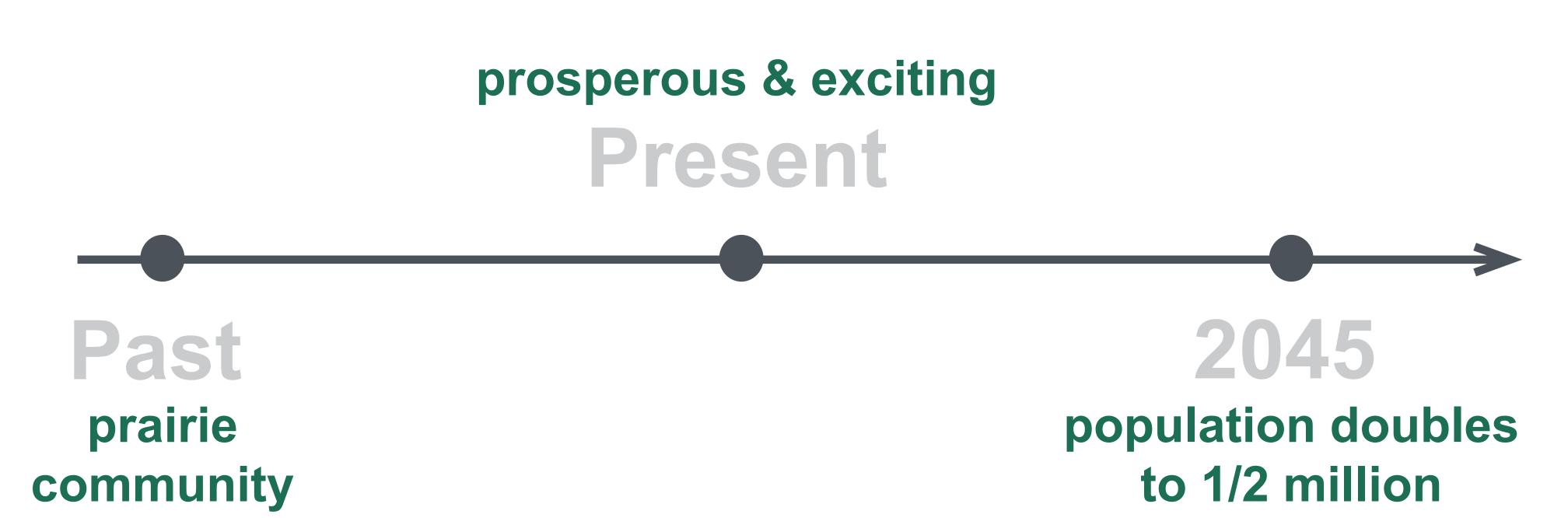
to half a million



Growth Plan Themes

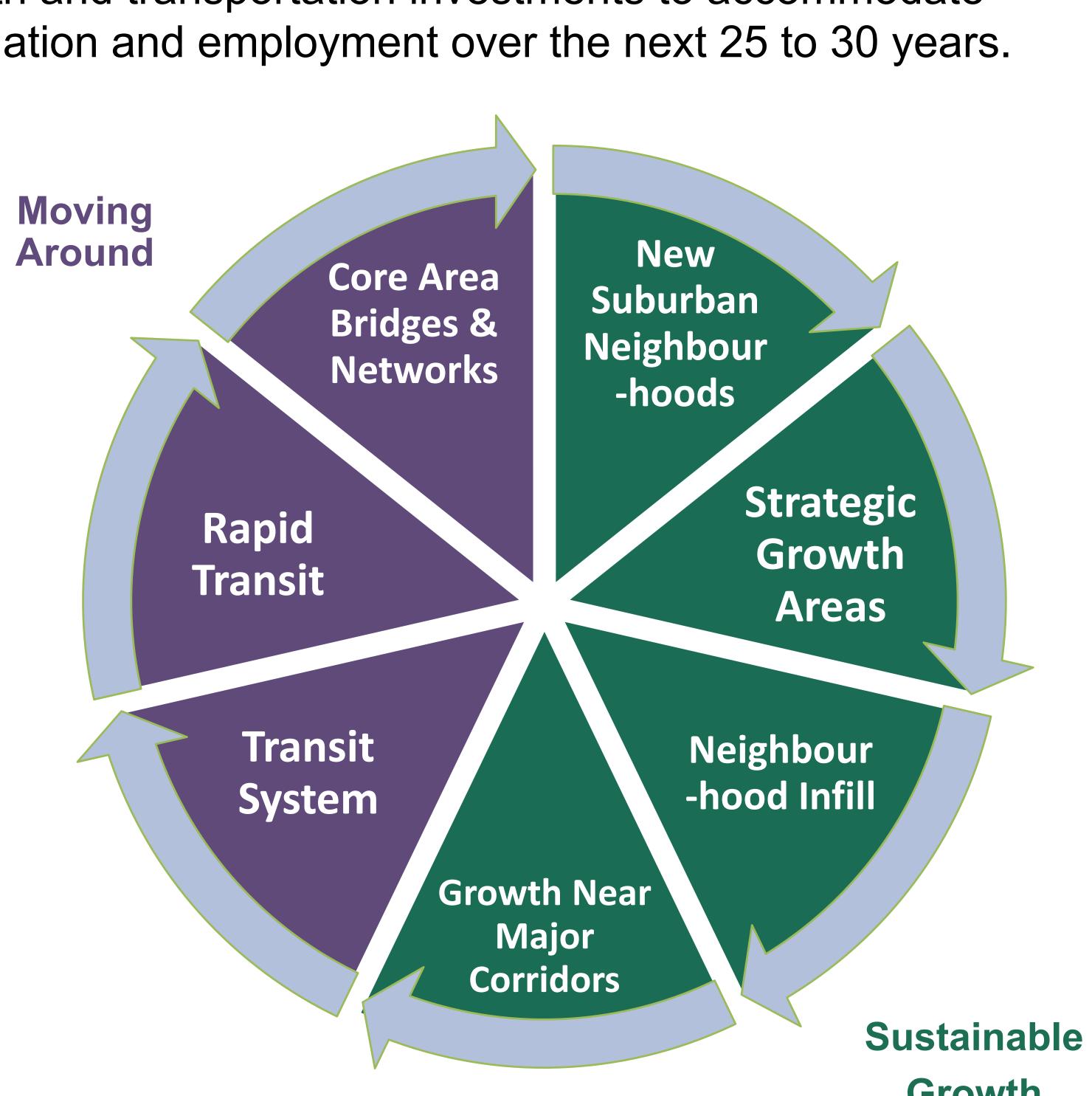
The Growth Plan to Half a Million (Growth Plan) provides the City with a strategy to guide growth and transportation investments to accommodate a doubling of the population and employment over the next 25 to 30 years.

