

## BUS RAPID TRANSIT ROUTING

# ENGAGEMENT SUMMARY



### Background

#### Engagement History – 2017 Through Spring 2018

A variety of public and targeted engagements were held in 2017 through spring 2018 to provide information and generate public awareness on a potential future Bus Rapid Transit (BRT) system in Saskatoon, and to collect public and stakeholder input on elements of the BRT plans, such as routing preferences. These engagements included public surveys, information sessions, workshops, and informal conversations.

Input from these in-person and online engagements reflected a general acceptance and support of rapid transit. However, questions and concerns were raised regarding various elements of the proposed BRT system. Key themes heard from the engagements included:

- In general, improvements to the current transit system in Saskatoon would be welcomed, both by the public and by various stakeholders;
- Some mistakenly assumed “rapid” meant the buses would not be following posted speed limits (e.g., school zones on Broadway Avenue);
- Stakeholders suggested site-specific refinements and specific functional improvements, which were provided to HDR Corporation as a functional requirements list to potentially incorporate into the functional plan;
- Several participants expressed interest in the inclusion of a park and ride system;
- Multiple stakeholders on Broadway Avenue and 3rd Avenue (e.g., business and property owners) expressed concern regarding the proposed route selection citing dedicated runningways, traffic flow, parking impacts, business loss, and negative perceptions of transit-related activities;
- Some felt the proposed routes and times would not adequately service the North Industrial area;

- University of Saskatchewan administration, students, and employees were generally favourable of the proposed BRT system, though some were not favourable of moving the station from Place Riel to College Drive;
- Many stated that Saskatoon has always been a “car culture,” and were therefore skeptical that transit ridership would ever appreciably increase; and
- Some business and property owners along Broadway Avenue and in the Downtown area also expressed disappointment that the only routes presented at the in-person engagements were Broadway Avenue with dedicated lanes and 3rd Avenue with dedicated lanes.

These engagements helped inform refinements to the BRT plan. Summaries of these engagements were presented at the Special Governance and Priorities Committee Meeting on June 20, 2018.

2017 & Spring 2018 Engagement Events	Participant Count
March 7 Come & Grow Event	400
In-person meetings - various stakeholders (40)	n/a
Online surveys	2,886
February workshops	112
February open house	51
Living Green Expo kiosk (3 days)	n/a
University of Saskatchewan open house	64
Broadway businesses information session	64
3rd Avenue businesses information session	42
Other come and go information sessions	43



## Summary of Fall/Winter 2018 Engagements

The Special Governance and Priorities Committee directed Administration to conduct additional public engagements, with a focus on further gauging public opinion on BRT routing through the Nutana and Downtown areas.



Participants had an opportunity to learn about the various route options for Downtown (1st Avenue or 3rd Avenue) and the Nutana area (dedicated lanes on Broadway Avenue, mixed traffic on Broadway Avenue, or 8th Street to Sid Buckwold Bridge). Participants were also able to indicate if they had a preference for any of these options.

Comparison of Downtown Options		
	1st Avenue	3rd Avenue
<b>Existing Trees and Medians</b>	No change to existing trees. Medians added at transit stations at 1st Ave. and 21st St. and at 1st Ave. and 23rd Street	-7 trees. Median shortened between 19th St. and 20th St. Median extended between 20th St. and 23rd St.
<b>Parking</b>	No change to number of parking spaces along 1st Ave.	+22 spaces
<b>Public Space</b>	Opportunity to improve public space on 1st Ave. between 20th St. and 25th St. (including potential increased pedestrian spaces, street furniture, etc.)	Opportunity to improve public space on 3rd Ave. between 22nd St. and 26th St. (limited opportunity to improve public space between 19th St. and 22nd St. (including potential increased pedestrian spaces, street furniture, etc.))
<b>Vehicle Traffic Impacts</b>	Travel time increases by about one minute during afternoon rush hour between 20th St. and 25th St.	Travel time increases by about one minute during afternoon rush hour between 19th St. and 25th St.
<b>Walking Coverage</b>	Reduced coverage east of 4th Ave. between 19th St. and 23rd St.	Coverage of entire Downtown.
<b>Rider Experience</b>	Most reliable arrival and departure times, transit riders will have an improved station space on the median.	Most reliable arrival and departure times, transit riders will have an improved station space on the median.
<b># of Bus Routes</b>	3 (existing # of routes 5)	5 (existing # of routes 15)
<b>Impact on All Ages and Abilities Cycling Network</b>	If BRT is located on 1st Avenue, the recommended AAA cycling route is 3rd Ave.	If BRT is located on 3rd Avenue, the recommended AAA cycling route is 4th Ave.
<b>YOUR PREFERRED ROUTE:</b>		

Comparison of Nutana Options			
	Dedicated Lanes	Mixed Traffic Lanes	8th Street Option
<b>Existing Trees and Medians</b>	10 trees No change to medians between 12th St. and 10th St. Medians removed/shortened between 10th St. and 8th St.	No change to existing trees or medians	No change to existing trees or medians
<b>Parking</b>	-14 spaces	+19 spaces	+19 spaces
<b>Public Space</b>	Some opportunity to improve public space on Broadway Avenue (including potential increased pedestrian spaces, street furniture, etc.)	Limited opportunity to improve public space on Broadway Avenue at the station location.	No opportunity to improve public space on Broadway Avenue. Limited opportunity on 8th Street at the station location.
<b>Vehicle Traffic Impacts</b>	Travel time decreases by about half a minute during afternoon rush hour on Broadway Avenue.	Travel times on Broadway Avenue unchanged.	Travel times on Broadway Avenue and 8th Street unchanged.
<b>Walking Coverage</b>	Covers all of Broadway Avenue from 12th Street to 8th Street.	Covers all of Broadway Avenue from 12th Street to 8th Street.	Reduced Coverage of Broadway between 12th Street and 11th Street.
<b>Rider Experience</b>	Most reliable arrival and departure times, transit riders will have a separate space to wait, transfers between routes will be easier.	Improved station spaces, transit riders will have a separate space from existing sidewalk where they can wait.	Unchanged on Broadway.
<b># of Bus Routes on Broadway</b>	4 (existing # of routes 5)	4 (existing # of routes 5)	3 (existing # of routes 5)
<b>YOUR PREFERRED ROUTE:</b>			

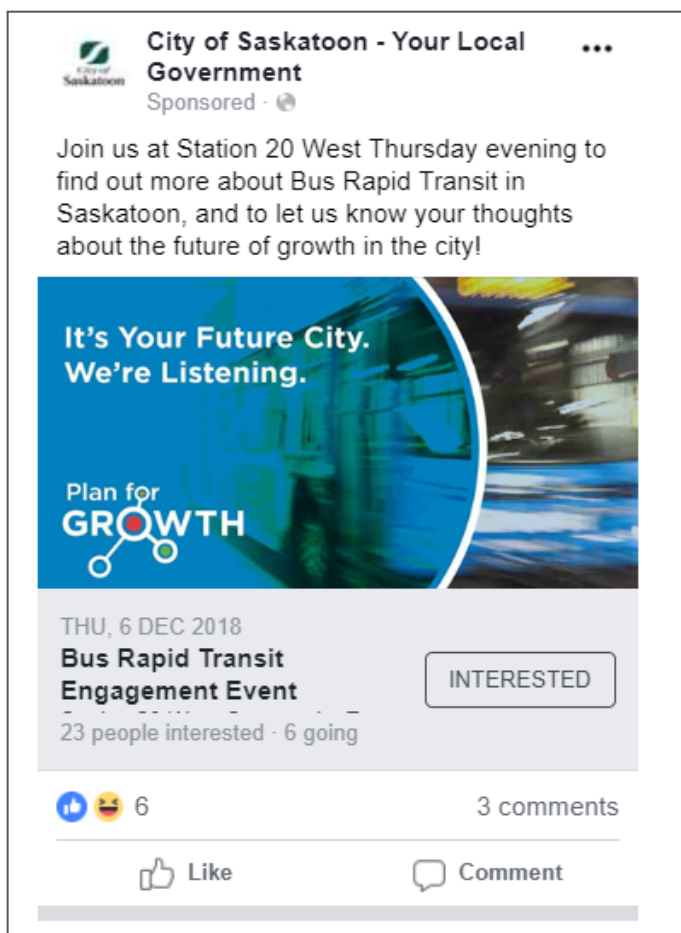
Promotion of Events

Engagement events were promoted through various means, including direct mailouts and flyers to targeted businesses and residences along or near the proposed routes through downtown and Nutana, email newsletters, on the City website’s Engage pages, free event listings, advertising, targeted posters (e.g., on buses), and through social media.

Sample advertisement (in Saskatoon Express)



Sample Facebook Ad



Flyer and Invitation Distribution

Area	Direct Mail	Flyer Distribution	Total
Downtown	1,051	3,233	4,284
Nutana/Broadway BID/Buena Vista	1,085	7,697	8,782
Varsity View	658	2,680	3,338
<b>Total</b>	<b>2,794</b>	<b>13,610</b>	<b>16,404</b>

There were also 42,682 impressions of BRT engagement event promotions on social media (referring to the number of times this promotional content was displayed on a person's screen on Facebook, Twitter, etc.).

## Feedback and Route Preferences

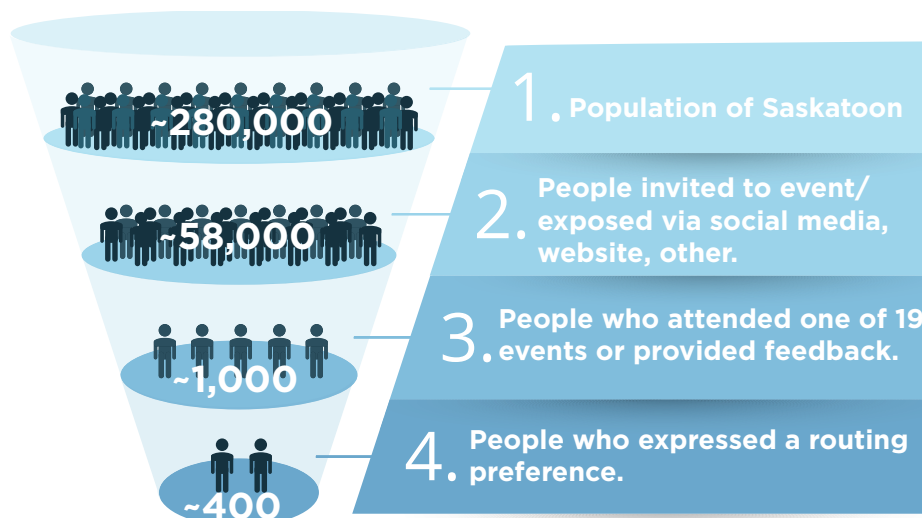
In total, 961 people participated in the BRT engagement events held fall/winter 2018, with 31.6% of participants indicating a preference for one of the downtown route options and 41.2% of participants indicating a preference for one of the Nutana area options. Several participants expressed an appreciation for the opportunity to learn about the various options for routing and each of their projected impacts, as well as the opportunity to provide input on concerns, considerations and preferences.

