no handling of the movement solutions. you are congesting it even more. UNLESS you PLAN to ban all the private vehicles. Instead of wide sidewalks and trees - OPEN UP ANOTHER LANE.

### q13r3 Poverty/marginalization concerns

22nd st to Confed Suburban Centre is urgent due to high marginalized and vulnerable low income and disabled populations need to be included and need for relief from low quality of life and unaffordable transportation out of the neighborhoods

curious how the gentrification of 22nd will be handled? does the city have a plan to deal with poverty while they implement this growth ?

It is discouraging to see that between the avenues of T and P on 22nd St West there will remain a number of slum-like apartment buildings. Is there a bylaw that can be introduced to ensure that, along with the improvements of 22nd street, there should be a minimum level of upgrades/maintenance of these apartment buildings so they don't deteriorate and thereby degrade the overall level of enhancements to the community?

### q13r4 Safety concerns (transit, street)

infill development is a great idea, but until this city council and their police service gets a handle on street crime, these proposed areas will not be people friendly.

First of all, not sure where you got the 'potential' renderings from, but they don't look feasible for the sites that you specifying them for. Secondly 22nd street has enough of a bad reputation that people aren't going to just walk along it. There needs to be something else done there first to make people feel safe to walk there.

I am happy do let the city experts decide priority corridors. I would like to comment on this survey in general: I am 34 years old and I am quite sure I represent a large demographic. I work, My wife is a stay-at-home mom who will be working again soon. I have 3 young kids all entering school. I live in the suburbs with a 2 car garage and 2 vehicles. I never consider taking the bus. I don't find my commute strenuous and I deliberately planned where I live based on where I work so it is not the city planners

I don't use transit nor will I ever ...I do not feel safe

I wonder about safety in the rapid transit stations.

I wonder where all the people who live down 22nd street will go when things change. Lots of stabbings around there.

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

Rethinking 22nd Street is really important. This is a dangerous street for pedestrians and there seem to be a lot of pedestrian accidents.

safety especially when taking the bus at night

The 22nd Street West is a high priority to me. There are tremendous safety issues for people crossing the street and with the residential components remaining, accidents with pedestrians will likely continue to happen.

The 22nd Street West should be the most immediate priority - I think this would help address some of the crime and dangerous situations in the surrounding neighbourhoods as well.

The city will have to address the crime in order to make people places safe for people. What is the redevelopment going to mean for residents in the areas? More crime? More noise? More mess?

Who's going to shovel infill areas? Seniors are going to be slipping on these icy sidewalks. It's just too cold for me to walk very far in the winter. Are you going to introduce sheltered walks like in Taipei? Pedestrians don't get showered upon in Taipei - much different than Honk Kong

## q13r5 Traffic design/congestion concerns

Its nice that you want to make everything look pretty, but the main thing is moving traffic through the main areas. As long as the traffic doesn't get slowed down, it doesn't matter to me.

Trying to spruce up an area where major traffic congestion exists now and will only get worse ,is incredibly short sighted and pushing ones agenda .

while you make it look prettier, and you add more destinations to shop at , which will bring more people, you left no parking room and none of the options will make traffic and buses move faster. UNLESS YOU BAN ALL CARS there is no handling of the movement solutions. you are congesting it even more. UNLESS you PLAN to ban all the private vehicles. Instead of wide sidewalks and trees - OPEN UP ANOTHER LANE.

Do we not increase traffic if we increase in-fill?

Don't turn new areas into small roads, cookie cutter houses please (see evergreen!).... they look shit...

I do not support this. It makes traffic more dangerous.

I think that the north end will develop faster than 10-20 years. Also include traffic from Martensville. Martensville is growing faster than Saskatoon. Also include plans for transit in new subdivisions. It will be easier and cheaper to design at time of implementation rather than trying to retrofit.

If the city just synchronized lights to keep traffic moving steady on most of these roads like 22nd and eight then we wouldn't need any immediate attention. It's like downtown stopping at every corner for a light and then they even put one ways in backlanes so people can't escape the light. Or lights on 33rd just to stop traffic. It's all over the city, that attitude has to change. Just do that and wow! Amazing congestion relieves considerably.

Make a true ring road

Quit putting things in high traffic areas like red light cameras and bike lanes. Increase the speed to move traffic

Sutherland and Central Ave should be a priority corridor - connects multiple areas of the city and is often VERY congested with trains and buses

The 8th st one does not make sense. Traffic would be down to one lane if one is for busses and the other infilled.

traffic flow disruption should be minimized by work scheduling

You can do what you want on Preston between College and 14th, but the reality is, traffic will still bottleneck at Main Street (back to 14th street and down to 8th st) - this needs to be addressed first - traffic flows fine between College and 14th as it is right now

You need to move traffic Majority of growth is happening in the East - so Holmwood, Preston and College are critical Evergreen, Willowgrove, Holmwood, Rosewood, Stonebridge - focus on moving the biggest majority of new construction, to where they work - downtown and north Idylwyld is a huge north south bottleneck as soon as you cross the bridge into down town, and coming the other way, as soon as you get to Circle Drive Confederation and 22nd are not prime movers to the same degree since the south Circle Drive came into existence. 22nd from Circle to Hiway 7 is bad - but then so is that ridiculous set of lights and the right turn onto 7 - theres a bottleneck waiting to happen

### q13r6 More affordable housing needed

The support I would have for these projects would depend on the types of businesses that would be in those places, along with the type of housing that would be in those locations. It's nice that you want people to have a nice looking area, but if that means even higher rents or leases for both housing and business then I think it's a bad idea. If anything there should be a lot of affordable housing added to the 22nd, 8th and idylwyld dr. infills. There are also, esp. on 22nd, a lot of unique small business

Just housing that we can afford



Preston and College are very busy as is. I don't think infill is a priority in these areas at all; if anything, there needs to be more sustainable housing for university students. We don't need more traffic due to more businesses.

### q13r7 Repair/maintain existing infrastructure

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

22nd street and idylwyld are very dangerous in places for pedestrians, as sidewalks are not well maintained and cars often come too close for comfort. I feel that working on these corridor would improve transit as well in the area, and that areas where sidewalks are already well sheltered from vehicle traffic should be a lower priority.

A lot of what was presented seems to be advertising, so am not sure what the planning here is ... many current issues need to be addressed before we look at the possible doubling of the population !

Allowing more flexibility in land use seems reasonable, as long as you keep your expectations reasonable. However, zoning changes don't seem to be something that needs to wait 10-20 years to happen - so there must be more to this scheme than that. So either it's loosening zone restrictions and should happen right now, or these changes are much more involved (and more costly) and shouldn't happen at all.  
fix the roads, don't expand sidewalks it will narrow the road way and create congestion

Focus on current areas, not new developed areas

Holmwood is still new. Whereas Idylwyld Drive North has major reconstruction to work on.

Improve the sidewalk condition and location.

Infrastructure (water, sewer and electrical substations/feeders) require consideration prior to any infill development

Why is Holmwood a priority when the area hasn't really been developed yet? Current developments should take priority - fix what you have, before you dream up new things.

### q13r9 Provide efficient transit (BRT/LRT)

I'm definitely excited to see the city pushing infill as an option. We waste so much space on empty boulevards and giant parking lots. A combination of better transit and better space use is key if we're really going to grow so big.

Street widening should be done along with the plans, as once they are undertaken, they cannot be undone. Rapid Bus lines should be designed to allow conversion to LRT if feasible.

## q13r10 General comments about the plan

Street widening should be done along with the plans, as once they are undertaken, they cannot be undone. Rapid Bus lines should be designed to allow conversion to LRT if feasible.

Allowing more flexibility in land use seems reasonable, as long as you keep your expectations reasonable. However, zoning changes don't seem to be something that needs to wait 10-20 years to happen - so there must be more to this scheme than that. So either it's loosening zone restrictions and should happen right now, or these changes are much more involved (and more costly) and shouldn't happen at all.

Why is Holmwood a priority when the area hasn't really been developed yet? Current developments should take priority - fix what you have, before you dream up new things.

First of all, not sure where you got the 'potential' renderings from, but they don't look feasible for the sites that you specifying them for. Secondly 22nd street has enough of a bad reputation that people aren't going to just walk along it. There needs to be something else done there first to make people feel safe to walk there.

I am happy to let the city experts decide priority corridors. I would like to comment on this survey in general: I am 34 years old and I am quite sure I represent a large demographic. I work, My wife is a stay-at-home mom who will be working again soon. I have 3 young kids all entering school. I live in the suburbs with a 2 car garage and 2 vehicles. I never consider taking the bus. I don't find my commute strenuous and I deliberately planned where I live based on where I work so it is not the city planners problem to get me to work and back quickly. If my kids need to take the bus when they are older, they can wait for the bus like the good old days, and a mobile app would be all they need. I don't care about infill or transit. I want the city as a whole to be functional but I don't want to pay taxes too far above the national average. I am in the camp that thinks the city SHOULD pay consultants or hire experts to make these decisions. My input would be that of a layman or self-serving at best. Let employers who use low-income labour be the voice of connecting their workers to their industries. Do not build the city landscape around a loud minority of bike-enthusiasts and hipsters. I do not see them walking around from November to march, so let's not throw out functionality all winter for a few months of idealistic street-front living. For transit, let the buses run the routes and get high priority in traffic somehow. commuters who tire of waiting for the nearly-empty bus to go by them might eventually clue in and take that bus. And lastly, get rid of the broken taxi license system and introduce a competitive system that would alleviate bus demand further and allow safer rides home for the late-night crowd.

