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**From:** Romualdo Zwolinski <City.Council@Saskatoon.ca>  
**Sent:** Friday, April 26, 2019 11:22 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council

Submitted on Friday, April 26, 2019 - 11:22  
Submitted by anonymous user: 184.67.186.74  
Submitted values are:

Date: Friday, April 26, 2019  
To: His Worship the Mayor and Members of City Council  
First Name: Romualdo  
Last Name: Zwolinski  
Email: [REDACTED]  
Address: [REDACTED] 23rd St E  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: [REDACTED]  
Name of the organization or agency you are representing (if applicable):  
Subject: BRT & Downtown Active Transport Network  
Meeting (if known):  
Comments:  
To those whom serve our city,

I support the Downtown Active Transportation Network. Specifically Option 1 as it was detailed in the summary report. I'm partial to this option as I'm both a car commuter and a bike commuter and I also work near Circle North and live downtown. This option provides good cycle routing North via 3rd Ave crossing past 25th St.

Regarding Nutana BRT, I support Option 5 'Broadway Avenue Dedicated Lanes' as it was detailed in the summary report. I strongly believe that the changes outlined would make Broadway Avenue appear friendlier to pedestrians and increase the amount of foot traffic. I understand that there has been some concern from a few select Broadway businesses about this option however I think they are completely disregarding the amount of people who will use transit if good transit options are available.

Regarding Downtown BRT, I support Option 1 '1st Avenue BRT'.

Thank you for your time.

Regards,  
Romualdo Zwolinski  
Attachments:

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/304069>

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**From:** Lindsay Thorimbert <City.Council@Saskatoon.ca>  
**Sent:** Friday, April 26, 2019 12:05 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council

Submitted on Friday, April 26, 2019 - 12:04  
Submitted by anonymous user: 165.225.36.89  
Submitted values are:

Date: Friday, April 26, 2019  
To: His Worship the Mayor and Members of City Council  
First Name: Lindsay  
Last Name: Thorimbert  
Email: [REDACTED]  
Address: [REDACTED] Avenue I South  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: [REDACTED]  
Name of the organization or agency you are representing (if applicable):  
Subject: In favour of the permanent downtown bike lane plan  
Meeting (if known): April 29 Council Meeting  
Comments:

Hello and thank you for taking the time to read my letter!

I wanted write a quick note in favour of the proposed Downtown Active Transportation Network, and particularly Option 1 that would include bike lanes on 3rd Avenue. I commute by bicycle most days, including in the winter. Anecdotally, I've seen the number of cyclists increase in the last few years. I've also seen the number of winter riders increase. This is a group that often isn't that visible downtown because they move off the roads and onto the Meewasin Trail Network during the winter months. That's what I do, anyway. One more point I'd like to make is that I will continue to ride my bike to work no matter the decision that's made on Monday. If there aren't bike lanes, I'll simply ride in traffic, which is a negative for me as well as the motorists stuck behind me.

Thanks for your time considering my opinion and thanks for your service to your community and our beautiful city.

Best,

Lindsay Thorimbert

Attachments:

The results of this submission may be viewed at:

<https://www.saskatoon.ca/node/398/submission/304078>

## **Bus Rapid Transit in Saskatoon—an idea that will move us forward**

Nazeem Muhajarine and Daniel Fuller

In the coming days, the City Council is scheduled to vote on Saskatoon's proposed Bus Rapid Transit Routes. The Bus Rapid Transit system is part and parcel of accommodating growth in Saskatoon, and building our city in a thoughtful way for the benefit of current and future generations.

The BRT is an enhancement and modernization of our transit system that is not only timely but a solution that addresses multiple challenges in our city—efficient and reliable transit, connecting neighbourhoods, social inclusion, enhancing health and wellbeing, and environmental sustainability. In fact, there is no known downside to BRT enhancement. Without BRT, however, our city is likely to be stuck in the past, while other comparable cities in Canada move on to greater things.

