



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

**Tuesday, April 1, 2025, 2:00 p.m.
Council Chamber, City Hall**

Committee Members:

**Councillor B. Dubois, Chair, Councillor S. Ford, Vice Chair, Councillor R. Donauer,
Councillor K. MacDonald, Councillor R. Pearce, Mayor C. Block (Ex-Officio)**

Submissions providing comments and/or requesting to speak will be accepted for public meetings using the online form at saskatoon.ca/writetocouncil. If your submission includes a request to speak, you will be contacted by a representative from the City Clerk's Office with further information. **Submissions will be accepted no later than 5:00 p.m. on the Monday the week of the meeting.**

Pages

1. CALL TO ORDER

The Chair will call the meeting to order on Treaty 6 Territory and the Traditional Homeland of the Métis People and confirm roll call.

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

4 - 9

Recommendation

That the minutes of the regular meeting held on March 4, 2025, of the Standing Policy Committee on Transportation, be adopted.

5. UNFINISHED BUSINESS

6. ADMINISTRATION AND LEGISLATIVE REPORTS

6.1 Decision Reports

6.2 Approval Reports

6.3 Information Reports

Recommendation

That the reports contained in Items 7.3.1 to 7.3.3 be received as information.

6.3.1 2024 Summer Road Maintenance Summary [TS2025-0402] 10 - 12

A report of the Transportation and Construction Division is provided.

6.3.2 Saskatoon Transit Frontline Employee Safety Plan Update – April 2025 [TS2025-0401] 13 - 17

A report of the Transportation and Construction Division is provided.

6.3.3 Saskatoon Transit Bus Network Redesign Strategy [GPC2023-0703] 18 - 24

A report of the Transportation and Construction Division is provided.

7. MOTIONS (Notice Previously Given)

8. URGENT BUSINESS

9. GIVING NOTICE

10. REQUEST TO SPEAK (new matters)

11. COMMUNICATIONS (requiring the direction of the Committee)

11.1 Request for Information Regarding Snow Removal Program [ADV2025-0304] 25 - 25

A letter from the Saskatoon Accessibility Advisory Committee is provided.

Recommendation

That the information be received.

12. IN CAMERA SESSION

13. RISE AND REPORT

14. ADJOURNMENT



PUBLIC MINUTES

STANDING POLICY COMMITTEE ON TRANSPORTATION

Tuesday, March 4, 2025, 2:00 p.m.

Council Chamber, City Hall

PRESENT: Councillor B. Dubois, Chair
Councillor S. Ford, Vice Chair
Councillor R. Donauer
Councillor K. MacDonald
Councillor R. Pearce
Mayor C. Block (Ex-Officio)

ALSO PRESENT: A/General Manager, Transportation and Construction D. Willems
Deputy City Solicitor D. Kowalski
Deputy City Clerk S. Bryant
Committee Assistant H. Thompson

1. CALL TO ORDER

The Chair called the meeting to order on Treaty 6 Territory and the Traditional Homeland of the Métis People and confirmed roll call.

2. CONFIRMATION OF AGENDA

Moved By: Councillor Donauer

1. That the letter request to speak from Anne-Marie Cey, Broadway Business Improvement District, dated February 27, 2025 be added to item 6.3.1; and
2. That the item with a speaker be considered immediately following unfinished business:
 - 6.3.1
 - Anne-Marie Cey; and
3. That the agenda be confirmed as amended.

In Favour: (6): Councillor Dubois, Councillor Ford, Councillor Donauer, Councillor MacDonald, Councillor Pearce, and Mayor Block

CARRIED UNANIMOUSLY

3. DECLARATION OF CONFLICT OF INTEREST

There were no declarations of conflict of interest.

4. ADOPTION OF MINUTES

Moved By: Councillor Pearce

That the minutes of the regular meeting held on February 4, 2025, of the Standing Policy Committee on Transportation, be adopted.

In Favour: (6): Councillor Dubois, Councillor Ford, Councillor Donauer, Councillor MacDonald, Councillor Pearce, and Mayor Block

CARRIED UNANIMOUSLY

Item 6.3.1 was considered next.

5. UNFINISHED BUSINESS

6. ADMINISTRATION AND LEGISLATIVE REPORTS

6.1 Decision Reports

6.2 Approval Reports

6.2.1 22nd Street and Confederation Drive Intersection Improvements – March 2025 Update [TS2024-0802]

A report of the Transportation and Construction Division was provided.

Director of Transportation Magus presented the report with a PowerPoint.

Moved By: Councillor Pearce

That the Standing Policy Committee on Transportation recommend to City Council that Option 3 – A New Fairlight Crescent Right turn out Access, Changing the Existing Fairmont Drive Access from a Right turn out to a Right turn in, and Fairmont Drive and Fairlight Drive Intersections Upgrades for the 22nd Street West and Confederation Drive Intersection Improvements Functional Design be approved.

In Favour: (6): Councillor Dubois, Councillor Ford, Councillor Donauer, Councillor MacDonald, Councillor Pearce, and Mayor Block

CARRIED UNANIMOUSLY

Item 6.3.2 was considered next.

6.3 Information Reports

Moved By: Councillor Donauer

That the reports contained in Items 6.3.1 to 6.3.2 be received as information.

In Favour: (6): Councillor Dubois, Councillor Ford, Councillor Donauer, Councillor MacDonald, Councillor Pearce, and Mayor Block

CARRIED UNANIMOUSLY

6.3.1 Broadway Community Patio – Temporary Reserve Parking Program Background [TS2025-0301]

A report of the Community Services Division was provided.

