

# DOWNTOWN FUTURE TRANSIT NETWORK

**As the major central destination and crossroads the Downtown will be served by the Red, Green and Blue BRT routes and five crosstown regular routes. This memo provides an overview of the recommended future transit network.**

Development of the new Transit Plan for Saskatoon includes implementation of the Red, Green and Blue BRT Lines and a reconfiguration of all regular bus routes to form an integrated transit network serving all of Saskatoon. The BRT Lines are illustrated in Figure 1 and the reconfigured city-wide network of regular bus routes are shown in Figure 2.

The BRT routes serve major destinations along the defined growth corridors, whereas the regular routes provide service to communities throughout the city. The regular routes circulate within communities and where possible connect to the BRT routes and other crosstown routes to form a city-wide integrated transit network.

Downtown Saskatoon has and will continue to form the city nucleus and crossroads for many major roadways. As the major central destination and crossroads, the Downtown will be served by the Red, Green and Blue BRT routes and five crosstown regular routes. These routes will provide service to/from Downtown, provide connections to routes serving other areas of the city and provide service for trips within Downtown.

A summary of the Downtown connecting routes is as follows:

- **Red Line BRT** – 22nd Street West, Confederation Transit Village, Downtown, College Drive, Preston Avenue South and 8 Street East
- **Green Line BRT** – Confederation Transit Village, 22nd Street West, Downtown, College Drive, Preston Avenue North, Attridge Drive and the University Heights Transit Village
- **Blue Line BRT** – Pinehouse Drive, Lawson Heights Mall, Warman Road, 33rd Street, Idylwyld Drive, Downtown, Broadway Avenue, 8th Street East and Preston Avenue South
- **Route 10** – Confederation Transit Village, 22nd Street West, Downtown, Broadway Avenue, 8th Street East and the Centre Mall Transit Village
- **Route 11** – Saskatoon Airport, Airport Industrial Area, Avenue C North, Idylwyld Drive, Downtown, Broadway, Lorne Avenue, Ruth Street, Wilson Crescent and Arlington Avenue
- **Route 12** – 33rd Street East, Idylwyld Drive, Downtown, Broadway Avenue and Taylor Drive East
- **Route 13** – SaskTel Centre, North Industrial Area, Faithful Avenue, Quebec Avenue, 33rd Street, 7th Avenue and Downtown (interlined with Route 14)
- **Route 14** – Betts Avenue, Diefenbaker Drive, Confederation Transit Village, 22nd Street, 20th Street and Downtown (interlined with Route 13)

The BRT and regular routes serving Downtown Saskatoon are illustrated in Figure 3. The Downtown routings of the BRT and regular routes vary depending on the BRT route selected within the Downtown. The Downtown routing for the three BRT route options are illustrated in Figures 4, 5 and 6.

## 1st Avenue Benefits and Implications

---

The following benefits and implications have been identified regarding a 1st Avenue route:

- 1) Opportunity to add streetscaping to 1st Avenue in conjunction with BRT dedicated lane development and current 3rd Avenue streetscaping could remain unchanged;
- 2) Potential catalyst for revitalization of the west and north areas of Downtown;
- 3) Closer proximity to potential Downtown arena locations;
- 4) North of 22nd St. there are currently few street-oriented buildings and uses, limiting natural surveillance. Additional measures may need to be taken in the near term to increase the safety of passengers using the station at this location, and significant efforts will be required to support transit-oriented land use/built form in the long term;
- 5) 1st Avenue has higher vehicle traffic than other Downtown streets which may translate into additional impacts for vehicles. The City Centre Plan identified 1st Avenue as a vehicular thoroughfare;
- 6) Further distances from current destinations in the Downtown and less supportive adjacent land use may result in slower ridership increases on the system. Ridership goals may need to be adjusted to reflect a slower change of pace; and,
- 7) Shifts the BRT walkshed coverage further west.