Surprisingly, BRT has run into some resistance here. Not so much whether BRT is the right idea for Saskatoon at this stage of its growth, but on which routes, or segment of routes, busses should run. Some businesses in particular have raised concerns about loss parking spaces on the proposed bus routes. In addition to this, concerns have also been expressed about preserving certain aesthetic or heritage qualities of a business district. The potential short-term impact on businesses of BRT construction is also a concern.

When there is concern expressed, it is useful to look at similar experiences in other cities and to look at the available evidence that addresses these concerns. The research on the impact of BRT on business, adjacent property values, rental, and land development is emerging; some findings are particularly relevant. First, studies have shown that non-automobile customers spend similar or greater amounts of money on local businesses compared to automobile-based consumers. That should alleviate the concerns expressed about loss of parking spaces. Research has also found that store owners tend to overestimate the number of customers who arrive by automobile.

Some studies on the impact of BRT on property values have shown no increase, others up to 30% gain in property value. Value-added factors such as reliability and frequency of the BRT system are necessary features to see capitalization of the system's impact on nearby property values and on land development; this includes the value of business property. A study also suggests that properties located 5 minutes closer to stations exhibit premiums between 6.8 and 9.3 percent in the asking rental price.

In Ottawa, significant urban development occurred in concert with the implementation of BRT. The economic effects of this approach to urban development was assessed to be worth \$675 million.

In addition to the business-case, by better connecting people living in suburban neighbourhoods in Saskatoon to the downtown, other business districts, and to the University, BRT will attract new riders, which will ease the congestions we increasingly see on our streets. BRT is also socially inclusive, as it offers a reliable, more efficient and relatively inexpensive transportation option for a cross-section of people living in our city.

One of the most compelling and long-lasting benefits of BRT is the shift from the use of private vehicles to public and mass transit for transportation, positively affecting the environmental impact.

The idea of a modernized, better connected and inclusive public transit system is the right idea for our growing city of Saskatoon. To get the most benefit from a BRT-enhanced transit system, it needs to

serve major thoroughfares that are people-dense and business-heavy such as the proposed Broadway Avenue route and 3<sup>rd</sup> Avenue downtown. Rather than diminishing aesthetics, it increases the attractiveness of Saskatoon by enhancing street-life, walkability, accessibility and indeed livability of our city.

The question is not whether BRT should or should not be part of a modern Saskatoon, but how quickly we can go from an idea, to a plan, to a functional system. We have much riding on this.

*Nazeem Muhajarine is a professor, Department of Community Health and Epidemiology, College of Medicine, University of Saskatchewan, and co-principal investigator of Multisectoral Urban Systems for Health and Equity in Canadian Cities (MUSE, <https://musecollaboratory.ca/>).*

*Daniel Fuller is a Canada Research Chair in Population Physical Activity in the School of Human Kinetics and Recreation at Memorial University of Newfoundland and a co-principal investigator of the INTERventions, Research, and Action in Cities Team (INTERACT, <https://www.teaminteract.ca/>).*

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For more information on our research evidence synthesis, Bus Rapid Transit and Business Considerations, visit: [https://www.teaminteract.ca/wp-content/uploads/2018/07/RR\\_BRT-and-business-considerations\\_Jun2018.pdf](https://www.teaminteract.ca/wp-content/uploads/2018/07/RR_BRT-and-business-considerations_Jun2018.pdf).

## Bryant, Shellie

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**From:** Brett Hergott <City.Council@Saskatoon.ca>  
**Sent:** April 29, 2019 9:44 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council

Submitted on Monday, April 29, 2019 - 09:44 Submitted by anonymous user: 184.67.187.154 Submitted values are:

Date: Monday, April 29, 2019

To: His Worship the Mayor and Members of City Council First Name: Brett Last Name: Hergott

Email: [REDACTED]

Address: [REDACTED]

City: Saskatoon

Province: Saskatchewan

Postal Code: [REDACTED]

Name of the organization or agency you are representing (if applicable):

Subject: BRT Corridor

Meeting (if known): April 29 Regular Business Meeting

Comments: I support the BRT plan as proposed by HDR. Dedicated Bus lanes as proposed would be a great asset to the city.