The table below provides a breakdown of the indicated preferences at the various events:

### PREFERENCES GIVEN

EVENTS	Total Attendees	Downtown Options		Nutana Options		
		1st Ave	3rd Ave	Broadway Dedicated	Broadway Mixed	8th Street
Transit operators	55	13	5	15	2	5
Downtown	73	20	13	14	6	14
Nutana	216	64	32	36	31	95
Midtown Plaza	124	10	12	7	10	5
U of S - Place Riel	93	4	22	27	4	2
1st Avenue	6	0	0	0	0	0
Lawson Heights	41	5	2	4	1	5
Centre Mall	52	3	12	9	4	5
Stonebridge	10	1	0	1	0	0
Varsity View	25	10	4	1	1	14
Market Mall	113	8	5	7	10	4
23rd Street Terminal	65	19	19	16	6	10
3rd Avenue	17	4	1	1	1	2
Alice Turner Library	10	1	1	3	0	0
Broadway Avenue	8	1	0	0	1	2
Station 20 West	11	2	3	2	3	1
Confederation Mall	42	1	7	0	3	6
<b>TOTALS</b>	<b>961</b>	<b>166</b>	<b>138</b>	<b>143</b>	<b>83</b>	<b>170</b>
% of total attendees indicating route preference		17%	14%	15%	9%	18%





Overall, of those who indicated a preference for one of the two Downtown routing options, 55% preferred 1st Avenue and 45% preferred 3rd Avenue. Of those who indicated a preference among the three routing options for the Nutana area, 43% preferred BRT to continue past Broadway Avenue on 8th Street to the Senator Sid Buckwold Bridge, 36% preferred Broadway Avenue with dedicated transit lanes, and 21% preferred Broadway Avenue with mixed traffic.

Of note, these totals were heavily influenced by the results from the event in Nutana, which had 216 attendees. Moreover, a relatively high proportion of attendees at this event provided a preference (44% provided a preference for a Downtown option and 75% provided a preference for a Nutana option). Of the total indications of route preferences received at the engagements listed above, over half (56%) of the indications of preference for the 8th Street option and over one-third (39%) of the indications of preference for the 1st Avenue option were received at the Nutana event.

The feedback from the Downtown engagement event, on the other hand, deviated less from the general results than did the feedback from the Nutana event.

## Participant Notes From Fall/Winter 2018 Engagements

All comments provided by participants at the engagement events are provided below.

### Transit Operators and staff

- Traffic modelling in Calgary may not work the same in Saskatoon
- Need to change perception that only people who use transit are people that have no alternative
- To change the perception of transit we need to address the social issues that create issues on transit
- Need to respect passengers w/ on-time performance the way transit expects operators to be on time
- System should be based on 15/30/45/hour – world doesn't work that way
- Need a big marketing budget to communicate change

### Station 20 West

- Stop with new planning & sort out old
- Hampton Village and Mayfair needing faster service, too
- Why not send the Blue Line down Idylwyld Drive to 22nd Street? Don't divert along 25th Street.
- Instead of meridians, let's get bus shelter
- (1st Ave option) More distance to cover for mobility impaired
- (3rd Ave option) Friendlier, shadier people place on 3rd Ave
- (3rd Ave option) Closer to hospital and people services
- (3rd Ave option) Evening safety?
- (Mixed traffic option) Theatre at night for people w/o cars
- (Mixed traffic option) Pedestrian / user friendly place
- (Mixed traffic option) Not rapid for transit
- (8th Street option) Not pedestrian / user friendly

### Downtown terminal

- Transit app is not good. Inaccurate.
- Customer is upset that heat and security at BRT stations would still be 4 years away.
- Don't remove the downtown bus mall – make it one block longer
- Keep transit terminal on 23rd St but add gates
- Change back the #60 to how it used to be
- Keep schedule consistent 7 days a week
- Saturdays and Sundays should be the same schedules as weekdays
- Concerned about panhandling and people hanging around
- City is overspending on capital projects
- The current system is great for Montgomery (#62). Don't change it.
- Motion sensor lighting at stations being considered?

### Centre Mall

- Buses (like #84) are often overfull now. Will BRT prevent that as City grows?
- Would like to have stroller friendly buses and designated seats for mothers with kids
- Please have live announcements at stations
- In Germany they would have transit staff ride the buses to get info from riders
- Would love the BRT to go down Broadway
- Pedestrian timers at intersections
- Ensure park and ride facilities are secure as these locations are susceptible to theft
- (Dedicated lanes option) Concerned about left turn in front of a bus going straight... how will this work?
- (Dedicated lanes option) Best long-term option. Others are shorter term.
- (Dedicated lanes option) Concerned about construction impacts and impact to traffic



- A downtown arena is a stupid idea. What are you going to do with all the traffic?
- Just because funding is available doesn't mean you have to spend it. Not fiscally responsible.
- Transit priorities should be to reach more communities effectively, not improved public space.
- I do not like the barely used downtown bike lanes, especially how it pushes out parking. Plus it's confusing for drivers.
- Transit only lanes and bike lanes congest traffic and not enough users for that impact
- 33rd and north-west of the city not well covered by BRT
- The airport and North Industrial need good transit access. (Second person agreed)
- Too many stops on Attridge. This will disrupt traffic where there are only two lanes.
- I would like to see the #8 continue to operate
- Need for stops on both sides of Acadia Drive to access mall entrances
- Make sure new Costco area gets good transit access

### Confederation Mall

- Delivery trucks will take traffic lanes
- Has purchasing the old Greyhound bus building been considered for purchase to replace the 23rd St bus mall?
- Subways would make more sense because not dealing with surface traffic
- Now is the time for subways in Saskatoon before the City sprawls out further
- Pedestrian walkovers for downtown BRT stations should be considered.
- Concerned about providing incentive to jaywalk with centre station
- Concerned about the price of fare for seniors. Too expensive.
- Close traffic on 2nd Avenue and make pedestrian (for a couple blocks)
- Should be using Circle Drive to get to destinations faster
- Waiting area at Confed for transit not safe because only one shelter outside (people wait inside and

then race outside for their bus).

- Address security issues that exist now at transit terminals
- Buses will just congest the road further

### Midtown Plaza

- Could the dedicated bus lanes also be used as a car pool lane (3+ per vehicle)? Done in parts of Toronto
- (1st Ave option) 1st Ave is too far from most downtown destinations
- (1st Ave option) Shoppers at Midtown can catch BRT on 22nd... no need for 1st Ave
- (1st Ave option) Listen to downtown YXE!
- (1st Ave option) Midtown and DTYXE want BRT on 1st Ave... extremely important!
- (3rd Ave option) This is huge – people walk carrying things/kids, don't unreasonably listen to Downtown YXE!
- (3rd Ave option) Pedestrian friendly and residential is best choice for users
- (3rd Ave option) 3rd Ave = rapid transit / 1st Ave = status quo
- (3rd Ave option) 3rd Ave connects to office towers and density (potential new users)
- (3rd Ave option) BRT on 3rd and Broadway where so that we can get to shops, restaurants
- (3rd Ave option) Parking gain is good!
- (3rd Ave option) Air quality for residents needs to be compensated with increase in greenery, etc
- (Dedicated lanes option) Best to get around town for riders

### Lawson Heights Mall

- Elders deserve good access to transit... need to be looked after
- Enclosed heat (winter) and fans (summer) for stations
- Concerned with people camping in heated stations
- BRT "live" arrival times in all stations

- Seating in stations
- Ridership support who?
- Dedicated parking for commuters (park and ride stations) at the end of lines
- Keep the local lines on Broadway Ave south of 8th St
- Make public transit more affordable – it's a service not a business
- Move arena downtown
- New downtown arena
- There should be a plebiscite on a new arena
- Offer cheaper monthly pass options
- Love centre lane stations (dedicated lanes)
- Dumbest idea out of City Hall in a decade
- 1st Ave is a vehicle thoroughfare. With losing a lane on Idylwyld, makes more sense to have the buses on 3rd Ave
- Concern for pedestrians who jaywalk. Loss of median means no refuge for people
- Elders deserve good access to transit. Need to be looked after.
- Keep integrity of area with frontages and trees (re: dedicated lanes)
- Need right lane for traffic and property access (re: dedicated lanes)
- JB Black is a good standard. Especially front setback.

### Market Mall

- Heated seating in shelters!
- Parking levy on tac – instead of area specific
- The ramps on buses seize up in very cold temperatures
- Drivers shouldn't have to be asked to lower the ramp for seniors

- (College Drive) Place Riel should be a terminal location due to waiting space, heat and safety. Service the customer, not the buses.
- (College Drive) Need to provide sidewalk access to the Fieldhouse
- (College Drive) Modify red line to turn into the Fieldhouse front entrance... can wait inside
- (Dedicated lanes option) I am concerned about the effect this change will have on Broadway businesses. The recent construction on Broadway took 4 times longer than planned and caused major problems for businesses. How long with this take? I like it though.
- (Dedicated lanes option) Parking is lost on Broadway with parking lot restaurants
- (Mixed traffic option) Transit across from high school not ideal – Main / 10th would affect less parking and get closer to where people want to go... shorter walking
- Want transit service back on McEowan for seniors and riders
- Ave T stop – one bus shelter on T south; need one on T north
- Would love to see a rail system like Calgary
- Need more shelters and seats at Confed mall
- Security and vandalism also a concern – security guards at mall terminals
- Talk button direct to transit
- 20th St & Ave M light system should be used on BRT. Need to have a system in place to ensure riders can navigate the system.
- I would rather the current arena be retro-fitted.
- Why not get U of S students to do some planning instead of paying so much for consultants?
- Need space on bus for things like groceries/bags
- You're spending too much money!
- (Centre stations on dedicated lanes) Concern that jaywalkers will cause traffic accidents

### Varsity View

- (College Drive) Could you make the two north-most lanes the dedicated transit lanes with a sidewalk station? Easier for student riders and less impact of pedestrians on traffic.

- (College Drive) Don't punish students even more. University is a primary payer – cater to them!
- (College Drive) You will constantly have people pushing the walk light to cross from the centre to get off the bus stop
- (College Drive) It will be a constant interruption to traffic on College
- (College Drive) I don't think it is a good idea for 1,000s of students to cross a major road
- (College Drive) Keep terminal on campus for safety
- (College Drive) Concern that there would be too many students getting off on College
- (College Drive) Can there be a combined station for both Fieldhouse and arena?
- For the amount of money so far wasted, we could have had a referendum
- What are the population estimates around the walksheds?
- (Mixed traffic option) could start with this and transition to dedicated in future
  - o Good suggestion – real test of plan
- (Mixed traffic option) Station between Main and 10th would be more central – better support for both 8th and 12th
- (8th Street option) Do not use Broadway for BRT. There is not enough room and I do not want the character changed
- How come no one got notice of these meetings until late 2018!
- Is this a foregone conclusion? How TRUMPIAN!
- Instead of Red Line going east, it should come down & go to Stonebridge. The whole stretch of 8th St should be serviced by 1 BRT line.
- Why hire an expert from Toronto who cares for nothing except filling his pockets and emptying mine
- North Industrial not well serviced by the BRT

## Nutana

- Where there is bike lanes get rid of the parking of cars
- (3rd Ave option) Midtown??