While the city might be able to beautify these corridors, to get pedestrian traffic one needs interesting shops and the necessities of life available. By this I mean grocery stores, drug stores, liquor vendors. As soon as an important ingredient is missing it will not work well. If you need a car to get one thing you might as well get everything on that trip. Broadway mostly works but no liquor vendor.

Community development is more than just commercial/retail operations.

I fail to see the rationale for Holmwood being a short-term priority.

I'm not sure that 22nd St. could be transformed to how the picture shows and have that be successful.

I'm not sure that the corridors are the issue so much as the nature of the zoning along each and every one of the corridors. It is the concept that matters not the location.

I'm not sure where Holmwood Suburban is so I will decline comment. I would like to see 8th Street become a priority as many of our U of S youth live and hang out in that area, they deserve the utmost consideration and I'm quite happy to see Preston Ave and College be a priority for them.

It just appears to be an exercise in selecting one region where people live/work over another. I'm happy to let the politicians have that thankless job. I know where I spend my time, but that doesn't mean it needs to be the city's first priority!

Its all important

Not sure of who would be prepared to put the considerable funding towards redevelopment of the 22nd street and Confederation areas.

not too sure about having roadside business on a busy artery.

Re-development may be tough in these locations if we continue to incentivize suburban development by means of cheap, auto-dependent land with ample parking. If you want these corridors to succeed, you're going to have to offer both the development industry and the public good reasons for choosing these areas rather than commercial areas on the periphery of the city.

The pictures of 22nd street before and after with all the people walking around won't happen, who walks around there at night. no thanks. maybe the police do. As far as the other pic why would you want to have such a closed cramped feeling when we have all this nice open space?

These corridors may work in a short area; but how do people move efficiently back and forth across the river for work and recreation?

This is a pipe dream. The city can't effect these changes especially along major thoroughfares. Only when business people, like on Broadway and the first blocks of 20th, decide they can make a living operating there will change happen. My daughter in TO lives in Lesalville a block from Queen Street East and not far from Dundas, which you are hoping for, (or Whyte Avenue in Edmonton). A city can only encourage not dictate.

While I support these redevelopment opportunities, I am not sure what I believe about their relationship to public transportation. Is the assumption that dedicated bus lanes will increase ridership to these areas? Perhaps the city could pilot one region to see if that really is the case before expanding to all of them.

Why would you do that on 22nd street? I for one would not want to walk around in that area.

### q13r11 Suggestions for inclusion of other corridors

I think that the north end will develop faster than 10-20 years. Also include traffic from Martensville. Martensville is growing faster than Saskatoon. Also include plans for transit in new subdivisions. It will be easier and cheaper to design at time of implementation rather than trying to retrofit.

Sutherland and Central Ave should be a priority corridor - connects multiple areas of the city and is often VERY congested with trains and buses

33rd from idylwyld to circle

As a west-sider for 36 years please prioritize the west end!

Clarence avenue



West side of Saskatoon especially confederation area requires upgrades sooner than later.

What plans are for the Preston/College area? If this is within the short term what might be the plan--student housing, multiuse 'village' with housing/convenience stores, etc??? Haven't heard anything about the Holmwood Suburban Centre.

### q13r12 Coordinate with active transportation

22nd street and idylwyld are very dangerous in places for pedestrians, as sidewalks are not well maintained and cars often come too close for comfort. I feel that working on these corridor would improve transit as well in the area, and that areas where sidewalks are already well sheltered from vehicle traffic should be a lower priority.

while you make it look prettier, and you add more destinations to shop at, which will bring more people, you left no parking room and none of the options will make traffic and buses move faster. UNLESS YOU BAN ALL CARS there is no handling of the movement solutions. you are congesting it even more. UNLESS you PLAN to ban all the private vehicles. Instead of wide sidewalks and trees - OPEN UP ANOTHER LANE.

Build the north bridge first as this will all most likely change once it's open. Second, build like vegas has, the overhead walkways.

Make these places pedestrian friendly as soon as possible! It's even terrible to just be catching a bus on 8th or Idylwyld.

The people friendly sidewalks would make a huge difference in these areas, particularly 8th St., Idylwyld, and 22nd

### q13r13 Comments regarding bridges new/old

Build the north bridge first as this will all most likely change once it's open. Second, build like vegas has, the overhead walkways.

These corridors may work in a short area; but how do people move efficiently back and forth across the river for work and recreation?

### q13r91 Other mentions

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Don't turn new areas into small roads, cookie cutter houses please (see evergreen!).... they look shit...

The 22nd Street West should be the most immediate priority - I think this would help address some of the crime and dangerous situations in the surrounding neighbourhoods as well.

Who's going to shovel infill areas? Seniors are going to be slipping on these icy sidewalks. It's just too cold for me to walk very far in the winter. Are you going to introduce sheltered walks like in Taipei? Pedestrians don't get showered upon in Taipei - much different than Honk Kong

22nd street and Confederation buses are packed and deserve high priority and immediate attention. North Idylwyld is under serviced.

ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now, not saying they are all like that but the majority is and that is part of the reason i would rather not take the bus, you're treated like a second class citizen by the bus drivers

high Priority

I think that of the 8th street is very important and should be immediate because of congestion and increase of use of the corridors

Make sure that there is thought to creating equivalent or better living apartments when the multi units are perhaps pulled down and infilled... The pictures showed the street view, but there needs to be the apartments of people living above the shops to allow for the nearness to amenities that is missing in the core (22nd street) especially.

not here for long

Why is everything oriented East-West, when the river flows North - South? Are we the city of bridges or the city of suburbs?

q13r98 Don't know/no comment

No

no

No.

N/A

Na

None

nope

n/a

none

Nope

Not at this time

?

0

I don't have anything else to add here.

N-a

na

NA

nil

NO

no comment

No comments

no comments to offer

No comments.

no idea

no none

No Opinion

no other comments at this time

No, thank you.

nol

None.

Noper

Not at this moment

not at this time

not sure

npo

q13r99 Nothing/satisfied

:)



everything is right.

good

Love the idea

nothing

Nothing

this is a great idea. Adresses the safety concerns over walking on these high traffic roads. It's scary, loud and dirty to walk on high traffic roads like 8th street and 22nd, and idylwyld to name a few

you have done much re these improvements...good for the city





# F

## Additional Stakeholder Engagement





## NORTH PARK & CITY PARK CONSULTATION: COMMENT SHEETS

I find it frustrating that the 33<sup>rd</sup> Street bridge idea is presented as already being approved. There has been very little information provided about how the bridge will look and how it is going to affect the adjacent neighbourhoods. How are you going to have a 4 lane bridge exit onto a 2 lane road (33<sup>rd</sup> & Spadina) where there are houses and a railway on either side?

Can you not expand the University bridge? This seems like the most logical solution.

Where do the cars go when they get “downtown”?

Traffic on Idylwyld is already terrible. We surely don’t want all the traffic funneling along the river. Traffic flow and parking downtown is terrible already. Where will all the extra cars go?

You say you want this plan to be approved on speculation then “we’ll get more input from you” - but you’ve also said that the bridge is part and parcel of the plan and cannot be “taken out” without ruining the whole plan. So if it gets “approved” then do you get to go ahead with the bridge despite what any community members say?

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If we are assuming one driver per car why not focus on practices to encourage this to change to 2, 3, or 4 or just better public transit. Transit needs to meet large urban center requirements better. It is outdated.

Corridor growth why 33<sup>rd</sup>????

If we need to use our cars more in the future it means our city is not doing a good job of planning.

Buses should have large pick up points in suburbs that have comfortable place to wait. These buses should be direct to key points of work. There should be parking at pick up points.

Why not direct city traffic down Victoria Bridge where road was built for larger street traffic. Then get this route onto 8<sup>th</sup> and the Circle Drive.

If we are planning for 1/2 million people THEN plan for LRT - not so many buses.

How are people who live on 33<sup>rd</sup> going to be treated. I have put \$405,000 into a property with a view of weir. How would people be compensated?

Your decision to proceed in a process has directly and negatively affect property values!!

Use 33<sup>rd</sup> St as pedestrian and bike access.

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All roads lead to \*\*\*\*

So a good transit neighbourhood of roads offering something - wouldn’t parks, green areas, a beautiful quite river all support good transit inside Circle Drive, opposite Circle Drive - noisy, dirty, bleak fast empty! - full of stupid cars/trucks etc



Really not advertised/not just this evening but the whole idea of this bridge.

