

IMPLEMENTING THE PLAN FOR GROWTH

- Transit / Bus Rapid Transit Plan
- Downtown All Ages and Abilities Cycling Network

Governance and Priorities Committee, June 20, 2018



PRESENTATION OUTLINE

Plan for Growth
Overview

Transit Plan /
Bus Rapid
Transit (BRT)

Downtown All
Ages and
Abilities Cycling
Network

Options
Evaluation

Next Steps

Governance and Priorities Committee

PLAN FOR GROWTH AND THE NEED FOR CHANGE



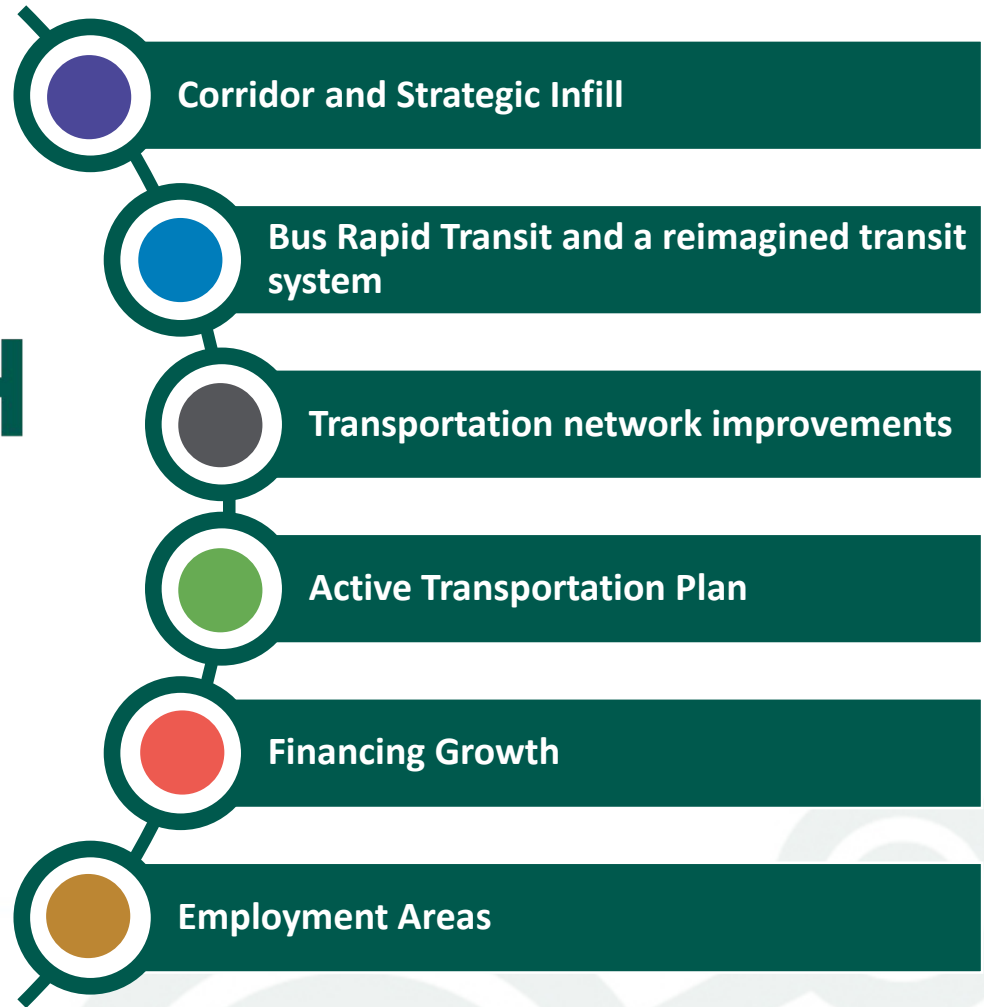
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- 2009  Growth Funding Strategy
- 2011  Saskatoon Speaks
- 2012  Strategic Plan
- 2016  Growth Plan to Half a Million



Plan for **GROWTH**



Plan for GROWTH



WHAT IS AT STAKE?



