
From: Web NoReply
Sent: Monday, May 5, 2025 12:13 PM
To: City Council
Subject: Comments - Sherry Tarasoff - College Drive Bus Rapid Transit Link Concept Changes
Attachments: BRT on College.pdf

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Submitted on Monday, May 5, 2025 - 12:12

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: Monday, May 05, 2025

To: Her Worship the Mayor and Members of City Council

First Name: Sherry

Last Name: Tarasoff

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: [REDACTED] Peterson Cres

Ward: Ward 4

Name of the organization or agency you are representing (if applicable): Not applicable, representing myself

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known): SPC-Transportation - May 6, 2025

What agenda item do you wish to comment on ?: 6.2.3 College Drive Bus Rapid Transit (Link) Concept Changes

Comments:

Hello Committee,

I was pleased to see that, finally, the College Drive BRT corridor plan was being shared publicly. I was unable to attend an open house. I appreciate that the renderings and functional plan were shared on the City's website.

I spent considerable time reviewing the files available and had some questions on them (see attachment), which I forwarded to the Special Projects Managers. I was advised by Administration that my information was forwarded to the Project Team but that there would be no response to my individual questions.

I am requesting that Committee consider the following motion:

That the Administration be directed to respond to the letter from Ms. Tarasoff, and that response also be provided to Committee.

My intent in seeking answers to my questions is to fully understand the proposed functional plan and implications, as this is a significant project, both in scale and cost. Without your motion, there is no other avenue for me to get a response from Administration.

Thank you for the consideration,
Sherry Tarasoff

Attachments:

- [BRT on College.pdf](#) 212.37 KB

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

Hello,

I was pleased to see that engagement has started for the College Drive BRT section. My intention was to attend the first open house on Monday at Place Riel. Unfortunately, plans changed and I could not attend. Thank you for posting the documents that were available at the open house so that I can still review and respond.

From what I see, these are my observations. Please correct me if I am wrong.

1. Bus riders will always have to use a crosswalk to access a bus stop. The locations on College Drive are:
 - Munroe Avenue (configured so that loading for the next available bus would occur closest to the crosswalk)
 - Cumberland Avenue (configured so that riders must walk to the far end of the platforms to wait for the next available bus)
 - Campus Drive/Field House Road (configured so that riders must walk to the far end of the platforms to wait for the next available bus)
2. There are no designated stop areas for buses at the platforms. It is first in, first out, regardless of what line (red or green).
3. There are no trees planned for medians, only raised planter beds. Trees, however, may be planted on platforms in designated positions.
4. Riders that want to travel between Boychuk (red line) to Attridge (green line) would have to transfer at the Campus Drive/Field House Road location. They would have to cross the street three times to catch their transfer.

I have questions related to the artists renditions, understanding that they are subject to change:

1. On "Munroe Avenue Looking West", what do the four lights on the transit signal mean?
2. On "Looking East Toward Bottomley Avenue", there is a bus within eastbound traffic. Will other non-BRT transit network routes still be within traffic on College Drive?
3. When the final design of the shelters for the platforms is determined, will feedback be sought from the public? On "Campus Drive Looking East", it appears that there is no space behind the shelter and that there is limited space in front of the shelter to move about.
4. Many of the images show the large information display between the shelter and the direction that the bus is coming from, obscuring the view for waiting riders. Is that the final configuration?

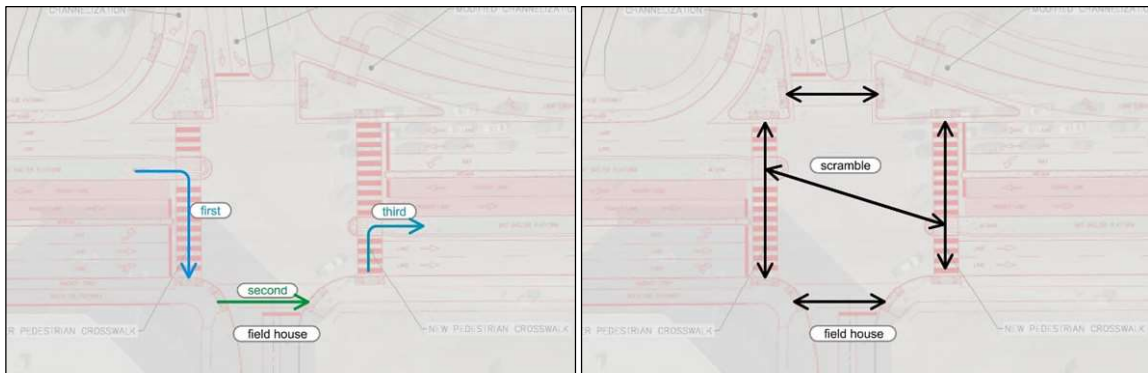
I have questions related to operations:

1. What are the snow removal plans for this runningway?
2. What are the detour plans for this runningway if a transit lane becomes unavailable?
3. How does Transit Signal Priority respond to signalized pedestrian crossings?
4. For vehicles turning left off of College Drive, will there be separate signal lights so that transit does not conflict?

And finally, I have questions related to design:

1. What is the passenger capacity for the platforms?

2. Now that the preferred alternative is dedicated transit-only lanes operating with the flow of traffic, was dedicated curb-side lanes ever considered over medians? In reviewing the In-Service Road Safety Review ("ISRSR") of College Drive and Wiggins Avenue from January 2024 (<http://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=210076>), there is minimal right-turning traffic from College Drive westbound to Wiggins (188 vehicles at peak time 8-9am). While this is only one of the intersections, it does indicate a low volume that could be accommodated with a transit-only curb-side lane that allows right turns for vehicles.
3. As noted in the ISRSR, "All properties along College Drive have alley access and most use the alley as their primary driveway / parking lot." Did the City consider removing private driveways on the south side of College Drive to increase the perceived capacity of the curb lane following the removal of a through lane to accommodate the BRT?
4. With the removal of one through lane of traffic on College Drive, how will that impact the traffic congestion? The ISRSR shows 1,647 vehicles travelling westbound on College through the Wiggins intersection and 935 vehicles travelling eastbound on College through the Wiggins intersection at the morning peak (8-9am). It also shows 1,581 travelling westbound on College through the Wiggins intersection and 1,874 travelling eastbound on College through the Wiggins intersection at the afternoon peak (4-5pm). Keeping in mind that this was with two available through lanes, no downtown arena and Brighton not yet at capacity.
5. Why was the platform at the east end of College Drive planned for the Campus Drive intersection instead of at the proposed new at-grade crossing? A layout similar to the platform at Munroe Avenue would have been ideal here.
6. If the Campus Drive intersection must remain where it is, could a pedestrian scramble be considered to allow direct movement from one platform to the other? This is a major transfer point and a straight connection would be more efficient than crossing in front of traffic three times.



7. The northbound red line on Preston Ave will always turn left onto College Drive. The bike lane is currently between the vehicle lanes and the transit only queue jump lane. To avoid conflict with the turning buses, wouldn't the bike lane be better suited on the right-side of the transit lane?
8. What is the cost estimate for this functional plan?

My intent of seeking answers to these questions is to fully understand the proposed functional plan and implications, as this is a significant project, both in scale and cost.

Thank you.