Boom time - are you taking into account it may very well be over

Would economy/oil patch economy/our unemployment figures now, the housing “balloon” concerns

You say your (Allan Wallace) your concern is for the future - what about the environment? Honestly many people are so far ahead of the whole oil/gas/car concept. Shouldn't we be more on top of this area 1.1 persons/car - This is HORRIFYING and you want to encourage more of this?? Why?

Roads centre of communities? Aren't we talking about walking communities - health wise aren't we supposed to be thinking about people who live in these communities.

Long term directions around transit less than 5% ridership. So shouldn't we be working on this area. So if less attractive as we grow then this really calls for MAJOR changes and education. Perhaps other forms of transit need to be discouraged and curtailed not encouraged.

I'm glad to have input and I think it is important but really I need to believe that the city planners are actually smart, educated people with real foresight and insight - with expertise and true concerns for Saskatoon and residents. If the mass of people (none too few of whom even got any information to be here) are running the planning you need to rethink things AGAIN. If you have few bus travelers then they are not the best people necessarily to plan ahead. You want the non bus riders to inform you.

I grew up in Vancouver - North Vancouver actually. I learned to drive there. Never has Saskatoon even come close to the rush hour traffic I experienced over 30 years ago there. And how many bridges do we have here already? Are they being used to capacity? Doesn't seem like it at all. And that's said when 2 bridges are not being used right now. Why not concentrate on really making Circle Drive really a proper circle drive that really works. It doesn't - I hope you are aware of that.

Who pays for yet another bridge? The people whose communities you wreck with your car orientated “vision”?

LRT transit system - Honestly can't you see the potential here to make CP home to more Public Opinion - Federal Regulations. Do you honestly think that more people are going to ride buses because you build a bridge? It is not going to happen - you have no foresight

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I appreciate the need to re-evaluate the transportation and growth for Saskatoon. However, I find that there isn't a lot of clear, understandable details for the average taxpayer to digest. While the slides show the key corridors that the city wants to improve, they don't show how these will be improved or why these are the best options other than the speaker vaguely referring to the analysis and simulation being run. How do these changes affect me? Will I see more traffic in my neighbourhood either way and this is the best way to deal with it or is this simply what is best for the city as a whole? For the transit changes, will I be able to get around the city faster or is this looking at moving the majority of commuters to and from the downtown as quickly as possible? I can understand why these developments benefit the city as a whole but as a resident of a core neighbourhood I chose to live here to limit my commute and need to get around. Why should I buy into these options? With a 33rd St bridge worry about the increase in traffic making it difficult for my kids to walk to school, or us to walk or bike to the store which is part of the reason why we chose to live in the downtown neighbourhood. My kids need to cross 33rd to get to school so I worry about them if there is an increase in traffic. How are these changes going to affect my ability to get around since we don't live in the suburbs which is what this plan appears to be focused on.

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Even after hearing the explanation and arguments for a 33<sup>rd</sup> St bridge, I don't agree that we need one.

The reality of a 500,000 population is that your commute will be longer.

If you've chosen to live far from your work - out in an "outlying area" that likelihood is part of the choice.

We are human and unless we are forced to change, we won't. If people get tired of sitting in their cars, they'll take transit, congestion will decrease, less need for bridge to move high volumes of traffic.

We've chose to live here because.... Well let's face it we're on the right side of the river and we don't need to cross it. That's a joke...All of my east sider's friends think they're better because of "East side".

Seriously though, our choice to live here does not include the enormous disruption, waste and short sightedness of said bridge.

Instead of a bridge at 33<sup>rd</sup> build an LRT bridge (only) at 33<sup>rd</sup>, no wait! LRT and bike.

Oh and please, please save us tax dollars, continue to fix existing roads and scrap the Victoria Bridge. Quick drive to the underutilized Idylwyld Bridge.

---

Free BRT.

Increase number of transfer points, move these out of downtown.

Create a free BRT system using Circle Bridge at key times of day running in a circle.

Fabian Harrison

For example, Calgary's 7<sup>th</sup> Ave

Also add free BRT to key routes such as back and forth on 33<sup>rd</sup> St and \north South on Idylwyld - perhaps other areas could be free at key times.

Cost of unbuilt bridge would pay for free services.

What new systems are available. These could be combined with existing services.

Buy a strip of land form the railway next to Warman Rod between 33<sup>rd</sup> and Circle to link 33<sup>rd</sup> to Circle with free BRT.

---

I live in North Park and have always been impressed with the bridge access I have in my neighbourhood.

Better to focus on alternative transportation options rather than trying to accommodate more cars. We should not try to accommodate more cars, rather encourage people to do other things.

Why would you not increase capacity of University Bridge instead of creating entire new bridge that goes to same areas?

What measures are going to be taken (if any) to decrease disruption of increase traffic to neighbourhoods?

Can affect the choices that people make in this city by making better choices more desirable!! ex. Taking



alternative transportation, living near work & recreation. Concern about accommodating “bad habits” of citizens instead of leading/encouraging/rewarding them to make better choices such as making more lanes only for buses and multi-passenger cars and leaving the single person cars to dwell in traffic jams :)

Not interested in 33<sup>rd</sup> Bridge. Bad choice of money.

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I would like to see a long term plan for transportation that includes planning for an LRT in the future.

People should be encouraged to live near work.

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Saskatoon Speaks - one key theme was environment as in biodiversity/ecological health. This almost completely disappeared from the final report.

I want choices for how to get around. Right now because of the way the city is designed I need a car to get around. I tried for 1.5 years but found I had to borrow a car to do my job. I demand separate bike routes; more bridges for cars will make biking dangerous. Spend bridge funds on separated bike lanes. If you build them, research shows people will use them. And research shows biking as opposed to driving) will save money in almost every factor. Road maintenance, community sociability, human health, support biodiversity, environment.

What! Don't bother to ask for change on any one part because the whole thing is a complete parcel? Leslie - did you really mean this?

Urban planning for the future is great. Thanks but planning only for human population growth and not considering how people are now different and that we have to move away from carbon, etc?? We have to think differently. More cars is not thinking differently.

---

I am not so concerned with the projected growth as I am about the present. Our streets are in horrible shape and we as taxpayers are certainly not getting our money's worth. Also the debt load our grandchildren will inherit this massive load and good chance they will not even be able to finish paying it off.

---

Good move on hearing about Victoria Bridge! Sad to see it go but if it's unsafe, then it has to happen... If there is talk about changing (or enhancing) the bus system, people from the transit company should be here to answer questions of us.

This meeting sounds like it is to open up a 33<sup>rd</sup> Street bridge to help access the downtown core. So much for the nice new bike path (and work) from 33<sup>rd</sup>/7<sup>th</sup> to 33<sup>rd</sup>/Spadina. Let's wait until the commuter bridge and the perimeter bridge to see how the traffic flow goes. We already have to pay for the University Bridge and the commuter bridge.

I drive neighbours (for groceries) weekly. They were from Finland. The Finnish transit is better. When they go for groceries, it's an hour ride to get to the grocery store and 1 hour back. I also drive an 80 year old for health tests (from Westmount to downtown). The access transit needs improving also. It takes her 3 hours to get to her test and back with the Access bus.

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If people choose to live farther out in the suburb, they will have a longer commute that is their choice, it is not our problem. Don't make us pay! You know that transit isn't reasonable with crescents, but you keep building them in new areas. Why do you bring in experts then ignore their advice? Get rid of the old Robin Food Mill, it is a loud nuisance and ugly. Development of north downtown would be greatly enhanced if it were gone. People who chose to live downtown are working downtown so don't pretend you are putting in a 33<sup>rd</sup> St bridge to meet our needs. Significantly raise taxes for railways through city, double over 4 years till they sell. If you make another bridge people will take transit less, not more.

With oil revenues down, growth is going to slow. 33<sup>rd</sup> St is a bottle neck already, where are the cars going to go?

The two north bridges will take pressure off existing bridges. Larger cities than Saskatoon don't have as many bridges as we do in a short distance. This bridge is going to ruin two beautiful neighbourhoods and lower our property values. Are you going to include the cost of million dollar homes in your projected costs?

---

Bridge very much sounds like a "done deal" it doesn't really seem like community members have an opportunity to say yes or no to a bridge in our community. It seems like we may have comment on colour or something else inconsequential.

If going to build 33<sup>rd</sup> Street Bridge it will not decrease or really ease traffic of single vehicles, will not provide any impetus for single vehicle travellers to move towards transit. It will just justify drivers to keep driving because will be new bridge to drive on, not confident that C of S has the capacity, vision, leadership to move Saskatoon away from car culture. Dedicated University Bridge for transit first, to move towards transit culture - and then maybe develop another bridge that funnels into downtown to maintain the gridlock that is already there.

Business as usual thinking - "we have more cars in 20-30 years; so we need more roads - bridges", not very innovative thinking consider we are future casting

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33<sup>rd</sup> Street bridge is being pushed by the city and university without consulting the affected residents.