THE OPPORTUNITY



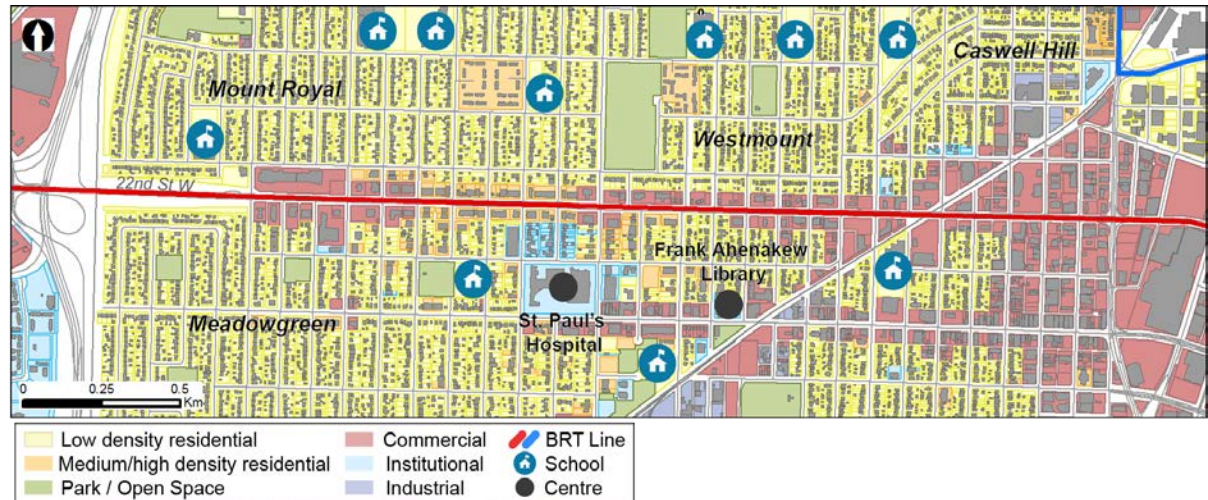
TRANSIT PLAN / BUS RAPID TRANSIT (BRT) - TECHNICAL

PROCESS OVERVIEW



EXISTING CONDITIONS

- Urban form
- Land use
- Roadway network
- Signals
- Traffic conditions



GROWTH PLAN

EXISTING CONDITIONS

PREFERRED CONFIGURATION

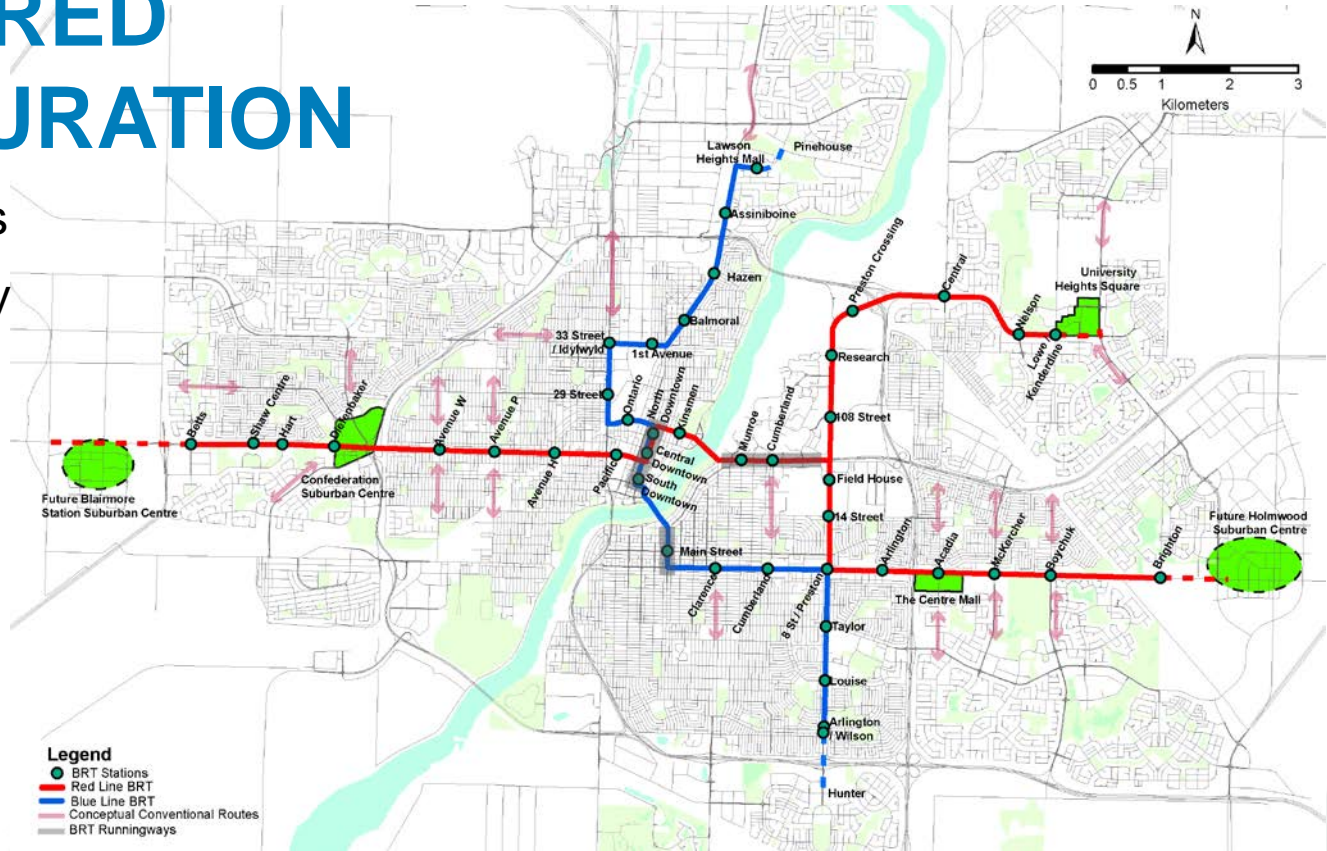
FUNCTIONAL PLANNING

DETAILED DESIGN

IMPLEMENTATION PLAN

PREFERRED CONFIGURATION

- BRT Corridors
- Transit Priority Measures
- Runningways
- Station Elements
- Customer Systems



GROWTH PLAN

EXISTING CONDITIONS

PREFERRED CONFIGURATION

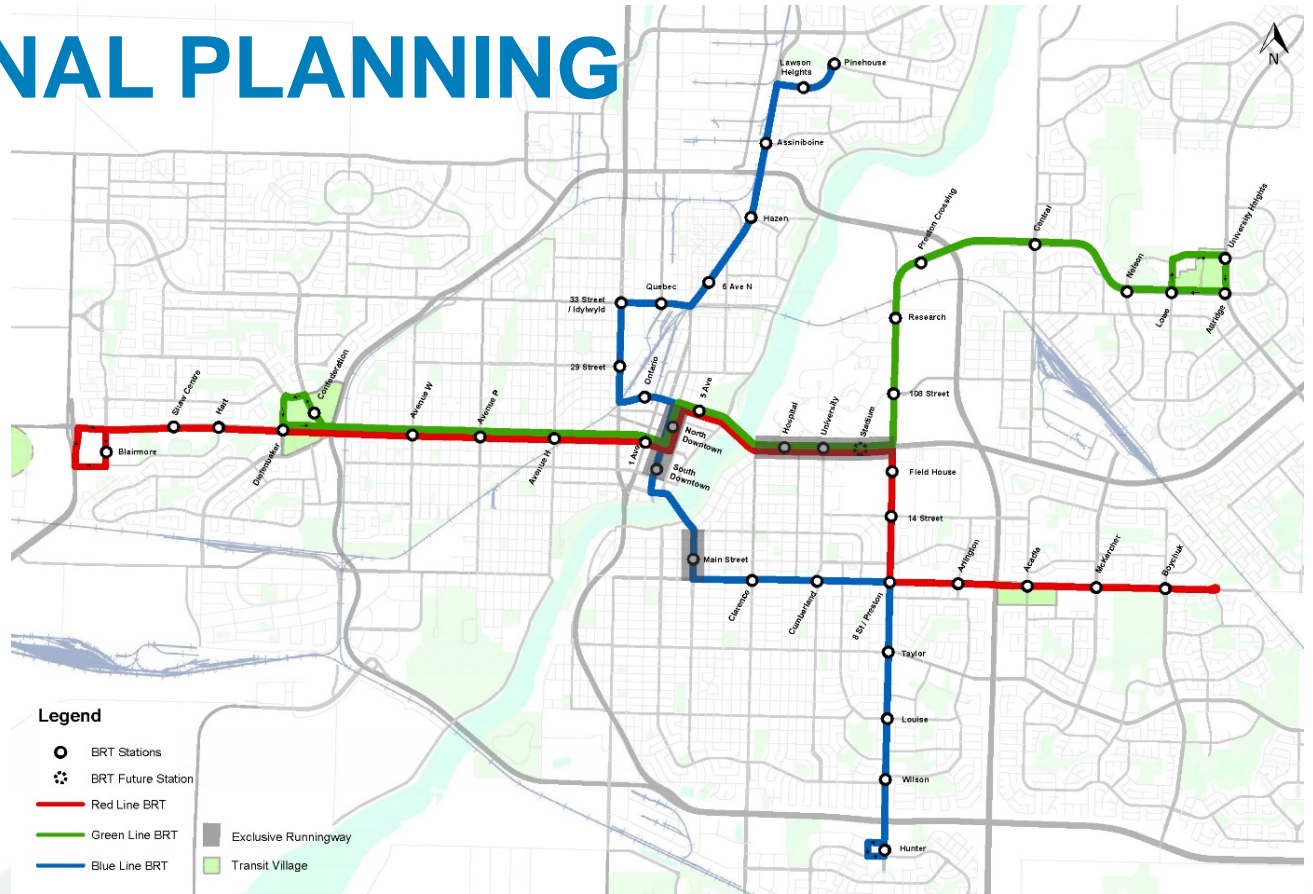
FUNCTIONAL PLANNING

DETAILED DESIGN

IMPLEMENTATION PLAN

FUNCTIONAL PLANNING

- Red, Green and Blue Lines
- Station locations
- Route terminals
- Exclusive runningway configurations
- Refined transit priority measures