Attachments:

The results of this submission may be viewed at:

<https://www.saskatoon.ca/node/398/submission/305134>

## Bryant, Shellie

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**From:** Charles Peters <City.Council@Saskatoon.ca>  
**Sent:** April 27, 2019 3:59 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council

Submitted on Saturday, April 27, 2019 - 15:58  
Submitted by anonymous user: 142.165.171.71  
Submitted values are:

Date: Saturday, April 27, 2019  
To: His Worship the Mayor and Members of City Council  
First Name: Charles  
Last Name: Peters  
Email: [REDACTED]  
Address: [REDACTED] Jarvis Drive  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: [REDACTED]  
Name of the organization or agency you are representing (if applicable): Mr.  
Subject: Bus Rapid Transit and Bike Lanes  
Meeting (if known):  
Comments: I am very in favour of bus rapid transit and increasing support for public transit and bike lanes in this city. As a friend of mine said recently on Facebook, "The more people are in buses and on bikes the better that traffic flows for everyone, the less wear and tear on roads, and the better for the planet/reducing greenhouse gas emissions." These two investments will make for a greener, more community-centered, and fair city.  
Attachments:

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/304554>

## Bryant, Shellie

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**From:** Mike Wolsfeld <City.Council@Saskatoon.ca>  
**Sent:** April 29, 2019 9:56 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council

Submitted on Monday, April 29, 2019 - 09:56  
Submitted by anonymous user: 198.169.133.198  
Submitted values are:

Date: Monday, April 29, 2019  
To: His Worship the Mayor and Members of City Council  
First Name: Mike  
Last Name: Wolsfeld  
Email: [REDACTED]  
Address: [REDACTED] Ave D S  
City: Saskatoon  
Province: [REDACTED]  
[REDACTED]

Name of the organization or agency you are representing (if applicable):

Subject: Support for Broadway BRT & Bike Lanes

Meeting (if known): Council meeting on BRT & bike lanes

Comments:

Fear of change can no longer drive decision making in Saskatoon if we want our city to progress into the future.

I just read an article where 13 businesses declared their fear of change and their lack understanding of good urban design that would benefit their business. There are mountains of research that show the positive impact of BRT lanes on businesses, and just because they haven't properly informed themselves, that doesn't mean their fear-based opinions have any basis in truth.

The same is said for bike lanes. Again, mountains of research showing the benefits on nearby businesses, as well as research showing that traffic flow encourages overall as a result.

BRT and bike lanes are good for Saskatoon, and they should be expediently built to propel our city into the future. We waste millions of dollars on giant overpasses and wasteful infrastructure to support suburban sprawl so people can create more single-passenger vehicle traffic. There's no humming and hawing when it comes to these types of projects, they just get the green light. But when we're considering building something that will improve the core of our city, and encourage smart urban development of dense, connected neighborhoods suddenly we have to take every opinion under the sun for decades and never get anything accomplished.

Be the forward-thinking council we elected and help us build Saskatoon into a better modern city today.

One of the businesses said, "the people who take the bus are not our shoppers. They're not Broadway customers." I would hope that Saskatoon City Council would not stand beside this type of elitist language and fear.

Thanks,

Mike  
Attachments:

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/305145>



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**From:** Wayde Squires <City.Council@Saskatoon.ca>  
**Sent:** April 28, 2019 8:57 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council

Submitted on Sunday, April 28, 2019 - 20:57  
Submitted by anonymous user: 199.255.29.82  
Submitted values are:

Date: Sunday, April 28, 2019  
To: His Worship the Mayor and Members of City Council  
First Name: Wayde  
Last Name: Squires  
Email:  
Address: Beckett Crescent  
City: Saskatoon  
Province: Saskatchewan  
Postal Code:  
Name of the organization or agency you are representing (if applicable): St. Joseph Catholic Parish  
Subject: Re: BRT on Broadway  
Meeting (if known): SPC on Transportation  
Comments: Unfortunately I cannot attend the City Council Meeting tomorrow night due to work engagements, but I hope that the Mayor and all of the Councillors take note that many citizens are against having the BRT on Broadway. Put it along 8th to the Sid Buckwold Bridge and 1st Ave to support the shopping uptown along 1st and 2nd. Putting the BRT on Broadway will ruin the ambience and thoroughly disrupt the traffic flow. I vote against the BRT on Broadway.  
Attachments:

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/305015>

## Bryant, Shellie

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**From:** Amy Kirk <City.Council@Saskatoon.ca> on behalf of Amy Kirk <City.Council@Saskatoon.ca>  
**Sent:** April 28, 2019 9:43 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council

Submitted on Sunday, April 28, 2019 - 21:43 Submitted by anonymous user: 198.245.114.184 Submitted values are:

Date: Sunday, April 28, 2019

To: His Worship the Mayor and Members of City Council First Name: Amy Last Name: Kirk

Email: [REDACTED]

Address: [REDACTED] ave F north

City: saskatoon

Province: Saskatchewan

Postal Code: [REDACTED]

Name of the organization or agency you are representing (if applicable): n/a

Subject: Support for BRT route on Broadway avenue Meeting (if known): April 29 Regular Business – Bus Rapid Transit Route and Configuration for Downtown

Comments:

I am writing to voice my support for dedicated lanes for BRT routes on Broadway avenue, and either 1st or 3rd ave downtown.

As person with an invisible disability, and as a person who works with socially and economically disadvantaged people, many of whom also have disabilities, I see on a daily basis, the impact that lack of access to a personal vehicle can have, within the context of urban life in a city that centers many of it's decisions around motorists. I myself had to purchase a vehicle and stop using city transit a few years ago following an injury and the worsening of my invisible disability. I was lucky to be able to do so, and I know many people don't have that option. I have used public transit in other provinces and countries and had far fewer issues meeting my needs with that form of transportation, but in Saskatoon I was finding it impossible to get to appointments, therapies, and get all my errands done using city transit. I truly believe moving towards more BRT routes and investments in public transportation would allow me and many other people to lead healthier lives, and would also transform the city in positive ways.

This is a human rights issues, and to consult with "business owners" on the proposed BRT routes and to suggest that they have equal say in this matter is also ableist and unjust. To limit or alter routes, in the interest of business owners and motorists, is to place the importance of business and capitalism over the importance of each community member's attempts at upward mobility, health, and connection to community. The impact of proposed BRT route options on business owners and the impact on community members is not symmetrical and should not be treated as such. Safe mobility is a human right. Owning a business is not.

Not only do I think that city council should oppose options 2 and 3 (mixed lanes/no change). You should also take an active and progressive approach toward engaging and calling in opponents, de-polarize the issue using whatever access you have to different media.

Thank you,  
Amy

Attachments:

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/305034>

**From:** [David Denny](#)  
**To:** [City Council](#)  
**Subject:** Form submission from: Write a Letter to Council  
**Date:** Monday, April 29, 2019 8:19:08 AM

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Submitted on Monday, April 29, 2019 - 08:19  
Submitted by anonymous user: 68.96.36.201  
Submitted values are:

Date: Monday, April 29, 2019  
To: His Worship the Mayor and Members of City Council  
First Name: David  
Last Name: Denny  
Email:  
Address: University Dr  
City: Saskatoon  
Province: Saskatchewan  
Postal Code:  
Name of the organization or agency you are representing (if applicable): Drinkle 3 Building  
Subject: Bike Lanes / BRT on 3rd Avenue  
Meeting (if known):

Comments: I am the owner of a 60 unit residential building on the corner of 3rd Avenue and 22nd Street that will be significantly effected by this decision. I would like to express that I am in favour of bike lanes on 3rd Ave, since I have many young tenants who ride bikes. Our building also has over 30 commercial businesses. Lost parking will not likely be popular with many of those merchants. However, most of them gave up on customers ever driving to see them a long time ago, due to real and perceived parking problems, so I dont think their businesses will be effected much. Those business dont have many customers or employees who ride bikes (the businesses generally survive on low rent and low expectations), but perhaps that will change with the new bike lanes.

Attachments:

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/305088>