

## **Proposed Content of Section H – Moving Around**

The Moving Around section provides direction for how the transportation network supports and is supported by development. It includes:

- How the transportation network is planned and integrated with land use planning;
- How the transportation network's infrastructure and operations are planned and implemented;
- The management of parking;
- How the City's transit network and facilities are planned and operated; and
- Support for education and awareness programs related to the transportation network's offerings.

This section is proposed to include the following five subsections:

1. Transportation Planning;
2. Transportation Infrastructure;
3. Parking Management;
4. Transit; and
5. Transportation Programs and Awareness.

Details on each subsection and the source of its content is included below.

### **H1.0 Transportation Planning**

This subsection includes policies relating to the alignment of land use and transportation planning efforts as a means to achieve the goals of the Growth Plan to Half a Million. The sub-headings include:

- Coordinated Land Use and Transportation Planning;
- Street Classification;
- Street Design;
- Site Design;
- Accessibility; and
- Regional Transportation.

Like many North American cities, Saskatoon initially developed outward from Downtown along a network of streetcar lines. During the first half of the twentieth century, streetcar lines and bridges helped to shape residential and commercial growth along key corridors. At the same time, the city remained relatively compact. In the Post-War period, the rise of the automobile led to the rapid expansion of the city's built up area, typically in the form of lower-density,

auto-oriented development. This style of development creates challenges with providing attractive transit, cycling and walking infrastructure, while also resulting in increased costs as the city expands outwards.

To address these challenges, the City has committed to the model of development envisioned by the Growth Plan to Half a Million. This model includes an increased density and mix of land uses along identified corridors and at community focal points. To support the increased activity in these areas, increased mobility options need to be available. By coordinating land use planning and transportation and more attractive transit, walking and cycling options can be provided, allowing more people to have the opportunity to live, work and socialize in a denser, more sustainable city.

To address these topics and to ensure these long-term objectives are addressed, policies from Section 12.0 - Transportation of the [current OCP](#) are maintained.

Additional, newly proposed policies have been informed by the following documents:

- [City of Saskatoon Strategic Plan 2018 - 2021](#);
- [Saskatoon Speaks - Community Vision \(June 2011\)](#);
- [Growth Plan to Half a Million - Complete Streets Design & Policy Guide](#);
- [Growth Plan to Half a Million - Active Transportation Plan Final Report](#);
- [Growth Plan to Half a Million - Growth Plan Technical Report \(February 2016\)](#);
- [The Planning and Development Act, 2007](#); and
- [Saskatoon North Partnership for Growth Regional Plan](#).

The topics that the proposed new policies address are listed under their proposed sub-heading:

#### Coordinated Land Use and Transportation Planning

Land use and transportation are intricately linked and have significant impacts on transportation choices and quality of life in the city. It is important to strike a balance and create communities that provide a variety of transportation options. To help achieve this vision, policies on the following topics are proposed to be included in this section:

- The role of secondary plans (Sector plans, Concept plans) in providing direction on the design and development of the transportation network;
- Alignment of transportation planning decisions with the vision for a compact and defined city form;
- Development and maintenance of an overall transportation strategy;

- Concentration of higher-density developments with a mixture of land uses in areas best served by the transportation network (i.e. City Centre, Community Focal Points, Corridor Growth Areas, Commercial and Institutional Employment Areas);
- Neighbourhood and street network design that supports all modes of transportation;
- Mobility connections within and between new and existing neighbourhoods;
- The role of infill development reducing the need for new transportation infrastructure;
- Impact assessments for transportation infrastructure and, public transit or parking studies; and
- Consideration for the use of abandoned rail lines.

### Street Classification

The city's street network is organized as a hierarchy based on the intended function that the street is to serve. The classification is based on standardized criteria such as:

- Speed of travel;
- Modes of travel;
- Land uses fronting the street or within the area;
- Adjacent property access;
- Connectivity to other network elements and typical traffic volumes.

To help achieve this vision, a policy on the following topic is proposed to be included in this section:

- The use of the City of Saskatoon Design and Development Standards Manual to establish street classifications.