A letter requesting to speak from Anne-Marie Cey, Broadway Business Improvement District, dated February 27, 2025, was provided.

Parking Services Policy Manager Blair presented the report and responded to questions of Committee along with Director of Community Standards Grazier.

Anne-Marie Cey spoke to this matter and responded to questions of the Committee.

Moved By: Mayor Block

That the Standing Policy Committee on Transportation recommend to City Council that the parking fee be reduced from \$11,975 to \$4,622 per year over five years.

In Favour: (5): Councillor Ford, Councillor Donauer, Councillor MacDonald, Councillor Pearce, and Mayor Block

Against: (1): Councillor Dubois

CARRIED

Moved By: Councillor Pearce

That at the time this matter is before City Council, Administration bring forward additional information on how the Broadway Community Patio could be implemented without impacting the other BIDs in the city.

In Favour: (6): Councillor Dubois, Councillor Ford, Councillor Donauer, Councillor MacDonald, Councillor Pearce, and Mayor Block

CARRIED UNANIMOUSLY

Item 6.2.1 was considered next.

6.3.2 Wheelchair Accessible Taxi Wait Time for Service [TS2024-0303]

A report of the Community Services Division was provided.

Licensing and Permitting Manager Wilson presented the report and responded to questions of committee.

7. MOTIONS (Notice Previously Given)

7.1 Councillor K. MacDonald - Snow Clearing on Neighbourhood Bikeways [TS2025-0106]

Councillor MacDonald provided the following Notice of Motion at the Standing Policy Committee on Transportation Meeting held on January 14, 2025.

"TAKE NOTICE that at the next Standing Policy Committee on Transportation, I will move:

Whereas residents have expressed concerns about safety regarding snow clearing operations on the Neighborhood Bikeways (formerly referred to as 'A Bike Boulevard') throughout the city.

Therefore, be it resolved that Administration report back to the Standing Policy Committee on Transportation with options and costs to include snow clearing on Neighbourhood Bikeways in the service levels for snow and ice management for consideration in the 2026/2027 Multi-Year Business Planning and Budget deliberations."

Moved By: Councillor MacDonald

That Administration report back to the Standing Policy Committee on Transportation with options and costs to include snow clearing on Neighbourhood Bikeways in the service levels for snow and ice management for consideration in the 2026/2027 Multi-Year Business Planning and Budget deliberations.

In Favour: (6): Councillor Dubois, Councillor Ford, Councillor Donauer, Councillor MacDonald, Councillor Pearce, and Mayor Block

CARRIED UNANIMOUSLY

8. URGENT BUSINESS

9. GIVING NOTICE

10. REQUEST TO SPEAK (new matters)

10.1 Request to Speak - Tod Fox - Improve Three Intersections [TS2025-0302]

A letter requesting to speak from Tod Fox, dated February 23, 2025, was provided.

Tod Fox addressed Committee requesting for improvements for bike safety to three intersections in the city. He responded to questions of Committee.

Director of Transportation Magus responded to questions of the Committee and provided a history of the City's efforts on Active Transportation safety to date.

Moved By: Councillor Donauer

That the information be received.

In Favour: (6): Councillor Dubois, Councillor Ford, Councillor Donauer, Councillor MacDonald, Councillor Pearce, and Mayor Block

CARRIED UNANIMOUSLY

11. COMMUNICATIONS (requiring the direction of the Committee)

11.1 Saskatoon Accessibility Advisory Committee – E-Scooter Program Accessibility Concerns [ADV2025-0302]

A letter of the Saskatoon Accessibility Advisory Committee, dated February 25, 2025, was provided.

A/General Manager, Transportation and Construction Willems introduced the item.

Moved By: Councillor Pearce

That the information be received, and the letter be referred to the Administration to join to the file.

In Favour: (6): Councillor Dubois, Councillor Ford, Councillor Donauer, Councillor MacDonald, Councillor Pearce, and Mayor Block

CARRIED UNANIMOUSLY

12. IN CAMERA SESSION

13. RISE AND REPORT

14. ADJOURNMENT

The meeting adjourned at 3:33 p.m.

Councillor B. Dubois, Chair

Deputy City Clerk S. Bryant

2024 Summer Road Maintenance Summary

ISSUE

Summary of the 2024 summer road maintenance program and continuous improvement initiatives.

BACKGROUND

The Roadways, Fleet and Support department reports annually on the summer road maintenance accomplishments and program enhancements.

The summer road maintenance program includes maintenance of paved and gravel streets and lanes, sidewalk maintenance, street cleaning and sweeping and specialized maintenance.

DISCUSSION/ANALYSIS

The Roadways section in the Roadways, Fleet and Support department contributes to the goal of safe and efficient vehicular traffic, cyclist and pedestrian movement by applying maintenance treatments to roads and sidewalks and responding to emergent and urgent issues that impact safety and mobility. The street cleaning and sweeping program removes sand and debris accumulated over the winter months that impacts air quality, storm water infrastructure, and pavement surface traction. Service levels approved by City Council in 2017 guide the Roadways section in defining objectives and prioritizing work activities.