GROWTH PLAN

EXISTING CONDITIONS

PREFERRED CONFIGURATION

FUNCTIONAL PLANNING

DETAILED DESIGN

IMPLEMENTATION PLAN

STATION DESIGN

- Station pad
- Curbside tactile strip
- Shelter and furniture
- Customer systems
- System identity and branding



GROWTH PLAN

EXISTING
CONDITIONS

PREFERRED
CONFIGURATION

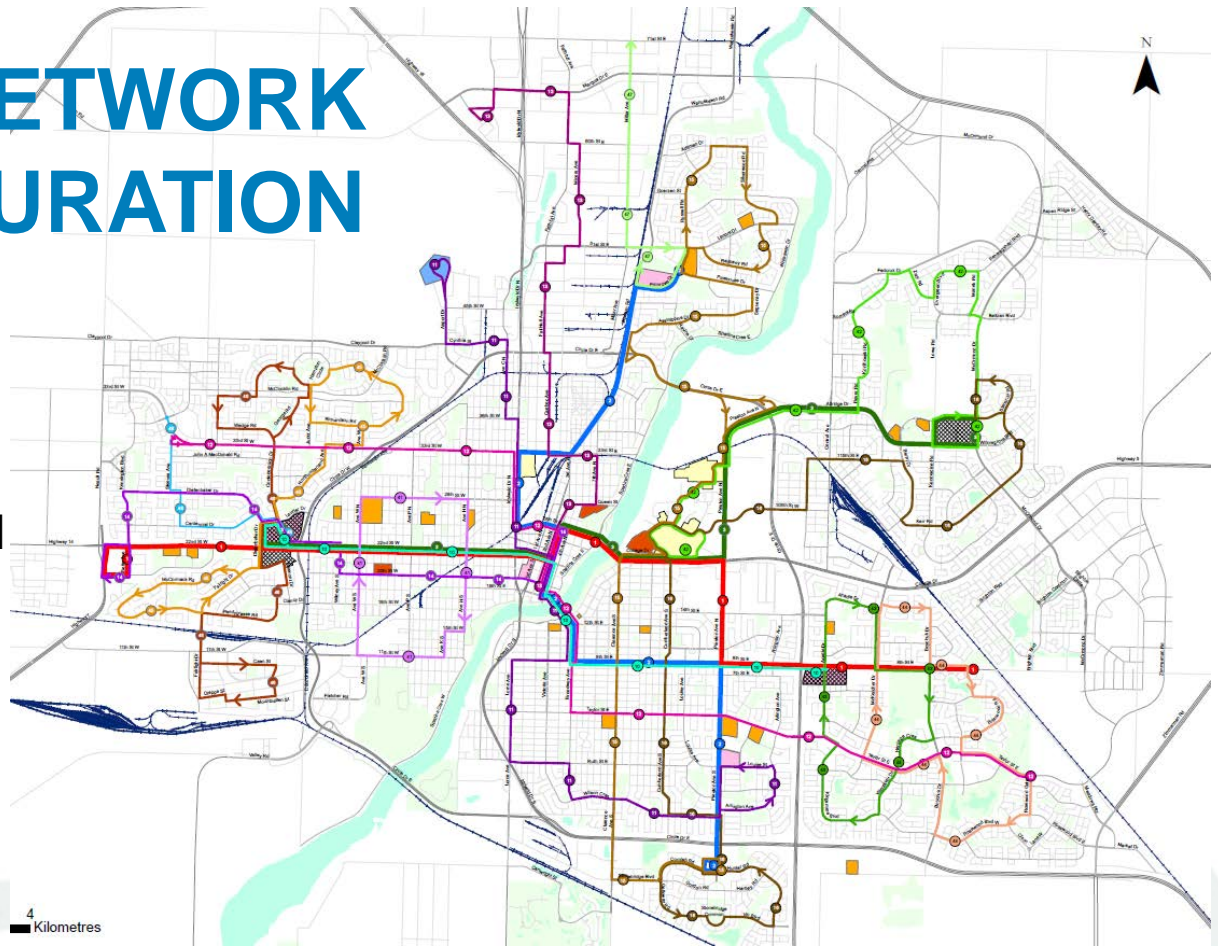
FUNCTIONAL
PLANNING

DETAILED
DESIGN

IMPLEMENTATION
PLAN

TRANSIT NETWORK RECONFIGURATION

- BRT backbone
- Coverage model to frequency model
- Directness of travel
- Route to route connections