- (1st Ave option) I support BRT on 1st to get bike lanes on 3rd
  - Linking Victoria Ave to 3rd for cyclists makes good sense
- (1st Ave option) 1st Ave is closer to the heart of downtown & all points west. Best location for bus hub b/c of this
- (1st Ave option) First is best!
- (1st Ave option) What downtown residents does this serve!?
- (1st Ave option) Keep all the trees!
- Broadway residents bike and walk downtown
- (8th Street option) I am a senior who is strongly against any Broadway option. It will destroy that street and the community
- (Dedicated lanes option) BRT must have dedicated lanes!
- (Dedicated lanes option) Add a stop @ 5 Corners
- (Dedicated lanes option) Broadway needs (!) the dedicated bus lanes in support business, pedestrians
- How will people know that we have high frequency service? Need signage and way of finding
- Will BRT stations lead to loitering, safety issues on Broadway?
- More buses = more people = a better, more vibrant Broadway
- Buses need to be where business is
- (Dedicated lanes option) Go big or go home! Keep it on Broadway as planned!
- (Mixed traffic option) If BRT goes on Broadway please leave the trees in place and don't make bikes share the only traffic lanes with cars. BRT on Broadway could be great but not at the expense of both the urban canopy and cyclists. The mixed traffic option is the better of the two on Broadway.
- Please extend operating hours to after bar close, at least on Friday and Saturday
- If you choose 8th, Broadway will suffer
- (8th Street option) Save Broadway! Please use this option.
- (8th Street option) This option please.



- Don't reduce the number of stops on local service
- A bus on Broadway will help businesses
- Less parking encourages more walking! Healthy community and healthier planet!
- How many buses in a given time period on Broadway. As city grows, how many more buses will we see on Broadway?
- BRT on Broadway will destroy the commercial community, the walkability, the sense of community between the residential and commercial areas
- 8th Street is residential, please put BRT in a commercial area (Broadway)
- Residents of 8th St off freeway already contend with too much traffic!
- Do NOT destroy Broadway
- What happens when Broadway is blocked off for events?
  - When Broadway is blocked, traffic is sent down residential streets. We don't want redirected traffic.
- Won't shop/eat on Broadway if no BRT
- Please keep BRT off Broadway
- No half measures. Buses don't wreck character or businesses
- Dedicated lanes are the only way for it to be rapid!
- Broadway option provides better access to BRT for more of Nutana
- Service between 12th St and Broadway to 8th St with more stops. Seniors with groceries could not walk too far
- (Mixed traffic option) Better for seniors to access!
- (Mixed traffic option) More accessible!
- Seniors / transit riders don't have service between Main Street and 11th Street on Dufferin Ave, Melrose or Victoria Ave
- Need next bus info at stations
  - especially for people who are unfamiliar with the system

- Consider new options for payment – not everyone has exact change
- Post schedule info at stops – good for new riders and visitors
- Do a lot of consultation with Nutana for future network re-configuration
- Show the 1920 train route (on city map being displayed)
- Public transit direct connection to the airport
- Idylwyld BRT to airport
- (8th Street option) This is more inclusive. Best option Sid Buck
- Sid Buckwold Bridge provides better coverage for people west of Broadway
- 8th for BRT makes sense – transfer at Preston and transfer at 8th for Broadway
- Freeway bridge makes most sense = leave Broadway alone
- Concerned about the costs of the BRT. Tired of tax increases.
- Concerned about the fare going up.
- Sutherland BRT? Need this.
- Current cost / fare structure means it's not economical to use transit
- Need a direct transit connection from Broadway to University
- Students can use these buses
- Want a direct route from Broadway to the U of S
- Please! Electric buses only
- All transit riders are pedestrians!
- The bus BRT will kill business on Broadway
  - oNot
  - o Transit does not kill business – it enhances it. Transit riders are customers.
- aesthetic appeal of station renderings is lacking

- Supportive of queue jumps for buses
- A bit premature. BRT needed first to Warman etc. P4G
- Broadway Ave is a school zone
- BRT will support Broadway businesses
- (Dedicated lanes option) lights do not favour pedestrian crossing west-east across the street
- Shelters may have graffiti / garbage
  - o I've seen vandalism broken glass
- Real time electronic schedules at transit stations
- Raise my taxes if necessary but only electric buses
  - o Yes electric!
- (Mixed traffic option) Artist rendering: not pedestrian friendly looking
- (Mixed traffic option) Artist rendering: This terminal is blocking street view of these businesses
  - o Only when the bus stops!
- Not on Broadway – school zone; heritage site; upscale shops (they will leave)
  - o No we won't leave!
- Why not consider Idylwyld (West and North) for BRT? Development potential.
- Broadway is the only good option. A transit system needs to take people from where they are to where they want to go
- The transit terminal on 23rd killed all the businesses there and is a hangout for problem people (drugs, gangs, etc)
- (Dedicated lanes option) No street parking? Bad for retail!
- We need retail services to support the neighbourhood
- Should have electric notices on wait time for next bus
- This will hurt businesses on Broadway and change the character in a significant negative way

- Design: make it cool, above the fray – build up above roadway
- Tour the city monorail above ground, above cars and pedestrians
- (Corridor planning) This is not going to happen if BRT is on Broadway. It will become a throughway from downtown to the suburbs, ignoring neighbourhoods and local businesses
- Concern with increase in buses over time as city grows. Worried it will be more than 30/hr
- (Engagement) Too easy a format. Town hall setup not in City Hall out at community centres
- (Dedicated lanes) When I bus home and my transfer is downtown or my stop is on Broadway, I usually go shopping before walking home. When my stop is on a residential street, I don't
- (Dedicated lanes) New merchants are building – are they going to succeed
- (Dedicated lanes) Reducing parking improves human scale and comfort!
- (Dedicated lanes) Pressure on cyclists on Broadway will be horrendous with BRT
- (Dedicated lanes) Concerned about safety if on Broadway
- (Dedicated lanes) Broadway is a walking street. \$ spent on revitalization wasted
- (Dedicated lanes) We need to keep all the trees we can! Emerald Ash Borer & Cottony Ash Psyllid are going to kill / have killed enough trees. The trees on Broadway are a huge part of what makes it a beautiful street.
- (Dedicated lanes) Cyclists coming up Broadway Bridge forced to converge with 2 -> 1 lanes of vehicle traffic – dangerous
- (Dedicated lanes) How do cyclists manage with 1 lane?
- (Dedicated lanes) All bike traffic would have to go down the side streets
- (Dedicated lanes) Bottleneck at bridge
- (Dedicated lanes) This is a public elementary school – will a transit station on Broadway move the same crowd as downtown?
- (Dedicated lanes) What happens when Broadway is closed (Fringe, etc)?
- (Dedicated lanes) We paid for infrastructure development 2 years ago that affected retail operations for a full summer. Now we'll face the same thing again taking up Broadway for dedicated lanes. Not good for businesses, period!!

- (Dedicated lanes) If we don't do this plan, Broadway will lose out. No half measures!
- (Dedicated lanes) Accessibility important – Barrier free design important – wider sidewalks
- (Dedicated lanes) Love the idea of a dedicated bus lane generally. But on Broadway, putting cars and bikes in the same lane is an even bigger risk to cyclists than the current 2-lane setup. I am currently confident riding in traffic on Broadway b/c I know the cars can change lanes and go around me. Lots of other cyclists I know are not as confident even now so there is no way they'd consider riding on Broadway if there's only 1 lane for us all.
- (Dedicated lanes) Relax. It's just a bus.
- (Dedicated lanes) People aspire to "village life." Broadway has that. BRT will cut this in half. (See Seattle)
- (Dedicated lanes) Don't want dedicated bus lane – more buses = more dirt/dust for outdoor patios on Broadway. Also Broadway 360 promotes walking, which will be tougher with extra bus fumes for some.
- (Dedicated lanes) The BRT on Broadway would divide Saskatoon and community – bad idea
- (Dedicated lanes) As a cyclist, worried about biking in same lane w/ people driving and trying to parallel park, and impatient drivers
- (Dedicated lanes) Don't destroy Broadway this way
- (Dedicated lanes) Buses don't wreck "character"
- (Dedicated lanes) Angular parking on Broadway. This way you gain parking.
- (Dedicated lanes) Need to build density so there can be structured parking
- (Dedicated lanes) Loss of parking hurts residents
- (Dedicated lanes) This aligns with Broadway 360.
- (Dedicated lanes) Need underground parking
- (Dedicated lanes) Street parking is necessary for business success at the moment
- (Dedicated lanes) Would increase traffic flow over time (more riders = fewer cars)
- (Dedicated lanes) Very dangerous option for cyclists
- (Dedicated lanes) Not a fan. Bad for cyclists.
- (Dedicated lanes) This is by far the worst option!

- (Dedicated lanes) Concern with kids and teens being hit by bus with increased traffic
- (Dedicated lanes) Lots of jaywalking!
- (Dedicated lanes) The centre bus station does not muck up the street the way the ones on sidewalks would
- (Dedicated lanes) Leave the trees on the median
- (Dedicated lanes) Concerns with safety – jaywalking, safe street crossing
- (Dedicated lanes) Keep the trees!
- (Dedicated lanes) Without the BRT, Broadway may continue to decline. BRT will bring back vibrancy.
- (Dedicated lanes) Fix timing to cross street
- (Dedicated lanes) BRT down Broadway will kill business
- (Dedicated lanes) Oskayak School asked for removal of shelter due to students smoking – will happen again
- (Dedicated lanes) BRT will only hurt business on Broadway
- (Dedicated lanes) Concern with impact to business levels and property value
- (Dedicated lanes) Will bring more people to Broadway businesses in addition to destination shoppers
- (Dedicated lanes) Removing meridians and trees will be detrimental to the character of Broadway
- (Dedicated lanes) Broadway is very unique. Leave it alone. Don't destroy it.
- (Dedicated lanes) Concern with impacts to trees/meridians and cost of lost infrastructure
- (Dedicated lanes) No!
- (Dedicated lanes) Totally disagree with proposals for Broadway and net loss of parking. You will ruin Broadway.
- (Dedicated lanes) One lane of traffic each way at top of Broadway Bridge? Huge bottleneck cyclists?
- (Dedicated lanes) Great for Broadway!
- (Dedicated lanes) How is the Broadway route connecting to higher density?