Summer 2024 Accomplishments

- Repaired potholes with 1,800 tonnes of asphalt concrete. This is a 28% increase from 2023.
- In addition to potholes identified by Roadways staff inspections, which accounts for most of the pothole repairs, the City inspected and repaired approximately 3,300 potholes reported by residents through the Report-a-Pothole map on the City's website. Compared to 2023, this is an increase of approximately 52% in the number of repaired potholes reported by the public.
- The late snowfall in March and later than normal freeze-thaws, along with several rainy days in early spring, resulted in more pothole repair capacity required compared to a typical spring season. Additional capacity was achieved by City crews working more overtime and increased utilization of private contractors.
- The significant increase in the number of potholes resulted in challenges in achieving the service level targets for the pothole inspections and repairs. Through the City Council's budget review process in December 2024, additional funding was approved for the pothole repair program starting in 2025. Additional private contractors have been secured to provide increased capacity to supplement City crews as needed throughout the pothole season.

- Completed maintenance and permanent repairs to roadways and sidewalks on 1,260 asphalt and concrete cuts for underground utility repairs. Damage to landscaping related to underground utility repairs was completed at 310 locations.
- Maintained focus on preventative maintenance which included treating 40 kilometres of streets with crack sealant to extend the life of the asset.
- Graded 400 kilometres and reconstructed 10 kilometres of gravel back lanes.
- Removed tripping hazards on sidewalk panels for a total length of approximately one kilometre.
- Washed all bridges and pedestrian overpasses to remove corrosive winter salting residue, which extends the timeline for a major rehabilitation or replacement.
- Completed curb-to-curb sweeping of all residential streets prior to the end of June. High traffic driving lanes and Business Improvement Districts were cleaned once per month from June to September. Through the spring street cleaning and sweeping program, a total of 11,600 tonnes of debris was removed from the streets.
- As part of the 2024-2025 budget, the funding for the grass median portion of the street cleaning and sweeping program was reduced by 50% to capture savings of \$200,000. This service level reduction resulted in approximately 50% of the grass medians in the city not being swept in 2024. While the grass portions of the medians were not swept, the concrete portions around the grass were swept. All grass medians not swept in 2024 will be swept in 2025, with the same alternating pattern planned to continue in 2026 and beyond.
- Swept 102 kilometres of streets, with high volumes of leaf debris, in the fall to reduce the risk of drainage problems in the spring.
- Inspected and responded to about 1,000 concerns from residents related to debris or obstacles along streets, back lanes and gravel roads around Saskatoon.

Continuous Improvement Initiatives

1. Testing of more environmentally friendly asphalt products.
 - From July to October 2024, a more environmentally friendly tack oil product was field-tested by the City's pothole repair crews. While more planning and preparation is required to fully implement the new material, lessons learned throughout the initial testing will support next steps and a future implementation.
2. Enhancement and development of an activity-based budgeting system using the Fusion Enterprise Asset Management system.
 - Lessons learned from previous summer seasons were implemented in 2024 to improve financial tracking through the SAP system. This included tracking costs at the maintenance activity level as opposed to maintenance program level, allowing for improved cost tracking, planning, estimating and budgeting.

IMPLICATIONS

There are no direct financial, social, legal, or environmental implications identified with this report.

NEXT STEPS

Planned continuous improvement initiatives for the 2025 summer maintenance season include supporting the implementation of the City’s new Customer Relationship Management system within the Roadways operations, and investigation of Artificial Intelligence solutions for crack seal program inspections.

Report Approval

Written by: Cam LeClaire, Roadways Manager
Reviewed by: Goran Saric, Director of Roadways, Fleet and Support
Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report – 2024 Summer Road Maintenance Summary.docx

Saskatoon Transit Frontline Employee Safety Plan Update – April 2025

ISSUE

This report provides an update on the Saskatoon Transit Frontline Employee Safety Plan launched in June 2024 to improve workplace safety and foster a culture of safety within Saskatoon Transit.

BACKGROUND

At the start of 2024, Saskatoon Transit employees experienced an increase in aggressive and violent incidents. In response to this increase in incidents, Saskatoon Transit management and Amalgamated Transit Union (ATU) Local 615 developed and released the Saskatoon Transit Frontline Employee Safety Plan in June 2024. This plan was a commitment to undertake 17 initiatives to improve workplace safety and foster a culture of safety within Saskatoon Transit. See Appendix A for the Saskatoon Transit Frontline Employee Safety Plan.

CURRENT STATUS

All initiatives identified in the plan have been addressed and implemented except for roll out of the updated Respectful and Harassment-free Workplace policy, which is in progress. Saskatoon Transit's priority continues to be improving safety for employees and riders by reducing the risk of negative interactions. The goals are to maintain order on the bus, reduce negative interactions and provide employees with the skills and tools they need to de-escalate situations.

DISCUSSION/ANALYSIS

Program Accomplishments

Prevention and Security

1. Increased uniform presence by assigning more Saskatoon Transit supervisors at terminals and on the buses and contracted commissionaires for regular patrols at the Downtown, Centre Mall, Market Mall and Confederation Mall terminals.
2. Introduced Fire Community Support teams at terminals and on the buses, adding six new positions. With the Fire Community Support teams fully staffed, Saskatoon Transit and the Saskatoon Fire Department (SFD) will continue to deploy targeted and rotated resources on routes and at terminals with a higher rate of incidents. Saskatoon Transit and SFD management meet regularly with ATU and the International Association of Fire Fighters (IAFF) to review the effectiveness of the Fire Community Support Workers program.
3. Hired a dedicated Transit Security Advisor to liaise with the Fire Community Support team and other partners and develop a long-term security plan.
4. Ran a public marketing campaign featuring Saskatoon Transit frontline employees to increase the profile of bus operators in the community.
5. Installed CCTV cameras at the Downtown terminal. Work continues on the installation of CCTV cameras at the Confederation Mall terminal.