GROWTH PLAN

EXISTING
CONDITIONS

PREFERRED
CONFIGURATION

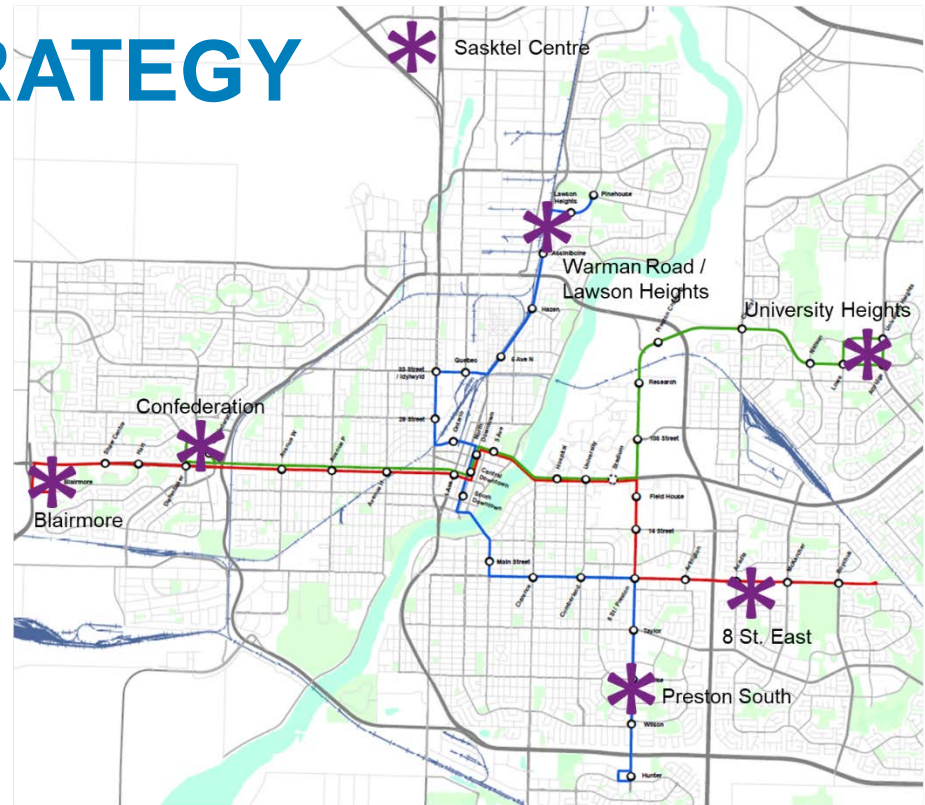
FUNCTIONAL
PLANNING

DETAILED
DESIGN

IMPLEMENTATION
PLAN

PARK & RIDE STRATEGY

- Extends the reach of transit system
- Intercepts auto trips
- Reduces auto volumes at critical points
- Preliminary shared-use approach



GROWTH PLAN

EXISTING
CONDITIONS

PREFERRED
CONFIGURATION

FUNCTIONAL
PLANNING

DETAILED
DESIGN

IMPLEMENTATION
PLAN

BRT BUSINESS CASE

MULTIPLE ACCOUNTS

Transportation User Benefits

- Travel Time Savings
- Vehicle Cost Savings
- Safety

Financial

- Fare revenue
- Capital costs
- Operations and maintenance

Environmental

- Reduction in GHGs

Economic Development

- Property value uplift

Social and Community Impacts

- Health benefits

SUMMARY OF RESULTS

	Optimistic (3% discount)	Conservative (8% discount)
Total Benefits, \$M	\$279.8	\$164.9
Total Costs, \$M	- \$110.4	- \$95.6
NET PRESENT VALUE, \$M	\$169.4	\$69.3

Total Benefits ÷ Total Costs = *Benefit Cost Ratio*

BENEFIT-COST RATIO	2.5	1.7
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INTERNAL RATE OF RETURN	16.9%
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**DOWNTOWN ALL
AGES AND
ABILITIES CYCLING
NETWORK STUDY**

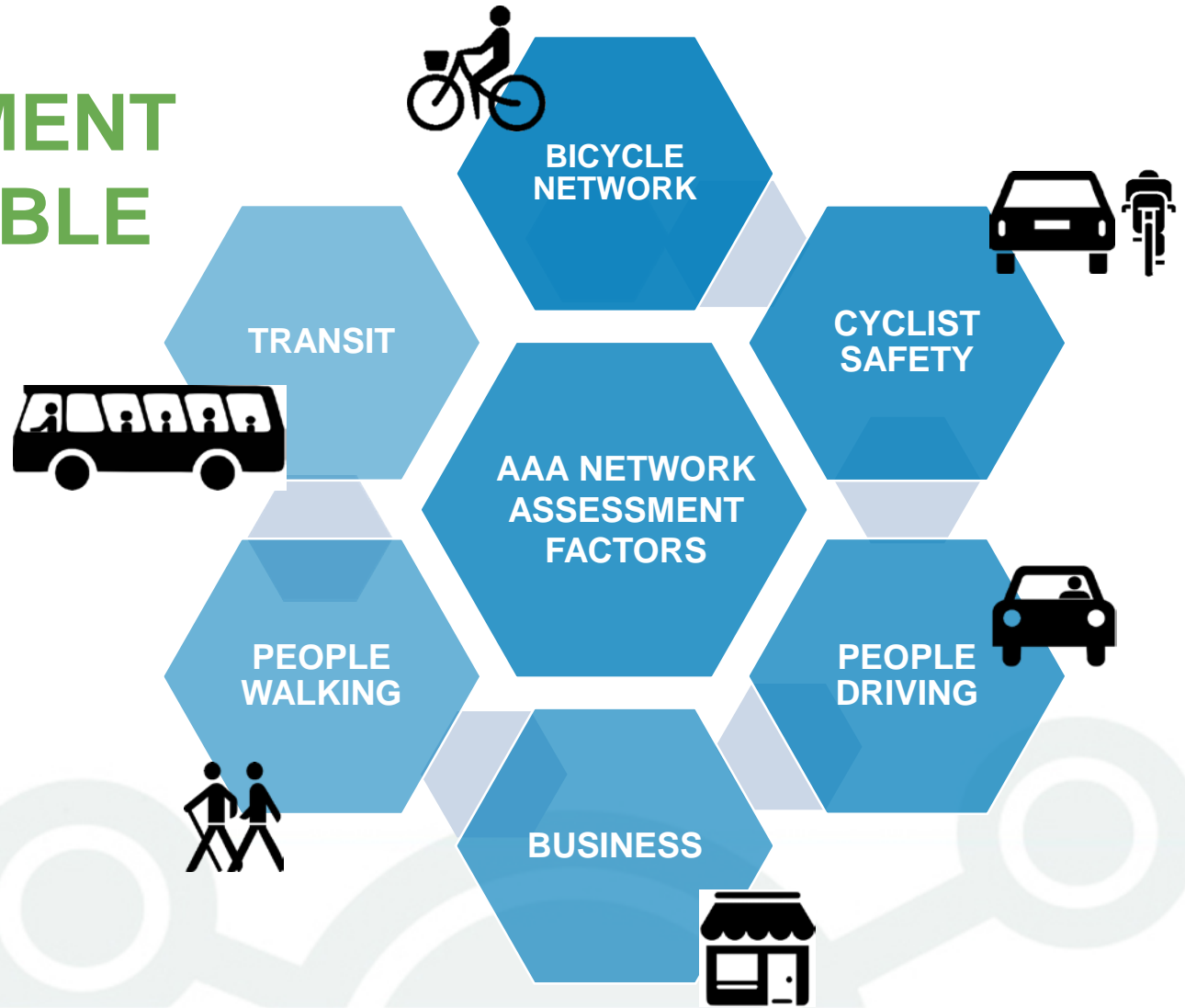
AAA STUDY FOUNDATIONS

- Connect to Saskatoon's wider cycling network
- Integrate with other key Downtown projects
- Consider the impacts to all users in the Downtown