### Street Design

Streets are designed to address the context of the street while providing safe access for all intended users. The design and operation of the street should align with land uses and transportation function. Strengthening the connection between street designs, land use character, and modes of transportation available helps ensure streets are designed appropriately for their context and contribute to building strong, livable and vibrant communities. To help achieve this vision, policies on the following topics are proposed to be included in this section:

- Streets designed for all intended modes of transportation;
- Use of the Street Design Policy to guide design of new and existing streets; and
- Consideration for land use and intended users in street design.

### Site Design

How a site is designed, the orientation of the buildings, and on larger sites, the internal circulation and points of access to the transportation network, have a significant influence on how people use those sites and the surrounding area. When combined with their surrounding sites, the design of a site can contribute to the overall vision for the area and how it links with the vision for the city as a whole. To help achieve this vision, policies on the following topics are proposed to be included in this section:

- Implementation of site plan controls;
- Provisions for site design in the secondary planning process and/or the site plan review process; and
- Site access management regulations.

### Accessibility

An accessible transportation network addresses the needs of a diverse population, regardless of mobility or vehicle ownership. Maximizing the accessibility of the transportation network helps ensure all residents are able to move throughout the city with ease. Transportation plans not only balance different options for moving around, but also work toward universal accessibility. To help achieve this vision, a policy on the following topic is proposed in this section:

- The accessibility of existing or future streets and their integration with surrounding land uses.

### Regional Transportation

Coordination of transportation infrastructure in the region is an essential component to access and movement in the city. Although the province manages the development and maintenance of highways and related infrastructure, the City has an important role to play with coordinating local transportation improvements, including potential interjurisdictional projects. To help achieve this vision, policies on the following topics are proposed to be included in this section:

- Integration of the City's transportation planning and regional land use planning; and
- Coordination required to develop and maintain connections with provincial highway system.

## **H2.0 Transportation Infrastructure**

This subsection includes policies relating to the transportation network and its operations. The sub-headings include:

- Transportation Network; and
- Network Operations.

To ensure an efficient, effective transportation network, it is critical that transportation planning and infrastructure investment aligns with municipal and regional goals. Providing options for the ways people move through the city is a priority, whether walking, cycling, using a wheelchair, using public transit or driving a private vehicle. Additionally, ensuring transportation infrastructure is well managed is an important way to promote asset preservation as well as safety and efficiency.

This section is a new addition to the OCP but does include policies from Section 12.0 – Transportation, of the [current OCP](#), alongside newly proposed policies. The newly proposed policies have been informed by the following documents:

- [City of Saskatoon Strategic Plan 2018 - 2021](#);
- [Saskatoon Speaks - Community Vision \(June 2011\)](#);
- [Growth Plan to Half a Million - Active Transportation Plan Final Report](#); and
- [Meewasin Trail Study-2014](#).

The topics that the proposed new policies address are listed under their proposed sub-heading:

#### Transportation Network

The transportation network is the combination of pedestrian and cycling facilities, streets, and transit services. It serves all areas of the city, with connected access for people of all abilities, through all seasons of the year. The transportation network should provide equal opportunity for people to safely walk, cycle, wheelchair, drive and access transit. To help achieve this vision, policies on the following topics are proposed to be included in this section:

- Design of a safe transportation network;
- Maintenance of an active transportation plan;
- Expansion and enhancement of the sidewalk network;
- Elimination of barriers to travel;
- Provision of a city-wide active transportation network and its integration with other transportation modes and supporting amenities;
- Expansion of connections with the Meewasin trail system;
- Integration and interconnection of all modes of transportation as part of the transportation network;
- Access by all modes of transportation to bridges, structures, interchanges and grade separations;
- Neighbourhood design and interconnectedness;
- The promotion of pedestrian safety, convenience and comfort; and
- Year-round maintenance of the street network.

### Network Operations

The transportation network must operate in a way that supports the travel needs of all people, through all seasons of the year. Infrastructure, facilities, services, and maintenance programs are necessary to ensure equitable options for travel throughout the city. To help achieve this vision, policies on the following topics are proposed to be included in this section:

- A transportation network that accommodates all people;
- The equitable balance of needs for intended users;
- Strategies for year-round maintenance of the transportation network;
- Prioritizing snow clearing on transit routes, facilities and key commuter paths or trails;
- Implementing the Active Transportation Plan; and
- The regulation of Vehicle for Hire services.

### **H3.0 Parking Management**

This subsection includes policies relating to the management of parking. Parking is an important part of the transportation network and how people access the services and amenities of the city. The effective management of parking can influence travel behaviour and mode utilization, making it an important means of ensuring the travel needs of residents and visitors to Saskatoon are met.