6. Participating in Saskatoon Police Service (SPS) and SFD's Community Approach to Community Safety and Wellbeing initiative. This initiative takes a community-based approach to address the root causes of complex social issues.

Processes and Procedures

7. Developed and implemented a Transit Rider Ban process and introduced the new corporate Customer Conduct Standard for reporting customer abuse experienced by customer service staff.
8. Documented and communicated the Fare Enforcement Standard and role clarity for bus operators to reduce the risk of negative interactions with operators and passengers.
9. Developed and communicated an Incident Reporting Standard and process for reporting negative interactions.

Training and Education

10. Developed and initiated delivery of enhanced customer service and de-escalation training for all frontline employees.

Responding to Serious Incidents

11. Streamlined the process for an operator to report an incident to the Saskatoon Police Service.
12. Hosted an in-person mental health professional two to three times every month for walk-in visits at the Civic Operations Centre and Access Transit office for employees.
13. Developed a new dashboard for tracking negative interactions and reporting trends.
14. Advocated the Ministry of Justice for tougher sentences for assaults under the Criminal Code against Saskatoon Transit employees.

Culture of Safety

15. Developed a standard for developing and delivering the Safety Talk program.
16. Increased communications about workplace safety initiatives.

Negative Interactions

The total negative interactions were higher in 2024 than in 2023, peaking in April and May with more instances of public intoxication and acts of aggression. The second half of 2024 showed improvement in some areas after the Saskatoon Transit Frontline Employee Safety Plan was initiated. Monthly negative interactions involving either the operator or passenger-on-passenger began declining in July. Of note, there were no operator assaults from July to December, compared to six from January to June. There has been one operator assault in Q1 of 2025.

The most prevalent reoccurring factor in the 2024 negative interactions between an operator and a customer was the operator asking the customer about fare payment, questioning the rider about their destination or asking them to leave the bus, resulting in

the customer responding negatively. This reinforces the position that enforcing fare payment increases the risk of negative interactions.

Saskatoon Transit management will continue to communicate the importance of following the fare enforcement standard and schedule operators for the new Service Ambassador training program, which includes a de-escalation component.

Administration will be providing additional details on reported negative interactions in the 2024 Saskatoon Transit annual report scheduled to be presented to the Standing Policy Committee on Transportation in Q2 of 2025.

Employee Engagement

Saskatoon Transit employees participated in a survey in February 2025 to measure awareness of and satisfaction with the initiatives in the Saskatoon Transit Frontline Employee Safety Plan. Employees are aware of the plan, and most feel that more time and additional efforts on these initiatives will help improve safety. Views to date are mixed, with employees reporting equally feeling more safe and less safe since June 2024, with many reporting no change in feelings of safety at work since the plan launched.

Some initiatives were introduced at the beginning of January 2025, so the impact may not be visible until there is more communication, training and engagement. Saskatoon Transit will continue to engage with employees about workplace safety and involve employees in continuous safety improvements.

Public Perception Surveys

Saskatoon Transit has surveyed riders about safety on transit with push notifications through the Transit app’s “Rate my ride”. Approximately 1,600 individuals responded to the survey each week. Transit app is actively used by more than 23,000 unique monthly riders.

The table below shows the results of the surveys for three, one-week periods between November 27, 2023 and December 1, 2024. The results of the surveys showed an increase in people who felt “not so safe” and decrease in people that felt “very safe” in the survey time from May 13 to 19, 2024, which was at the peak of negative incidents in 2024. This data shows a correlation that people feel less safe when there are more negative interactions.

Perception	November 27 to December 3, 2023	May 13 to 19, 2024	November 25 to December 1, 2024
Very Safe	51%	43%	55%
Fine	47%	53%	42%
Not so Safe	2%	5%	3%

NEXT STEPS

The implementation of the Saskatoon Transit Frontline Employee Safety Plan in June 2024 and Fire Community Support Program in July 2024 has shown some early successes in meeting the goals of improving safety at Saskatoon Transit. However, more work needs to be done to achieve the goal of all riders and employees feeling very safe on transit. Some of the next steps towards this goal include:

1. Continue to follow up on incidents and improve where possible based on employee feedback and investigation outcomes.
2. Prioritize the list of improvements identified in the employee survey and work with ATU, the Saskatoon Transit Occupational Health Committee and employees to improve safety.
3. Continue to collaborate with the SFD, ATU and IAFF on implementing and refining the Fire Community Support program for Saskatoon Transit. Saskatoon Transit will support the Saskatoon Fire Department with its report to City Council in Q3 of 2025 on the effectiveness of the Fire Community Support program.
4. Continue to meet with the City of Saskatoon Inter-Agency Support Team, a multi-disciplinary group with members from the SFD, SPS, Saskatoon Transit and Corporate Security, to discuss and mitigate current safety and security issues affecting Saskatoon Transit.
5. Extend the City's customer conduct standard "Respect is expected" public awareness campaign with Saskatoon Transit employee images on stickers and posters at Saskatoon Transit facilities and buses, and digitally on the City's website and social media channels.
6. Participate in the corporate rollout of a new reporting tool for the Respectful and Harassment-free Workplace policy, which is the only incomplete initiative in the plan.
7. Explore options for improving the customer experience by giving customers the ability to discretely and in real time report safety and security issues to a dispatch centre via text message.

