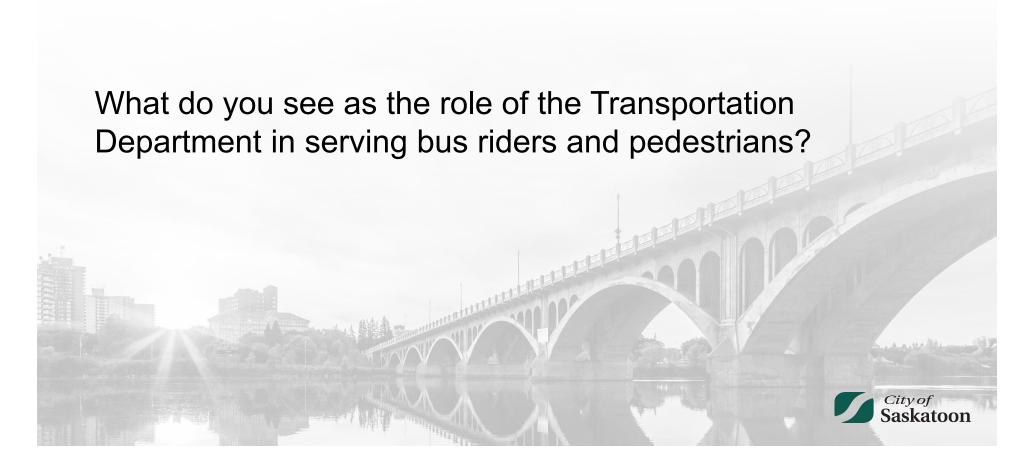


Question 1A



Answer 1A – Transportation Responsibilities

- Safe, reliable, and timely options for travel in the city.
- Expertise and direction to City Council, colleagues, property and business owners, and other organizations.
- Leadership, education, and engagement on city transportation systems.



Answer 1A – Transportation Network

Objective – To plan and design a hierarchy of streets for all modes of travel that support the movement of people of all ages and levels of mobility in all seasons of the year, while integrating the street environment with existing and future land uses.



Answer 1A – Intent of Transportation Network

- Serve and support existing and planned land use and built form context;
- Encourage people to travel by walking, cycling, and transit;
- Provide transportation options for people of all ages and abilities through universal design;
- Enhance the safety and security of urban streets;
- Create a network of streets that offer mobility options for all users;
- Provide opportunities for improved health and recreation to people in the community by providing active, safe streets; and
- Create public space that is active and attractive within the street corridor.
- Loads of Guiding Principles that supports all modes on Page 28



Answer 1A – Public Transportation

- Objective To provide reliable, accessible transit service that encourages more people to choose public transportation as their mode of choice in all seasons of the year.
- Loads of guiding principles on Page 33 of Transportaiton Master Plan that address your concerns



Question 1B



Answer 1B – Keystone Plans

- 2013 Saskatoon Speaks
- 2016 Growth Plan to Half a Million
- 2016 Active Transportation Master Plan
- 2018-2021 Strategic Plan of Council
 - 'Moving Around'
 - 'Accessible and Efficient Transit System'
 - 'Traffic flow throughout the city is safe and optimal'
 - 'Parking availability is optimized'
- 2020 The Official Community Plan Bylaw



Answer 1B - Policy



Answer 1B – Other Plans



Answer 1B – The Keystone Plan: Transportation Master Plan (Objectives)

- Operating Procedures and Programs
- Quality of Service
- Transportation Network
- Goods Movement
- Public Transportation
- Monitoring and Reporting



Answer 1B – Transportation Master Plan (Strategy)

- Improves Equity
- Improves Accessibility
- Improves Safety
- Optimizes Traffic Flow
- Addresses Network Gaps
- Optimizes Parking
- Facilitates Infill Development



Answer 1B – Transportation Master Plan (Strategy)

- Improves Equity
- Improves Accessibility
- Improves Safety
- Optimizes Traffic Flow
- Addresses Network Gaps
- Optimizes Parking
- Facilitates Infill Development



Answer 1B – (Action 1) Prioritized Infrastructure List

- 1. Sidewalk Infill Program
- 2. Downtown Active Transportation Network
- 3. Imagine Idylwyld
- 4. West Central Multi-Use Corridor
- 5. 17th Street Extension
- 6. Intersection Improvements Program
- 7. Assiniboine Drive CN Rail Ped / Cyclist Crossing
- 8. Circle Drive Widening: Clancy Dr to Laurier Dr



Answer 1B – (Action 1) Prioritized Infrastructure List

- 9. 33rd Street River Crossing
- 10. Active Transportation Corridors
- 11. Cycling Infrastructure: Bundle One
- 12. Cycling Infrastructure: Bundle Two
- 13. Circle Drive / Airport Drive Interchange
- 14. Circle Drive Widening: Idylwyld to Warman
- 15.51st Street and Millar Avenue Intersection



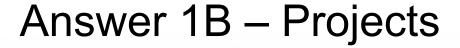
Pedestrian Network

- 2019 Curb ramps now replaced as part of asset preservation program, reducing implementation timeframe from 47 to 17 years
- 2019/20 20M of sidewalk functional plans completed
- 2020 Sidewalk prioritization criteria updated, sidewalk inventory moved to GIS
- 2020 AT Bridge Audit 200+ improvements (many small)



- 2020 1M in Reallocation Pool funding for curb ramps (250)
- 2020 3M in Reallocation Pool funding for infill sidewalks
- 2020 5M in ICIP funding for infill sidewalks
- 2021 Multiple reports to council to sort out tree/sidewalk conflict
- 2022 New design standards for sidewalks in new neighbourhoods -





- 2022 New design standards for sidewalks in new neighbourhoods
 - 2.5m sidewalks both side of arterials (or MUP on both sides)
 - 1.8m sidewalks both sides of collectors
 - 1.5m sidewalks both sides of locals



- NTR Program
 - Installing traffic calming measures since 2014
 - Enhanced pedestrian crossings at XXX locations
- Cycling
 - 3 Bikeways approved by Council
 - Victoria Avenue Ongoing
 - Downtown Will restart in 2021



	Installed	Recommended but not yet installed	
Rectangular Rapid Flashing Beacons	5	11	
Active Pedestrian Corridors	14	14	
Pedestrian Actuated Signals	5	2	
Total	24	27	



- 8th Street Rehabilitation
 - Wider sidewalks
 - Accessibility ramps
- BRT Support
 - Missing sidewalk connections
 - Transit Signal Priority infrastructure
 - Wider sidewalks
 - Pedestrian crossings



- Bike Bylaw
- Touchless Accessible Pedestrian Signals
- 2021 Pedestrian Safety Campaign
- 2020-21 BYXE Campaign
- Speed Limit in Residential Area Review



Question 2



Answer 2

- Street Design Policy
- Involvement with TAC Geometric Design SC; Traffic Operations and Management SC; Connected Vehicles WG; Active Transportation SC; GHG SC; Asset Preservations SC



Question 3

What can the Transportation department do to improve access to the City's buses and make streets, sidewalks and multi-use pathways more walkable for all?



Questions?