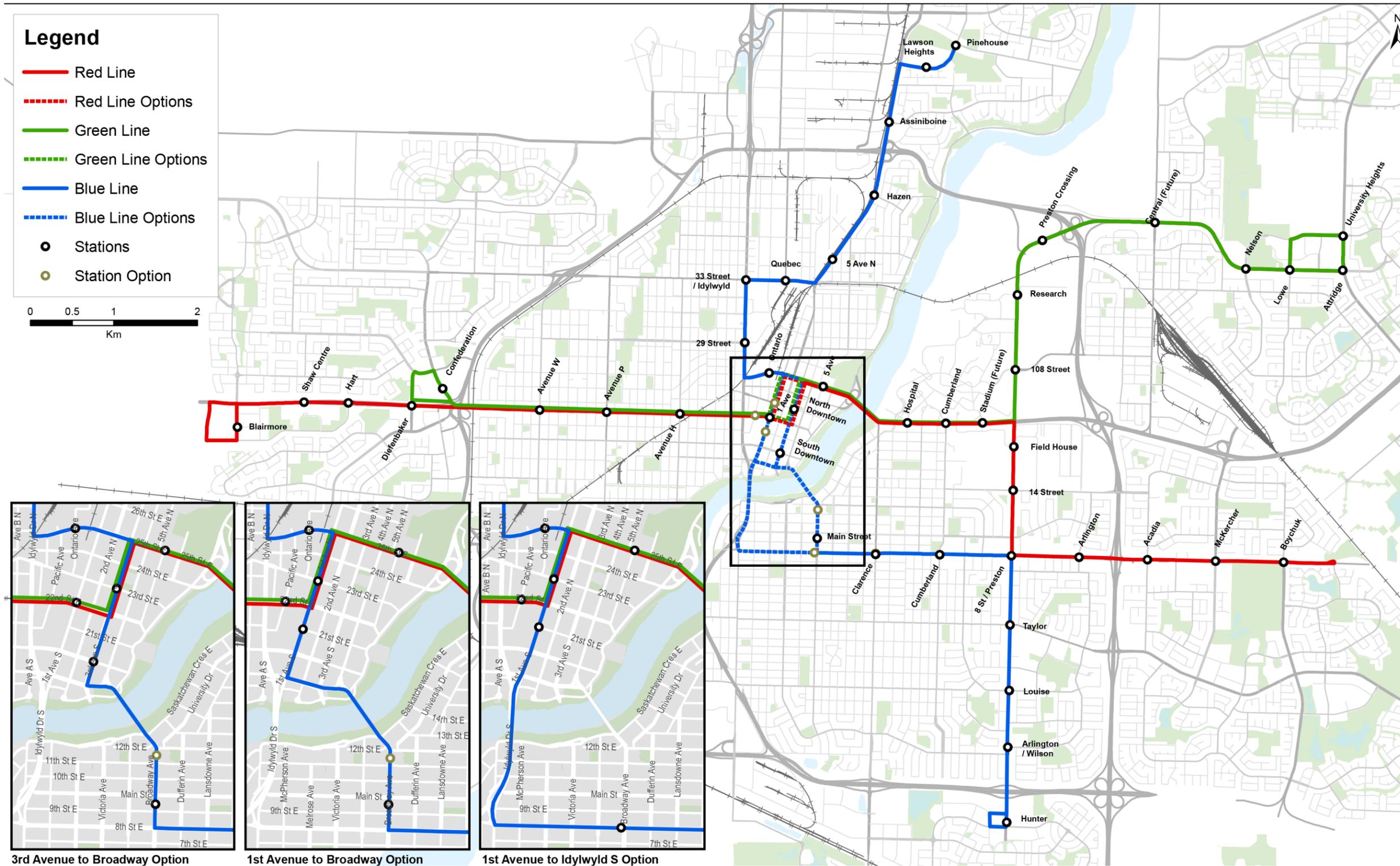


Figure 1. BRT Network

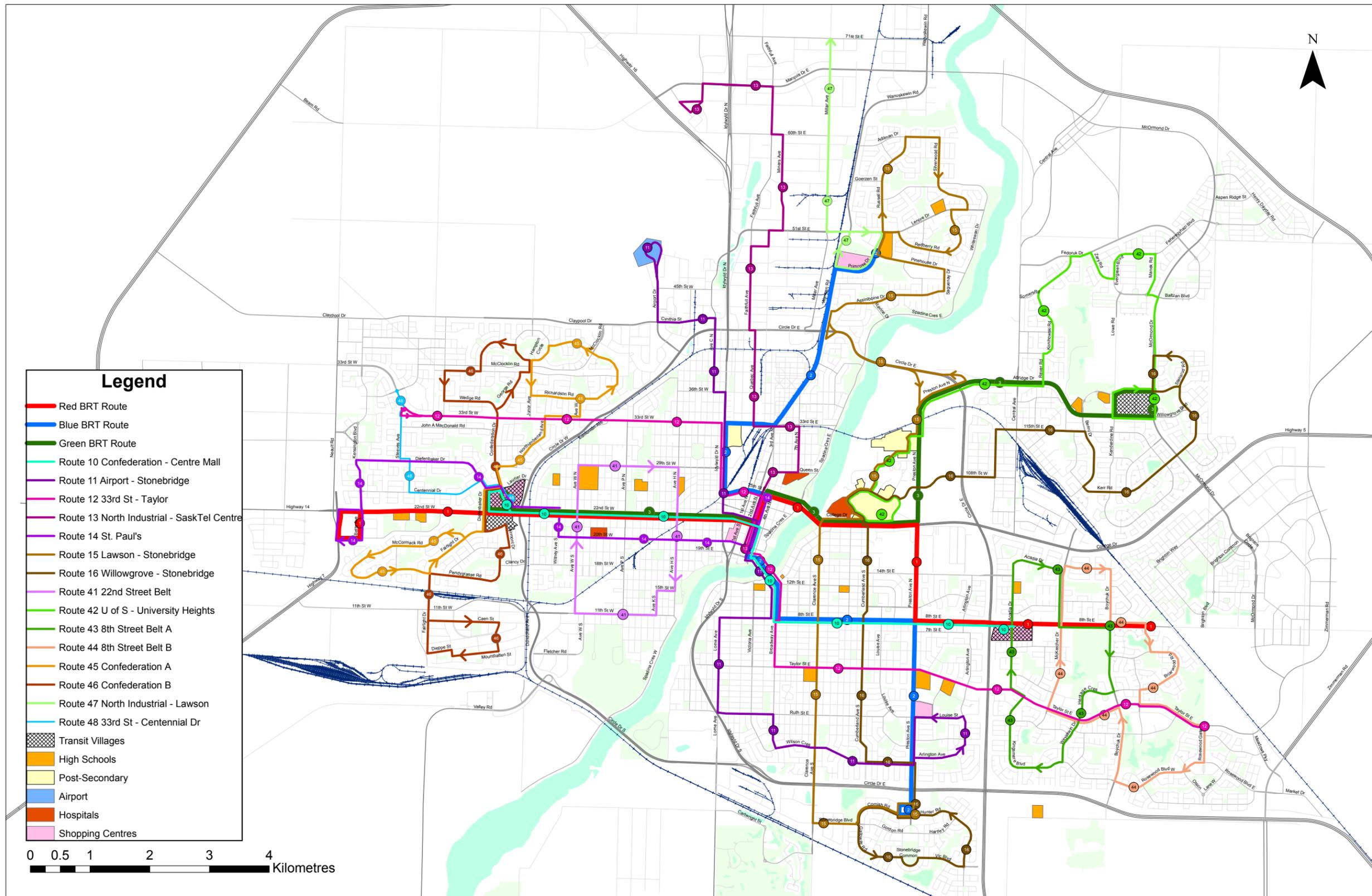


Figure 2. Reconfigured City-Wide Transit Network