To address these topics and to ensure these long-term objectives are addressed, policies from Section 12.0 - Transportation of the [current OCP](#) are maintained.

Additionally, newly proposed policies have been informed by the following document:

- [Growth Plan to Half a Million - Complete Streets Design & Policy Guide](#)

The topics the proposed new policies address are listed below:

- Provision of on-street parking;
- Use of the Zoning Bylaw to maintain off-street parking standards;
- The establishment of standards for underground parking facilities in the Zoning Bylaw;
- Locational criteria for on-street bicycle parking facilities;
- Inclusion of standards for required bicycle parking facilities in the Zoning Bylaw;
- Parking policies and regulation monitoring and evaluation procedures;
- Alignment of parking supply with the vision of an area; and
- The integration of parking facilities with pedestrian, cycling, and transit facilities.

#### **H4.0 Transit**

This subsection includes policies relating to the city's transit network, its supporting facilities and the initiatives to ensure an efficient transit system. The sub-headings include:

- Transit Network;
- Transit Facilities; and
- Accessible and Efficient Transit.

Saskatoon has a vision for an accessible, efficient transit system with an attractive customer experience. An efficient transit system with rapid transit options provides new desirable travel options for residents and visitors to Saskatoon, helping to alleviate congestion, while ensuring people can move around the city quickly and easily. By ensuring land use and development patterns are coordinated, this vision can be achieved.

To address these topics and to ensure these long-term objectives are addressed, policies from Section 12.0 - Transportation of the [current OCP](#) are maintained.

Additional, newly proposed policies have been informed by the following documents:

- [Growth Plan to Half a Million - Growth Plan Technical Report \(February 2016\)](#);
- [Growth Plan to Half a Million - Growth Plan Summary Report \(April 2016\)](#);
- [Growth Plan to Half a Million - Transit Oriented Development Design Guidelines](#); and
- [City of Saskatoon - Transportation Demand Management Strategic Plan](#).

The topics addressed by the proposed new policies are listed below under the sub-heading where they are propose to be included:

##### Transit Network

Transit in Saskatoon strives to be an attractive, customer-oriented service. A broad range of services support various travel demands, with rapid transit complementing the overall transit system and serving as the spine of the transit network. Rapid transit corridors and stations enhance travel for both residents and visitors. To help achieve this vision, policies on the following topics are proposed to be included in this section:

- Service and Design Standards for the provision of transit;
- The level of service to the Downtown and City Centre;
- The provision of high-frequency transit corridors;
- Development along high-frequency transit corridors to support high-quality and high-frequency transit service; and
- The coordination of transit planning with the phasing of new greenfield development.

### Transit Facilities

The customer experience is central to the success of transit in Saskatoon. Part of the customer experience is the transit facilities themselves, which need to be comfortable, accessible and safe in order to encourage transit ridership. Providing amenities, employment and activities around transit stops will also help to create liveable centres and ensure use throughout the day. To help achieve this vision, policies on the following topics are proposed to be included in this section:

- Safe, comfortable and convenient transit facilities;
- Transit stations visibility, accessibility and impact on traffic flow; and
- The aesthetic of the public realm surrounding transit facilities and stops.

### Accessible and Efficient

Transit provides access to jobs, education, health care, shopping, and social interactions. It is important for quality of life that all individuals have access to these opportunities. To help achieve this vision, policies on the following topics are proposed to be included in this section:

- Promotion of the transportation network; and
- Procedures for improvements and support of transportation demand management principles.

### **H5.0 Transportation Programs and Awareness**

This subsection includes policies relating to education and awareness initiatives of the transportation network for the public. To achieve the vision laid out in the Growth Plan to Half a Million, the City must increase the transportation mode split to achieve the densities and overall transportation model necessary for an affordable and sustainable form of development. Education and information-sharing campaigns or services are tools that can be used to help bring awareness of the value of an increased mode split and the benefits to every person in the city.

This section is a new addition to the OCP. The newly proposed policies have been informed by the following document:

- [Growth Plan to Half a Million - Active Transportation Plan Final Report](#)

The topics that the proposed new policies address are listed below:

- Transportation outreach programs; and
- Wayfinding guidelines for pedestrians and cyclists.