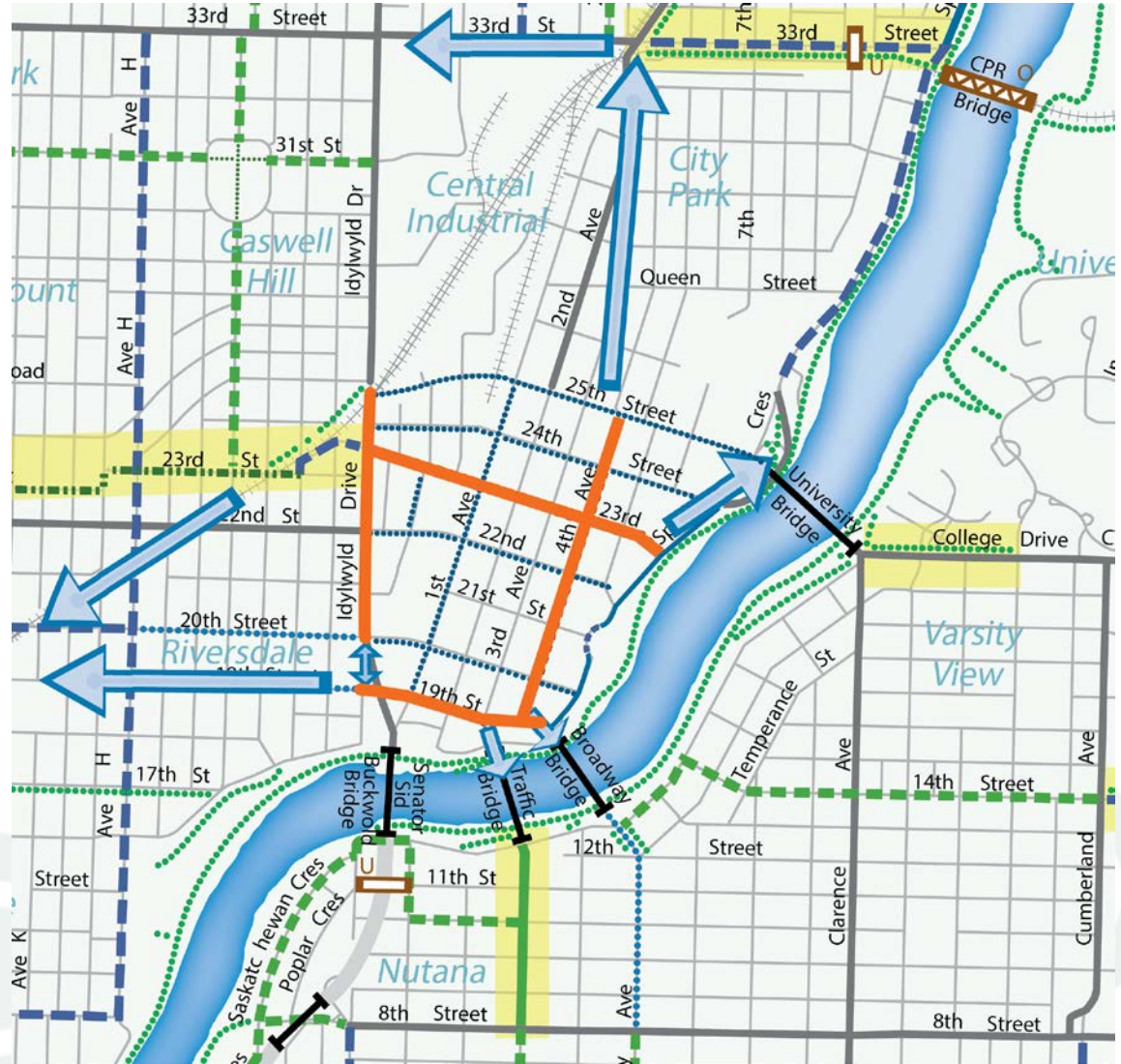
AAA CYCLING NETWORK PRINCIPLES

- Safety
- Comfort
- Connectivity

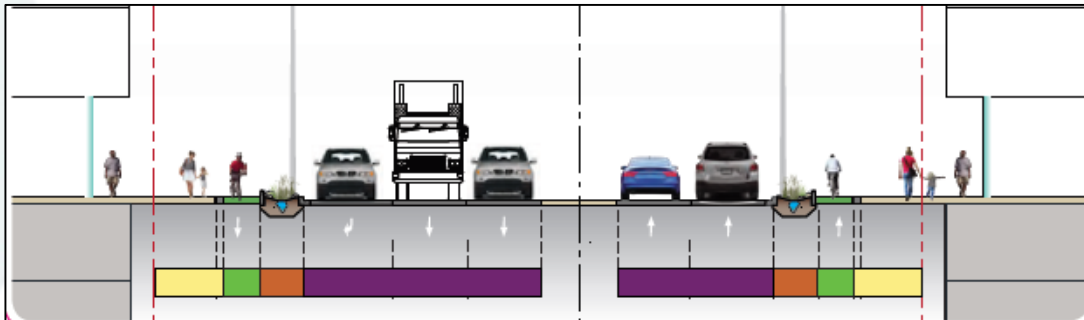
ASSESSMENT OF SUITABLE STREETS



PROPOSED NETWORK



IMAGINE IDYLWYLD



ENGAGEMENT SUMMARY



Downtown Protected Bike Lane Demonstration Project:

- 13 Stakeholder Meetings
- 2 Intercept Surveys
- 4 Open Houses
- 1 In-person Survey
- 4 Online Surveys
- 1 Online Community Discussion

Downtown AAA Cycling Network Study:

- 2 Stakeholder Meetings
- 2 Active Transportation Advisory Group Meetings
- 1 Open House

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STAKEHOLDER INPUT



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BRT/TRANSIT ENGAGEMENT SUMMARY

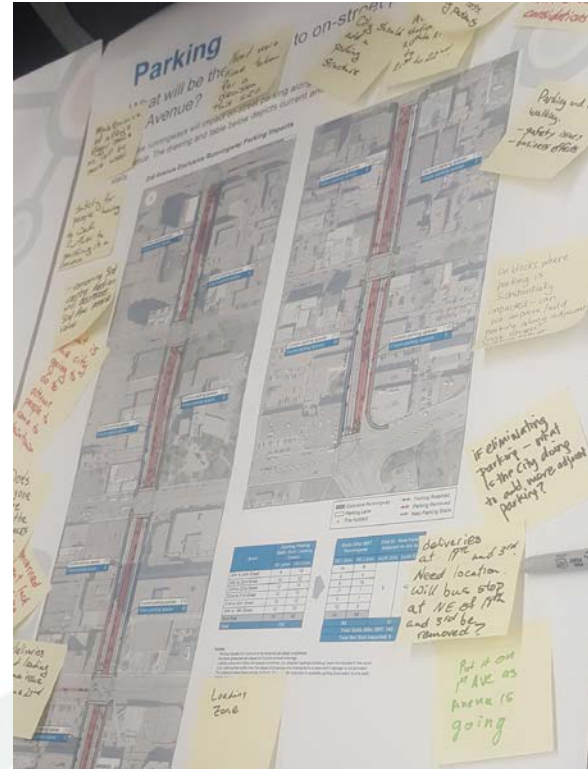


- 43** In-person Stakeholder Meetings
- 4** Stakeholder Workshops
- 3** Targeted Stakeholder Events – BIDs, CAs
- 6** Public Open Houses
- 3** Online Surveys

