

Janzen, Heather

From: City Council
Subject: FW: Email - Communication - Sherry Tarasoff - Transportation - 2024-2025 Business Plan and Budget - CK 1700-1
Attachments: 2023-11-28 7.2.9 Transportation.pdf

From: sltarasoff@sasktel.net <[REDACTED]>
Sent: Monday, November 27, 2023 4:15 PM
To: Web E-mail - City Clerks <City.Clerks@Saskatoon.ca>
Subject: Email - Communication - Sherry Tarasoff - Transportation - 2024-2025 Business Plan and Budget - CK 1700-1

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Hello,

I think that I have successfully submitted my comments to items 6.1, 7.2.5 and 7.2.8.


My attempt to submit a PDF to item 7.2.9 was denied, message of "Spam detected. Please contact the site administrator if the issue persists." I have tried through different explorers with the same result. Can you please add it to the agenda?

Thank you,
Sherry Tarasoff

7.2.9 Transportation - 2024-2025 Business Plan and Budget

- A. The budget documents do not draw attention to the fact that the current service level for Paved Roads and Sidewalk Preservation will **change from a 20-year return cycle to a 25-year return cycle**. It is only mentioned on page 247 of the Capital Projects Details report. **This deserves to be highlighted**. Particularly when Road Maintenance was one of the three services where residents would like more service, according to the 2023 Civic Survey.

**Preliminary 2024-2025
Capital Project Details**



Transportation

P.10056 Paved Roads And Sidewalk Preservation

Project Status: Project Proposed

Project Type: INFRASTRUCTURE REPLACEMENT

Project Manager: Matthew Hiltz

Year Identified: 2023

Project Description:

This project involves the annual preservation, restoration and rehabilitation programs for local, arterial, and collector roads, high volume, limited access expressways as well as both neighborhood and primary network sidewalks.

The objective of this program is to minimize the life cycle costs of preserving the local, collector, arterial roads and expressways, subject to minimum acceptable levels of service. **Current service levels for this project targets an average preservation treatment of 4% of the roadway network each year. (ie. 25 year return cycle). The treatment cycle does not mean that every road will necessarily be treated in that 25 year period but that the overall roadway network will have an average 25 year cycle.**

Sidewalk preservation is focused on safety where the treatment for sidewalks involves replacing, in whole or part, panels of sidewalks facing trips hazards or missing sections. Locations are prioritized based on sidewalk use, planned neighborhood renewal locations, and proximity of schools, hospitals and care homes. This project was formerly P.02270.

- B. **Project P.00537 (Transit Terminals)** “involves a comprehensive overhaul of the existing transit terminals in the city”, “encompasses the redesign, renovation, and modernization of transit terminals to create a seamless and efficient travel experience for commuters and visitors” “By improving passenger facilities, integrating technological advancements, and enhancing architectural aesthetics.”

What exactly does this mean and what transit terminals have been selected? There is a BRT pilot station currently at the Civic Operations Centre that will be rolled out with BRT project. **Why will \$80,000 for each year be used for a comprehensive overhaul to redesign transit terminals when the BRT project likely already encompasses this?** Repairing and replacing infrastructure seems reasonable, particularly if this includes shelters. I don’t understand redesigning and modernizing infrastructure if the BRT is proceeding.

- C. **Capital Project P.02317 (Transit Shelters/Benches)** mentions a Transit Shelter Program “to install transit shelters at strategic locations to enhance the public transportation experience and provide

shelter for commuters” and “initiate the installation of transit shelters at high-traffic bus stops, improving passenger comfort and promoting increased ridership.”

Last budget, this capital project also mentioned upgrading stops by installing concrete landing pads and establishing missing links between sidewalk and shelters. **Has this portion been discontinued?**

Last budget, the capital project details stated that each shelter was estimated to cost \$12,000. **What is the cost now?**

I really appreciate the bus shelters in Saskatoon, particularly in the winter with the bitter windchills. **Will these newly installed shelters provide protection from the wind?** The bus shelters with the Indigenous artwork are beautiful but not functional for the purpose of shelters. Neither are the ones with the perforated metal panels, like at the Confed Mall terminal.

Without having determined the new transit network that will support the BRT with connecting routes, **how have the strategic locations been chosen and what are the locations? When will engagement begin for the new transit network, as that was not explicitly mentioned for this budget?**