City of Saskatoon

ENGAGE

# BRT ENGAGEMENT SUMMARY

## BRT PREFERRED CONFIGURATION AND TRANSIT SYSTEM RECONFIGURATION

# CONSULTATION SUMMARY: FALL 2017

During the December 2017 stakeholder engagement events we shared our initial thoughts regarding the Preferred Configuration of our City's future Bus Rapid Transit (BRT) and Transit Route Network Reconfiguration, and provided opportunities for stakeholder feedback.

**The public and stakeholder consultation included the following components:**

- One-on-one key stakeholder meetings through October and November.
- Online survey that was open from December 1 to December 15 (883 respondents)
- Three stakeholder workshops at La Troupe du Jour:
  - December 5, 9:30 to 11:00 AM (23 participants)
  - December 5, 1:00 to 3:30 PM (20 participants)
  - December 5, 7:00 to 8:30 PM (28 participants)
- Public open house on December 6 from 5:30pm to 8:00pm at La Troupe du Jour (19 attendees)
- **Total number engaged: 976**

## What we Heard

### Key Themes

The following themes emerged from the one-on-one meetings, workshops, open house and online survey:

### BRT Preferred Configuration

- The BRT is generally seen as a positive addition to Saskatoon Transit.
- General support for the BRT Preferred Configuration.
- Concern that the BRT is the only transit route. Uncertainty about the relationship of BRT and other transit routes in the overall route network.
- Concern with BRT impacting on-street parking and traffic.

### Transit System Plan

- Overall concern with Saskatoon Transit's current service.
- Identified opportunities to improve transit service frequency, reliability, and directness.
- Identified opportunities to improve customer service, driver friendliness, stop amenities, snow removal and service information.

## Open House and Stakeholder Workshops

An open house and three workshops were held for project stakeholders from the business community, educational institutions (including administration, faculty and students), community groups and associations, special interest groups and City of Saskatoon staff. Participants were given a presentation that covered:

1. The Preferred Configuration for the BRT system, and
2. An Overview of the Transit Network Reconfiguration Design Principles.

The presentation was followed by a Q&A session and open discussion. Display boards were also available for viewing before and after the workshops.

### What we heard regarding the BRT Preferred Configuration

Overall, the BRT Preferred Configuration was well received, and generally seen as an improvement to transit service. Uncertainty was noted regarding the BRT routes and other transit services. Concerns were raised related to on street parking and traffic flow along 3rd Avenue and Broadway.

| What We Heard | How We Are Incorporating This Feedback |
|---|---|
| The BRT Preferred Configuration was generally well understood and there is interest to learning more about customer systems and runningways. | • There is an opportunity to include more detailed BRT information; specifically, customer system and runningway information during the next engagement series in early 2018. |
| Commuter parking – is there an opportunity to capture both local and regional (i.e. Warman and Martinsville) commuters through park and ride. | • The BRT Study includes developing a Park and Ride Strategy. |
| Concern around the loss of on street parking and travel lanes along Broadway and 3rd Avenue. | • The concern with on street parking and travel lanes will be evaluated prior to finalizing the recommendations. |
| Concern with high traffic flow and speed along 3rd Avenue. | • The current street design may encourage higher traffic speeds. The addition of BRT to 3rd Avenue and the application of Complete Street design principles should have positive effects on the public realm including traffic calming. |
| Uncertainty around impact of BRT to businesses along the corridor. | • The BRT routes will directly connect a large part of the city to each business along the corridors. This will significantly increase the market reach for many businesses.<br>• Construction staging will need to be carefully managed to ensure businesses are not negatively impacted. |
| Concern that 1st, 2nd or 4th Avenues may be better downtown alignments than 3rd Avenue. | • Downtown route options are being evaluated. |
| Concern that removing the Place Riel transit terminal may impact the investments made in the hub and also increase University student walking distance to transit on College Drive. | • The move to College will slightly lengthen walking distances from the north and shorten walking distances from the south. Increased frequencies and more direct routing will decrease overall travel times. Several routes will run through the campus and connect to service on College Drive.<br>• Student populations served by businesses in the Place Riel hub will not change. |

| What We Heard | How We Are Incorporating This Feedback |
|---|---|
| Concern that as long as parking is available and cheap it will be hard to build transit ridership. | • While we agree with this statement, parking strategy recommendations are beyond the scope of the current BRT study. |
| Concern that BRT may exacerbate traffic congestion. | • Development of a coordinated traffic signal system with transit signal priority measures along the BRT corridors will improve overall traffic management and flows along the corridors. Cross corridor traffic and pedestrian movements will be accommodated. |
| Concern that the BRT and transit network reconfiguration will increase walking distances that may impact accessibility for people like seniors. | • The BRT routes are only one part of the overall transit network. The future route network will include other routes which will serve outlying areas and connect to the BRT. Individuals with mobility limitations will continue to have access to specialized transit services such as Access Transit. |
| Current frequent transit along 22nd and 8th is well received. | • The BRT routes will have a high service frequency. |
| Concern with the lack of frequent transit service to employment centres outside of downtown, such as the north industrial area. | • The transit network reconfiguration plan will consider transit services to employment centres outside of downtown. |
| Many current bus stops do not have active transportation connections, such as missing sidewalks. | • The City's Active Transportation Plan has identified missing sidewalk links. The BRT project will ensure all stations have active transportation connections. |
| Concerns that the bus mall downtown is negatively impacting ridership and property values. | • Development of the BRT will eliminate the 23 Street bus terminal. All bus routes and passenger transfers will be on-street. |
| Current service takes too long, and does not offer travel time savings. | • BRT and transit network reconfiguration will provide more direct, reliable, and frequent service. |

### Online Survey

An online survey was conducted to gather feedback from the public about the BRT and overall Saskatoon Transit system. The survey link was available on the project website (https://www.saskatoon.ca/engage/transit-plan).

**What we heard regarding the Transit Network Reconfiguration**

Overall, there is support for the BRT; however, there is a lack of understanding that the BRT is only one part of the overall transit system in Saskatoon. With regard to the current transit system most of the feedback identified opportunities to improve transit frequency, reliability, directness, travel times, and customer service.