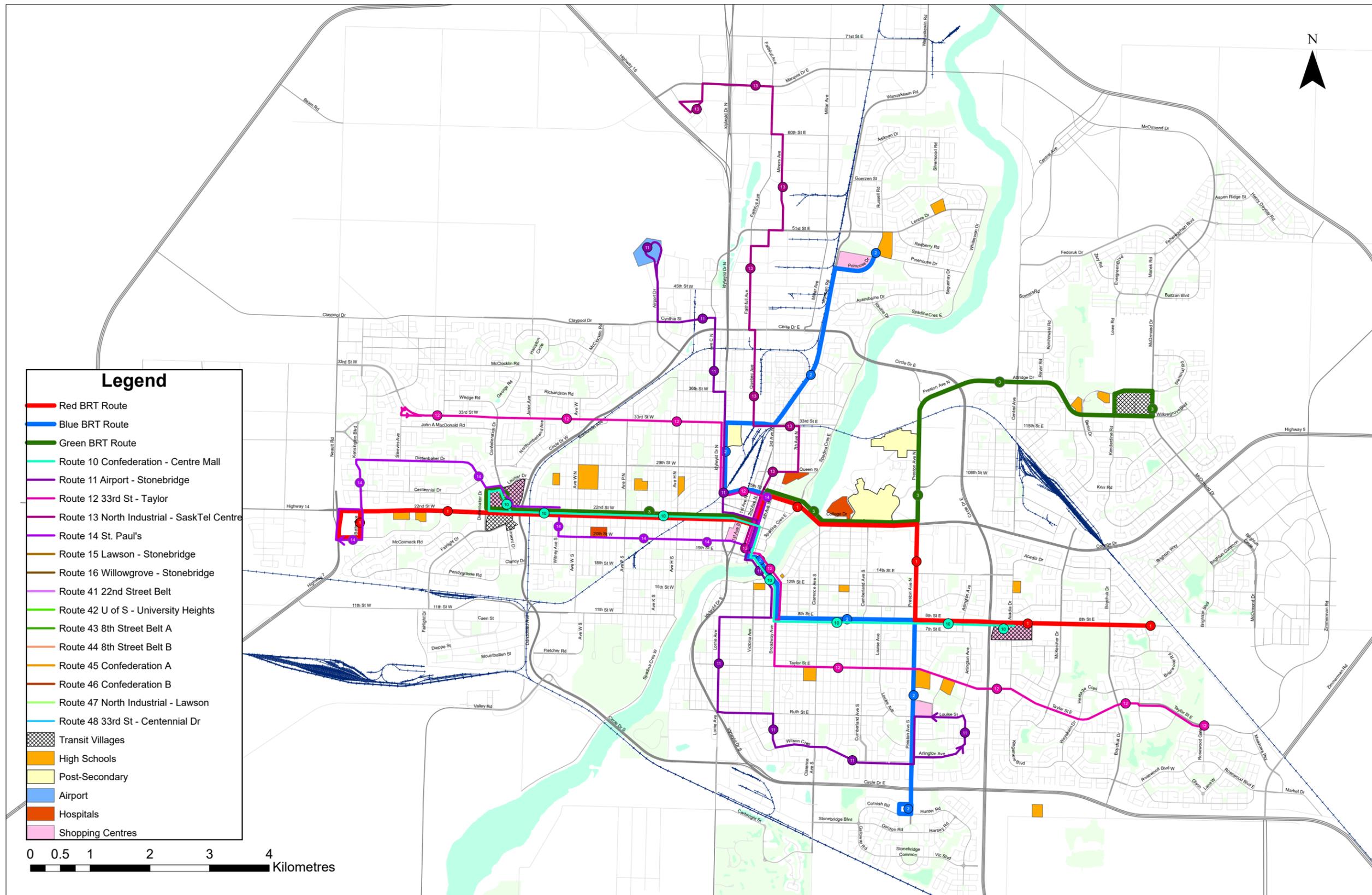


Figure 3. Routes directly serving Downtown

**Downtown Transit Network - 3rd Avenue to