- (Dedicated lanes) If it ain't broke, don't fix it. It ain't broke.
- (Dedicated lanes) Retail is changing and so is Broadway
- (Dedicated lanes) Need minimum heights for buildings
- (Dedicated lanes) What about all the events on Broadway? We will lose them!
- (Mixed traffic) Many merchants fear that the BRT will deter customers coming to Broadway for the specialty shop experience.
- (Mixed traffic) People come to Broadway for a peaceful heritage experience – something that the BRT will destroy.
- (Mixed traffic) Better than dedicated lanes
- (Mixed traffic) No!
- (Mixed traffic) Terrible idea. No longer BRT and impact on ambience a lot greater.
- (Mixed traffic) Keeping the neighbourhood pedestrian friendly is essential to the health of Broadway. Already hard to cross the street.
- (Mixed traffic) Stop. I want Broadway to be as is. We need to help existing businesses recover from last year's replacing infrastructure. No BRT on Broadway.
- (Mixed traffic) Better buses, more business
- (Mixed traffic) Likely the best option – people can get to Broadway – doesn't change the feel of Broadway – safe transportation for people leaving pubs
- (Mixed traffic) I always take bus uptown or to Broadway, especially if drinking. Otherwise I avoid both. Best option.
- (Mixed traffic) Temporary fix won't work
- (Mixed traffic) Best option.
- (Mixed traffic) Best option.
- (Mixed traffic) Any bus on Broadway or 3rd should be electric so it's more pleasant for pedestrians
- (Mixed traffic) The buses need to run down Broadway
- (Mixed traffic) Lights will not be good for pedestrians going west-east. BRT needs green.

- (Mixed traffic) Electric please
- (Mixed traffic) Stations along the side take up too much space! Centre loading is better.
- (Mixed traffic) Bus stop at 5-Corners would cause a lot of traffic buildup
- (Mixed traffic) Keep 2 lanes of car traffic
- (8th Street option) BRT should focus on commuters, not "building business." Connect me to my destinations
- (8th Street option) Best and least harmful option
- (8th Street option) This option needs another station at McPherson
- (8th Street option) Best option – please keep BRT off Broadway
- (8th Street option) Don't think people will walk down to Broadway from here
- (8th Street option) This option keeps Broadway Ave intact
- (8th Street option) This option also serves Buena Vista and Riversdale areas
- (8th Street option) Am in favour of the Idylwyld option: best traffic flow; maintains the Broadway district's unique business and walkable area
- (8th Street option) By far the best – in fact the only option that makes any sense
- (8th Street option) This won't work. No stops on the freeway
- (8th Street option) Allows BRT to actually be rapid. School zones on Broadway negate the R in BRT
- (8th Street option) Keep buses on busy streets like 8th and Sid Bridge. Good plan here.
- (8th Street option) 8th Street and Eastlake crossing needed for this location
- (8th Street option) This is the quickest option and will sell best. Increase ridership.
- (8th Street option) This route seems very indirect...
- (8th Street option) A station/stop on corner of Lorne/8th St serves Buena Vista
- (8th Street option) Acceptable 2nd choice
- (8th Street option) BRT on Idylwyld to 1st Ave N/S – Bikes on Victoria to 3rd Ave N/S

- (8th Street option) These bus stops should act as a gateway for Broadway. Make them unique and specific to this community
- (8th Street option) Best option by a mile
- (8th Street option) Best option
- (8th Street option) Best option
- (8th Street option) Yes
- Real cities have buses and get by just fine (and have all nature of businesses)
- (1st Ave option) Fewer “mom and pop” shops of 1st Ave = better
- (1st Ave option) Best option! Best destination!
- (1st Ave option) Best option considering access to new towers at River Landing
- (1st Ave option) Do not put a BRT on Broadway – Midtown pays big taxes and wants the route on 1st Ave – SB Bridge + 8th Street only sensible decision
- (1st Ave option) Difficult for elderly, disabled and families to walk from 1st to downtown destinations – easier from 3rd
- (1st Ave option) Best option
- (1st Ave option) Best option
- (1st Ave option) 2 blocks is a long way to walk to midtown for senior citizens – many destined for Midtown
- (1st Ave option) Prefer 1st
- (1st Ave option) 5 blocks is a long way to walk to the river
- (1st Ave option) This is a half measure that will be a missed opportunity
- (1st Ave option) 1st Ave is the best vehicle route. 3rd Ave makes more sense for BRT
- (3rd Ave option) Best option – will increase traffic in all DT areas – will increase business opportunities on 3rd
- (3rd Ave option) 3rd Ave only making a comeback and a BRT there will destroy it again

- (3rd Ave option) Make 4th Ave one way N and 3rd Ave one way S
- (3rd Ave option) Whether 1st or 3rd, DO NOT put BRT on Broadway
- (3rd Ave option) Better for seniors
  - I'm a senior and I disagree. Broadway would be destroyed as a cultural hub and a "gem" of local businesses
- (3rd Ave option) Bad idea
- (3rd Ave option) Combine this with the Sid Buckwold Bridge option. Best.
- (3rd Ave option) I would prefer 4th Ave
- (3rd Ave option) Consider engaging at seniors' homes to ask about their preference
- How can construction occur outside of summer?
- Bus mall downtown killed nearby businesses
- Compensation given to businesses in other cities (re: construction)
- So we end up losing our boutiques and gaining a bunch of fast food and convenience stores? No good!
- In Seattle (I think), according to the SREDA report, 50% of businesses along BRT route lost 50% of their business
- Less parking spots = more active transportation = less business activity
- Electric buses
- I wish this were true, but it isn't really (re: bus riders being frequent customers)
- Bikes reduce carbon, not cars and parking spots
- Get the buses right first, right now. 2-4 people ride each bus on Broadway. Never full. Broadway is a walking street. 8th St is cars
- What is increased ridership?
- Need service after bars close
- Broadway is double school zone. 30km speed and events forcing rerouting

- Electric buses
- Villages are the best public areas. Broadway is a village. Leave it alone.
  - Broadway is also part of the city at large. Think outside the neighbourhood box!
- Broadway has all the potential BRT would bring already! Leave it alone!

#### Alice Turner Library

- Would be good if there was a way to communicate to passengers when a bus is an extra bus
- Currently issues getting reliable information from Google maps
- Extra buses on the #45 have people waiting on the bus and then the other #45 (44) goes by while waiting
- Current service has taken away service from Central and moved it to Egbert. It negatively impacted current riders and limited their mobility
- Ensure the transit plan, BRT and local bus service provide good coverage to common destination in a neighbourhood
- Mexico City created an app that allowed them to map transit very quickly. Was on CBC.
- Want better access to neighbourhood amenities and services. Sutherland and Forest Grove. Also Civic Centres.
- The launch is crucial for success – perhaps free ridership (staggered geographically) at launch to promote ridership
- Would like to not have to transfer at campus
- Anyone who doesn't go to campus, the changes have made the commute longer
- Happy because bus terminal in downtown will be removed
- Keep the stations clean. Heating, high frequency & reliability is a big positive
- Get people on the bus once the system is implemented
- Preference to enter U of S for BRT for dropoff due to jay walking concerns
- Concern about crossing at College Drive – people will be jaywalking

#### Place Riel

- Concern with snow clearing interfering
- How will the College Drive station for U of S be pedestrian safe during peak times?
- Why can't we adopt this model right away without the infrastructure?
- Need to have a good connection airport
- Love the idea of decreasing the dependency on cars
- Why double up on 22nd and not run a line down 33rd?
- Station should be on west side of Confed
- Go talk to high school students, Univ and Polytech students
- Snow needs to be kept clear on all bus stops and sidewalks (for accessibility)
- Planners should ride bus to understand system – different routes / times
- Paving stones a problem for wheelchairs (also sidewalk variation)
- I want to vote on these options and a plebiscite should be offered
- Dedicated lanes concerns:
  - o access for children to schools and cultural schools
  - o safe streets or children and elderly residents
  - o Is there a plan to implement meter parking on side streets to increase parking turnover
  - o is there a guarantee to return market value on property (exclude market forces) or will property tax be reflected accordingly
  - o Is there a plan in place if projected models from or based on other cities doesn't meet expectations
  - o If the move to dedicated lanes goes through, recommend meter on side streets be extended
- Be aware of municipal systems that will fall apart based on the federal government overspending

### Downtown

- (8th Street option) Put a Louise Ave stop



- (8th Street option) Future potential for density – marketable
- (8th Street option) This option is not pedestrian or resident friendly. This option is for people with cars.
  - o Also not for people with mobility issues
- (8th Street option) Disappointing option... Transit riders want to go to the same places as drivers! Won't change bus rider stigma
- (8th Street option) Excellent option. Easy coordination of lights. Includes Buena Vista
- (8th Street option) Beneficial for workers
- (8th Street option) Better connection to Wheatland and WDM. If it's an efficient bus service people will use it.
- (8th Street option) Best for Broadway
- (8th Street option) Best option
- (8th Street option) Less expensive option
- (8th Street option) Best option for including Buena Vista, making the city more inclusive
- (Mixed option) Doesn't serve the community. 12 buses are enough we walk and bike
- (Mixed option) Will no longer be a pedestrian or heritage area
- (Mixed option) This isn't an improvement on what exists already and isn't BRT
- (Mixed option) Decision should be made not by emotion, but by intelligent experts. Not politics.
- (Mixed option) Doing this option will lead to dedicated lanes in the future
- (Mixed option) Concerned that because of lights being coordinated people won't be able to cross
- (Mixed option) Only token change
- (Mixed option) Won't increase the # of people accessing Broadway
- (Mixed option) Slower than Sid Buckwold. School zones make it slow. Buses will pollute, shake buildings, make noise
- (Mixed option) Concerned about increased crime / vandalism

- (Mixed option) Beautiful cities have always conserved an area; that is Broadway
- (Dedicated lanes option) BRT makes eminent sense for pedestrian and heritage focused street
- (Dedicated lanes option) There is not enough bus riders to warrant the cost of this option: destroy business, no parking, bus riders don't shop on Broadway
  - o ?!? YET
  - o This is classist and assumes people who use transit aren't shoppers, which is untrue
  - o We must look beyond parking woes of today to see benefit for tomorrow
- (Dedicated lanes option) I am worried about lack of parking which is a problem now
  - o Take a bus
- (Dedicated lanes option) Will hurt business on Broadway – no place to park
  - o Take a bus
- (Dedicated lanes option) Concern about seniors' lack of access to centre stations
- (Dedicated lanes option) Most reliable for riders
- (Dedicated lanes option) BRT on Broadway will maintain strong connection with downtown
- (Dedicated lanes option) Doesn't serve the community. 12 buses are enough. We walk and bike.
- (Dedicated lanes option) No longer be a pedestrian or heritage area
- (Dedicated lanes option) Jaywalking @ high school
- (Dedicated lanes option) I count 10 cars a day parked in the bus stop. Not enough parking.
- (Dedicated lanes option) As a condo owner near 5 Corners, I may lose \$ on my property if transit is not close by
- (Dedicated lanes option) Put transit stops where the rider destination is, not where you know it is not
- (Dedicated lanes option) Do vibrations from buses impact building stability?
- (Dedicated lanes option) Why take out the boulevards and trees?
  - o Put somewhere else