Improve public transport and move bridges won't be needed.

Sincerely Millenials

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33<sup>rd</sup> Street Bridge - I oppose this because:

- It will destroy the neighbourhoods - North Park, City Park, Kelsey Woodlawn, Richmond Heights
- Increased noise & pollution
- Will greatly impact natural beauty of riverbank
- Remains an automobile focused transportation
- Cost - another mega project we can't afford



I would support:

- New 6+ lane College Drive Bridge & Broadway Bridge

Improve Public Transit

- New buses - greater frequency
- Fare boxes that work
- Proper funding for transit
- Expanded hours 5 am - 2 am (20 hours)

Rail needs to move out of city core.

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When will the bike lanes be continued from river to 33<sup>rd</sup>?

Is there a way to make a better bike crossing on train bridge, something that doesn't involve steps

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I would like to see LRT compared to BRT in more detail. I realize it is more expensive but I believe LRT would do more to increase ridership than buses.

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Would have been nice to know how many families would be affected by the loss of their homes so that this bridge can be built.

How many lanes are they planning on?

What about the businesses on 33<sup>rd</sup>?

We have truck traffic, including semis, on 33<sup>rd</sup> so what would the difference be if a bridge is built in residential - just more trucks and semis.

Who cares about opening up the university land - it's just fine the way it is!

---

Put it off Pinehouse or 51st or 71st not through my neighbourhood.

I don't want traffic and road rage endangering my family who live on block off of 33<sup>rd</sup> St.

You want to bring people downtown but I don't even go anymore. How about make it safer, stabbings, pan handlers and transients....

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Last three mayors - dumb, dumber & dumbest, should Don support this concept, (33<sup>rd</sup>) this will be his legacy.



Absolutely no need for a 33<sup>rd</sup> St bridge

Most traffic will go off the 42<sup>nd</sup> street bridge once a bypass is built.

Bypass bridge was far more needed than the south bridge.

Still see no justification for the rebuilt traffic bridge.

We need to take measures to further reduce traffic to the city core. Not sure what the attraction will be going for walks. Certainly not Don's clothing store.

Transit is broken and not fixable.

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Get transit system improving then we won't have to pay for another bridge. There's already enough North Park & City Park traffic at 7<sup>th</sup>/33<sup>rd</sup> daily. These communities will not benefit with another bridge off of 33<sup>rd</sup>. Keep in mind, Mayfair & Hudson Bay Park area & Westmount area also.

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Central focus remains to be auto – congestions for auto, commute time. United Nations 2100 no carbon. LRT. Railways will (may) be gone. This plan does not consider relocation of CN/CP rails through city's core. In 20 years, 60% of people will not be able to afford a car.

## NORTH PARK & CITY PARK CONSULTATION: EMAIL INPUT

From: Daryl

Sent: Saturday, June 20, 2015

To: Web E-mail - Growing Forward

Subject: GP 500K Comments

I attended the briefing session for the residents of North Park and City Park held on June 17, 2015. I refer to it as a briefing session with a limited group question and answer period rather than a consultation since it appears most of the residents, similar to me, had not read and considered the information prior to the meeting. The format of the session really did not allow for the possibility of meaningful guidance and, perhaps, thoughtful deliberation.

The responses from the attendees, in large part, were not in support of a new bridge crossing at 33<sup>rd</sup> Street. As a matter of fact many, perhaps the majority of the comments and questions appeared to be directed at two issues: The City of Saskatoon Transit deficiencies ( service and ridership) and, secondly, whether a new river crossing bridge so close to the CBD is required at all to facilitate motorized vehicular traffic with or without BRT lanes. Transit appears to warrant very close **and prompt scrutiny**.

I did not speak at the session because I wanted to consider the material and better formulate and offer my thoughts, comments and suggestions. Prior to offering them I wish to digress somewhat.

I am an advocate for an open and thoughtful deliberative and consultative process between and among the affected residents and city administration and elected officials. I was on the executive and for a few years the President of the City Park Neighbourhood Association, including the years of the Core Neighbourhood Studies that focussed on planning to improve the residential integrity and density of Caswell Hill, City Park, Nutana and Riversdale. The four associations interacted and cooperated with each other, and worked extensively with the planning department and with Mayor Wright and councillors. The most visible of the councillors at that time likely was Kate Waygood (not to diminish the significant input and co-operation of the Mayor and other councillors). Zoning laws were changed and residents in the core neighbourhoods became more committed to upgrading the long-term quality of the housing stock both internal and external.

One positive outcome for the residents of City Park arising from the process was the decision by the city to stop the intended accumulation of a large block of land north of Queen Street along Seventh Avenue to King Street to the lane between Seventh and Eighth avenues for the construction of a parkade to serve the new City Hospital.

As an aside, at that time there was a mechanism and process in place throughout the various neighbourhoods and the city to enable ready consultation between, say, planning and residents. The neighbourhoods typically had both neighbourhood and recreation associations. The latter focussed on organizing and running activities similar to what community associations appear to do today.

I return to the purpose of this response.

The June 17<sup>th</sup> session was the first GP 500K event I have attended. The information exchange, although very incomplete given the time constraints and the oral and graphic format, did provide some insight at to what the planning group, as well as the university are contemplating. One thing I found to be interesting at the session was the university's planning/proposing to develop land east (?) of Preston and south of Circle Drive, North. It was not clear as to whether the development is to be south of the CPR tracks to 115<sup>th</sup> Street or to Innovation Boulevard, or to Perimeter Road, or to 108<sup>th</sup> Street, or to College Drive? That is a very large possible infill area. What is the university planning? Who do you suggest I might contact at the university to learn more about the possible development?

### **New Bridge with BRT lanes at 33<sup>rd</sup> Street**

I will focus most of my attention on this option as it is identified as the river crossing option preferred by the planning group and is likely to be adversely impactful on City Park and North Park. I would make the same comment if the new bridge were to be at 33<sup>rd</sup> Street without BRT lanes. I am not convinced that a new inner-city (core area) bridge is required at all.

The formal presentation, more than a few times, referred to improving the quality of life of those presumably residing in the more easterly suburbs and for those who may live within the possible university infill area by reducing vehicle travel time (which was referred to as being 15 minutes or 45 minutes). The Technical Comparison Evaluation chart identifies an expected reduction of travel time to be – 5.0 % [I think the minus sign should be dropped.] or 1 – 2 minutes per trip; the expected saving appears to be negligible. A slight improvement in the quality of life for some residents but at what cost to the quality of life of those who reside in City Park and North Park? I was astounded to read the impact on these neighbourhoods was rated as being negative/low, as per the chart.

The impact on those who live further west on or near 33<sup>rd</sup> Street all the way to western city limits are not mentioned. There also is no mention as to whether vehicles can access or leave the bridge at Spadina or just



where the traffic flows will be directed.

As I understand ratings and measurements, in general, both validity and reliability must be considered. Do the items/factors used by planning provide a valid comparative rating of the alternatives if it is intended to measure? The validity could be seriously compromised by the inclusion of poorly correlated items or by items missing altogether. I have serious doubts that you have obtained a valid measure of a reasonable complex construct. I have limited knowledge of the art/science of urban planning; I intend to forward the chart to a Professor of Urban Planning at a Canadian university, who I know, for his suggestions and comments as to the validity of your rating method. Reliability (dependability, stability, accuracy), the other key consideration in any measurement/rating is also of concern. I find the scale identified in your chart to be very coarse and likely to lack reliability. How many individual items make up the ratings and how many individuals independently completed the ratings? How many residents provided their ratings?

I just cannot imagine the mayor and council committing to a substantial expenditure, even just in principle, given the current version of GP 500K which appears to make a weak case, including possibly invalid and likely unreliable ratings for a new bridge at 33<sup>rd</sup> Street with or without BRT lanes.

Yours sincerely,

Daryl

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

--REPLY--

From: Web E-mail - Growing Forward  
Sent: Monday, June 22, 2015 2:15 PM  
To: Daryl  
Subject: RE: GP 500K

Hello Daryl,

Thank you for your thoughtful comments, I will ensure they are incorporated into the Engagement Summary Report for our project, going to City Council in July. I appreciate your classification of the meeting and the nature of the conversation as a briefing session. Earlier phases of this project involved more engagement that led to the current initiatives, however we are now at the point of confirming the preferred directions and vetting it with the community. In a city-wide process, such as the *Growth Plan to Half a Million*, it will always be challenging to bring out proposals that have impacts on particular areas, while providing a benefit to the larger city-wide network, such as the 33rd Street bridge. Nevertheless, these types of projects need to proactively identify and prioritize changes to accommodate continued population growth.

I will also pass along your concerns regarding the validity and reliability of the measures to our consultant and we will review this with them. I would note that the measure that identified "community impacts" was rated as "Negative/Low" to mean that it will have negative impacts, not low impacts. As mentioned at the meeting, if the bridge is approved, we will work with the communities in order to minimize the negative impacts of the bridge.

