

Project Timeline

Following Council adoption of the Growth Plan to Half a Million, Federal Government approval of Public Transit Infrastructure Funding and a public procurement process, HDR Corporation was awarded a contract for the Bus Rapid and Conventional Transit Planning, Design and Engineering Services in July 2017. The major project milestones are as follows:

- **August to November 2017** – Validating the BRT system concept and identifying a “preferred configuration”
- **December 2017 to February 2018** – Stakeholder engagement and refinement of the BRT Functional Plan, Station Design Transit, Network Plan, Park and Ride Strategy, and Implementation Plan.
- **April 2018** – Completion of BRT Detailed Design
- **Summer/Fall 2018** – Potential BRT pre-construction work (survey, utility locates, geo-technical work, etc.)



HDR Corporation is one of Canada’s leading transportation planning and design companies. With seven offices cross Canada HDR Corporation provides a diverse range of architectural

and engineering services to large and small cities, and private sector clients. HDR Corporation has developed significant expertise in multi-modal transportation services with core strength in bus, BRT and LRT planning and design. As well, staff from HDR Corporation work closely with HDR Inc. staff to support transit initiatives in the US.

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Project Background

Saskatoon will welcome 250,000 people in the next few decades. Adopted in 2016, our plan for growth will create a stronger social, environmental, economic and financial future for all residents based on the following key components:

- *Corridor Growth* – encouraging growth and redevelopment near existing major corridors and at major development nodes
- *Transit and BRT* – making transit more attractive to more people as the City grows
- *Strategic Infill* – supporting development of the Downtown, North Downtown and University of Saskatchewan “endowment lands” to accommodate more people and jobs within Circle Drive
- *Core Area Bridges* – making the best use the existing road capacity and planning for the future
- *Employment Areas* – ensuring the right amount of employment in the right areas
- *Active Transportation Plan* – provide infrastructure and support for greater use of walking and cycling for work and personal use
- *Financing Growth* – planning ahead for the costs of growth



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BUS RAPID TRANSIT / TRANSIT PLAN IMPLEMENTATION

Information Package

BRT and the Transit Plan Overview

To meet the transportation needs of a growing city, Saskatoon needs to provide a variety of transportation options. Organized around a Bus Rapid Transit (BRT) system a new Transit Plan will help Saskatoon Transit accommodate the city’s expected growth while making transit a more attractive option for existing residents. Our Plan for Growth calls for a restructuring of Saskatoon Transit to a grid network with frequent, direct two-way routes serving major corridors and development nodes.

Although the Red and Blue BRT Lines are the backbone of a new Saskatoon Transit route network (see map on following page) the Transit Plan will include other complimentary bus services, including a full suite of mainline,

crosstown, and feeder bus services that provide transit services throughout the community.

The planning and design of the BRT and transit system reconfiguration will put the City in a position to make significant changes to Saskatoon Transit as early as 2019, subject to City Council approval and availability of funding.

The Growth Plan to Half a Million, which Council approved in 2016, included the high-level route concepts noted on the next page (map). These concepts will guide the development of a more detailed Transit Plan.