Broadway Bridge**

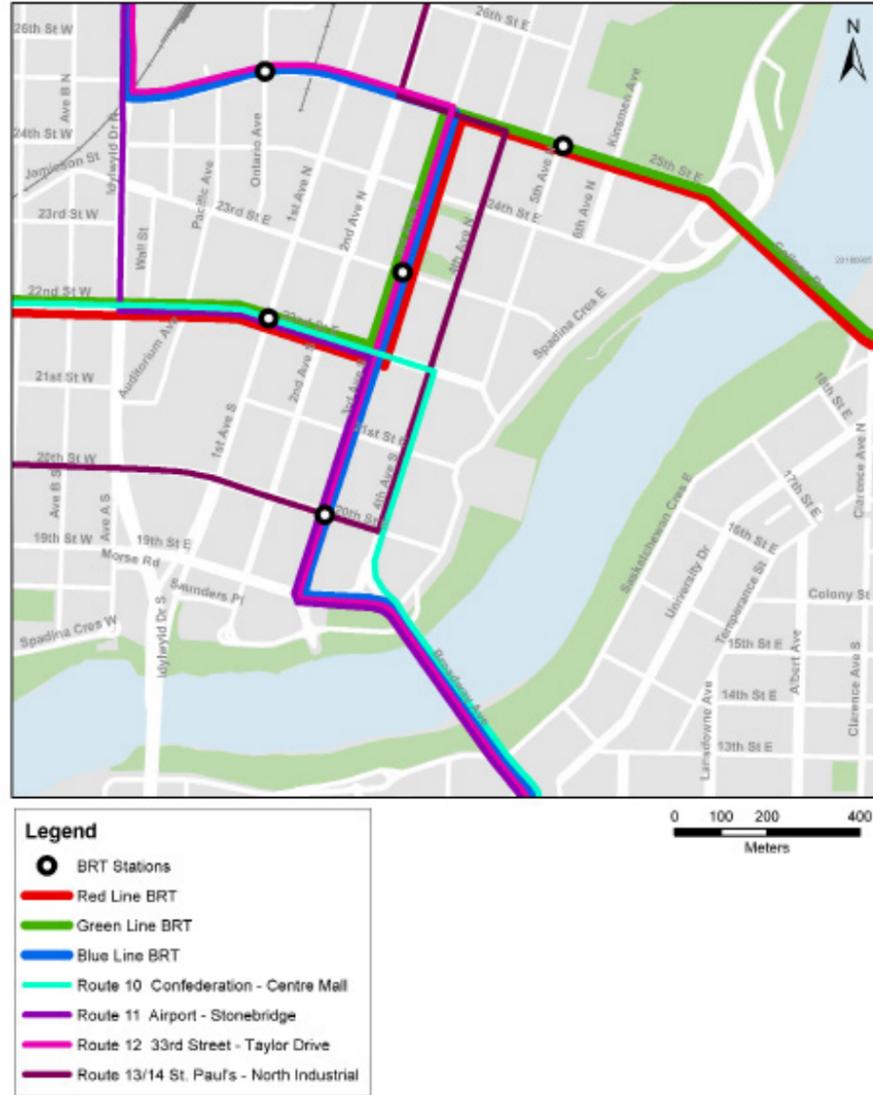


Figure 4. 3rd Avenue to Broadway Bridge BRT Routing

**Downtown Transit Network - 1st