

## Thompson, Holly

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**Subject:** 9.2.1 Communication - Corwyn Shomachuk - McKercher Drive Extension Update – January 2025 - CK 6330-1 x 4131-5  
**Attachments:** Letter\_Mckercher\_Drive.pdf

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**From:** Web NoReply <[web-noreply@Saskatoon.ca](mailto:web-noreply@Saskatoon.ca)>  
**Sent:** Monday, January 27, 2025 10:25 AM  
**To:** City Council <[City.Council@Saskatoon.ca](mailto:City.Council@Saskatoon.ca)>  
**Subject:** Email - Communication - Corwyn Shomachuk - McKercher Drive Extension Update – January 2025 - CK 6330-1 x 4131-5

--- Replies to this email will go to [REDACTED] ---

Submitted on Monday, January 27, 2025 - 10:24

Submitted by user: [REDACTED]

Submitted values are:

**I have read and understand the above statements.:** Yes

**I do not want my comments placed on a public agenda. They will be shared with members of Council through their online repository.:** No

**I only want my comments shared with the Mayor or my Ward Councillor.:** No

**Date:** Saturday, January 25, 2025

**To:** His Worship the Mayor and Members of City Council

**Pronouns:** He/him/his

**First Name:** corwyn

**Last Name:** shomachuk

**Phonetic spelling of first and/or last name:** 306 [REDACTED]

**Phone Number :** [306](tel:306) [REDACTED]

**Email:** [REDACTED]

**I live outside of Saskatoon:** No

**Saskatoon Address and Ward:**

**Address:** [REDACTED] Patrick Crescent

**Ward:** Ward 10

**Name of the organization or agency you are representing (if applicable):** N/A

**What do you wish to do ?:** Submit Comments

**What meeting do you wish to speak/submit comments ? (if known)::** City Council Meeting January 29th

**What agenda item do you wish to comment on ?:** 9.2.1

**Comments:**

Please see attached

**Attachments:**

**Will you be submitting a video to be vetted prior to council meeting?:** No

**To:** Her Worship the Mayor and Members of City Council

**From:** Corwyn Shomachuk

**Date:** January 29<sup>th</sup>, 2025

**Re:** McKercher Drive Extension Update – January 2025 [TS2025-0105]

Dear Mayor and Council,

I am a resident of Ward 10 and a graduate student at the University of Saskatchewan who takes the bus whenever I can to campus. I am excited to see the implementation of the brand-new Saskatoon BRT system once it officially comes online. It has been a long process, but I am glad the city, the province, and the federal government were able to get funds allocated. How the BRT will play out in the City will remain fully visible, but I am confident it will have high ridership given the selected routes along key corridors. Hiring a new transit planner shows great promise that future transit routes in the city will be built around the future BRT system.

I would like to briefly comment on the transportation committee's decision to abandon the McKercher Drive Extension Project. The city's east end is growing rapidly, showing signs of stress on its transportation capacity due to two barriers, Circle Drive and the CPKC mainline. College Drive has a bottleneck at the onramp from McOrmand Drive to College Drive, with frequent traffic collisions at the left turn signal at the interchange heading onto College Drive. The following case can back up traffic and the only alternative route to head south of the city is McOrmond Drive to 8<sup>th</sup> Street. Another alternative route is Attridge Drive which has capacity issues and will continue to be strained as University Heights and Aspen Ridge are built out. The BRT following Attridge Drive will hopefully reduce that demand with residents taking the BRT.

Residents in Arbour Creek and Erindale have few options for getting south to areas of 8th Street Centre Mall, having to travel north along Kenderdine Drive to McOrmond Drive, then College Drive, and McKercher Drive or College Drive to Circle Drive South onto 8<sup>th</sup> Street. With development occurring in Sutherland, like the Lakeside Medical Clinic, increased access to the urgent care would be appreciated by residents in Erindale and Arbor Creek from the McKercher Drive Extension Project. I believe the residents, like myself, of the city's east end would appreciate another option to cross the railway tracks without having to wait at train signals on Central Avenue.