The following summarizes some the key messages we heard through the online survey:

| What We Heard | How We Are Incorporating This Feedback |
|---|---|
| Improve the reliability and frequency of transit service<br>• Buses are often late<br>• Long wait times,<br>• Infrequent service - 30 minutes between buses<br>• Better service during non-peak times / days (i.e. early morning, evenings and Sunday service) | The stakeholder feedback; best practice in transit network design; and experience with similar projects will be will be considered in developing the transit system reconfiguration plan. |
| Improve route directness and travel times<br>• Better connections between communities and other major hubs outside of downtown and U of S<br>• Decrease travel times<br>• Decrease the number of stops along certain routes. | |
| Improve stops and stations<br>• Heated shelters<br>• Increased security measures at stations<br>• Better snow removal | |
| Improve customer systems and experience<br>• Digital signage<br>• Real-time app information<br>• Driver friendliness<br>• Fare payment systems<br>• Maps and schedules at stops | |
| Concern about impact to on street parking along planned runningways. | |
| Concern about the costs and benefits of the BRT system | The BRT Study will include a Multiple Account Evaluation including a Cost Benefit Study |

## Next Steps

The next round of stakeholder engagement is scheduled for February, which will include stakeholder workshops and public “come and go” events. The next round of conversations will discuss the functional plan, stations design progress, the park and ride study, transit route network reconfiguration and next steps for the project.

# February 2018 Transit Plan Engagement Summary

## Overview

During the February engagement events we shared the progression of the BRT Functional Planning and Design, and initial Transit Network Reconfiguration concept. The intent of the engagement were both to inform but also to consult stakeholders and members of the public on the work leading up to the BRT Functional Plan and the proposed routes that could form the future transit network. This work reflects and responds to much of the feedback we December.

**A total of 1,023 individuals were engaged in Feburary.** There were both in-person and online opportunities for participants to share feedback and included the following components:

- One-on-one stakeholder meetings throughout January and February
- Four stakeholder workshops at TCU Place on February 7 and 8 (76 participants)
- One public open house at TCU Place on February 7 (51 participants)
- Three online surveys available on *engage.ca* from February 6 to 22:
    - BRT Routes and Exclusive Runningways (559 responses)
    - BRT Platform Locations and Station Shelter Design (2035 responses)
    - Conceptual Transit Network Reconfiguration (292 responses)

## Major Themes

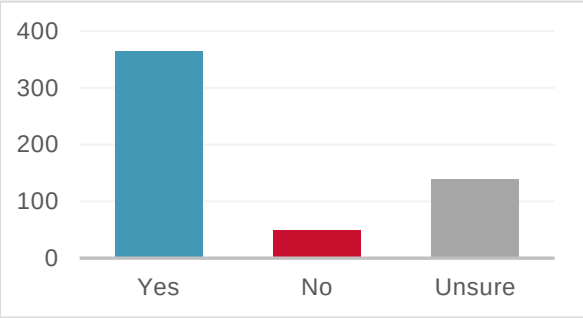
Several overarching themes emerged from the surveys, open house, workshops and meetings:

| Focus Area | Themes |
|---|---|
| BRT: Green Line and Terminals | • Addition of Green Line well supported<br>• Questions/concerns around service to North Industrial and new edge communities (i.e. Brighton) |
| BRT: 3rd Avenue Routing | • Some continued concerns are impacts to on-street parking and auto traffic along the corridor.<br>• Some concerns around integration or impacts to the downtown bicycle network |
| BRT: Broadway Routing | • Concerns around special event closures<br>• Concerns around impacts to on-street parking, street character and auto traffic along the corridor. |
| BRT: Exclusive Runningways | • The main concerns related to the exclusive runningways are safe pedestrian connections to stations, safety of pedestrians while at centre stations.<br>• Some concerns around parking and traffic impacts. |
| BRT: Platform Locations | • Most concerns related to pedestrian safety – crossings and connecting infrastructure through malls |
| BRT: Shelter Design | • Option A preferred by a narrow margin<br>• Most concerns around maintenance and vandalism |
| Transit Network Reconfiguration: Proposed Network Concept | • Reconfiguration well supported and seen as more direct with greater cross-town connections<br>• Main concerns around transit service to new communities, 33rd Avenue, and the North Industrial area. |

# BRT: Addition of the Green Line

### Addition of the Green Line

*Is the addition of the Green Line a positive change for the Transit Plan?* (551 responses)

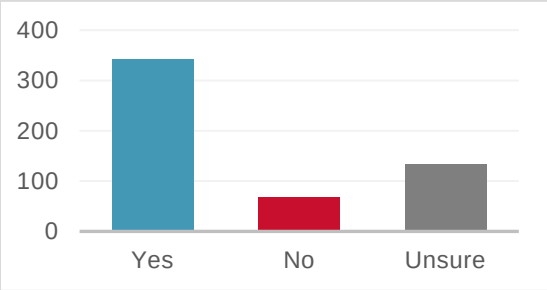



*Help us understand why or why not?* (278 responses):

| Major Themes | Response |
|---|---|
| The addition of Green Line makes sense and offers customer and operational clarity (67 reponses) | - |
| BRT provides more frequent, direct and reliable service (60 responses) | - |
| BRT provides a good foundation, city-wide coverage, and connections along major corridors and to major destinations (56 responses) | - |
| BRT will negatively impact auto traffic (7 responses) | If a vehicle is moving in the same direction as the BRT, the travel times would improve for both autos and transit vehicles thanks to TSP measures. |
| BRT negatively impacts businesses along the route Downtown and along Broadway (5 responses) | BRT will bring more people (both current and future transit riders) Downtown and to Broadway. |
| Unsure of feeder or conventional bus routes and connections to BRT (25 responses) | Introducing the network reconfiguration at this point may be been better than introducing it later. |
| What about parking at terminals? (3 responses) | This is being evaluated in the Park and Ride Strategy. |
| There is a lot of overlap between the Red and Green Lines (12 responses) | Overlapping provides a higher level of service to the core / high ridership / dense / busy areas of Saskatoon. |
| Unsure of what Red Split Line looked like (5 responses) | Should have included a map of the split red line from either the Growth Plan or Preferred Configuration. |
| I do not take transit (6 responses) | - |
| Other or unrelated (32 responses) | - |

## BRT Terminals

*Do you think we've identified the right start and end points for each of the lines?* (546 responses)