- (Dedicated lanes option) With dedicated transit lanes, when the bus doesn't run at night can cars use the lanes?
- (Dedicated lanes option) Need BRT dedicated lanes for Broadway to avoid bottlenecks and get riders home faster
- (Dedicated lanes option) Best option. Will bring people to Broadway.
- (Dedicated lanes option) Could gain parking by running angle parking west of 9th St
  - o Please don't. Angle parking is terrible for traffic flows.
- (Dedicated lanes option) Broadway dedicated centre lanes is my preferred option
- (3rd Ave option) 3rd Ave more central
- (3rd Ave option) If the analysis points to one route being best, do that
- (3rd Ave option) Respect \$ spent on existing infrastructure
- (3rd Ave option) Concerns are coming from voices of those not taking transit – they are car drivers not thinking about the needs of riders
- (3rd Ave option) Think about impacts of buses on old buildings (vibrations)
- (3rd Ave option) Snow is currently windrowed and stored in middle of road for a min. of 72 hrs past snowfall. A new strategy will be required with an increase in cost of maintenance
- (3rd Ave option) Why remove new boulevards and trees that taxpayers recently paid for when the route could go somewhere else?
- (3rd Ave option) Best option – middle of DT – lots of biz
- (3rd Ave option) Take into account taxpayers (cost) and consumers – don't like either BRT or AAA
- (3rd Ave option) Even coverage of downtown is key
- (3rd Ave option) 3rd Ave makes sense = it's central and has more downtown coverage
- (1st Ave option) 100% better – better destination
- (1st Ave option) Easy to say "they" should so that, but need to walk in others' shoes
  - o On a cold day, try experiment with business owners walking from Bessborough to 1st and wait for transit. See if acceptable

- Sutherland and Forest Grove lose! Should not favour suburbs over Central Ave and 115th St
- Traffic congestion and Attridge and Central is already very bad for drivers. Perhaps adding a major hub is then going to worsen it.
- Proper education and marketing for BRT
- Evening / weekend service needed – people work all day and all night and buses don't reflect that
- Green/red line across University Bridge could be rough – already congested
- Why double red/green down 22nd instead of coverage to 33rd?
  - o Agreed
- Can this be converted to a tram system at a later date?
- Isolation of west-side residents a safety, affordability and inclusion concern
  - o Agree
  - o Agree
- Would it make sense to have BRT to the airport?
  - o Agree
  - o Agree
  - o Agree
- Midtown plaza – people prefer #19 every 10-15 minutes, not every 30 minutes
- Connections to BRT have to be good with not too far to walk or people won't use the bus any more than today
- Route 5 needs to stop on 24th & 6th Ave – too long a walk for people with disabilities
- Allow 3 hours of transfer time – It gets expensive
- I vote for the BRT on Broadway – that's where all the people and shops are
- How are we going to change the culture around public transit in Saskatoon? The success of this requires ridership

- How do we afford transit pass is other transportation needed for timely, reasonable use on evenings / weekends... 1 hour or more after movie not reasonable
- Lot of potential for development at Lorne Ave in the future... has that mainstreet village feel
- Include increased summer and winter road maintenance costs in life cycle of project – new operational strategies and equipment will be required
- Long lights and speed of traffic means difficult to cross 8th St and get on/off
- Connections into Fieldhouse important for seniors
- BRT has to connect well to local services
- 8th St curb lane from Broadway to Moss should be right turn only except buses in both directions to reduce congestion and improve buses
- I can't run too fast. Try to catch other bus because of disabled walker.
- "Park and ride" is important to success of BRT
- Do I have to pay twice? Consider a day pass in lieu of 1-way fare
- Planners should ride the bus to understand the experience – what riders and drivers need
  - o Agree
  - o Agree
  - o Agree
- Consider heated bus shelters that require a ticket to enter
  - o Warming shelter for all in need! More inclusive communities needed
- Free bus! (like U of S)
- Bike packing (at stops)
- 5 min wait

## **Emails to BRT Engagement Team**

1. (January 21, 2018)

I really appreciate the City of Saskatoon being so pro-active about public transport. I am not currently living in Saskatoon, so it is hard for me to be active at meetings etc. I would just like to give my 2 cents about the future of public transport in Saskatoon. This is a huge deal as the population grows. To be able to get around without a car is something that would be my goal if/when I move back to Saskatoon. I would prefer to bike anywhere 20 minutes or less and take public transport for anything over 20 minutes. I currently live in Berlin Germany, and this is how I do it here. Obviously Europe has been perfecting there transportation systems for decades, so it is very efficient. But like I said, the fact that Saskatoon is doing so much research and planning is awesome. 5 years ago I lived in Willow Grove and tried to use the bus to get downtown. It really was a nightmare. It took me about 90 minutes. I am excited to see the new plans and am encouraged to see ridership up 8.5% in 2018.

Keep up the good work and lets make Saskatoon the best public transportation city in Canada!!!!!!!

2. (December 18, 2018)

I want the route to be 1st ave -Idylwyld. Please do not destroy our iconic Broadway. The BRT will not bring additional business to Broadway but will increase loitering and all the other negatives experienced on 23st. Remember the hype on 23rd st and then the disappearance of businesses and buildings. Broadway is the highest tax base in Saskatoon why would you want to lose that? History says you will.

A further comment. I just negotiated 4 renewal leases in the last 3 months all were for less money and all cited the BRT on Broadway the negative impact is already effecting our businesses.

3. (December 24, 2018)

The past few times that I'm in shelter waiting for the No. 6, I've been thinking about what could realistically enhance the experience. My thought is a rubber standing surface instead of the typical concrete slab. A rubber surface is softer to stand on, but more importantly—it's warmer to stand on than concrete. I'm not sure about your office, but not many ppl over here wear Sorrels to work in the winter and instead opt for a shoe of some type. At any temp below 0, and especially around the -15 and colder a shoe has next to no insulation and the cold of the concrete sucks the heat out of your feet making you feel cold.

I know it's not overly practical to replace existing shelters, and topping existing concrete slabs with rubber could create ADA issues. However, from a new shelter perspective, designing for a rubber standing surface would be easy.

I would anticipate Shercom Industries (or whoever) could fabricate a rubber standing product that would be suitable for a shelter floor application.

4. (December 19, 2018)

It would be a horrible mistake to have buses blasting down either 3rd Avenue or Broadway Avenue. I believe that doing this will decimate the businesses there.

5. (December 18, 2018)



No BRT on Broadway

6. (December 12, 2018)

My preference is for the route to be made over the Idylwld bridge. It allows for service along the full length of 8th Street. Additionally, with two school zones along the stretch of the proposed Broadway route I'm wondering how rapid the movement of passengers will actually be and how safe the street will be for school children.

As a business owner I know the impact the infrastructure work a few years ago had on my Broadway business. I feel the work to install the transit route would be detrimental if not fatal to many businesses on Broadway.

7. (December 12, 2018)

Dear Mayor and City Councillors,

The BRT must be a community effort. When community members are against a project it has little hope of being well received or of its success.

The residents of Nutana are largely against the BRT going down Broadway. Most store front merchants are against the BRT going down Broadway. Those who expressed a view from Varsity View are largely against the BRT on Broadway. Downtown Open House showed that people favoured Sid Buckwold Bridge not Broadway. The Heritage Society which represents many Saskatonians stands against BRT down Broadway. Saskatoon Tourism, representing many businesses and residents stands against the BRT running down Broadway.

The BRT running down Broadway will cause irreparable division in our community.

The community has voted for you to represent us. Clearly we have stated NO BRT on Broadway please.

We are counting on you to represent us.

8. (December 6, 2018)

Hello, On your plan for this intersection I noticed that College Drive will be expanded from 2x3 lanes to 2x3 PLUS 2 bus lanes where, to complicate things, buses will drive in opposite directions. As a pedestrian who crosses College Drive on a regular basis, I find your solution simply abhorrent. I guess that pedestrian crossings of College Drive are, by their location, the busiest in the city. So extra special attention for the needs of pedestrians on this section of road should have been fundamental in your project. But I do not see any of that.

I fully expected that you would have gone from 2x3 lanes to 2x2 for private vehicles plus 2 lanes for public transport. That is what I see being done in European cities and that seems totally logic to me. That is the ONLY way we can curb traffic downtown and make the Saskatoon city centre 'livable' again.

This proposal to me is a BIG disappointment. Everyone is a pedestrian at some point. If we do not force people out of their cars and into public transport, this BRT exercise is wasted taxpayers money. Thank you.

9. (December 19, 2018)

Although I can certainly appreciate the need for improved bus routing and scheduling in the city, I wish to state that I am very much against the BRT Nutana /Broadway routing option.

I see the proposal as not only changing the essence of an historic Saskatoon neighbourhood, possibly beyond redemption, without any perceived benefit to the residents living there, but also incurring substantial unnecessary additional implementation costs, over the seemingly more sensible alternative; the Senator Sidney Buckwold Bridge route.

In addition, from the private vehicle perspective, I can foresee that driving down Broadway Avenue from 8th Street across the bridge would be an exercise in total frustration if the proposed changes are put in place, as even under the present circumstances, the road is consistently a traffic bottleneck.

I know that the 'pat' answer to this last point, will predictably be, 'well then take the bus'; however, for many reasons, that option is not always convenient. For better or worse, it is basic fact of life that we live in a city where tens of thousands of private vehicles still negotiate it's roads every day and, the situation will likely remain this way for the foreseeable future. It is undoubtedly the wish of all of us to see the reliance on private vehicles as a source of transportation reduced, but in the meantime there has to be a meaningful awareness and effort made by the public transit system, to also accommodate the needs of these motorists.

10. (December 4, 2018)

I think a circle drive route should be added that only stops at a 3 stations- North Lawson, South Stonebridge, West Confed to make it easier to get to different parts of the city.

11a. (November 17, 2018)

We would like to add our names to those opposed to the bus-only lanes on Broadway Ave. Broadway is one of the few areas in Saskatoon that functions extremely well for pedestrians, bicyclists, public transit and motorists. The commercial enterprises are doing well because local people as well as those from other neighbourhoods enjoy the ambience and come to shop there. We also have popular events such as the Fringe Festival that would not be compatible with a BRT corridor.

While we are certainly in favour of improved public transport, it makes no sense to destroy a well-functioning business area by turning it into a BRT corridor. "Bus Rapid Transit" means just that, and it makes more sense to have those buses going rapidly down 8th St. across the Sid Buckwold Bridge to downtown. Of course, a BRT corridor only works if there are feeders to that corridor and the buses that now run on Broadway Ave. will serve very well as those feeders.