With that, I would be ecstatic if the City would consider studying how the BRT Green Line and Red Line could be integrated with each other, as shown in orange in Figure 1. The McKercher Drive Extension project could serve as a critical link between the Green and Red lines at the east end of the city, connecting the Silverspring shopping centre and Centre Mall shopping centre and the rest of 8<sup>th</sup> street. While, yes, theoretically, a bus could use College

Drive to Mckercher Drive, College Drive is busy and lacks stops that the Mercher Drive extension project could grant access to residents of Arbor Creek, Erindale, and Forest Grove. Spanning the length of a rail yard isn't uncommon in Canada; see downtown Calgary, Edmonton along 97<sup>th</sup> street, the Coast Meridian Overpass in Coquitlam. Administration assessment the rail lines wouldn't agree is a premature assumption. Would the following project involve working with Transport Canada to aid in talks with CPKC? Most likely, but it might also convince the federal government to provide funding if it connects two BRT lines.

At the end of the day, I respect the city's final judgment on the matter. I wanted to write the following because once the land is sold and developed, it is done. I would like the city to consider one more assessment having hired a new transit planner to consider how the Green Line and Red Line BRT can be connected in the east end of the city through a Mckercher Drive Extension Project.

Cheers,

Corwyn Shomachuk

# BUS RAPID TRANSIT (BRT) SYSTEM MAP

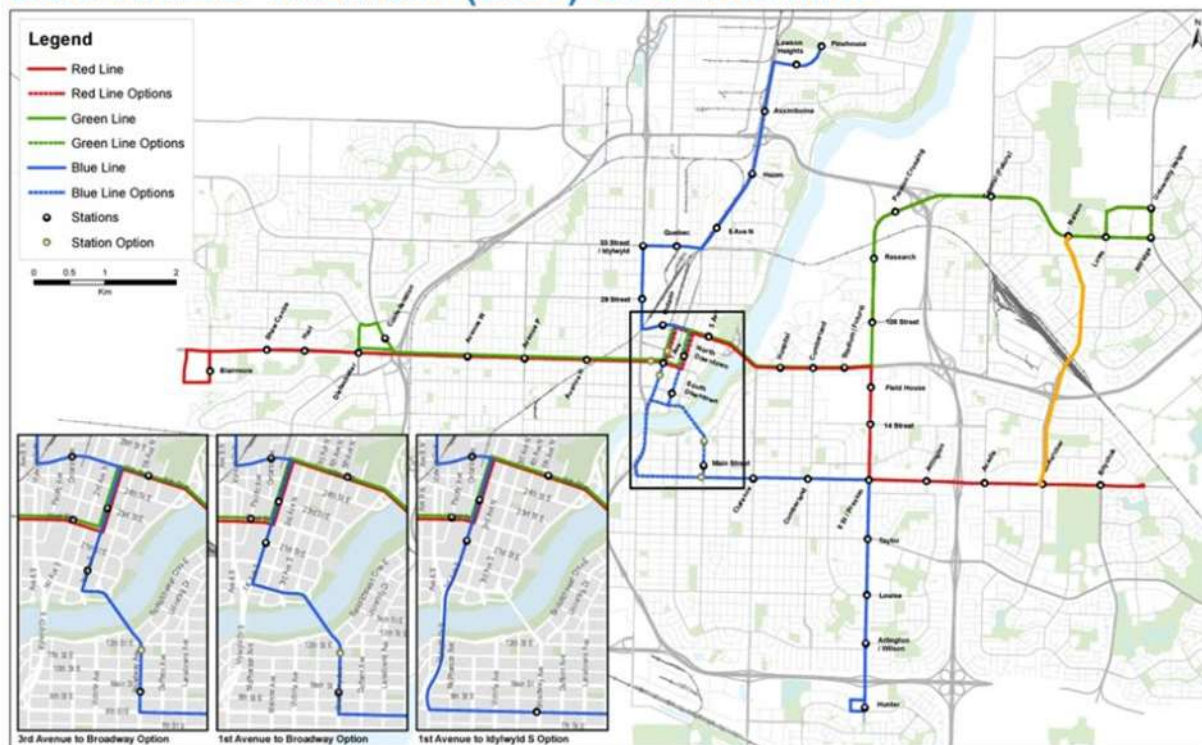


Figure 1

# BUS RAPID TRANSIT (BRT) SYSTEM MAP