*If not, help us identify some other options. Please be specific about location. Provide an intersection if possible (145 responses)*

| Major Themes | Response |
|---|---|
| Blue Line should extend further north to Lenore Drive and/or should serve the north industrial area (40 responses) | The North Industrial area is a low density dispersed area that is better served by conventional routes. Extending the BRT further north, to or past Lenore is possible in the future. Right now Primrose and Pinehouse is a logical terminus for the BRT, already an extension from Lawson Heights Mall, and accommodates a route turnaround and layby easily. |
| Concerns with lack of service to new communities such as: Blairmore, Aspen Ridge, Brighton, Hampton Village, Willowgrove, Evergreen…etc. (19 responses) | BRT service may be extended to new or developing communities in the future. Many of these communities will be served by feeder or crosstown conventional bus routes that connect to the BRT service. |
| Terminals make sense, noting that extensions may occur in the future (18 responses) | - |
| Wanting more information about conventional/feeder routes (10 responses) | - |
| Overlap of Red/Green Line in the west and mentions of service along 33rd (8 responses) | We will look at extending service along 33rd |
| Blue Line should be extended south or to Stonebridge Walmart (6 responses) | Routes 31 and 32 provide service to the Walmart and other commercial destinations in the Stonebridge area, these routes also connect to the Blue Line. |
| What about Park and Ride at terminals? (6 responses) | The Park and Ride strategy will be investigating Park and Ride market and locations. |
| Other or Unrelated (38 responses) | - |

## BRT: 3rd Avenue Routing

*Based on our analysis, 3rd Avenue remains the recommended BRT corridor for through Downtown. What key issues still need to be addressed? (298 responses)*

Most comments related to the impacts to parking for businesses along 3rd Avenue. Some comments related to the impacts to traffic along 3rd Avenue since the perception is that 3rd Avenue is already congested (at least during peak periods).

| Major Themes | Response |
|---|---|
| Parking for businesses along 3rd (47 responses) | A new runningway design was developed that retains more parking along 3rd Avenue. |
| Auto traffic impacts (23 responses) | While the BRT would reduce the number of auto traffic lanes on 3rd, the traffic analysis indicates a reasonable level of service (LOS) along the length of this segment. |
| Bike lanes/network – alignment on 3rd and integration with BRT line (16 responses) | Bikes will still be able to use 3rd, just in the general traffic lane. A parallel and dedicated bike route is on 4th Avenue. |
| Ensuring bus priority through downtown (11 responses) | - |
| 1st Avenue preferred (10 responses) | 3rd Avenue is more central than 1st, offering better coverage for the east side of downtown. Also, traffic volumes are lower on 3rd than 1st. |
| 4th Avenue preferred (10 responses) | 3rd Avenue is more central than 4th, offering better coverage for the west side of downtown. Also, traffic volumes are lower on 3rd than 4th. |
| Unsure about functionality with other bus routes / connections to other bus routes (10 responses) | See reconfiguration map. |
| Better amenities - shelters/security/lighting (11 responses) | Shelters, security and lighting are all part of future BRT stations. |
| Delivery access (7 responses) | Where on-street parking is retained, deliveries can still be made on-street or from side streets and alleyways. |
| Too many stations (6 responses) | The stations downtown do have a closer spacing (400 m apart) compared to stations outside of downtown (roughly 800 to 900m apart) because this is one of the densest areas of Saskatoon. Closer stations are warranted by the density downtown, and provide better coverage for the area than stations spread further apart; however, we will review number of downtown stations. |

## BRT: Broadway Avenue Routing

*Based on our analysis Broadway Avenue remains the recommended BRT corridor for the through Nutana. What key issues still need to be addressed? (119 responses)*

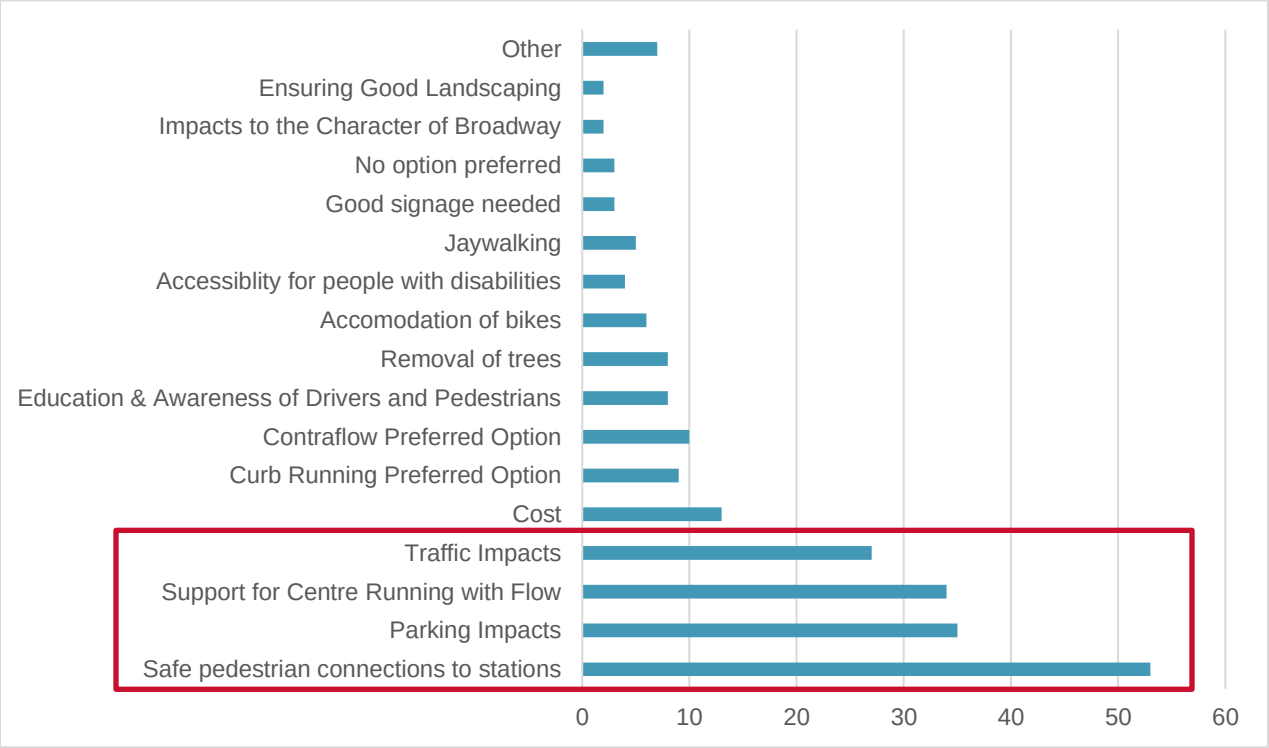
While there were several comments stating support for routing along Broadway, many respondents had questions about what happens to the BRT during special events. There were also some comments about impacts to parking and traffic.