APPENDICES

1. Saskatoon Transit Frontline Employee Safety Plan

Report Approval

Written by: Mike Moellenbeck, Director, Saskatoon Transit

Approved by: Terry Schmidt, General Manager, Transportation and Construction



FRONTLINE EMPLOYEE SAFETY

Saskatoon Transit is committed to improving workplace safety and fostering a culture of safety within the department.

GOALS

1. Fewer negative interactions for frontline employees at Saskatoon Transit.
2. Security measures that protect frontline employees from violence.
3. Clear policies and procedures for workplace violence prevention.
4. Effective customer service training for frontline employees.
5. Coordinated and supportive response to critical workplace incidents.
6. Increased coordination with Saskatoon Police Service and Saskatoon Fire Department.
7. A culture of safety and respect at Saskatoon Transit.

ACTIONS

1. Launch the new Workplace Violence Prevention Policy. ✓
2. Streamline the process for reporting an incident to the Saskatoon Police Service to help the incident investigation. ✓
3. Participate in the "One City" approach to Community Safety and Wellbeing strategy. ✓
4. Run a public marketing campaign featuring actual frontline employees from Saskatoon Transit to increase the profile of bus operators in the community. ✓
5. Increase uniform presence with supervisors at terminals and on the buses and Commissionaire patrol rotation. ✓
6. Deploy the Fire Community Support team to bus terminals and on bus routes with a higher number of reported incidents. ✓
7. Explore the feasibility of installing CCTV cameras at terminals. ✓
8. Develop a process to ban a problem customer from Saskatoon Transit buses and facilities. ✓
9. Document and communicate the expectations for fare collection. ✓
10. Roll out the updated Respectful and Harassment-free Workplace process. *[In progress]*
11. Develop and deliver new customer service and de-escalation training for frontline Saskatoon Transit employees. ✓
12. Introduce the new Corporate Customer Conduct Standard. ✓
13. Enhance mental health support for Saskatoon Transit employees. ✓
14. Increase reporting and tracking of negative interactions. ✓
15. Review and improve the Safety Talk program. ✓
16. Communicate regularly to employees about workplace safety initiatives. ✓
17. Advocate for a tougher sentence for assaults against a Saskatoon Transit employee under the Criminal Code. ✓

Saskatoon Transit Bus Network Redesign Strategy

ISSUE

Saskatoon Transit is in the early stages of redesigning the bus route network to modernize and align with the implementation of Link (BRT), scheduled to launch in the spring of 2028. Extensive public and community group engagement will be involved throughout the planning process. This report outlines the intended strategy and engagement plan towards developing the new transit network.

BACKGROUND

City Council, at its meeting held on April 25, 2016, approved the Growth Plan to Half a Million [report](#), which will shape growth patterns and increase transportation choices by focusing on fundamental shifts through the main initiatives of corridor growth, transit and core bridges.

City Council, at its meeting held on November 20, 2017, considered the Bus Rapid Transit Preferred Configuration [report](#) for the Bus Rapid Transit system and resolved: “That the preferred configuration and conceptual network for the Bus Rapid Transit system, as outlined in the report of the General Manager, Community Services Department dated November 6, 2017, be approved as the basis for further engagement and design.”

City Council, at its meeting held on April 29, 2019, received the Bus Rapid Transit Route and Configuration for Downtown [report](#) and resolved: “That City Council approve the 1st Avenue option as the north-south Downtown connection for the Bus Rapid Transit network.”

City Council, at its meeting held on April 29, 2019, received the Bus Rapid Transit Route and Configuration for Nutana [report](#) and resolved: “That City Council approve Option 2: Broadway Avenue Mixed Flow as outlined in the report of the General Manager, Transportation & Construction dated April 29, 2019.”

City Council, at its meeting held on April 29, 2019, received the Bus Rapid Transit Route Network and Configuration [report](#) and resolved: “That City Council approve the Bus Rapid Transit route network as proposed, including dedicated transit lanes and conceptual station locations and including any decisions on the Downtown and Nutana segment options, which are dealt with in preceding reports.”

City Council, at its Public Hearing Meeting held on June 29, 2020, received the Official Community Plan [report](#) and passed [Bylaw 9700 - Official Community Plan Bylaw, 2020](#). The plan includes objectives and policies for the transit system service to key destinations and along high-frequency corridors – see section H4 Transit.

City Council, at its meeting held on November 1, 2021, approved the Saskatoon Transit Service Standards [report](#) that defines Saskatoon Transit's level of service. It serves as a framework for expanding service and budget requests influenced by population growth, neighbourhood development and transit ridership statistics.

The Governance and Priorities Committee, at its special meeting held on August 15, 2023, reviewed the Transportation Business Line Information [report](#) and resolved:

“That Administration report back to Standing Policy Committee on Transportation, and separate from the 2024/25 budget process, on transit service options such as on demand transit on low ridership routes and/or at low ridership times while maintaining service level.”

The Standing Policy Committee on Transportation, at its meeting held on July 17, 2024, received the Bus Rapid Transit – Project Update [report](#), which confirms that all funding is in place and provides a construction timeline for the project to launch in 2028.

The Standing Policy Committee on Transportation, at its meeting held on September 3, 2024, received the Overcapacity Bus Management Policies in Canadian Cities [report](#) describing how most cities add frequency on routes experiencing high ridership and full buses or add extra buses during peak times when available.