You also requested information about the University's plans for their endowment lands. Their Vision 2057 and



College Quarter plans are available on their website ([http://www.usask.ca/corporate\\_admin/real\\_estate/](http://www.usask.ca/corporate_admin/real_estate/)) and the contact for further information is James Cook:

**James Cook, MBA**

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University of Saskatchewan  
E285 - 105 Administration Place  
Saskatoon, SK S7N 5A2  
Phone: (306) 966-2165  
Fax: (306) 966-8676  
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Thank you for your comments, and please feel free to contact me with any further questions.

Regards,

Lesley Anderson | tel 306.975.2650  
Project Manager, Growing Forward! Shaping Saskatoon  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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--REPLY--

From: Daryl  
Sent: Saturday, June 25, 2015  
To: Web E-mail - Growing Forward  
Subject: RE: GP 500K Comments

Hello Once Again, Lesley,

Thank you for your prompt response to my GP 500K COMMENTS of June 20, 2015. I appreciate your attempt to clarify the meaning of the three item rating scale depicted at the bottom of the Technical Comparison and Evaluation Chart, as well as the direction you provided to the University of Saskatchewan website regarding its Vision 2057 project and how I could contact James Cook.

I have not contacted James but I have read, not studied, the University Land Use Planning portion of the project document. I assume the block of Endowment Land north of the CPR tracks, south of Circle Drive North, and west of Preston Avenue, if and when developed, is the property identified by your colleague at the June 17<sup>th</sup> briefing session as being a part of the rationale for the proposed 33<sup>rd</sup> Street river crossing bridge with BRT lanes. The proximity of that block of land to both the existing Circle Drive North Bridge and the University Bridge hardly seem to warrant a new crossing at 33<sup>rd</sup> Street with its potentially significant adverse effects on City Park, North Park, and the suburbs bordering on 33<sup>rd</sup> Street west of these two residential

neighbourhoods.

Lesley, please consider the following comments in conjunction with the GP 500K COMMENTS attached to my e-mail of June 20, 2015.

The wording of the planning documents on the posters available to be read by attendees at the June 17<sup>th</sup> session implies the evaluation construct, to be rated (measured), of interest has been (and is) to explore the best option to improve the people moving capacity to and from the core area of Saskatoon, including the University and North Downtown developments.

As of June 17 the option of not building another new bridge had already been rejected by administration; in addition, little information was provided to overcome transit deficiencies other than the proposed addition of BRT lanes and an increased annual cost of \$22 – 32 million. I do not know where, beyond council, the responsibility to overcome transit service and ridership deficiencies reside. I do question whether the addition of BRT lanes is much of a solution to a public transit ridership issue.

In order to evaluate the construct, five criteria to compare the four options were identified as being: 1. Connect major roads ... to 5. Benefit walking and cycling. For rating (measurement) purposes the five criteria were collapsed into three factors labeled: Transportation (5 items), Community (3 items), and Environment (2 items).

A coarse three item scale was then used that may magnify small differences between a score of, say, moderate and low effects and mask large differences. As I mentioned to you in an earlier written communication, I think the rating is quite possibly inaccurate, unstable, and not dependable. As I previously asked, how many individuals independently performed the ratings? For clarification purposes are each of the ten items in the three factor criteria given equal weight and are they additive?

### **Technical Comparison and Evaluation**

As an aside, I think the negative signs in the two benefits rows should be positive (a negative % reduction would be an increase in travel time) and “effect” in the first sentence should be “affect”. As I mentioned in the June 20<sup>th</sup> submission I think the rating scheme may lack measurement validity and I continue to consider it to suffer from a lack of measurement reliability.

Validity may be compromised by an improper item (or items) being included in the measurement structure or, given the construct of interest, a critical item (or items) is (are) missing from the measurement structure.

I will call one item of concern raised at the briefing session as being the CPR effect (congestion). Your colleague, as many of us were and continue to be, was clearly frustrated by the position that continues to be held by CPR. If a 33<sup>rd</sup> Street river crossing is to be constructed then there simultaneously will need to be a major interchange constructed at the intersection of Warman Road and 33<sup>rd</sup> Street if the desired travel time reductions are to be realized. I do not see the CPR effect in any of the option comparison criteria or in the costing. Such exclusion is potentially a very major validity issue. Perhaps, the effect is embedded in the first two items of the Community factor; however, the scores assigned to any of the items in the rating scale do not seem to reflect the significant negative impact of the CPR effect. Of particular concern is that motorists may start to use 7<sup>th</sup> Avenue, Queen Street, Spadina Crescent and other City Park streets/avenues as alternative routes to avoid the interchange and congestion.

Currently, even without a river crossing, at 33<sup>rd</sup> Street, we experience significant traffic volumes along Duke Street, King Crescent, Princess Street, 9<sup>th</sup> Avenue, and along the lane between 9<sup>th</sup> Avenue and Spadina Crescent



south of King Crescent whenever there is a traffic delay or closure on Spadina Crescent between 33<sup>rd</sup> Street and Queen Street. There seems to be no lack of imagination for harried drivers. The negative impact of this type of motorist behaviour on City Park, albeit for a short period of time at present, could become far more significant as more motorists from River, Lawson, and Silverwood Heights cut through City Park in their attempts to avoid increased travel times given the likely congestion (the east/west traffic) arising at Warman Road and 33<sup>rd</sup> Street due to the proposed river crossing (and the inability of Spadina Crescent to absorb any more north/south traffic). I would expect similar north/south traffic delays on 7<sup>th</sup> Avenue to lead to motorists either dodging through streets in North Park to get to Spadina Crescent or through streets in City Park west of 7<sup>th</sup> Avenue. Such driver behaviour would have a major negative impact on both the City Park and North Park neighbourhoods. I do not see this item in your three factor model and, if it is in the model, I do not see the coarse scale capturing the significance.

The % reduction in average passenger transit travel time is estimated as being 5%, on average, if the 33<sup>rd</sup> Street Crossing with BRT Lanes is compared with a “business-as-usual” scenario. This option is expected to have a positive/high impact on both “PM peak hour transit ridership” and on “transit travel times per person”. If we say the average expected PM travel time without this new crossing is 60 minutes then the saving would be 3 minutes per PM trip. The saving does not appear to be significant and how this new crossing with BRT Lanes will increase ridership escapes me. The chart indicates exactly the same benefits for a 24<sup>th</sup> Street Crossing with BRT Lanes.

Similarly, the % reduction in vehicle travel time is estimated as being 5.2 %, on average, if the 33<sup>rd</sup> Street Crossing with BRT Lanes is compared with a “business-as-usual” scenario. If we assume the average across river expected PM travel time without this new crossing is 60 minutes then the saving would be approximately 3 minutes per PM trip. As I recall the first presenter at the June 17<sup>th</sup> briefing session indicated the average number of persons in each vehicle per trip was 1.1. The minutes saved does not appear to be significant and is unlikely to result in more persons per vehicle.

The chart indicates the % reduction in vehicle travel time difference between a 33<sup>rd</sup> Street Crossing with BRT Lanes and a 24<sup>th</sup> Street Crossing with BRT Lanes is 1.7 % on average (5.2 – 3.5) or, say, 1 minute per trip.

There may be a case for a 24<sup>th</sup> Street Crossing with BRT Lanes but not for one at 33<sup>rd</sup> Street where there will be a significant negative effect on at least two neighbourhoods and, perhaps, on neighbourhoods further west along 33<sup>rd</sup> Street.

Yours sincerely,

Daryl

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From: Penny  
Sent: Tuesday, June 16, 2015, 5:16 PM  
To: Hill, Darren  
Subject: RE: 33<sup>rd</sup> Street Bridge - Public Meeting

Hi Darren,

I’m unable to attend tomorrow night’s meeting, however, I would like to let you know that I strongly oppose a 33<sup>rd</sup> Street Bridge.



City Park/North Park are pedestrian/cycling friendly neighbourhoods where kids walk to school and families ride their bikes down to the river in the evening. The proposed bridge would turn 33<sup>rd</sup> Street into a thoroughway and would make walking and cycling unpleasant and dangerous. An irony at a time that the City is supposedly trying to promote complete streets and alternate forms of transportation.

The proposed bridge would also destroy one of Saskatoon's most popular leisure areas beside the weir. I'm sure you're well aware how many people from all parts of the city - as well as tourists - come here to watch the pelicans, walk, run, cycle. In good weather, there are people enjoying nature all day long - from early morning runners to mid-morning mothers with strollers to lunchtime power walkers to families and visitors taking photographs and enjoying the view all evening long. It's a happy place. It's a natural attraction. It's part of what makes Saskatoon a great place to live.

People also love to stroll or drive slowly along Spadina below the canopy of elm trees. I have a friend who immigrated from Mexico and she and her family (who live in Hampton Village) love to come here and bring visitors here. I can't imagine that this lovely roadway would be untouched by the bridge.