| Major Themes | Response |
|---|---|
| Special event closures (25 responses) | The BRT and other transit routes can be re-routed along a parallel street during special events along Broadway. |
| Support for Broadway (18 responses) | - |
| Impacts to parking (14 responses) | We are working on refining the runningway design to mitigate impacts to parking. The comments about moving the southbound station nearside was an excellent recommendation that came out of the workshops. |
| Traffic impacts (10 responses) | While the number of auto traffic lanes have been reduced on Broadway, traffic analysis indicates Broadway will operate with a reasonable level of service (LOS). |
| Moving station further north or consolidating them to one block? (7 responses) | Yes, this is possible and we are working on a design that shows the consolidation of the stations to one block. |
| Victoria preferred (6 responses) | Broadway remains the commercial heart of the area and a major destination. Victoria is predominantly residential, and is recommended to be served by a conventional cross-town route. |
| Impacts to Broadway's character (4 responses) | BRT can enhance or reinforce a street's character through the design of the stations, increased mobility options to get to Broadway, and the ability of the street to carry more people without having to widen it. Broadway will benefit by being a main transit corridor, drawing existing and new transit customers to the street. |
| Construction impacts (2 responses) | Whether there are utility upgrades to Broadway, roadway improvements, bridge improvements, or transit improvements, there will be some construction impacts along Broadway. Should the BRT move ahead into the construction phase, there was ways to mitigate construction impacts through traffic planning and minimizing the construction time. |

## BRT: Exclusive Runningways

*Based on our analysis, we recommend a centre running with-flow exclusive runningway for 3rd Avenue, Broadway Avenue and most of College Drive. This option retains some on street parking while providing transit with travel time and reliability benefits. What are key issues that still need to be addressed? (221 responses)*

The main issues that still need to be addressed include: safe pedestrian connections to stations. More clarification on how pedestrians access centre-running stations is required in the future. Other issues related to exclusive runningways are impacts to parking and concerns that these will exacerbate auto traffic conditions.



## BRT: Platform Locations

*What could we improve about the platform location(s)? Do you see any missing active transportation (i.e. walking or cycling) connections to the station platform? (2035 responses)*

Some general questions/comments include:

- Will there be a place to lock or store bikes at stations?
- Stations need to be further away from intersections.
- How do stations integrate with sidewalk traffic?
- Are the stations long enough?
- Where platforms are located adjacent to a mall parking lot:
    - Concerns around the lack of pedestrian infrastructure along mall roads/through parking lots
    - Questions about Park at Rides at several terminal stations (i.e. Betts, University Heights, Stonebridge)

Some comments specific to certain platforms:

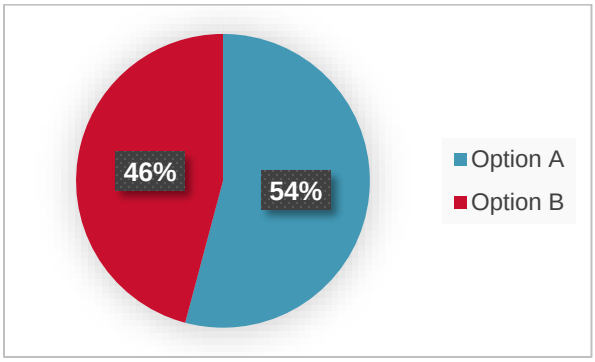
| Platform Location | Comment |
|---|---|
| Betts | • Several comments/questions related to the availability of Park and Ride at this location<br>• Some comments related to the car-centric nature of the surrounding land uses |
| Shaw | • Most comments related to Shaw Centre and the High School entrances (or lack thereof) along 22nd Street<br>• Ensuring quality pedestrian and cycling access beyond the immediate station area and along 22nd Street |
| Hart | • Most comments related to the lack of built form or destinations immediately adjacent to the station area |
| Diefenbaker | • Most comments related to the hostile pedestrian environment and long crossing required to access the stations<br>• Some concerns related to the traffic movements/weaving east of the intersection |
| Confederation | • Several comments related to the slope around the station<br>• Some comments related to the provision of a mid-block crossing<br>• Some comments related to the lack of pedestrian infrastructure to/from mall<br>• Questions if the existing terminal remains |
| Avenue P | • Could EB station be moved further west to accommodate a full-size station? |
| Avenue H | • Several respondents noted the dangerous nature of this stretch of 22nd, and the need for higher quality and more visible pedestrian crossings at this intersection |
| Central Downtown | • Some comments related to the option of contraflow to retain more parking along 3rd<br>• Questions around the interfacing with the downtown bike network |
| 5th Avenue | • Some comments related to the integration/provision of cycling infrastructure along 25th |
| University | • Some comments relating to grade separating pedestrian connections to station, either via an overpass or underground walkway |
| Field House | • Most comments related to ensuring active transportation connections to Field House, especially in winter |
| 14th Street | • Questions around interaction with existing bike route along Preston |
| Arlington | • Some suggestions to move the WB station west, to better connect to destinations in the mall |

| Platform Location | Comment |
|---|---|
| Preston Crossing | • Most comments relate to the lack of pedestrian infrastructure along mall roads/through parking lots. |
| Central | • Concerns around the distance of platforms to surrounding land uses and hostile pedestrian environment at this intersection |
| University Heights | • Questions around Park and Ride at this location |
| Lawson Heights | • Most comments relating the lack of pedestrian infrastructure from platform to mall entrance |
| Assiniboine | • Access over the rail tracks to create connections to North Industrial – aerial image indicates existing desire lines in the form of informal pathways |
| Hazen | • Safe crossing of Warman road for pedestrians |
| Quebec | • Missing active transportation infrastructure beyond immediate station area (i.e. along Quebec) |
| 33rd St & Idylwyld | • Questions around if southbound station is too small |
| 29th Street | • Concerns regarding security and vandalism for NB station |
| Main Street | • Loss of trees in median<br>• Integration of cyclists<br>• Impacts to parking |
| Hunter | • Suggestion to build a roundabout at Hunter/Preston so that the bus does not have to go through mall road |