CURRENT STATUS

Saskatoon's transit network continues to grow, having reached and surpassed pre-pandemic ridership monthly numbers by the end of 2024. There are routes with challenges managing peak-period passenger loads and schedule adherence, some of which will be addressed with the availability of more buses in the coming years through a fleet renewal strategy.

Continued population growth and changes in travel trends have also led to customer expectations for improved transit connectivity to destinations across the city and for travel during off-peak periods.

The current bus network primarily focuses on broad coverage to all communities, short walking distances to bus stops, and few or no transfers. This works for people who are more willing to accept longer wait times, travel only during peak times and take a longer ride to their destination. A coverage-focused network is more complex, with overlapping bus routes and possible duplication of services, and can be confusing for new riders or for making a spontaneous trip.

DISCUSSION

Saskatoon Transit is in the early stages of a redesign of the current transit network to reflect the emerging needs of a growing city, support the long-term growth strategy, and enable public transit to become a preferred travel option for more residents to meet Official Community Plan objectives. Saskatoon Transit will leverage the capital investment and timing of the three Link lines to complete the redesigned bus network for the launch of Link in the spring of 2028.

Ridership-focused Network

A modern transit network should be connective, direct, frequency-oriented and operate all day. As a market-driven service, Saskatoon Transit bus routes should be designed to maximize ridership by prioritizing service frequency and moving more people to popular destinations. The trade-offs might be less or no service to less popular destinations. Walk distances to bus stops may increase modestly, but most people will remain within a five-minute walk of transit service.

Frequent and reliable public transit offers more people the freedom to travel across the city. Many cannot drive or do not have access to a vehicle, and more drivers would appreciate convenient integrated options to walk, cycle, or take public transit.

Network Design Principles

A combination of past public engagement and transit industry planning best practices have informed the proposed key network design principles. (Appendix 1).

1. A connective network has fewer, more frequent routes. Although more transfers may be required, increased frequencies will mean wait times and travel options will be improved.
2. Direct routes are shorter and have fewer stops, allowing customers to spend less time on the bus during their trip. Some people may have a longer walk to the bus stop, but the bus travels close to popular destinations.
3. Frequency-oriented networks have fewer routes and shorter routes, focused on busy corridors. There are shorter wait times for the next bus, but there may be a longer walk to a stop and more transfers.
4. An all-day network serves customers travelling at most times of the day, making transit an option for most trips. It extends service beyond the peak travel times for more equity.

Bus Route Design

The proposed network design principles will be included in the future proposed transit network. While the overall network will shift towards a ridership-focused design, some areas may continue to need coverage-focused service. Individual routes can be designed to provide varying degrees of balance between these goals. For example, Link rapid transit lines place greater emphasis on ridership-focused principles such as speed, reliability, and directness of service to accommodate higher passenger demand. Conversely, OnDemand service is well suited for areas with lower ridership demand, fragmented street networks inhibiting efficient routing, or a need for local connectivity. A conceptual example of current route types defined in Saskatoon Transit's Service Standards, and how they balance these principles, is provided in Appendix 2.

Public Engagement

Public engagement for the Bus Network Redesign will begin with a survey to understand how much of a shift towards a proposed ridership-focused network people are willing to support. The next phases will focus on creating and consulting about a proposed network design based on this direction and refining this plan to be ready to implement the new network concurrently with Link in the spring of 2028.

These will be addressed in phases, in consultation with the Public Engagement team, to reach the appropriate community partners and affected groups.

2025 Phase 1 (Design Principles): The public will provide feedback through a survey about the proposed network design principles and inform the degree to which each should be reflected or prioritized in the plan. Feedback is used to inform updates to Saskatoon Transit's Service Standards and the development of a proposed transit service plan. No proposed changes to routes are shown in this phase.

2026 Phase 2 (Proposed Plan): A proposed service plan for a redesigned network is created and presented to the public for feedback in-person and online through a comprehensive engagement strategy. Residents, riders and community groups are invited to comment on proposed routes and how well they meet or do not meet their travel needs.

2027 Phase 3 (Revised Plan): Based on the feedback collected in Phase 2, Saskatoon Transit will undertake revisions and adjustments to the proposed plan. A revised proposed service plan will be prepared and presented to the public. An additional engagement opportunity will be provided, with specific proposed strategies subject to the level of changes made (i.e., engagement may be tailored to specific communities or areas where more revisions are made).

2028 Phase 4 (Implementation): The service plan will be finalized and prepared for implementation. The public will be informed of the final route decisions, including how engagement feedback was used to influence and inform these decisions. A communications plan will focus on ensuring the public is aware of the changes and how their trips will be impacted once the new routes start.

Administration will report to the Standing Policy Committee on Transportation after the completion of each phase of the public engagement process.

FINANCIAL IMPLICATIONS

Funds under the Ridership Growth Initiatives will support the Bus Network Redesign public engagement process. This is estimated at \$100,000 over the next three years.

OTHER IMPLICATIONS

There are no privacy, legal, social, or environmental implications identified.

NEXT STEPS

Unless directed otherwise, Saskatoon Transit will begin Phase 1 of the public engagement process in May 2025. When Phase 1 engagement has been completed, Administration will report back to the Standing Policy Committee on Transportation on the findings and next steps in the Bus Network Redesign Strategy.