The whole nature of the weir and the surrounding walkways would be irreversibly damaged by a bridge crossing. Have you ever tried to sit beside the Circle Drive bridge? The noise from the constant traffic is deafening.

And last, but certainly not least, what will happen to the pelicans? Will they be happy to soar overhead and fish by the weir if there is constant noise and pollution from vehicle traffic? The pelicans are iconic - a bridge isn't.

I'd be happy to put my concerns in a letter to Council if that would be more appropriate. Just say the word.

Thank you.

Penny

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From: Bob

Sent: Saturday, June 20, 2015, 4:36 PM

To: Web E0mail - Growing Forward

Subject: June 17 Meeting in North Park

Greetings Lesley,

First of all, thank you for the meeting. One comment. Your flyer should have indicated the format of the meeting. I was thinking open house and was eating dinner while the meeting was getting under way. I therefore missed most of the presentations.

I've been concerned for some time that Saskatoon's planning process is mired in business as usual, old think, however you wish to characterize it. The goal appears to be to create the same sprawling mess that Calgary has become. Good ideas do surface from time to time, but they never seem to get anywhere. I would like to see city planning transition from "business as usual" to "business as expected". You can look to Jane Jacobs or Richard Florida and others for guidance. To me business as expected implies understanding and acknowledging societal trends and building a city that is in harmony with those trends. It is evident that by

2050 we will be implementing a hydrocarbon-free city, one where cars, if any, will drive themselves. We know that building suburbs to the horizon is unsustainable economically and a snout-house for everyone is not a goal worthy of a progressive city. To get to the point of your meeting we should be working hard to create a city that is much more compact in 20 years and much less car-centric. Cities should be for people, not cars.

I find it puzzling that Saskatoon by the end of this decade will have more bridges crossing the South Saskatchewan River than Winnipeg - a city more than twice our size - has crossing the Red River now. My reckoning is that in this decade Saskatoon will have spend about a billion dollars on new bridges and associated roadways, this at a time when the city has problems maintaining its present infrastructure. We also see that when new bridges are constructed, they reach their capacity in a year or two - the extra lanes on Circle Drive North, for example. Excess capacity draws increased use like flies to honey. Some have labelled the Saskatoon approach as serial engineering. There have been countless examples from around the world showing how this just doesn't work.

Turning now to the conceptual 33<sup>rd</sup> Street Bridge. I have to admit that i have great difficulty trying to grasp how many people wish to travel between Preston Crossing and SIAST. If additional housing were built in the Preston Crossing area I assume most of those people would want to go downtown. A bridge at 33<sup>rd</sup> would dump users on Spadina, 7<sup>th</sup> Avenue and Warman Road, streets that have little excess capacity. My suggestion would be that, if a new development were to go into the Preston Crossing are, it should be planned for higher densities and a very high percentage of transit users. As I understand some of your planning materials, one reason for the 33<sup>rd</sup> Street bridge is so dedicated busways could be placed on the University Bridge. To me it would be much more effective to bring a busway down College Avenue from the proposed development (and from the suburbs) then have it go under the Clarence Avenue crossing and across the river to 24<sup>th</sup> Street. A busway bridge would not require the road connections of a traffic bridge and should be much cheaper to build. I would of course make sure such a bridge had dedicated lanes for both cyclists and pedestrians.

Some may say building a bridge for a busway is too costly, giver the potential ridership. My rejoinder would be that a city that spends a billion dollars on traffic bridges should be able to consider spending 10 percent of that on transit infrastructure. I really think that if Saskatoon had a real transit system people would use it.

One final point, has the city studies the idea of putting a toll on all river crossings? With modern technology like that used in the Vancouver area the tolls are collected automatically with no need to even slow down. A toll of about fifty cents a crossing on all Saskatoon bridges could raise a considerable amount of money for bridge maintenance or for public transit. If people knew their toll money was going for public transit they might start to use it themselves and get rid of the idea that transit is for poor people.

Thank you for your attention. You will note that I have copied this to my councillor. Perhaps I could close with a question for Darren, or for you. What is the city's policy with regard to supplying parking for employees? Do they get free or reduced parking rates? If so, it would set a good example if this could be changed. One progressive company that I deal with in downtown Vancouver supplies a transportation subsidy for all staff, including the president, that is equal to the price of a monthly bus pass. What people do with that subsidy is entirely up to the individual.

Regards,

Bob

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



--REPLY--

From: Web E-mail - Growing Forward  
Sent: Monday, June 22, 2015 1:59 PM  
To: Bob  
Subject: RE: GP 500K

Hello - thank you for your thoughtful email and for attending the meeting on June 17<sup>th</sup>. I will use your suggestion of including the format of the meeting on our next flyer, thank you for pointing that out.

As you suggest, we need to be mindful of emerging trends when coming up with plans to accommodate future growth in the city. However, we must also monitor the conditions in Saskatoon and respond to how this community is changing over time, and the level of community acceptance for them. With regards to the bridge location at 33<sup>rd</sup> Street, as our population increases, trips across the city are more likely to be done using the larger roads, like Circle Drive, to get around more quickly, whereas trips within the core area will be the more predominant traffic using the core area bridges. A bridge at 33<sup>rd</sup> Street will help accommodate these more local trips between the east and west sides of the river. This will serve an increasing population as the areas of the North Downtown and the University, in particular, begin development. Should car use begin to decline before the bridge is constructed, there will be chances to alter the plan. As well, the bridge will include facilities for pedestrians and cyclists, further enhancing connections for people.

The University of Saskatchewan plans for their future development (known as Vision 2057) can be found on their website ([http://www.usask.ca/corporate\\_admin/real\\_estate/](http://www.usask.ca/corporate_admin/real_estate/)). They have included plans for higher density development, which is also likely to be more transit-supportive in design. The bus rapid transit corridor, proposed for both College Drive and Preston Avenue, will help facilitate movement for a more dense community in this area.

With regards to your first question, I am not aware of any studies having been done with regards to tolls on our bridges. We are not currently planning at that level of detail for the 33<sup>rd</sup> Street bridge but it could be a consideration in the future.

A limited number of City employees have parking stalls provided at no cost by City Hall, with other staff at off-site facilities having free parking as well (Leisure Centres, etc.). City Staff do have access to the eco-pass transit pass program and many more choose to bike or walk to work as well. Many employers, more so in larger centres, do use transportation demand management programs to incentivize their employees to use other modes, and that is something that could be done here as well.

Thank you again for your comments, I will ensure they are incorporated into our Engagement Summary Report. Please feel free to contact me if you have any more questions,

Regards,

Lesley Anderson | tel 306.975.2650  
Project Manager, Growing Forward! Shaping Saskatoon  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5



## CORRIDOR SURVEY: EMAIL INPUT

From: Paul  
To: Web E-mail - Growing Forward  
Subject: Growth Plan Comment  
Date: Tuesday, June 30, 2015 9:02:41 AM

Thank you for inviting business and land owner input for the growth plan. I've been struggling about whether to respond to this June 30 deadline. I believe you are just going through the motions in asking for public input, and furthermore that you really don't care what I think.

Still, being me and since you asked early enough in the process to make a difference, I'll spend the time. First, I commend your interest in promoting public transport. There are, however, more cost effective, environmentally sustainable, and attractive solutions for all the lands served by these transit routes. How these properties are developed of course affect ridership and cost of providing the service. I say this as a land use expert with a passion for life support systems and decades of experience in measureable sustainability. These are all constructive suggestions.

1. Transit's great, but more needs to be done to improve diversity and economic resilience of new real estate developments. See for example ([http://www.fcm.ca/Documents/reports/ACT/Alternative\\_Development\\_Standards\\_On\\_Pine\\_Ridge\\_East\\_Subdivision\\_Rept\\_EN.pdf](http://www.fcm.ca/Documents/reports/ACT/Alternative_Development_Standards_On_Pine_Ridge_East_Subdivision_Rept_EN.pdf)) for illustrations of as-built live-work units, or how we turned 19 single family units into 23 with wider frontages, same building and backyard footprints, improved solar access and enhanced architectural opportunities. Transit only works (i.e., is affordable and well liked and used) where densities support it. You cannot have transit and at the same time big front lawns, lanes, and demanding roadway, pavement, and parking standards.

2. I am concerned about the trees at the sidewalk edge. Hopefully you can purchase our front lawns as required leaving those mature trees in place in a boulevard. Please be sure there is enough dirt around them that they don't struggle to survive.

3. Consider turning the existing parking/right lane into a dedicated transit and biking lane instead of paving over shrinking stocks of permeable green space for new dedicated transit. Even though net numbers of people travelling on thoroughfares will increase over time, net numbers of cars don't have to. With transit and safer active transportation, more people can travel while cars still can but are somewhat diverted elsewhere. Send cars to circle drive and turn an existing car lane into bus and cyclists only.

On this 3<sup>rd</sup> item, note too the unsafe crossing situation for pedestrians and cyclists. The stretch between controlled intersections (Clarence and Cumberland) is too large and no safe crossings are provided in between. A transit friendly corridor here will only further dissuade cars, so more lanes will hardly be needed.