## BRT: Shelter Design

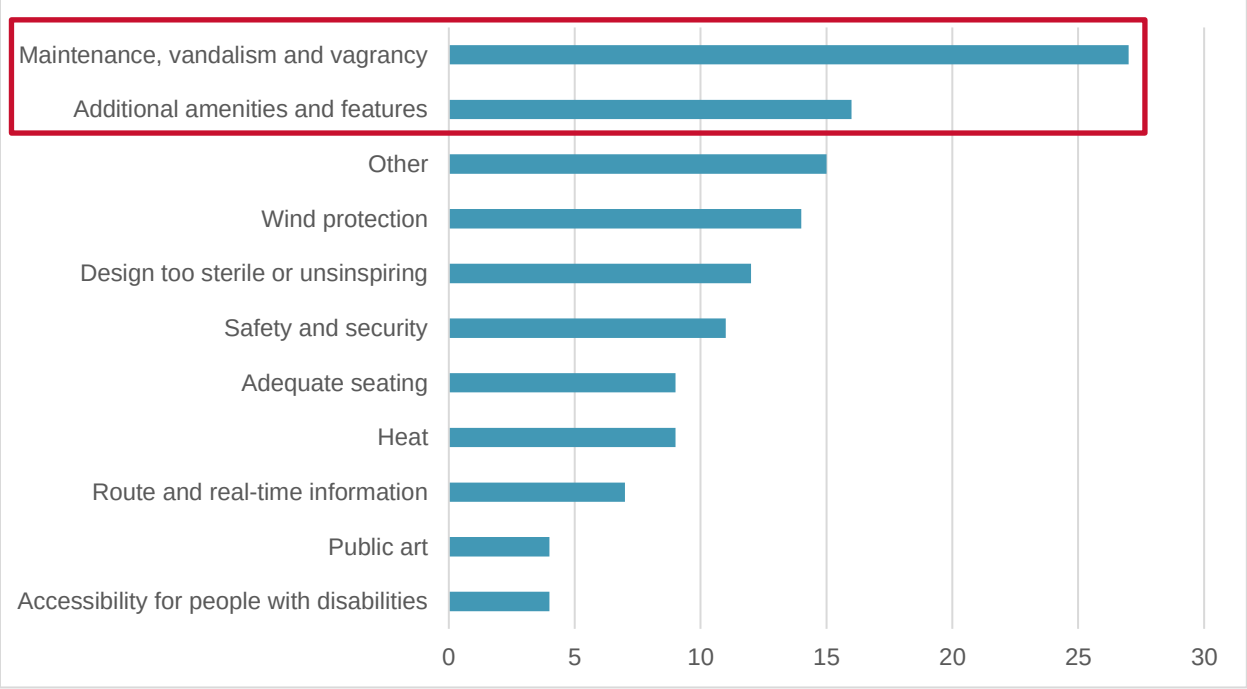
*Which option do you prefer? (181 responses)*

Of the 181 responses, 98 people voted for Option A (luminous ceiling design) while 83 people voted for Option B (wavy roof design).




*What can we improve about the shelter design? (135 responses)*

The maintenance, cleanliness, potential vandalism and vagrancy at stations was a major concern. Some comments related to additional station features, such as solar panels on the shelters, charging stations, shelter overhangs, and doors on the shelters. Other concerns related to the ability of shelters to protect customers from the wind, either due to the directionality of doors or gaps between the bottom of the glass panels and the station pad. Some respondents found the design too utilitarian and uninspiring. Most comments around safety and security related to visibility, lighting, and security monitoring.



## Transit Network Reconfiguration: Proposed Routes

*The proposed transit network will be more frequent, reliable and direct.*

*1. What do you like about the proposed network? (88 responses)*

Majority of comments were positive and reconfiguration viewed as positive:

- New routes described as ‘more direct’
- Better cross-town services,
- Improved connections between routes (including connections to BRT), and
- Good coverage of the city.

*2. What could we improve about the proposed network? (125 responses)*

- Comments recorded graphically on following page.

*3. Did we miss anything in the proposed network? (79 responses)*

Generally:

- Concerns about increased walking distances for seniors to access transit
- Concerns regarding the frequency of connector routes

# Transit System Reconfiguration
# Comments from February Survey, Open House and Workshops

| |
|---|
| What about connections to new developments i.e. east end of City? |
| Milk runs not efficient |
| Would really like to see micro transit. |
| What is frequency? |
| Make sure to involve transit operators in discussion |
| Something for implementation - for airport route - currently no way to buy fares at airport. |
| Conventional/feeder routes - should start earlier than BRT to 'feed' first BRT |
| Will Access Transit add ina local/hub system to reduce lengthy ride alongs for riders with just a local destination? |
| Is there an option to have designated access transit transfer points? |
| How does Access Trnasit align/work with BRT? |
| Is the bus capacity going to have more room for various mobility aids? |
| Is Access Transit going to be expanded to meet the neds of the number of people? |
| Consider incentivising transit user for people working downtown. Start w/ City Hall employees |
| More students and immigrants moving to Pacific Heights, Kensington, NW |
| Poor winter maintenance (roads and sidewalks) makes it difficult (impossible?) for people of reduced mobility to access bus in winte |
| Concerned with increased walking distance for senios, families, people ith reduced mobility |
| If routes are to run through residential neighbourhoods they become 'just another bus' |
| Need more safe cycling options as well as end of trip facilities to safely store bicycles. |
| Need better connections to social housing locations and seniors housing. |
| Concerned about property values along BRT increasing leading to gentrification and loss of affordable housing. |
| Pedestrian crossings need to be safe and more accessible. |
| Frequency of 7 minutes would be better. |
| Supportive of improvements but they need to happen faster. |
| Crossing 22nd challenging. |

- What about industrial north of map? (several comments)
- Missing North End routes serving industrial (almost all tables said this)
- Service to the N Industrial and employers across Hwy 16 along Marquis isn't enough.

No north-east connector?
Could use new bridge

Park and Rides?

Could the Blue Line somehow connect to Martensville?

Shuttle to connect N I ndustrial to Blue Line?

Low ridership area?

Route #32 - a new route in a residential area. A need for greater local consultation.

?

- The #51 should never come this far.
- Why does the 51 go to UofS instead of feeding Green Line?
- U of S to provide shuttle instead?

Several routes seem redundant with the BRT

gap?