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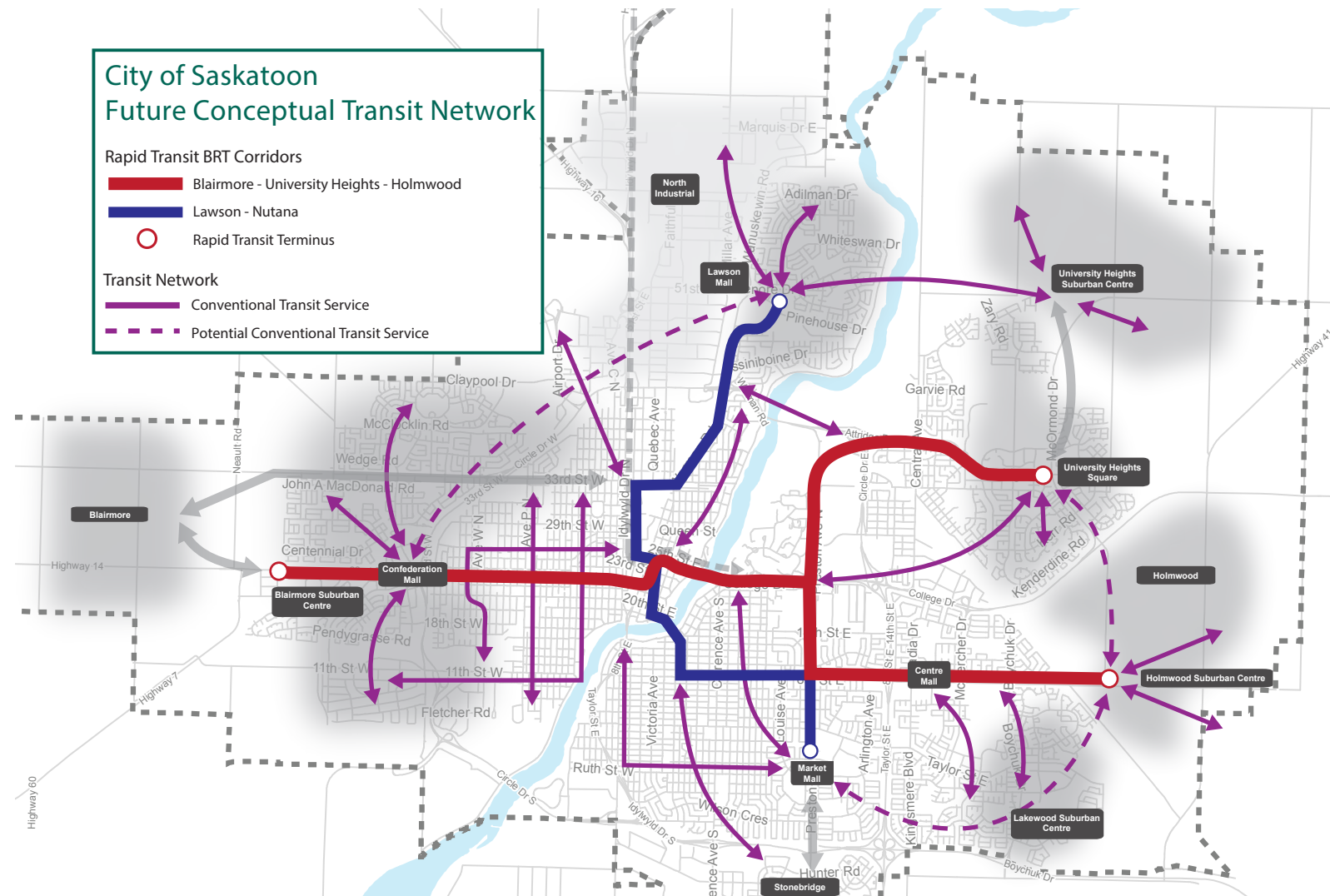


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BRT 101 – What does a typical BRT system look like?

Bus Rapid Transit is defined as a rubber tired bus based rapid transit system that improves travel speed, reliability, capacity, and customer experience through enhancements to bus priority measures, stations, customer systems and runningways.



Transit Signal Priority Measures use existing traffic signal infrastructure, bus arrival detection and software logic to limit bus delay at traffic signals.

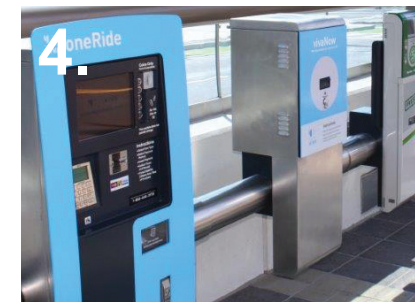


Geometric Priority Measures

use queue jump lanes, and other roadway measures to provide buses with a time advantage at critical points along the corridor.



Stations include curb, pad, identification pylon, shelter, lighting, waste receptacle, bike racks, branding and allowance for public art to create a positive customer experience. An experience that is welcoming, safe, convenient and comfortable



Customer Systems use destination and wayfinding information, route and schedule information, real time next bus information, security monitoring and help phones, and off board fare processing to create a positive customer experience.



Runningways are the path that a bus follows. Runningways may vary from mixed traffic on an existing roadway to exclusive lanes within an existing roadway to exclusive roadways separate from other traffic.

Each of the components may be applied through a range of options that will define the scale, functionality and cost of the BRT system.