11b. (November 21, 2018)

"Cities that have introduced this type of public transit have seen increases in ridership, residential development and property values". I hope you will not use this rationale for touting this plan. Our neighbourhood does not appear to have any problems with residential development, because it is already

considered to be a very desirable neighbourhood to live in. In fact, we have a lot of infill housing going up pretty consistently and the property values are already high. And as I mentioned before, the businesses are already doing well.

You are right to mention the disastrous effect of the 23rd Street bus mall. If you miscalculate, it will take a very long time for our neighbourhood to recover. Yes, revamp the transit system, but I would ask again, if a neighbourhood is already working well, why would you even consider jeopardizing it?

12. (November 29, 2018)

The rapid transit needs to go along 8th street.

Please do not ruin Broadway Avenue – the businesses, the street fairs, the outdoor cafes and dining in summer – this is what attracts people to live here, shop here, dine here.

I notice that the hours you offer at various locations for transit user input is limited to morning and early afternoon users – why is that?

Please, please do not ruin Nutana.

13. (November 22, 2018)

Currently the city is planning for rapid bus service. I think improving the regular bus service should be a priority. When my kids were in school, they often were late due to buses that did not follow the schedule. If you look at this discussion on the Saskatoon sub-reddit, you will see that things have not changed:

[https://www.reddit.com/r/saskatoon/comments/9zaygh/how\\_reliable\\_is\\_transit/](https://www.reddit.com/r/saskatoon/comments/9zaygh/how_reliable_is_transit/)

People wonder why transit is under-utilized in this city. There is talk about the schedule being too infrequent or not available late at night. I think it starts with people not being able to trust the schedule you already have. If the bus arrives every 5 minutes and is not on schedule, not a problem. If it only arrives every half hour and is late or worse early, that's a problem. People who take buses typically have the sorts of jobs where flex time is not an option.

14. (November 26, 2018)

I would like to voice my objection to having bus rapid transit lines running down Broadway Ave and 3rd Ave. I believe these streets would be poor choices to restrict traffic from. I work on 3rd Ave downtown, and live in Buena Vista near Broadway. I also work with a restaurant on 3rd Ave, and having no street traffic in front of their restaurant would be a disaster for their business. Thanks very much for considering other options about the future of our transit system.

15. (November 26, 2018)

I would like to voice my objection to having bus rapid transit lines running down Broadway Ave and 3rd Ave.

I believe these streets would be poor choices to restrict traffic from. I work on 3rd Ave downtown, and live in Buena Vista near Broadway. I also work with a restaurant on 3rd Ave, and having no street traffic in front of their restaurant would be a disaster for their business.

Thanks very much for considering other options about the future of our transit system.

16. (November 19, 2018)

I was able to attend the November 8th information session at Emmanuel Anglican Church. I was very impressed with the displays and staff that were on hand to answer questions. The cycling network is long overdue and I totally support the initiatives for more bike lanes. Numerous studies have shown that cycling numbers increase and accidents decrease as cycling infrastructure is put in place. I love the lanes on 23rd street and 4th avenue.

Regarding the BRT routing, I feel strongly that we need to have this going down Broadway Avenue if we have any hope of it being used. I don't understand how folks think there will be any ridership if the routing takes it across the freeway bridge. A mixed traffic approach on Broadway seems like the best solution to deal with some of the concerns. Reducing the speed limit to 30 km on Broadway would help cyclists feel more comfortable riding in the traffic. I do a lot of cycling and avoid riding on Broadway because of the traffic speed. Finally, the buses should run later on the weekend to help folks get home after the pubs close.

I applaud the city for the vision to look at alternatives to the automobile model. There is a lot of resistance to change on this front but I think that the successful initiatives from other cities should encourage all of us to look at these alternatives. Keep up the good work.

17. (November 13, 2018)

Unfortunately I was unable to attend the Come and Go Engagement Session held on November 8, 2018 but would like to express my opinion. As a resident of the Broadway area and an employee of one of the shops located on Broadway, I would like to say that I am TOTALLY opposed to the routing of the BRT over the Broadway Bridge OR down Broadway Avenue. I am not against the BRT just feel VERY strongly about where it is routed. It does not need to be routed down the center of one of our VERY FEW historic walking areas in the entire city of Saskatoon. There are several schools, outdoor cafes, not to mention festivals being held on Broadway and I do not feel rapid transit is AT ALL compatible with these. There is absolutely NO reason why it cannot take the Idylwyld South Option and have a stop at the corner of Broadway and 8th Street. I STRONGLY feel that Broadway should remain a walking/historic area and is NO place for a BRT system. We are not promoting a healthy lifestyle if we are unable to walk the mere half dozen blocks that the Broadway District consists of. We are no where near the size of some of the other cities that were used as comparisons. I feel we should be promoting physical activity (walking and cycling) and would even rather see the street from Five Corners to 8th Street closed to ALL vehicle traffic.

18. (November 10, 2018)

NO BRT ON BROADWAY please, the BRT Station at the corner of 8th and Broadway and regular bus service down Broadway is enough for Broadway Transit.

19. (November 16, 2018)

I feel not safe place on First Avenue night time because I am Woman and disabled cerebral palsy with walker. That is very dangerous for night! Also daytime is very dangerous too!! I prefer use 3th Avenue more safe for women. Thanks very much!!!

20. (November 17, 2018)

We would like to add our names to those opposed to the bus-only lanes on Broadway Avenue. Broadway is one of the few areas in Saskatoon that functions extremely well for pedestrians, bicyclists, public transit and motorists. The commercial enterprises are doing well because local people as well as those from other neighbourhoods enjoy the ambience and come to shop there. We also have popular events such as the Fringe Festival that would not be compatible with a BRT corridor.

While we are in favour of improved public transit, it makes no sense to destroy a well-functioning business area by turning it into a BRT corridor. Bus Rapid Transit means just that, and it makes more sense to have those buses going rapidly down 8th St. E., crossing the Sid Buckwold Bridge to downtown. Of course, a BRT corridor only works if there are feeders to that corridor and the buses that now run on Broadway Avenue will serve very well as those feeders.

21. (November 7, 2018)

I'd like to voice my opposition to the planned Broadway-3rd ave plan for rapid transit. It makes no sense to close traffic and parking lanes on the two streets that currently encourage pedestrian traffic on Broadway and through traffic on 3rd ave. Sid Buckwold bridge and first ave make much more sense for rapid transit with 1st ave being central to downtown with the development on the other side of Idylwyld and the Midtown Plaza and large office towers on 1st ave. 3rd ave is now the main artery downtown with 2nd and 4th ave now bike and pedestrian friendly. 1st ave has very little in the way of small storefront retail shops while 3rd ave is comprised heavily of the aforementioned.

22. (November 6, 2018)

I think option 3 is a better alternative (Sid Buckwold Bridge). Broadway must be preserved for what heritage is left. Thank you.

23. (November 7, 2018)

I am resident of Evergreen, but I grew up in Nutana and my parents still live there. We visit the area frequently and enjoy walking around Broadway and the surrounding streets. I am concerned that the BRT travelling down Broadway would significantly impact the walkability of the street. Further, with 2 schools, 2 school zones, and

lots of children, bikes and pedestrians, extra passing buses could compromise the safety and take away the enjoyment of walking down Broadway. I would strongly support the bus running down the Idylwyld Bridge and down 8th St. Thank-you for your attention.

24. (November 7, 2018)

please DO NOT put the BRT on Broadway or Third Avenue.

25. (November 6, 2018)

I am strongly opposed to the rapid Transit lines being put in place on Broadway and Third Ave. 1st Avenue and Sid Buckwold bridge is a far better option for local businesses and for the heritage feel of our downtown core.

26. (November 9, 2018)

I write to you to pass on my input for this engagement which I was not able to attend last night. Many considerations to share.

Engagement process:

- Might you consider holding more than one session on more than one date in multiple locations to provide people with as many opportunities to make your sessions as possible? I know that getting people out to your events is difficult, but you truly need to make it as easy as possible for people and offering them at least two options would help to accomplish this.

- Might you consider providing an opportunity to provide written feedback through these community letters you send out? For those who are unable to physically make it to these sessions? My guess is the people who are using public transit are those who are marginalized in some capacity (e.g. mobility issues, have multiple jobs at odd hours, etc.), thus requiring alternative opportunities for engagement.

- Why is it there is no information about the cycling network on the back of the letter? There are route options for BRT, but none for the cycling network.

- "We want to work with you to ensure our streets meet the needs of all road users" - might you consider diverting budget funding from road construction (serving the car) to sidewalk and bike lane construction to meet the needs of pedestrians? It is rather shocking to have moved here and see that in a residential area of Varsity View and Nutana that there are many streets without sidewalks... If you are not going to build these sidewalks, lower the speed limit to increase people's comfort with braving the world as a pedestrian.

For the "bus rapid transit":

- I see that the line through Broadway is a "blue line option" instead of a "bus line". This street and area is a main corridor linking downtown and the Broadway area. I see there is absolutely no way that you could justify putting it anywhere else. I would strongly urge you to have this as a "blue line". This may be a lack of correct interpretation of your language in the map and what these mean, but there is no information about what

those lines mean on this sheet and you cannot expect the average citizen to go to your website to inform themselves of your full plans. These letters should inclose main points of full information.

- I would strongly urge you to place two stops along Broadway - that second stop is critical to capture all people who are heading downtown. It makes less sense for people to walk in the opposite direction to get on a bus that is going North.

The passage of "rapid transit" through the Broadway area is critical to facilitate and maintain a vibrant, pedestrian-friendly city.

27. (November 9, 2018)

We would like to add to the chorus of voices who are opposed to the BRT option along Broadway. We live close to Broadway, and enjoy the character of the streetscape. In the summer, particularly, Broadway is a place to meet friends and family in the local restaurants, have coffee, and/or shop. We think that the BRT will destroy the vibrancy of this unique neighbourhood, and therefore urge you to look for other options for the BRT.

28. (November 8, 2018)

A big NO to turning Broadway into a rapid transit bus route. After decades of Broadway businesses putting forth all sorts of efforts, money and making it such a trendy area now City Council just wants to trash it and it will destroy all the work done to make it such a unique area.

29. (November 9, 2018)

I was unable to attend the #broadwayyxe info session on #brt plan tonight, but as someone who lives & works on Broadway I am fully supportive of dedicated lanes on B'way for BRT. Healthy option that will set the street up for cont'd success in the future!

30. (November 8, 2018)

No to busing changes on Broadway Avenue. Please protect the heritage of Broadway Avenue! Our city needs to support these communities that we love.

31. (November 6, 2018)

Please, do NOT put rapid transit on Broadway or Third Ave. Sid Buckwold Bridge to First Avenue is the best option that will protect our heritage and pedestrian districts long into the future. This is a very important civic decision that will affect the city for years to come.

32. (November 6, 2018)

I would like to address some issues that I see with the current proposal to implement a rapid transit service in our downtown.