- Missing connection across 33rd to Idylwyld.
- Lots of students in this area and 12,000 ppl
- Discontinuity a concern (almost all tables said this)

Missing service along Central

Why does #31 serve areas close to BRT?

Need small loops feeding University Heights

What about service to Brighton?

Betts station is in a high traffic jam area for vehicles. Unfriendly walking journey for shoppers/pedestrians.

gap?

gap?

gap?

Where would bus stop with dedicated bike lanes?

Closure?

#13 skips high needs residents at social housing and seniors residents on Wellington St

Avenue J VERY n arrow. Ave H wider. Avenue J is a resdiential with on-street parking and no driveway. Right now cars have to take turns to go N/S.

Route 12 along Taylor seen as positive

Route 12 should keep moving along Rosewood and head on to Boychuk and travel along Boychuk before turning back on to Taylor.

- Gap in service
- Missing service along McKercher?

-Market Mall: locate stop closer to Seniors housing to the north
- Market Mall: stations replace bus mall

Route 52/53 makes sense

Route 52/53 would be better served by going through the Lakewood suburban centre and then head via Lakeridge/ Lakeview via Boychuk.

Stonebridge loop is great!
Do the same loops for Erindale, Arbour Creek, Willowgrove, Evergreen, Sutherland, Forest Grove, Siversprings

# Transit Plan Summary March 7 *Come & Grow* Open House

## Overview

On March 7, the City of Saskatoon hosted the Come & Grow open house at the Western Development Museum. This event showcased numerous Plan for Growth projects, including the Transit Plan. The Transit Plan engaged attendees on the progression of functional planning related to the BRT, with a focus on the development and design of exclusive runningways, as well as the proposed transit system reconfiguration.


A total of 76 written comments were recorded. Verbatim written comments are included in the Appendix. Based on conversations from the evening and review of written feedback, the project team found there was general acceptance of the BRT and proposed system reconfiguration. Most of the evening's conversations revolved around the proposed network, 3rd Avenue runningway and Broadway runningway.

| Transit Plan Topic | Common Themes |
|---|---|
| **Station Design** | • General acceptance of the shelter design and station components. |
| **Broadway** | • General support for the runningway<br>• Most concerns related to impacts to on-street parking, especially for small businesses.<br>• Mixed feedback on station location and if it should move one block south.<br>• Questions about what happens when Broadway closes for special events.<br>• Some questions about the integration of cycling along Broadway.<br>• Some suggestions of the route running along Victoria instead of Broadway. |
| **3rd Avenue** | • Overall support for the runningway along 3rd Avenue.<br>• Several comments suggesting contraflow would be better and easier for transfers |
| **College Drive** | • Overall support for the runningway along College.<br>• Several comments relating to high pedestrian volumes and need for safe crossings of College Drive. |
| **Transit Network Reconfiguration** | • Overall support for the proposed reconfigured network and proposed frequency and hours of operation.<br>• Some comments identified gaps in local services. |

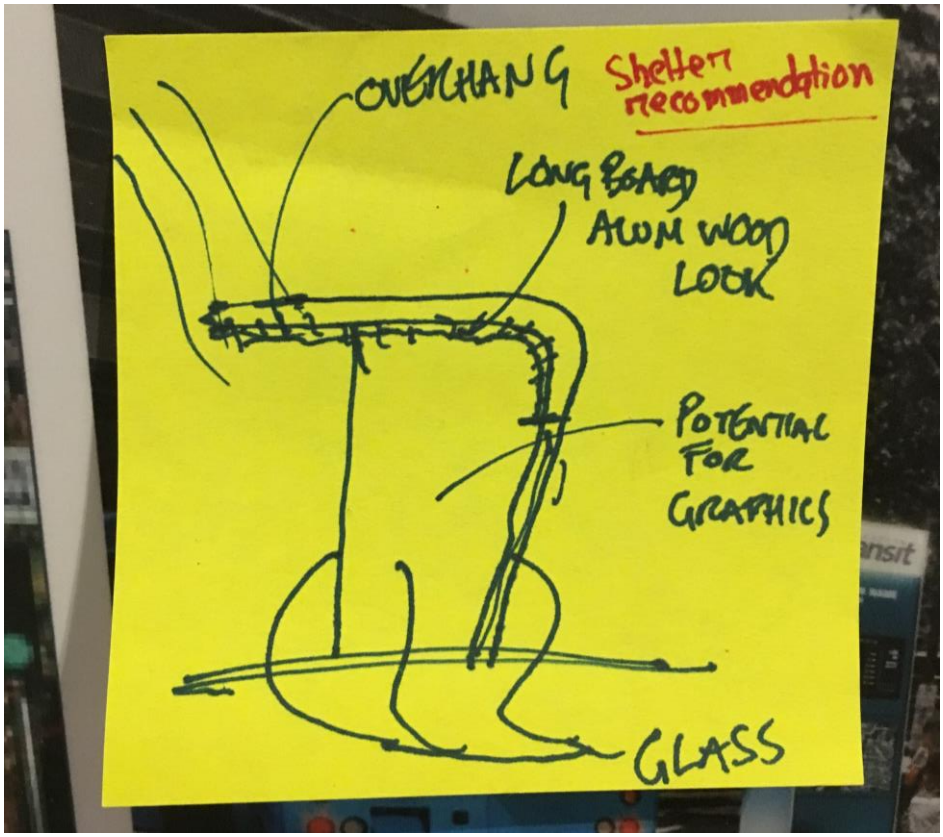
# Appendix: Verbatim Written Comments

## BRT Stations

We presented the five main elements of BRT: transit signal priority, roadway measures, stations, customer systems, and exclusive runningways. Written comments focused on stations and customer systems.

**Stations:**

- Station design needs to improve. Right now could be in any city. What about this says anything exciting about Saskatoon?
- Bus shelter mostly in winter.
- Bus shelters – design it to last, does not need to be fancy (2 comments).
- Overhand shelter design recommendation:




**Customer Systems:**

- Real-time information displays are very useful – would be great downtown.
- GPS on more buses.

## Broadway Exclusive Runningway

Many attendees were interested in discussing the proposed runningway for Broadway. There were more comments for Broadway than College or 3rd Avenue (a total of 27 written comments). Some comments focused on the platform location, while others focused more generally on the corridor.