APPENDICES

1. Bus Network Redesign – Design Principles
2. Route Typologies and Network Design Principles

Report Approval

Written by: Filip Majcherkiewicz, Planning Manager, Saskatoon Transit
Reviewed by: Mike Moellenbeck, Director, Saskatoon Transit
Approved by: Terry Schmidt, General Manager, Transportation and Construction

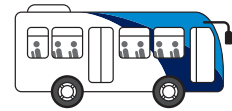
Admin Report - Saskatoon Transit Bus Network Redesign Strategy.docx

Bus Network Redesign: Design Principles

Project Goals



Make Link BRT a Success



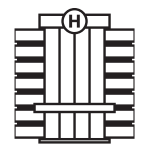
Increase Transit Ridership



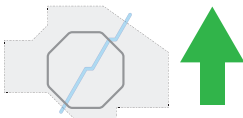
Leverage Capital Investment in Bus Rapid Transit



Design Transit Network around Design Principles



Support Major Services and Travel Destinations



Align with Long-term Growth Plans



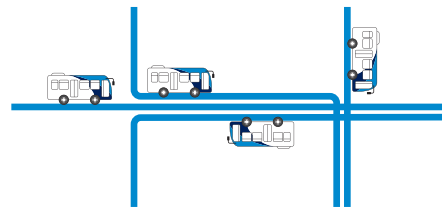
Prudent Use of Taxpayer Supported Resources

Today vs. Goal

Through public engagement, help determine how far towards the principles on the right of each graph the transit network should reflect in its design.



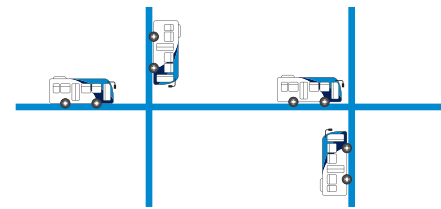
Service Duplication vs. Connective Network



4 Routes **4** Buses

5.5 km routing

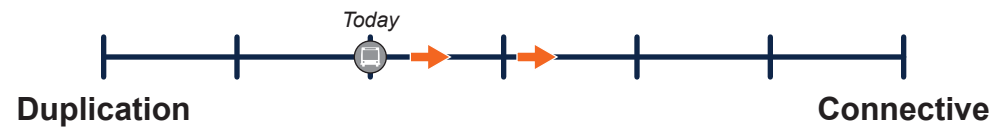
- Buses are spread over more routes and more route distance, resulting in lower frequency.
- Trips to some places at certain times are easy to do, but travel across the city or at different times is difficult.
- Fewer transfers are required.



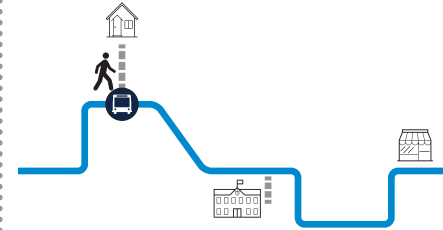
3 Routes **4** Buses

3.0 km routing

- Buses come more frequently with fewer routes and shorter routing.
- Getting around the city is easier, with more options for when you arrive, but some previously easy trips may take longer.
- Transfers may be required for some trips.

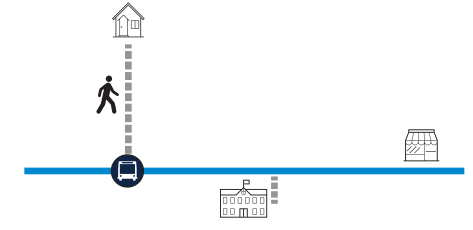


Circuitous Routing vs. Direct Routing



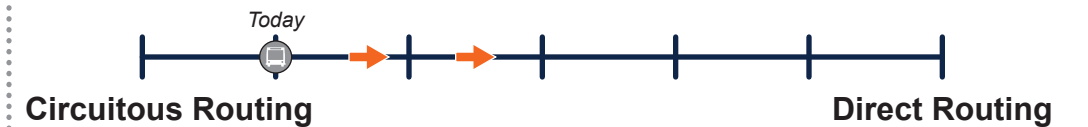
3km routing

- Buses are less frequent because a route takes longer to complete.
- Customers spend more time on the bus because the route is longer.
- Customers have a shorter walk to a bus stop (less than 5 minutes).

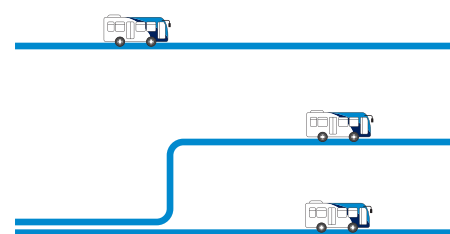


2km routing

- Buses are more frequent because the route is faster to complete.
- Customers spend less time on the bus because the route is shorter.
- Some customers have a longer walk to a bus stop, but most are still within a short walk.
- Buses continue to travel close to places that generate high ridership.

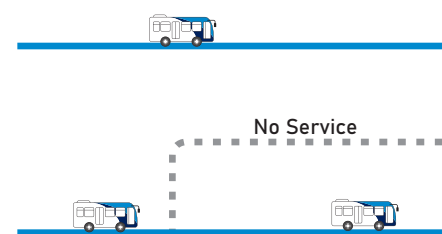


Coverage-Oriented vs. Frequency-Oriented



3 Routes **3** Buses

- Buses come less often as there are more routes that need to be served.
- Buses are slower as extra stops need to be added to minimize walk distances.
- Most customers have a shorter walk to a bus stop (<5 min), while many have even less walk distance (<3 min).



2 Routes **3** Buses

- Buses come more often with fewer routes to serve.
- Buses get to your destination faster as there are fewer stops required along the way.
- Some customers have a longer walk distance to a stop (5-10 min), but most are still within a short walk (<5 min).