First off, as a business owner in the downtown core, we struggle to get customers into our location due to the limited parking and the price of the parking. Our competition is the outlying malls with free parking and no time limit imposed.

This in itself is driving customers away from the downtown core and this would only make this situation much worse.

The constant complaint from our customer is the lack of parking.

Today's consumer demands convenience, and this would most certainly take that away.

33. (November 6, 2018)

Please do not put a BRT on Broadway. Include Buena Vista allowing connections to WDM / Prairie Land/

Lorne Ave/ Diefenbaker Park and use the most efficient and user friendly run from mall to mall in 15 minutes! Increase ridership and make this very expensive venture work. Broadway is 'sacred' to many people and putting a BRT on it would be a bad idea for our community of Saskatoon and for future generations. I challenge you to look at 'beautiful' cities. All of them have had to make difficult choices. Gratification for the moment or wisdom for the future. Wisdom has been the long lasting reward for beautiful cities. Saskatoon Tourism, Heritage Society, a continuing petition of over 700 people, a petition of 27 store front Broadway merchants and many more area and community residents ask that the wise and lasting choice be made to keep the BRT off Broadway. I also ask you to listen to this plea of wisdom and do the right thing. Please keep the BRT station on the corner of Broadway and Eighth Street and run the BRT across Sid Buckwold Bridge to First Avenue Midtown Plaza. Option #3

34. (October 30, 2018)

I am very upset about the idea that the Bus Rapid Transit (BRT) may not run down Broadway Avenue.

My understanding is that some businesses on Broadway do not want the BRT running down Broadway and 3rd Avenue. Many of the managers/employees of those businesses drive to work and park behind their buildings (just go down the back alleys and you will see all the cars parked behind the buildings! e.g. Steep Hill Co-op on Broadway). Even though they drive to work on Broadway, they are telling those of us who live in the area and use public transit daily, just to walk extremely long distances to public transit. My understanding is that these same businesses are worried about their sales dropping, even though the BRT would bring more people to Broadway to spend their money on Broadway.

If there is no BRT on Broadway to 3rd Avenue, that means many of us will have to walk at least 1/2 kilometre to catch the BRT (e.g. from 5 Corners area to 8th Street). Now imagine seniors walking this distance in the winter (snow, ice and as low as -40 C temperatures), some with mobility issues and canes, sometimes in the dark, to get to appointments, shopping for groceries, for social events, etc. This is an unacceptable idea and the BRT MUST RUN DOWN BROADWAY! There are many, many people living in apartments, condos, etc. in this area and use public transit, not cars (including many people who travel to the University of Saskatchewan). Many people have wisely given up their cars, or chosen not to buy one in the first place) and only use public transit.



Now imagine if it was your relative (your grandparent, your parent, your sister or brother, your child, etc.) or your friend, or you were being told that public transportation on a major corridor in Saskatoon will no longer be available.

Public transportation also helps to reduce road congestion and travel times, air pollution, and energy and oil consumption, all of which benefit both riders and non-riders alike. With regards to climate change, we all know we only have a few years left to make drastic changes to save the planet...Saskatoon residents need to make the change and get away from relying on their cars NOW! Sometimes leaders have to make the intelligent decisions for the rest of the residents in the city. In this case, Saskatoon Transit, etc. need to move forward with the original BRT plans, including down Broadway Avenue and 3rd Avenue.

Saskatoon needs public transportation to increase, not decrease, especially down major corridors, including down Broadway Avenue to Third Avenue!

35. (October 30, 2018)

I work downtown and also enjoy bike riding.

Re Bus routes, I have concerns re the current arrangement where very large, road busting, traffic clogging buses which are quite often almost empty are operated where in many other Cities they have turned to smaller van type public transportation, often privately operated.

Please let me know why we are limited to the large buses.

The public also should be well informed about the cost to the City.

Re Biking, I enjoy riding as much as anyone but I was driving to work on the 200 block of 4th Ave and as I was making a right turn on a green light at 4th and 20th a bike rider came from the North riding in his bike lane and was entering the intersection as I began my turn.

He was riding fast and the presence of this bike rider created another hazard.

What if he was riding up on my vehicle from behind?

So as a vehicle operator one must look left to see if there are vehicles or pedestrians, look to right rear to see if there's a bike coming fast off the Broadway bridge and now also look forward to make sure no bike rider is coming fast through the intersection.

In my view it is an accident waiting to happen, the vehicle operator has too many hazards to watch out for.

Then we have our climate.

Bike riding is optimal May- October. Bike routes are generally a waste of space when we have snow.

Bike routes downtown ought to be limited to one or two and the emphasis ought to be along the River on the

Meewasin Trail so the disruption to vehicular traffic is minimized.

The problem is that the City is trying to accommodate too many users and as downtown becomes more inaccessible to those of us who drive to work there will be more migration of professionals paying office rent and taxes away from downtown to the suburbs.

36. (November 5, 2018)

I am not able to attend the upcoming Nutana engagement session, but I want to log my strong support for the BRT route through Broadway and Third Ave. Such a route, with short waits between buses, would actually convince me to use the bus to go to Broadway or downtown. (I now walk, or drive if the weather is bad.)

A route along Idylwyld would be useless to me, as it would not take me to Broadway shopping, where I often go, and would take me to the edge of downtown instead of the middle.

To merchants worried about a bus route through their areas, have they tried to park on Broadway or downtown during the day or evening? I think they will find that a BRT route will actually increase their business and make both Broadway and downtown attractive destinations for what will then become foot traffic on the streets. It will also allow their employees better, quicker access to downtown, freeing up parking and traffic space.

37. (October 28, 2018)

Virtually impossible to find out when and where the upcoming consultation on BRT routes are being held even though I am supposedly on the notification lists. No wonder people in the area state that they are uninformed about what is happening. Please let me know that info asap. Thank you.

38. (October 19, 2018)

I am very concerned that the BRT will ruin Broadway with the bus traffic, fumes, and commotion. Broadway is an iconic area of the city and making these changes will change the Broadway area in a negative way. Please look at other options. In my mind Broadway is perfect as it is so why mess with it!

39. (October 21, 2018)

I live near 5 Corners and take the bus every day to different parts of the city.

I am very disappointed to hear that merchants on Broadway don't want the BRT running down Broadway Avenue. Many of the merchants on Broadway DRIVE their cars to go to work (just look at the back alley parking of many of the businesses, e.g. Steep Hill Coop). Those of us who live near Broadway and use the bus daily for our transportation also should have a say in whether or not Broadway has the BRT...we're the ones using it!

I DO WANT THE BRT RUNNING DOWN BROADWAY, PLEASE!!!

40. (October 5, 2018)

Building owner. Worried about the ambience of Broadway. That it is similar to Grannville island in Vancouver that people go there to see it because it's a special place. Has the preference to use 1st avenue and Idylwyld instead of using Broadway. Want it to be that when you come to Broadway that you feel it is a place that dragged you there not just a commercial street.

41. (September 29, 2018)

I live close to Broadway and walk or drive this route several times a day. I am OPPOSED to a designated rapid bus lane.

- Broadway is a very busy street now and traffic is congested much of the day, with very slow traffic at peak city wide travel times.
- Side streets are narrow, so a car making a right hand turn, especially heading south, already slows traffic on Broadway.
- Vehicles which are backing into parking spots also slow the flow of cars. If there were a designated bus lane, traffic flow would be greatly hindered.
- The heavy traffic is also affected by pedestrians. Sometimes only a couple of cars are able to turn onto Broadway due to pedestrians crossing.
- Pedestrians also are impacted by the heavy traffic, of course. If there was only one lane for cars, I think the street would be more dangerous for pedestrians. I know your committee has considered the schools on Broadway in your plans, and the sometimes erratic pedestrian behaviours of children.
- I also think the speed limit on Broadway should be the same from the bridge to 8th Street, as a change for part of the street is only confusing and not often adhered to by motorists.
- I know that many well established businesses on the street project a decrease in business if a BRT is implemented on Broadway. From a shopper's perspective, I agree with this assessment. The whole feeling of a vibrant, busy and unique avenue would lose much of its personality and ambience, and feel more like a thoroughfare. Potential shoppers may even avoid the street because of increased congestion.

Perhaps a rapid bus could use Broadway, but stay in the usual bus lane and have fewer stops than a regular bus. It is not a long street, and the bus would still have to stop at traffic lights anyway. Thank you for enabling us to present our observations and opinions.

42. (September 14, 2018)

'The routes identified could be transitioned to other forms of mass transit in the future like light rail once population and ridership are at a level that can successfully support them.' is likely not to succeed.

My concern is this approach assumes that 'once population and ridership are at a level that can successfully support them' then the transition to 'light rail' could occur. My concern with such planning is that there is an 'assumption' that people will begin to use the current mode (rubber-on-the road) once it is fully instituted. There is a basic premise with this thinking that I believe has not been taken into consideration, and that is... 'regrettably or otherwise in this day and age, people make most of their life decisions base of convenience, and with the current plan for transit, it will not satisfactorily address the concept of 'convenience'. A plan which initiates light-above ground rail transit on main thoroughfares (above the street level middle) such as 8th Street, 22nd Street, etc. will more immediately be seen as more convenient.

Having ridden of such designed transit systems as in Vancouver, there is no question that more ridership results.

43. (October 3, 2018)

I am opposed to BRT in Saskatoon completely and don't believe the City will reach a population of 500,000 ever.

44. (October 1, 2018)

As an individual who lives only half a block off Broadway and drives and walks the area, I wish to express some concerns that I have about the proposed rapid transit system.

I have read the material on the websites and one of my first concerns is putting in exclusive running ways along Broadway which means conversion of the median and one lane of traffic in each direction. This will alter Broadway's unique look, narrow roadway available for parking and car traffic. Broadway is a special business area, unlike any other in Saskatoon and less parking and car roadway will, I fear, seriously impact the businesses in the area. Already people complain that they can't find parking and in the past four days, I have seen 2 cars parked in bus zones. They may get tickets if caught but those vehicles emphasize the lack of parking spaces on and around Broadway.

Some of the material suggests that Idylwyld Dr, First Ave, the Buckwold Bridge and 8th Street be used as an alternative to Broadway. I like this option but realize people may complain about how far they have to walk to access a business on Broadway. Another alternative is the new Traffic Bridge, Victoria with a left turn onto Main and another left turn on to Broadway heading to 8th Street. This option would mean less disruption to Broadway and most of its businesses. It would also mean keeping more of Broadway's special ambiance intact.

I like what I have seen in the descriptions of the BRT stations in that they will be well lit, provide universal accessibility, and protection from wind, rain and snow and include a heat option.

I note that some of the cycling network is set up for walkers and cyclists. Hopefully it will be well marked so walkers are not being hit by cyclists. I also want to express my concern that the bike lanes we have on 4th Ave are not well used in winter from my observation and make 4th Ave more dangerous for vehicle traffic.