**General:**

- More Access Transit please
- Turn Broadway into a walking mall from 8th Street to the bridge
- There is a bike route along Victoria and many cyclists like to connect from Victoria to Broadway (to continue south on Broadway) via 9th Street. Need for making/signs to bike route along 9th and Broadway.
- Would prefer rapid transit on Victoria and keep local service on Broadway
- Please consider option of Broadway to Main to Victoria Ave to Traffic Bridge
- Angle parking on Broadway
- Consider contraflow and centre loading station to save road width.
- Station will need railings to prevent people from jaywalking or falling into traffic lane.
- Left turns across runningway – have you seen Saskatoon drivers? Disaster!
- What about closures of Broadway for festivals?
- Festivals on Broadway are great but – they can relocate to Downtown, Farmers Market. Fringe can move. It is a price worth paying to have BRT.
- Scramble crosswalk
- What about school drop-off and pick up? [referring to Ecole Victoria]
- School buses have to go around the block to get in place [referring to Ecole Victoria]
- BRT needs to consider greater Saskatoon commuters.
- Run Red Line across Broadway Bridge and along all of 8th Street. Better East-West crosstown (2 comments)

**Platform Location (between 9th and 10th Street):**

- What about moving the stations to this block (between Main Street and 9th Street) instead. Businesses and land uses between Main and 9th already have lots of on-site parking whereas there are smaller businesses with less on-site parking between 9th and 10th Street (1 comment and 2 written “likes”)
- Don’t put the station between Main and 9th. The high school needs parking because of pick-ups and drop-offs that already occur on Broadway in front of the school. A station directly beside the high school in encourage jaywalking.
- The location of the station between 9th and 10th is central for Broadway. Moving it further south means more walking for those accessing destinations on the north side of Broadway.
- Move station to Main Street to save parking.
- Need longer pedestrian crossing time.

## 3rd Avenue Exclusive Runningway

3rd Avenue had a similar number of comments (14 written comments) as College Drive; however, there was generally more people in conversation around the 3rd Avenue rollplot than around the College Drive rollplot.

**General:**

- This is pretty much right. Good planning!
- Scramble crosswalks everywhere!
- Contraflow – easier to switch to opposite direction if miss stop and also transfer
- Contraflow – cost savings because of single station, plus more people on one station = community building!
- Make it contraflow with a centre station so that transfers are easy and people don't have to exit station to transfer in another direction.
- Loosen zoning bylaws to allow for pop-up/temporary/seasonal businesses on 3rd to serve commuters.
- Wind barrier, active eyes, ice, bus shelter, mobility friendly to pedestrian shoppers and employees, All Ages

**3rd Avenue and 24th Street:**

- Access for Franklin Shuttle bus to exit [pointing to northwest corner of 3rd Ave & 24th St]
- Senior Centre bus picks up people from here [pointing to northwest corner of 3rd Ave & 24th St]
- Combine the two north stations to one in front of City Hall.
- Extend parking to City Hall front entrance.

**19th Street and 3rd Avenue Intersection:**

- Put in accommodations for bikes coming off the traffic bridge and going down 19th and vice versa.
- Remove pork chop island here and more curb to improve pedestrian crossing (2 comments).

## College Drive Exclusive Runningway

College Drive less comments than Broadway but a similar number to 3rd Avenue (15 written comments). Some comments focused on specific intersections while other comments were more general.

**General:**

- I like it (2 comments)
- Why not make it contraflow the whole way?
- More Access Transit

**North side of College Drive between Hospital Ave and the University Bridge:**

- Why not this path everyone already currently walks on (the unpaved dead grass)? [arrow points to worn dirt pathway on aerial photo]

**Munroe and College Drive:**

- This is a highly used stop by RUTT and University.
- People have to walk far from outpatient to BRT
- Transit shuttle to BRT? [in response to previous comment]

**Wiggins and College Drive:**

- How do people with different abilities move around in the middle of a street?
- Suggest pedestrian overpass that can accommodate bikes and pedestrians.

**Cumberland and College Drive:**

- Grade separated crossing for pedestrians just east of Cumberland? (2 comments)
- Serious improvements to pedestrian realm required along Cumberland – among the highest pedestrian volumes in the city already.
- High pedestrian volumes! Make sure you have a highly functional intersection.
- Re-time the light to allow pedestrians to cross in time (2 comments)
- Disaster – moving from Place Riel moves pedestrian traffic to College a vulnerable to traffic hitting transit lane therefore move off College

## Transit Network Reconfiguration

A total of 17 written comments were received on the transit network reconfiguration map.

**General:**

- Park and Ride north - south access to BRT
- Consider 8 pm to end service to capture shift workers and allow downtown service for everyday activities.

**Betts**

- Sidewalks, lots it not for pedestrians/employees, mobility friendly to shoppers of All Ages. Parking lot journey needs wind, shelter, ice, active eyes. Shopping cart storage.
- Go to Walmart. Establish connection for pedestrians. Betts Avenue to Molland Lane.
- Wind, surface, isolation for mobility, shoping packages, crossing bare lots to access BRT.

**South of 22nd Between Betts and Circle Drive:**

- Gaps in local service.
- Service in area greatly reduced.
- Totally bypassed neighbourhood and seniors, and social housing.

**Avenues H and P**

- Routes running full length of H & P please (grocery store runs)
- Hard to access essential services like groceries. 33rd to 20th north south route needed.

**33rd Avenue and Idywyld**

- Keep access along 33rd (Mayfair, Caswell, HBP) to downtown and/or campus
- Improve access to SIAST to reduce parking problems
- Big gap not service by bus from Ave P to Idywyld.
- Why use this street? Wouldn't be better on 2nd Avenue? [Pointing to Idylwyld]

**North Industrial**

- Make sure service can accommodate shift work in North Industrial area. Until 9 pm is not enough.
- Need service to N. Industrial since it is a major employment areas.
- Lacks East-West connection in the North Industrial Area.

**North**

- Large number of users on existing 7/22 to campus in the AM. Direct connection Please!

**South of Taylor but West of Circle Drive:**

- All regular bus route stops equipped with benches, esp. in Eastview with highest per capita seniors in all of Canada.

# Feedback on Proposed Dedicated Runningways

## Engagement Overview

The planning process for the Bus Rapid Transit (BRT) project has included numerous engagement activities to provide the public and stakeholder groups with information on the project and to collect their input for consideration. These activities have included online surveys and in-person engagements, such as public information sessions, targeted stakeholder information sessions, workshops, and conversations with specific stakeholders.