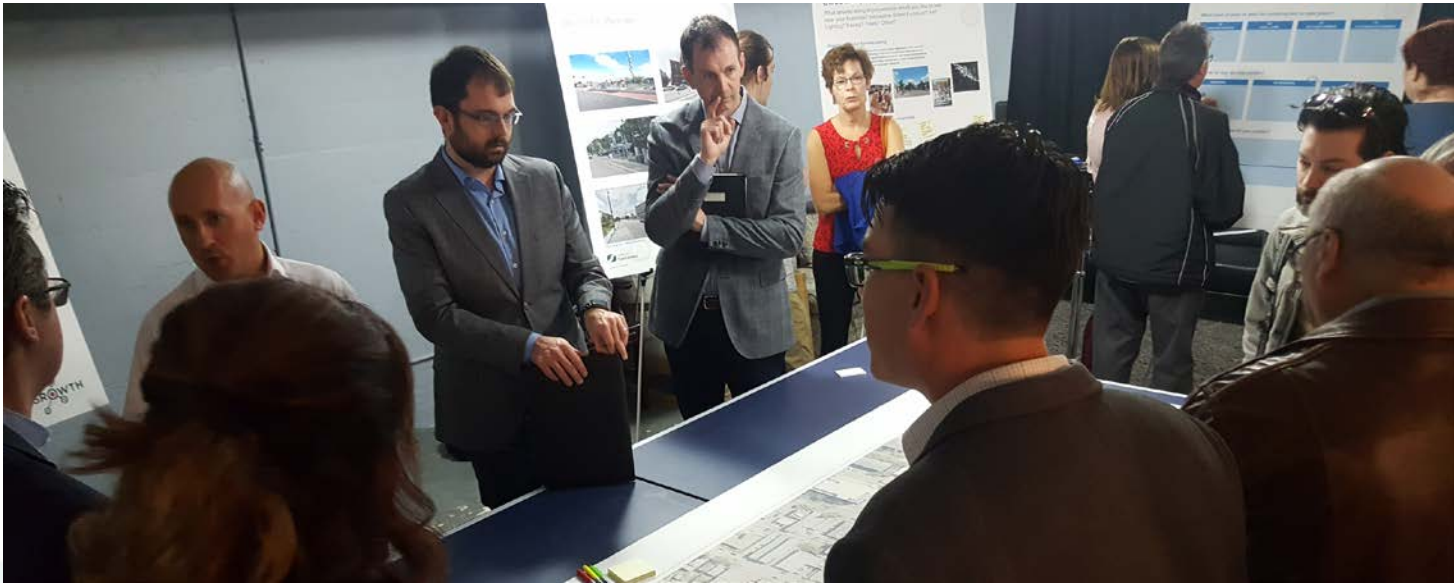
BRT ENGAGEMENT THEMES: TRANSIT SYSTEM CHANGE



BRT ENGAGEMENT THEMES: PARKING



BRT ENGAGEMENT THEMES: BUSINESS IMPACTS



BRT ENGAGEMENT THEMES: TRAFFIC



BRT ENGAGEMENT THEMES: STATION SHELTERS



WHAT MAKES STATIONS UNIQUE TO SASKATOON?
- use of wood?

Highly recommend free ridership between Downtown/Broadway/W of S - provides a benefit to retailers & restaurants

Pipe in Classical Music - deterrent for hoodlums

Shelters do not fit heritage look and do not belong on Broadway

Visually, Larmer Stations. Doesn't give w/ the Streetscaping images. ✓

BRT ENGAGEMENT THEMES: SAFETY



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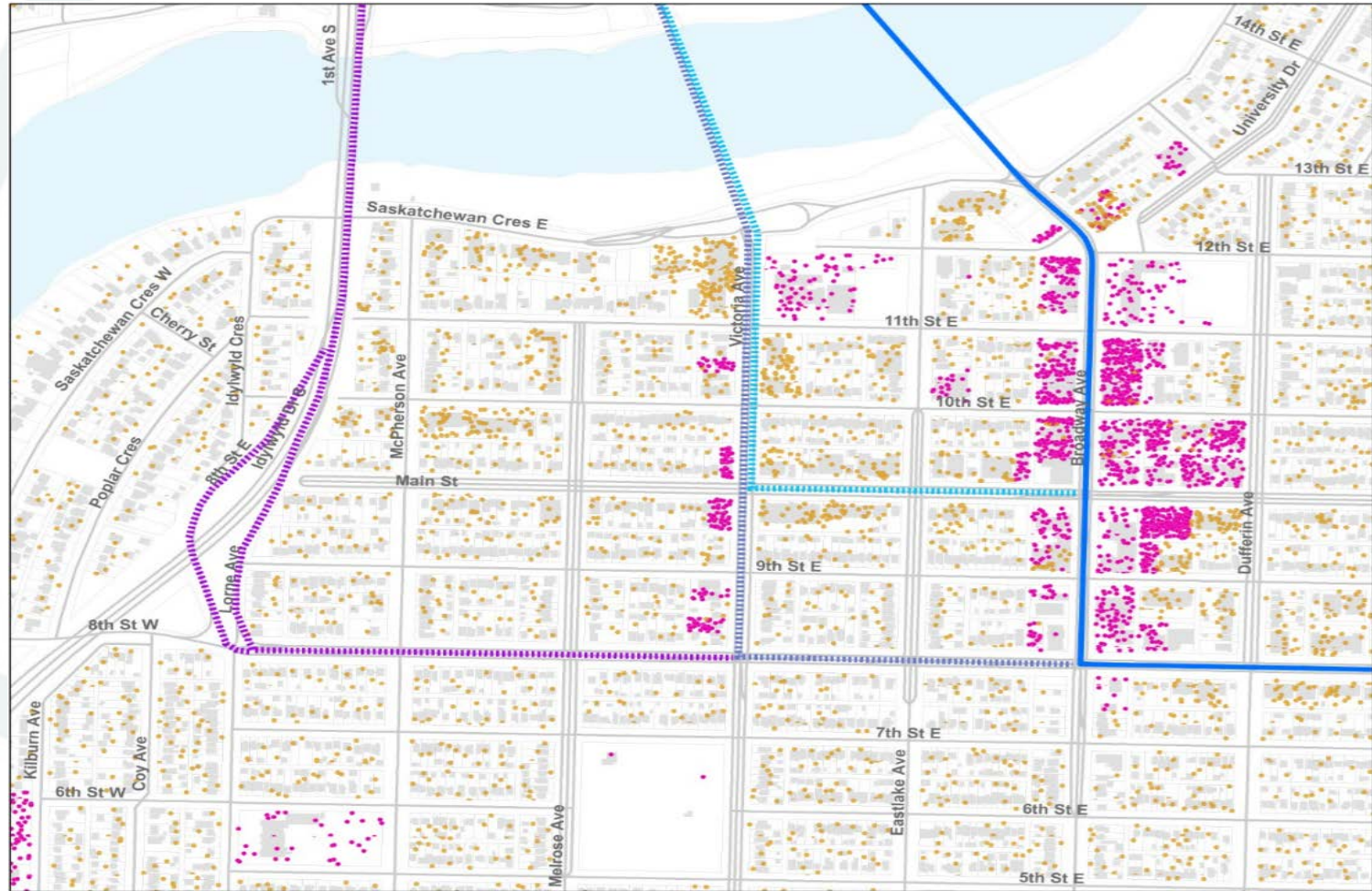
OPTIONS EVALUATION