I appreciate that we want to become a more bike friendly city but let's be realistic there are few cyclists out there in our cold winters which tend to last six months of the year.

I hope all of the above considerations will be part of your discussions with all the stakeholders.

45. (September 27, 2018)

I would like to express some views on the proposed Bus Rapid Transit.

First, let me say that I am in support of the Plan overall.

Second, I am slowly learning to trust the City again after the fiasco of the 9th Street closure. I was in support of the closure overall and certainly of the plan to test it out but was incredibly disappointed when Council overruled the process and voted to open it up. The traffic calming measures the City has taken on Victoria Avenue has increased my faith in what you do so I believe that whatever you decide for the Bus Rapid Transit will be a well thought out process.

Third and final - my feedback. I live on Eastlake and ninth, my children attend Victoria School, which we walk to and from every day and I work just off Broadway on 10th Street. And we have a big dog in need of many walks. I must walk Broadway and environs multiple times a day. So I am concerned about a system that would ruin the ambiance and experience of this neighbourhood.

My main concerns with Broadway being a main artery for the BRT is 1) the destruction of the meridians and most importantly the trees. The trees are a large part of the neighbourhood. I love seeing the crabapples bloom outside of the school. As the City has not done a stellar job of replacing dead trees on the sidewalk. I worry that the destruction of those trees and the lack of replanting of dead trees will make Broadway lose its small neighbourhood feeling. I don't want us to turn into a suburban, driving, parking, neighbourhood. My second concern is with the noise created by buses continuously going down the street. I have lived on a bus lane in Ottawa and it was awful. Walking down the sidewalk, you couldn't hear the person right next to you. Again, I worry that the ambiance of Broadway will be ruined. No more outdoor sitting as no one would be able to hear their dining partners and their glasses and plates would shake (as did our windows in Ottawa), as a bus went by. For these reasons, I would prefer to see the BRT to go down Idylwyld Bridge instead. It is already an unpleasant bridge to walk down - I already know to stop my conversations with my friends as I job on it as I won't be able to hear a word they say.

If you can assure me that the ambiance of Broadway would not be changed by the BRT, then I would support it but my past experience with high frequency bus routes have not been positive to the pedestrian and Broadway is in my opinion, first and foremost one of Saskatoon's only pedestrian shopping and eating areas.

46. (September 26, 2018)

We are not happy with the coverage between Weyakwin Dr. and Boychuk Dr. at Kingsmere.

47. (May 31, 2018)

Process:

- Lack of information available to public has been a frustration. Constantly changing information has led to many rumors circulating in the community. Information available on line (Draft – February 2018) is outdated and inaccurate (Ecole Victoria School is identified as a 'high school').
- The current proposed scenario (accurate, most recent information?):
  - The centre two lanes, one each direction, will be BRT lanes.
  - A single vehicle driving lane each direction and curbside parking will take up the remainder of the street.
  - Some curbside parking stalls will be removed. (How many and where as yet to be determined).
  - The centre median (all or in part) and its trees (all or in part) will be removed.
  - The BRT buses will run north and south every 10 minutes. Regular bus routes will continue to run in a normal fashion.

Questions:

- What days & what hours of operation will BRT buses run?
- Will BRT accommodate shift workers, 7 days a week? Will BRT facilitate High School and U. of S. students arriving on time for both day and night classes, and being able to return in a timely manner? Will someone needing to get to employment across the city be able to use BRT to arrive at work on time?
- Where will the passengers access (boarding and exiting) the BRT buses?
- Will BRT bus drivers be able to over-ride the east-west pedestrian crossing lights on Broadway (as suggested in the Feb. 2018 Draft), thus creating longer wait-times for pedestrian, including elementary school children and high-school students?
- How will BRT on Broadway impact the street festivals held on Broadway? Groups involved with festivals, such as the Fringe Theatre, Broadway Street Fair, Bikes- on-Broadway, Saskatchewan Marathon and others should have adequate time for input. Have they been consulted and their opinions received? Will the BRT line will be diverted, and onto which streets?
- Regular buses will continue to operate on Broadway? What lanes will these buses use? Where will these bus stops be located? What kind of time schedules will these buses have? How many and at what time intervals?
- How many buses can one expect to see/hear on Broadway in any half-hour period during the day?

Concerns:

- Buses every 10 minutes will disrupt the ambiance of the Broadway Commercial District to its detriment. Noise, dust, pedestrian crossing disruption will impact the pedestrian experience for local residents and visitors in a negative fashion. Sidewalk cafes/patios especially will be impacted by noise and dust of almost constant bus traffic.
- How and where will passengers will board & exit BRT buses. If BRT lanes are in the centre lanes and passengers are boarding and exiting at curb-side, will BRT buses be cutting across driving lanes?
- There are suggestions that a BRT 'terminal' (for boarding and exiting access on Broadway) will be installed on both sides of Broadway between Main Street and 8th Street, and a number of parking stalls will be removed to facilitate this. Will this create something similar to the 23rd. Street "Bus Mall"downtown. The incivilities associated with that Bus Mall have had a tremendous negative impact on what had been a viable commercial street with numerous small businesses. Will we be able to look forward to similar impact on Broadway?
- Loss of parking spots in an area suffering from parking overload will have a serious detrimental effect on smaller 'destination' businesses.
- General vehicular traffic reduced to one lane each way on Broadway, may cause "shortcutting" through the residential neighbourhood (eg. utilizing rear lanes, Eastlake and Dufferin Avenues) to avoid backed-up single driving lane. This effect has been noted with the introduction of School Zone speed controls.
- Will the BRT buses be able to over-ride the pedestrian crossing lights to cross Broadway? This has the potential to create longer wait-times at the cross-walks. Long wait-times at pedestrian crossings frustrate pedestrians and lead to more incidents of crossing at end of a light, jay-walking at corners and mid-block, or avoidance of the problem by not bothering to access businesses on the far side of the street. Longer wait-times will potentially endanger elementary and high-school students who are in a hurry to cross Broadway to reach their schools. BRT has the potential to divide the community population into "East" and "West" sides of Broadway.

The Broadway 360 Development Plan comments on pedestrian safety.

"Consider Traffic-Calming Measures to Improve

Pedestrian Safety

- The timing for pedestrian crossing at green lights on east-west streets should be increased. Currently they do not provide enough time for pedestrians to comfortably cross within the timeframe given. Increasing the timing will not only make it safer for pedestrians, but it will also convey the message that pedestrians are important in this area.
- Existing signaled intersections should be fitted with a pedestrian countdown signal to enable walkers to better negotiate their timing for crossing the street."(p.12/134)

<http://broadwayxe.com/wp-content/uploads/2016/08/Broadway-360-Development-Plan.pdf>

- BRT will not necessarily “introduce new visitors” to Broadway. Most commuters are self-absorbed, engaged in accessing the world through electronic devices. They are not tourists.

- Bar-traffic constitutes a major portion of the evening parking population. Bar goers will not be riding a bus to Broadway (unless as part of an organized ‘Pub Crawl’) and will very rarely be leaving their personal vehicles parked in the Broadway area overnight if they need to get drive to their place of employment the next morning.

- Diversion of BRT buses during Street Festivals will cause confusion for those looking to use BRT, as well as those city-wide Saskatonians who want to attend and enjoy these festivals.

- Retention of centre median and trees. Green space in any form enhances the pedestrian experience, providing shade and cooling of the environment during hot prairie summers. The centre median visually “breaks up” the broad expanse of street, again making the pedestrian crossing experience safer and more appealing.

The Broadway 360 Development Plan speaks to central median, trees and green space.

- Existing centre boulevards are treasured aspect of the area’s distinction and lend to the ‘green’ amenity - they should never be dismantled and when and where possible reintroduced. (p.46/134)

<http://broadwayxe.com/wp-content/uploads/2016/08/Broadway-360-Development-Plan.pdf>

- A BRT line through a 30km School Zone is NOT Rapid Transit. Broadway is a “School Zone” from 8am – 5pm, Monday through Friday. This speed zone should be extended to include Saturday, to enhance and create a safe pedestrian visitor experience.

Final Conclusion:

The Broadway Commercial/Nutana Residential Neighbourhood is lauded by city planners as the ideal to aspire to when creating new neighbourhoods where people can “ Live, Work and Play”. Running a Bus Rapid Transit line through the middle of a successful cohesive neighbourhood can have nothing but negative consequences.

To this end:

Keep Bus Rapid Transit off Broadway.

Put the access terminal on 8th Street, at Broadway.

Route the line along 8th Street, ‘Idylwyld Freeway’/Senator Sid Buckwold Bridge, and onto 1St Avenue. This is already a major traffic route, and the ‘Freeway and Bridge were designed in the mid-1960’s to facilitate traffic movement into the down-town. This is where Bus Rapid Transit belongs.



48. (May 1, 2018)

Hi have been following this project and the \$120 million price tag that has been suggested is way out of line. Comparing it to other locations in the country the cost should be triple what you are suggesting.

At \$120 million "give your head a shake" as this is outrageous to further tax the citizens of Saskatoon. At the more realistic \$360 million you will bankrupt the city. I live in Lakeview and do ride the bus nor will I take the bus. My travelling needs are best suited by vehicle and not the bus. Try buying groceries using the bus! The things I need I go out and get them from the EAST side of the city in a timely fashion, something the bus would never be able to accomplish. I do not go downtown, park is ridiculous, bike lanes are a waste of my tax dollars and only cause more people not to go downtown. The bumbling stumbling mayor is so out of touch when it comes to traffic and his pet project. Saskatoon is a fall and winter location far too long and is not a bicycle friendly city because of the weather. Why should tax payers need to pay for snow removal for bike lanes when they are rarely used. Besides, the gas tax at the pump helps pay for roads that cyclists do not pay for so they should be on their own.

City hall should focus on providing roadways that move traffic at a reasonable speed around the city, not restricting traffic by lights, speed limits too low, school zone speed limits that never have drivers even see students during most of school hours. Give up the dream that Saskatoon is a "metro" city like Vancouver where traffic needs are different.

I have lived in my home for 32 years now and because of tax increases am considering moving out of the city. Don't add on another "really stupid" tax increase to provide something we don't need and can definitely not afford.

49. (May 1, 2018)

I am a resident of the area and do not own a business on Broadway. However, I am aware that several of the businesses on Broadway are concerned about the loss of parking and street restaurant possibilities. Is there some kind of offset that is planned so that this will not negatively affect these merchants. Queen Street is in Toronto – a very different environment than Saskatoon.

If you are looking further afield, I suggest that some of the ways that London, England runs its buses and the ease of transit be studied. Having just returned from there, I was highly impressed with their bus service (although unimpressed with the "seats" they have put in their stops and the lack of access in the subway system for anyone with mobility challenges or carrying babies, etc). I would certainly be more likely to travel buses in London than I would here in Saskatoon as it is right now.

Thank you again for the due diligence that you are doing on this subject.