Avenue to Broadway Bridge**

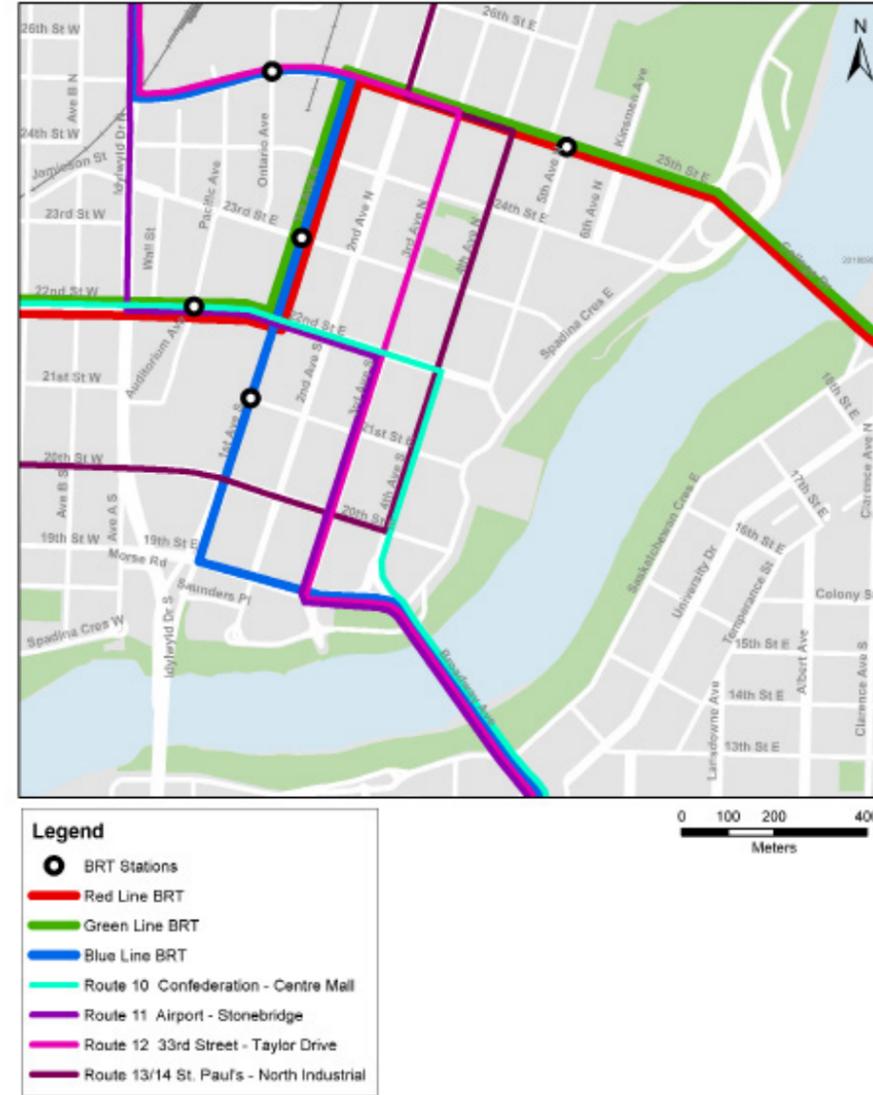


Figure 5. 1st Avenue to Broadway Bridge BRT Routing

**Downtown Transit