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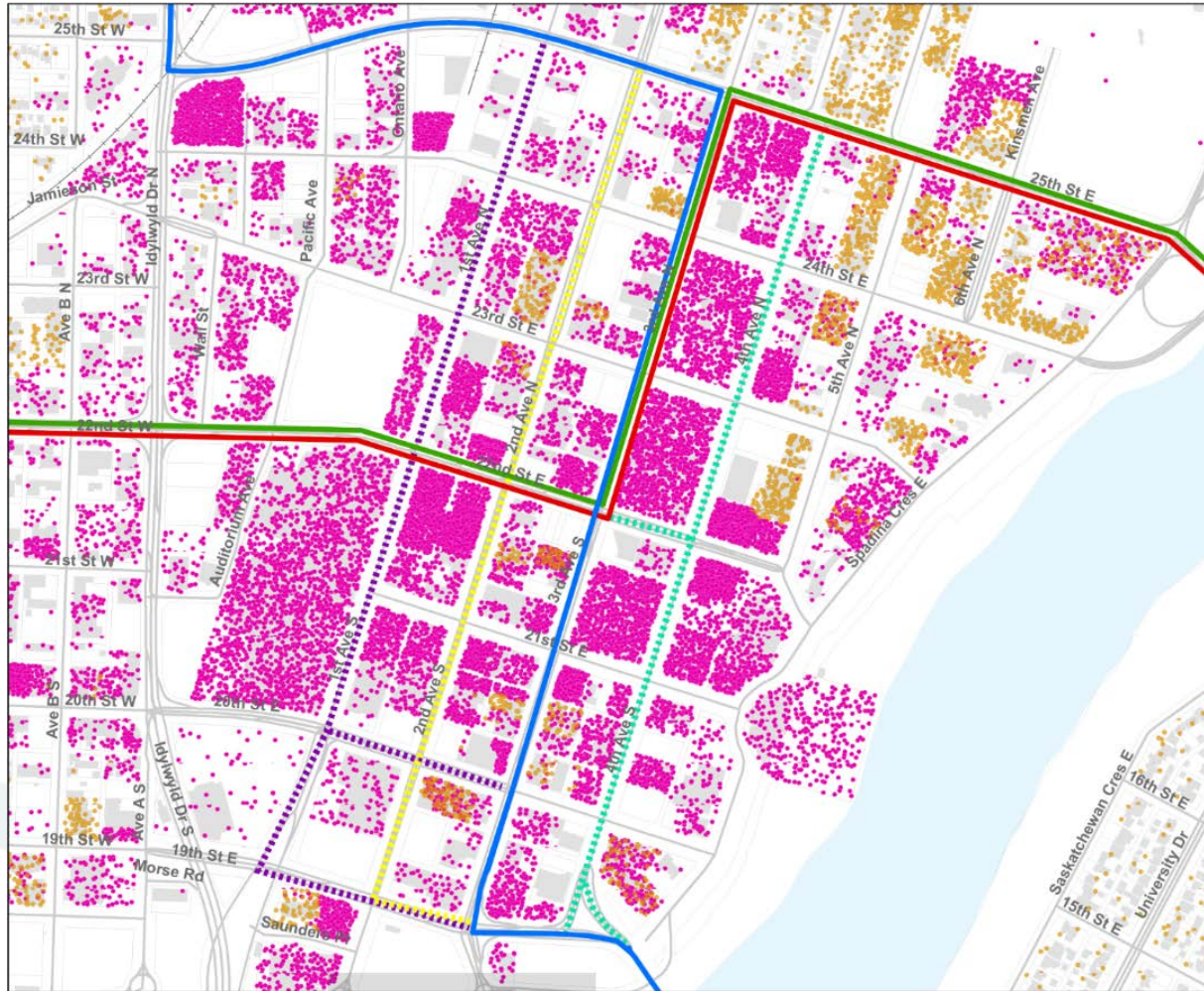
NUTANA BRT: ROUTE OPTIONS



NUTANA BRT: ROUTE OPTIONS

	Broadway	Victoria	Victoria to Broadway	Idylwyld
Road Width	✓	X	X	✓
Walking Coverage	✓	X	✓	X
Existing Transit	✓	X	✓	✓
Transit Operations	✓	X	X	✓
Vehicle Traffic	X	✓	✓	✓