Participants have generally supported rapid transit in Saskatoon. However, some elements of the proposed BRT system generated more discussion, questions and concerns than others. The proposed dedicated runningways on 3rd Avenue, Broadway Avenue and College Drive garnered substantial attention during engagements in which they were showcased.  Of those who expressed opposition to the proposed dedicated runningways, most were business owners along 3rd Avenue or Broadway Avenue. The College Drive dedicated runningways seem to receive more general support from stakeholders with milder concerns.

The following provides a summary of the input received regarding the proposed dedicated runningways.

## 3rd Avenue

### Downtown Business Improvement District

On May 2, 2018, the Transit Plan project team engaged with business and property owners on 3rd Avenue in the downtown area regarding the BRT system. In total, there were 105 invitees with 43 attendees.

#### *Route Selection*

Some attendees felt the BRT system should utilize 1st Avenue through downtown. The rationale for this preference included: businesses and residents closer to the river would still be adequately accommodated; the location of the downtown mall; potential future business growth west of 1st Avenue; and the prospective development of a downtown arena. Suggestions were also offered for alternate station locations along 3rd Avenue.

#### *Parking*

Most attendees were in agreeance that any losses to parking on 3rd Avenue would negatively impact businesses. Although additional parking is planned (primarily at the current location of the 23rd Street bus mall) to alleviate these losses, the offset would be unevenly distributed along 3rd Avenue. Alternative suggestions for potential parking offsets included locations for angled parking stalls on side streets and opening City-only parking lots to the public in the evening. The need for delivery and loading zones were also raised as concerns.

#### *Traffic*

Some attendees were concerned that dedicated BRT runningways will increase vehicle congestion and cause slower travel times. If so, drivers would choose other routes throughout the downtown, causing 3rd Avenue businesses to have a reduced visual presence for current and potential clientele traveling by.

### *Safety*

Concerns over crime and safety issues in the downtown area were commonly expressed. Potential safety issues brought forth related to the BRT system comprising of longer walks to businesses for those who drive and park and the belief that BRT stations would encourage loitering, creating an environment conducive to criminal behaviour. Security and crime prevention through environmental design (CPTED) must be considered in the planning process. Pedestrian safety while crossing to and from centre-running stations was also raised as a concern.

### *Ridership*

Some argued that bus riders are an insignificant proportion of their customer / clientele base, so a BRT station on 3rd Avenue would not benefit their business. It was argued by some that the BRT system would only benefit a small proportion of Saskatoon residents and visitors and therefore is not cost effective.

### *Timeline and Construction*

The project's timeline frustrated some attendees who felt there should be more time to absorb the information provided and that the project team should further consider other location options. Limited input regarding construction options were provided by attendees, though there was a preference for construction taking place in the evenings in the first quarter of the year.

### *Streetscaping*

Some attendees expressed frustrations regarding the potential loss of the centre boulevards on 3rd Avenue. Stations should consider environmental factors and the principles of CPTED in their design. Greenery and local art should be utilized to create a unique streetscape experience.

## Other Feedback

### *Public Events and Surveys*

When discussing the 3rd Avenue runningways, participants focused their comments and questions primarily on parking impacts, traffic flow, alignment with the downtown bike lanes, and route selection.

# Broadway Avenue

## Broadway Business Improvement District

On April 24, 2018, the Transit Plan project team engaged with business and property owners on Broadway Avenue regarding the BRT system. In total, there were 170 invitees with 42 attendees. In general, attendees indicated that changes to the current transit system would be positive for Saskatoon, though there are strong concerns of how Broadway Avenue could be affected by dedicated runningways.

### *Route Selection*

Some attendees felt the BRT system should utilize Victoria Avenue to connect 8th Street to the downtown core since there would be far fewer businesses impacted compared to on Broadway Avenue.

### *Traffic*
Concerns over how dedicated runningways might impact vehicle traffic were expressed including possible vehicle congestion; parallel parking in single lane traffic; the potential diversion of vehicle traffic to Victoria Avenue; and how bicycle traffic may be affected.

### *Parking*
Several attendees insisted that on-street vehicle parking on Broadway Avenue is integral to maintaining current customers and clientele. Increased parking on side streets was desired by some to help mitigate any loss that would occur.

### *Ridership*
Some argued that bus riders are an insignificant proportion of their customer / clientele base so a BRT station on Broadway Avenue would not benefit their business. Some gave suggestions on how the City might increase ridership, such as free service for a trial period.

### *Atmosphere*
Broadway Avenue is a historic and unique destination in Saskatoon. Input was received on how potential screetscaping and station design could help maintain that heritage. Questions were also raised on how street closures for festivals would be handled.

### *Construction*
Business and property owners want construction to have a limited impact, as many felt they had yet to recover from substantial road work projects in recent years. The general preference expressed was for construction to be staggered rather than impact the entire corridor at once; for construction to be implemented in January through March if possible; and for the bulk of construction to take place in mornings or evenings rather than afternoons.

## Other Feedback

### *Public Events and Surveys*
Participants generally expressed support for the proposed route through Broadway Avenue, though some were concerned about the parking impacts related to the dedicated runningways. Members of the public often asked how special events involving street closures, such as the Fringe Festival, would be impacted by BRT. Participants also expressed an interest in maintaining Broadway Avenue's unique heritage feel that visitors and residents currently enjoy.

## College Drive

### The University of Saskatchewan
Various stakeholders at the University of Saskatchewan (U of S) have been engaged to date, including Administration, the U of S Students' Union, the Graduate Students' Association, St. Andrew's College, and St. Thomas More College.

In general, these stakeholders showed interest in the BRT system, with many expressing support for the overall system and, in principle, for the proposed dedicated runningway on

College Drive. Primary concerns were related to the loss of the transit hub at Place Riel, pedestrians safely crossing College Drive, and the coverage of the proposed feeder routes connecting neighbourhoods to the BRT lines.

## Other Feedback

### *Royal University Hospital*

A representative from Royal University Hospital was supportive of the BRT system and the dedicated runningway on College Drive due to the convenient station location for visitors and staff, as well as the ability for emergency services vehicles to utilize the runningway in an emergency situation.

### *Public Events and Surveys*

Participants tended to display more interest in the dedicated runningways on 3rd Avenue and Broadway Avenue than on College Drive. In general, participants expressed acceptance or support for the dedicated runningway on College Drive in principle, though some offered specific suggestions to consider for the functional plan.