Network - 1st Avenue to Sen. Buckwold Bridge**

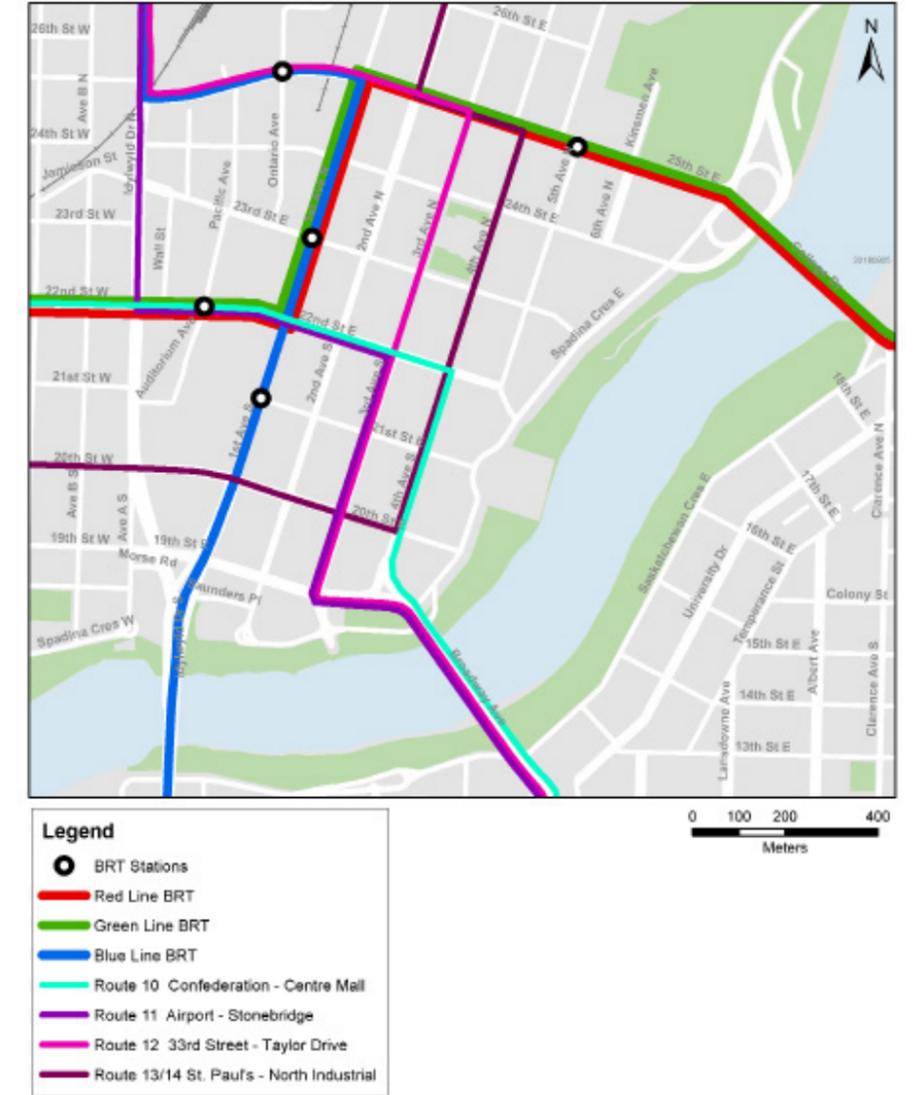


Figure 6. 1st Avenue to Senator Buckwold Bridge BRT Routing