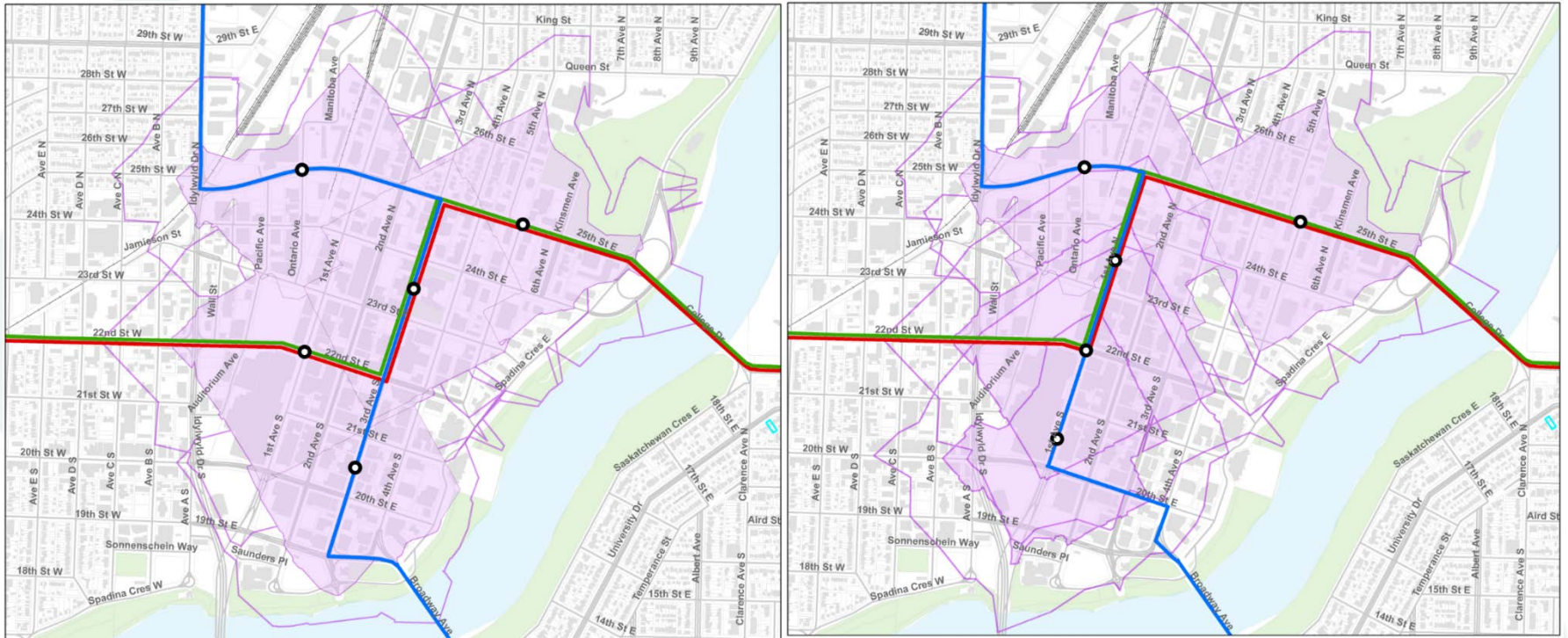
DOWNTOWN BRT: ROUTE OPTIONS



DOWNTOWN BRT: ROUTE OPTIONS

	1 st Avenue	2 nd Avenue	3 rd Avenue	4 th Avenue
Road Width	✓	X	✓	X
Walking Coverage	X	✓	✓	X
Existing Transit	✓	X	✓	X
Transit Operations	✓	X	✓	X
Vehicle Traffic	X	X	✓	✓

DOWNTOWN BRT: ROUTE OPTIONS



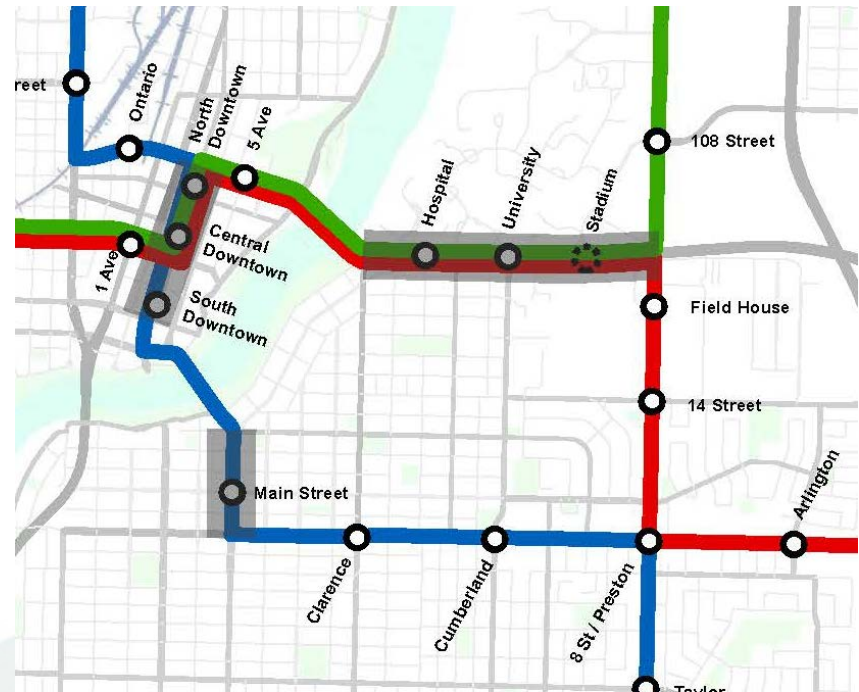
DOWNTOWN AAA CYCLING NETWORK

OUTCOME OF ASSESSMENT:

NORTH-SOUTH STREETS

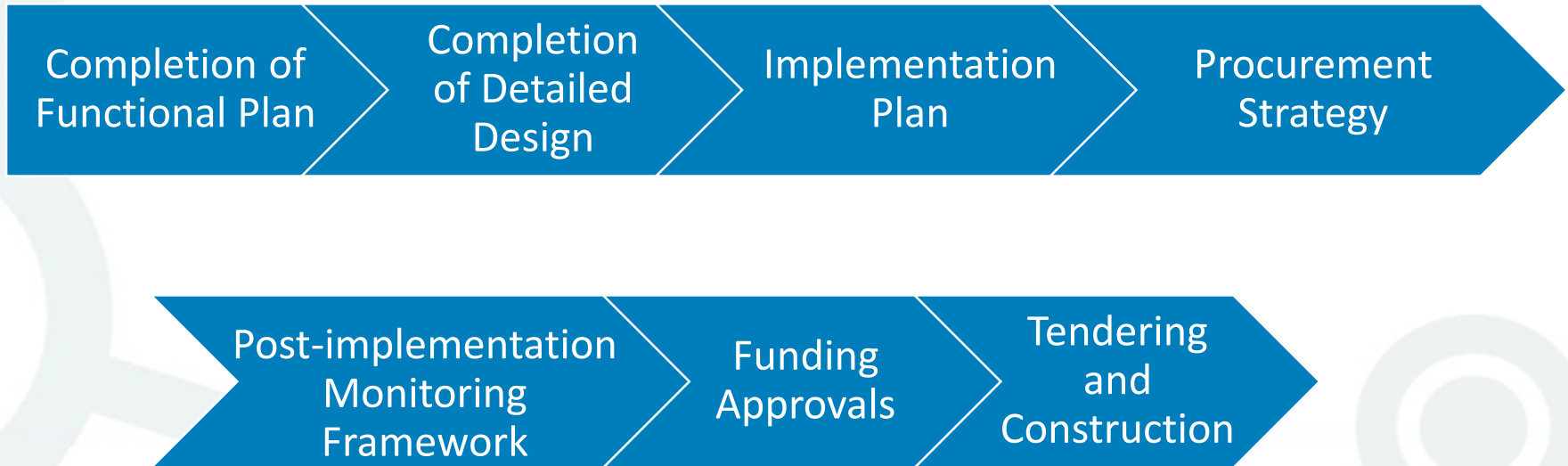
	1 st Avenue	2 nd Avenue	3 rd Avenue	4 th Avenue	Spadina Cr
Cycling Network (Linkages & Coverage)	✓	✓	✓	✓	✓
Motor Vehicles (Level of Service & Travel Time)	X	✓	✓	✓	✓
Business (Parking)	X	X	X	X	X
Transit (Future BRT)	✓	✓	X	✓	✓

DEDICATED TRANSIT LANES



NEXT STEPS

TRANSIT PLAN & BRT: NEXT STEPS



DOWNTOWN AAA CYCLING NETWORK STUDY: NEXT STEPS



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Plan for GROWTH



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