Peak Travel vs. All-Day Travel



- Serves customers travelling at only certain times of day.
- Disproportionate negative impacts for equity seeking groups.
- A car or other mode of transport may be required for trips at other times of day.



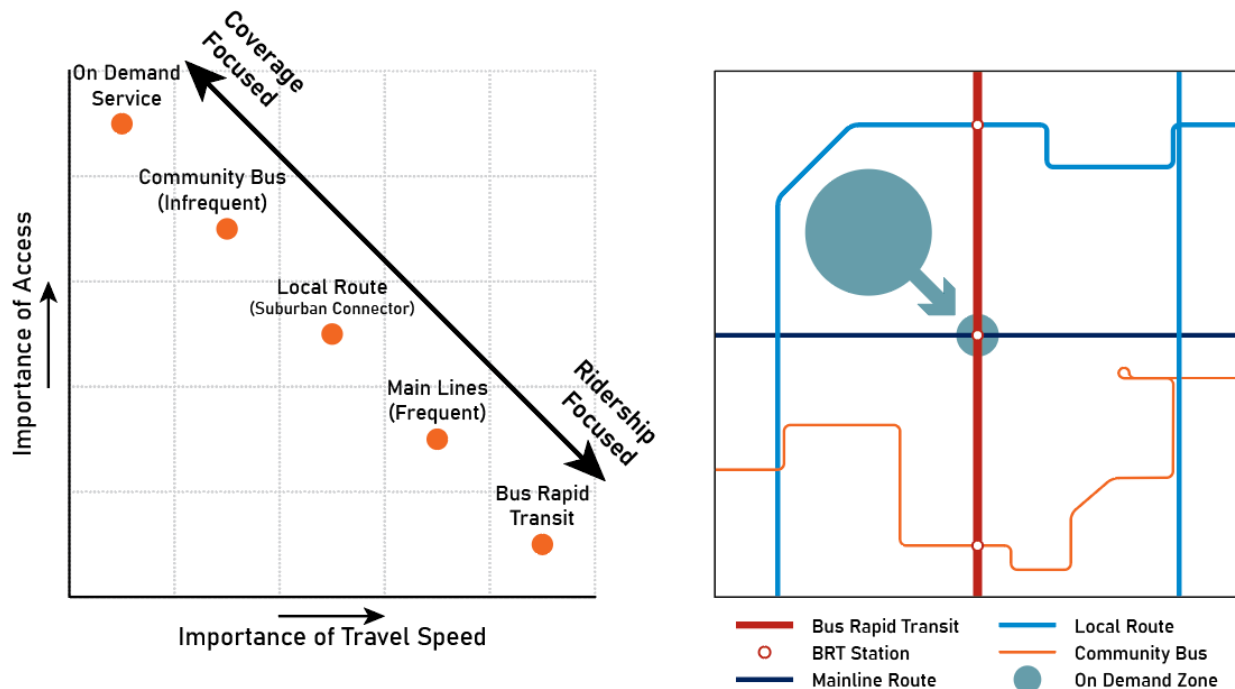
- Serves customers travelling at most times of day.
- Better meets the travel needs of equity seeking groups.
- Transit can be used for most trips, reducing the need to own a car or arrange other modes of transport.



Route Typologies and Network Design Principles

Individual routes and types of transit service can be designed to balance meeting service goals in different ways. Some routes will place greater importance on faster and more frequent service, while others can be used to provide better local access with the trade-off of less frequent or direct service. These routes will function together as part of an integrated network which gives customers options for how to move throughout the city.

Current Route Types and Service Goals



Importance of Access: Access refers to how easy it is for someone to walk to transit. Service with higher emphasis on access will generally have bus stops closer to more people, but the service is less frequent and takes longer to reach its destination as buses take more circuitous routing to reach riders. High access service is best used in places with lower passenger demand and a high importance on walk distance.

Importance of Travel Speed: Travel speed refers to how quickly someone can complete a journey once they have arrived at a bus stop. Service with higher emphasis on quality will generally be more frequent, reliable, and direct. However, customers may need to walk further to access these services as they are less likely to operate off the most direct path to a destination, and stops may be placed further apart. High travel speed is best used in places with high passenger demand and a high importance on getting people to destinations quickly.

March 24, 2025

Deputy City Clerk, SPC on Standing Policy Committee on Transportation

Dear Committee Members:

Re: Saskatoon Accessibility Advisory Committee – Request for Information Regarding Snow Removal Program [ADV2025-0304]

The Saskatoon Accessibility Advisory Committee, at its meeting held on February 14, 2025, discussed challenges related to the City's snow removal. During the discussion, the Committee believed it would be beneficial to have a better understanding of the current snow removal program as it relates to accessibility. The Committee resolved:

That a letter be drafted to the Standing Policy Committee on Transportation requesting information on the current snow removal program be provided to the Saskatoon Accessibility Advisory Committee.

This information will support the Committee's future discussions on snow removal by offering insight into how current procedures address accessibility concerns related to snow and ice accumulation on sidewalks, identifying problem areas, and incorporating personal and community feedback. As there have been new members joining the Committee since the last update, we kindly request an updated overview of the snow removal program.

The Saskatoon Accessibility Advisory Committee respectfully requests that the recommendation be considered by the Standing Policy Committee on Transportation.

Yours truly,

**Chelsea Wisser, A/Chair**
Saskatoon Accessibility Advisory Committee

km:ht

cc: General Manager, Transportation and Construction Division