I would be delighted to be asked for more information and to offer my professional services. Of course you are aware the FCM has money for sustainable growth initiatives; you may not know that I have been fortunate to access FCM resources several times in the past. Perhaps you might be interested in a coffee presentation? Maybe something about alternative development standards and transit – new ways to enhance ridership, housing attainability, and build community.

I look forward to your reply | Paul

# City of Saskatoon Growth Plan Corridor Survey



# Methodology

- In May, 2015 the City of Saskatoon contracted Insightrix to conduct a survey of land owners and businesses in Saskatoon along 22<sup>nd</sup> Street, 8<sup>th</sup> Street and College Drive / Preston Avenue to gather feedback on the preliminary long-term recommendations and implementation priorities included in the City's *Growth Plan to Half a Million (Growth Plan)*. The objective of this study is to identify the support for future planning and investment in the areas of Corridor Growth, Transit, Rapid Transit and Core Area Bridges.
- A total of 19 surveys were completed. 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.
- Please interpret results with caution due to low sample sizes.



# Demographics

Business / Home located	Total
Total	N=19
22nd Street	4 (21%)
8th Street	9 (47%)
College Drive / Preston Avenue	6 (32%)

Gender	Total
Total	N=19
Male	14 (74%)
Female	5 (26%)

Age Range	Total
Total	N=19
18 to 34	6 (32%)
35 to 54	8 (42%)
55+	5 (26%)

Live within Saskatoon Limits	Total
Total	N=19
Yes	12 (63%)
No (but operate business within)	7 (37%)

BASE: (Total: N = 19)

# Overall support for Growth Plan initiatives

N = 19	Strong Support	Medium Support	Low Support	No Support	I don't know
The Overall Growth Plan	6 (32%)	11 (58%)	0 (0%)	0 (0%)	2 (11%)
The Transit Plan with BRT	6 (32%)	8 (42%)	1 (5%)	3 (16%)	1 (5%)
Redevelopment and Infill along our Major Corridors	8 (42%)	6 (32%)	1 (5%)	3 (16%)	1 (5%)
A possible 33rd Street River Crossing combined with Bus Lanes on the University Bridge	7 (37%)	6 (32%)	2 (11%)	1 (5%)	3 (16%)

[q4] Do you support the recommended long-term directions of the Growth Plan, put together by the City of Saskatoon?

BASE: (Total: N = 19)

# Suggested enhancements to the Growth Plan

## Verbatim Comments (n = 6)

More walkability and visual appealing.

The information could be more clear to read and easy to find information. The information on the growingfwd.com website is difficult to understand and not clear to read. I live on Preston Avenue and the information related to Preston Avenue and redevelopment along Preston Avenue is surprisingly lacking. It appears that the City of Saskatoon is purposely trying to withhold plans or information from residents as part of this planning process for the growth plan to half a million. The mail out I received in the mail indicated that there were recommendations for the redevelopment of Preston Avenue but there is no information contained in the survey, mail out, or on the growingfwd.com website on this "redevelopment" that is being proposed.

I would like to see something in the growth plan about a large urban park. The area that comes to mind is the UofS South Management area bordered by Circle/14th/Preston/College that already includes Patterson garden. A huge park reminiscent of (but smaller than) central Park or Golden Gate park. Something that offers a wonderful urban experience with trees and fields and trails. Saskatoon offers very little in terms of natural urban parks

Let Businesses and the market decide what works best for them instead of trying to force people to infill along major corridors. We live in a cold climate and that is why we are in love with our cars and parking lots. People need to get to where they are going comfortably/carefully and conveniently and then need a place to park. 8th street is successful because there are places to park unlike Broadway and downtown. This plan seems like a job killer to me. If people cant access our goods and services we will have to let people go.

provide more details on incentives to current property and business affected to generate interest supporting and working with the redevelopment plans

The use of real time arrival information for city buses would be very helpful in increasing ridership. I was just in Dublin Ireland and their major bus routes use this technology to great effect. I think that maps of where each route runs would also be helpful especially for new riders or for visitors to our city. That was the only thing I thought was missing in Dublin.

[q5] How could the City of Saskatoon enhance the Growth Plan? Base: all respondents (optional), n = 6.



# Additional comments about the Growth Plan

## Verbatim Comments (n = 8)

- It is was also understood that there was a north-south corridor study that included roundabouts at a number of critical intersections. Why is this not contained in the growth plan? When will this corridor plan be implemented? I have been waiting 5+ years for these roundabouts to be installed. When is there going to be an update on this plan and the implementation? - Traffic on Preston Avenue should be reduced to 40km/h - I am very concerned that the City of Saskatoon is attempting to purposely conceal "redevelopment" plans along Preston Avenue
- I do not see 8th St as wide enough to accommodate Bus Rapid Transit. My customers will not take the bus to visit me. They will not spontaneously decide to stop and see me as the bus passes by my business. I am concerned that this plan will reduce the traffic to my business, will limit access to my business and will turn 8th St into a wasteland.
- How does this align with the University's growth plan? There would seem to be a lot of potential for commercial development along College/Preston/Cumberland near the University and its students. The University needs to consider moving its fields outside city limits to allow for development and planning.
- I like the idea of infilling personal living areas (neighborhoods) Use the resources already in place to allow people a good quality of life. Roads still have to be wide enough to accommodate a larger population and allow for plowing in the winter months.
- I live at 510 Preston Ave S between 14th and main. This area of nice bungalows is experiencing more and more traffic as you know. Many houses have driveways that face Preston. People don't seem to get it that they can use Circle Drive to get over to 8th St or wherever. It's the herd mentality. I certainly hope that the City maintains the 2-lane stretch here and doesn't punch through another Clarence Dr. A permanent right lane island at 14th southbound on Preston, and a traffic circle at Preston and Main St would be awesome.
- this plan is being proactive in addressing the growth issues of the city.
- Ensure the needs of businesses are taken into account during secondary plan development. Practical business requirements (parking, loading areas etc.) need to be considered when Corridor densification strategies are undertaken.
- As much as I dislike high-rise apartments, we really do need to find ways to infill our city rather than to continue to spread out into the country. Higher density but limited height buildings would be better in the major corridors (similar to many European cities). We also need to ensure that there is more variety in the style of buildings being built. The new residential neighborhoods are monotonous, cookie cutter houses and will be slums if we don't mix it up. Individual developers should not be allowed to buy huge blocks of land. I recognize that there is efficiency in building cookie cutter houses but we need to make Saskatoon beautiful not just efficient.

[q6] Are there other comments you would like to make? Base: All respondents (optional), n = 8.

# Priority of transit customer experience plan

N=19	High Priority	Medium Priority	Low Priority
Mobile ticketing kiosks	6 (32%)	9 (47%)	4 (21%)
Real-time bus arrival information	12 (63%)	4 (21%)	3 (16%)
Mobile app	13 (68%)	4 (21%)	2 (11%)
Website upgrades	4 (21%)	8 (42%)	7 (37%)
Customer service staff / resources	6 (32%)	6 (32%)	7 (37%)
Sidewalk accessibility design standards	8 (42%)	7 (37%)	4 (21%)
Active transportation plan & facilities	8 (42%)	5 (26%)	6 (32%)
Accessible transit facility design standards	5 (26%)	9 (47%)	5 (26%)
More comfortable shelters	10 (53%)	6 (32%)	3 (16%)
Customer satisfaction surveys	2 (11%)	10 (53%)	7 (37%)
Terminal improvements	8 (42%)	7 (37%)	4 (21%)
Fleet upgrades (new buses)	5 (26%)	8 (42%)	6 (32%)
Bike racks on busses	3 (16%)	5 (26%)	11 (58%)
Bus cleanliness	7 (37%)	9 (47%)	3 (16%)
Accessibility training	5 (26%)	5 (26%)	9 (47%)

[q7] What are the most important priorities for the next 10 years to enhance the transit customer experience? Base: All respondents, n = 19.

# Suggested enhancements for transit customer experience plan

## Verbatim Comments (n = 3)

I need way more information. Is this going to reduce the traffic by my business? Is this going to cut me off from 8th St - will car traffic not be able to get to me because of the bus lanes. Access to my business was cut off for 4 months last summer and I lost 17,000.00. I cannot afford that to ever happen again. That was possibly a fatal amount for my small business. I have not recovered from it and I may not recover from it. I believe that we are going to have to do something to move the traffic - more bridges, new roads. But you cannot change the game for the many businesses that operate along 8th St just so you can get people home from work faster.

4 lane traffic bridge on Victoria. It can have the heritage look but it needs to have modern function.

cannot think of anything at this time

[q8] Did we miss anything that should be implemented in the next 10 years? Base: All respondents (optional), n = 3.



# Priority of short-term transit service and facility improvements

N=19	This is a high priority	This is not a high priority	Don't Know
Review the feasibility for 5 park-n-ride lots.	10 (53%)	5 (26%)	4 (21%)
Enhance East-West rapid transit services (red line) by increasing frequency, extending service into high ridership areas and making the route more direct.	10 (53%)	3 (16%)	6 (32%)
Enhance North-South rapid transit services (blue line) by increasing frequency, extending service to Market Mall and making the routing more direct.	10 (53%)	3 (16%)	6 (32%)
Extend conventional transit services to growing areas in the west, northeast and southeast.	11 (58%)	3 (16%)	5 (26%)
Build dedicated bus lanes on 3rd Avenue (22nd St to 25th St).	8 (42%)	5 (26%)	6 (32%)
Build dedicated bus lanes on College Drive (Clarence Ave to Preston Ave).	10 (53%)	5 (26%)	4 (21%)
Convert the Downtown and Place Riel Transit Terminals for rapid transit operations.	10 (53%)	2 (11%)	7 (37%)
Other	3 (43%)	1 (14%)	3 (43%)

[q9] 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? Base: All respondents. n = 19.

# Additional comments for short-term implementation

Verbatim Comments (n = 4)
Improved security
Dedicated bus and taxi lanes seem to work well in some cities. This leaves less room for private cars & delivery vehicles but speeds up public transportation.
I don't know
n/a

[q9\_other] Please Specify other:

BASE: (Total: N = 7)

# Priority of medium-term transit service and facility improvements

N=19	This is a high priority	This is not a high priority	Don't Know
Continue East-West (red line) rapid transit service enhancements by extending services into higher ridership areas to the northeast, east and west.	7 (37%)	3 (16%)	9 (47%)
Introduce community shuttles to the North Industrial area.	10 (53%)	0 (0%)	9 (47%)
Build dedicated bus lanes on 22nd Street (Idylwyld Drive to Confederation Drive)	11 (58%)	2 (11%)	6 (32%)
Introduce community shuttles to the southwest-Confederation area.	8 (42%)	1 (5%)	10 (53%)
Build dedicated bus lanes on 25th Street (3rd Ave to Spadina Crescent)	9 (47%)	2 (11%)	8 (42%)
Implement 3 park-n-ride lots.	11 (58%)	3 (16%)	5 (26%)
Implement transit priority (queue jump lanes and signal priority) for buses at intersections along 8th Street, Broadway Avenue, and Preston Avenue.	10 (53%)	4 (21%)	5 (26%)
Other	1 (33%)	0 (0%)	2 (67%)

[q10] The transit service and facility improvements outlined below for implementation in the medium-term (5 to 10 years) build off the high priority improvements outlined in the 5 year plan. 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? Base: All respondents, n = 19.



# Additional comments for medium-term transit service facility improvements

Verbatim Comments (n = 2)
dittto
n/a

[q10\_other] Please Specify other:

BASE: (Total: N = 3)

# Additional comments for high priority transit service facility improvements within the next 10 years

## Verbatim Comments (n = 2)

Bus lanes are great, if when you use the word 'build' you actually mean build, and not taking away existing space for car traffic like the city did with the bike lanes.

i don't know

[q11] Did we miss any high priority transit service and facility improvements that should be implemented in 10 years?

BASE: (Total: N = 2)

# Corridor Growth encouragement and redevelopment priority support

N=19	I agree with this priority	This should happen sooner	This should happen later	This is not a priority at all	I don't know
Short-term Priority (5 year): 22nd Street West	11 (58%)	3 (16%)	0 (0%)	2 (11%)	3 (16%)
Short-term Priority (5 year): Preston Avenue & College Drive	13 (68%)	1 (5%)	1 (5%)	3 (16%)	1 (5%)
Short-term Priority (5 year): Holmwood Suburban Centre	6 (32%)	0 (0%)	4 (21%)	3 (16%)	6 (32%)
Medium-term Priority (5 to 10 years): Confederation Suburban Centre	6 (32%)	3 (16%)	2 (11%)	1 (5%)	7 (37%)
Medium-term Priority (5 to 10 years): 8th Street East	7 (37%)	8 (42%)	0 (0%)	2 (11%)	2 (11%)
Long-term Priority (10 to 20 years): Idylwyld Drive North	7 (37%)	7 (37%)	0 (0%)	1 (5%)	4 (21%)

[q12] Implementation priorities for encouraging growth and redevelopment along our major corridors have been broken up into short-, medium- and long-term phasing options. Do you support the proposed phasing for Secondary Plans along our major corridors shown below? Are there any that you would assign a different priority to? Base: All respondents, n = 19.



# Comments and suggestion on priority corridors

## Verbatim Comments (n = 4)

I need to know how this is going to impact traffic to my business. I could not support anything that would reduce the flow of traffic past me or prevent people from easily pulling over and stopping.

Not without some details on what you mean by encouraging growth and redevelopment - what sorts of specific things do you have in mind that would affect land or home owners.

Concentrate growth, do not continue to expand new neighbourhoods

keep Preston Ave between 14th and Main St a 2-lane residential street and DISCOURAGE people from driving their cars on this stretch!

[q13] Do you have any other comments or suggestions on these priority corridors?

BASE: (Total: N = 4)





# G

## Challenges & Opportunities





# Opportunities and Challenges - Verbatim Comments

## OPPORTUNITIES

- Very visible bus lines
- Increase density of new development
- Infill along existing corridors
- Build it right the first time in Holmwood
- BRT
- Gentrification (if you're a land owner)
- Corridor growth
- University land development
- Dedicated bus lanes
- University land use
- Corridor development/density
- Rapid transit and dedicated bus lanes
- Development of corridors for BRT
- BRT
- University land development
- Corridor development of Idylwyld, 8th Street, 22nd
- Find roots in younger generation
- We would be the smallest city to have BRT – that is something to be proud of
- We will be better than Regina
- Opportunity for higher density in Saskatoon
- 8th street corridor growth
- Active Transportation Plan working with this plan
- Developing Confederation Mall
- BRT
- Rezoning of 22nd (infill corridor)
- Addressing transportation by implementing BRT from point A to point B
- More frequent bus service
- Please build density
- A change in attitude for public transit
- Downtown bus terminal improvement
- BRT leading to increased ridership
- Reduce traffic congestion
- Goal of reducing car traffic to 80%
- Can't get there if keep putting major money into bridges and freeways
- Can only get there with BRT and better cycling and walking infrastructure
- 22nd and 8th street should be a priority for development
- BRT and corridor development
- Develop 8th into a vibrant and accessible community
- BRT
- BRT
- City's commitment to transit
- Aesthetic improvements (nice places)
- Age friendly facilities
- Inclusive
- Bus Frequency
- Transportation Options/modes


- Park & Ride
- Wide Corridors
- Reduce Greenhouse gas emissions
- BRT - great direction!
- More beautiful city

## CHALLENGES

- Deciding where bus lanes go
- Existing land uses/infrastructure
- Funding
- Narrowing down “high priorities”
- Working with user groups – need more collaboration
- Finding room for bus routes
- 33rd street bridge
- Prioritizing development of bridges (what about traffic bridge)
- Changing peoples perceptions of buses
- High density
- Actual implementation
- What does the timeline mean?
- Are things really going to be implemented in 5 years?
- Funding and money
- What’s going to draw people to want to live here (and stay here)
- Convincing the community to buy in?
- Perceptions on transit and shifting car-centric attitudes
- Peoples dislike of bus transit
- Plans seem too detailed already – no opportunity for change

- More user-friendly streets
- Good opportunity for redevelopment
- There’s nothing bad shown
- BRT - be a leader in transit!

- Taking away traffic lane as opposed to adding a lane is a hard sell
- Hard to implement the amount of park and ride available
- Incorporating all plans
- Increasing ridership
- Breaking perceptions of public transit
- Getting people excited about buses – BRT vs. LRT
- 33rd Street Bridge
- 33rd Street Bridge
- Integrating with active transit
- Lack of mixed uses proposed
- Increasing ridership by implementing limited improvements is unrealistic
- Overcoming car mentality
- Prioritization and speed the process up by condensing timelines
- Creating a good process for change, including engagement
- Not everyone can come to engagement sessions
- Find a way to get in touch with those who will be most affected
- Get better details to the table
- Provincial funding for transit
- Car & truck culture in the city

- 
- Focusing development within circle drive
  - No connection between active transportation plan and Growing Forward Plan
  - Gentrification
  - Spending infrastructure costs
  - Car & truck culture
  - Lack of heated bus shelters
  - Existing bylaws
  - Too many stops (BRT)
  - Cost
  - Weather (snow banks)
  - Timelines
  - Implementation
  - Integration with other modes (especially active modes)
  - Consensus (overall support)
  - Industry consultation - integration with future jobs
  - Employment areas (north and airport gaps)
  - Traffic bottle neck
  - Support for investments in transit
  - Infrastructure finance (Road maintenance)
  - Impact of 33rd Street Bridge on adjacent neighbourhoods
  - Weather conditions
  - Road conditions
  - Misinformation - clear communication
  - Ensuring integration with existing neighbourhood plans