The Growth Plan combines recently developed plans with new strategic directions that support Saskatoon's goals for Sustainable Growth and Moving Around.

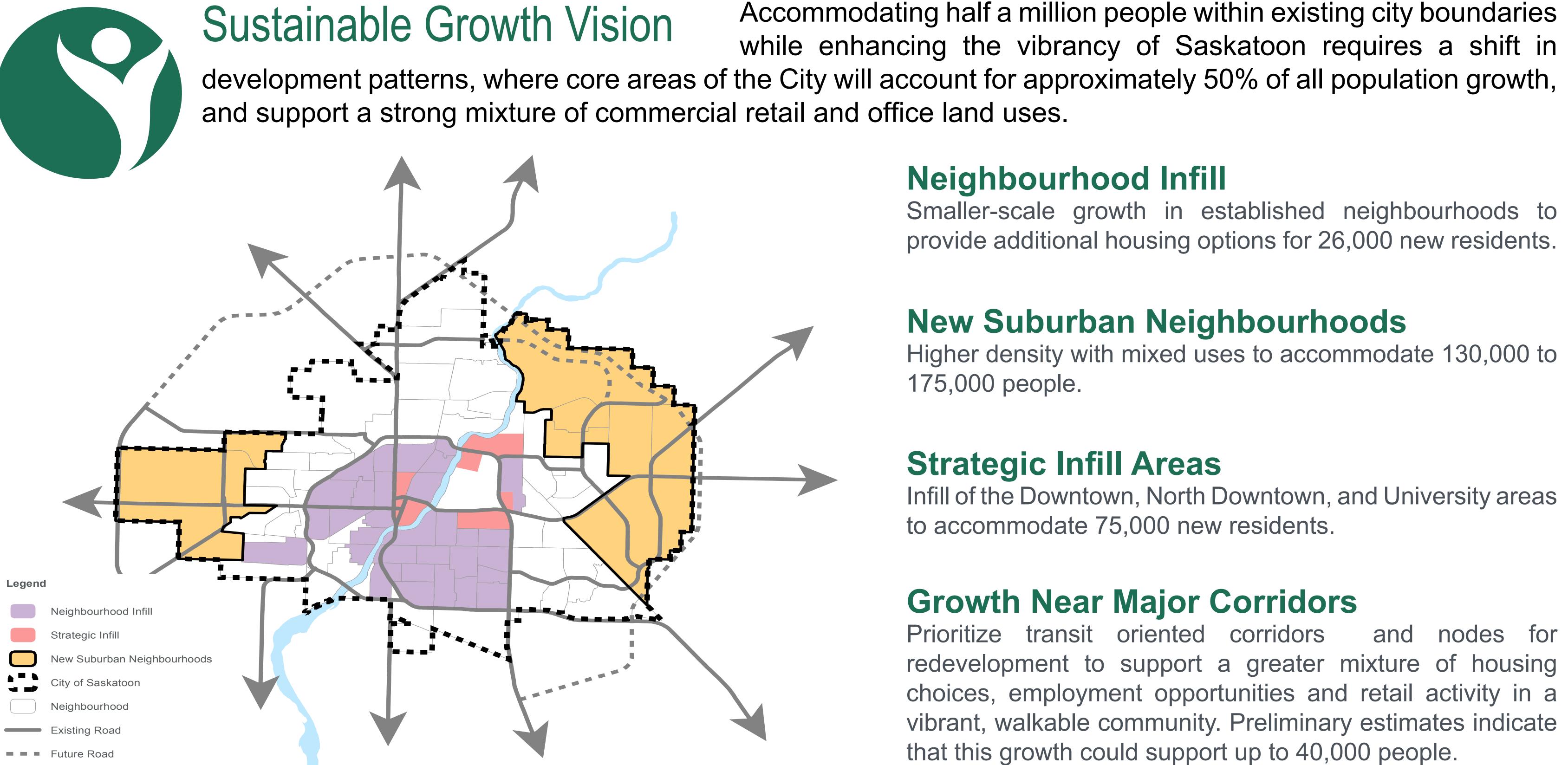
The seven themes highlighted to the right are part of a new model for managing growth that will provide residents with access to a variety of new options for housing, employment and commerce that are connected by accessible and

attractive transportation choices.

Movino New Core Area Rapid Transit Areas **Transit** Neighbour -hood Infill System **Growth Near** Major Corridors Growth







Neighbourhood Infill

Smaller-scale growth in established neighbourhoods to provide additional housing options for 26,000 new residents.

New Suburban Neighbourhoods

Higher density with mixed uses to accommodate 130,000 to 175,000 people.

Strategic Infill Areas

Infill of the Downtown, North Downtown, and University areas to accommodate 75,000 new residents.

Growth Near Major Corridors

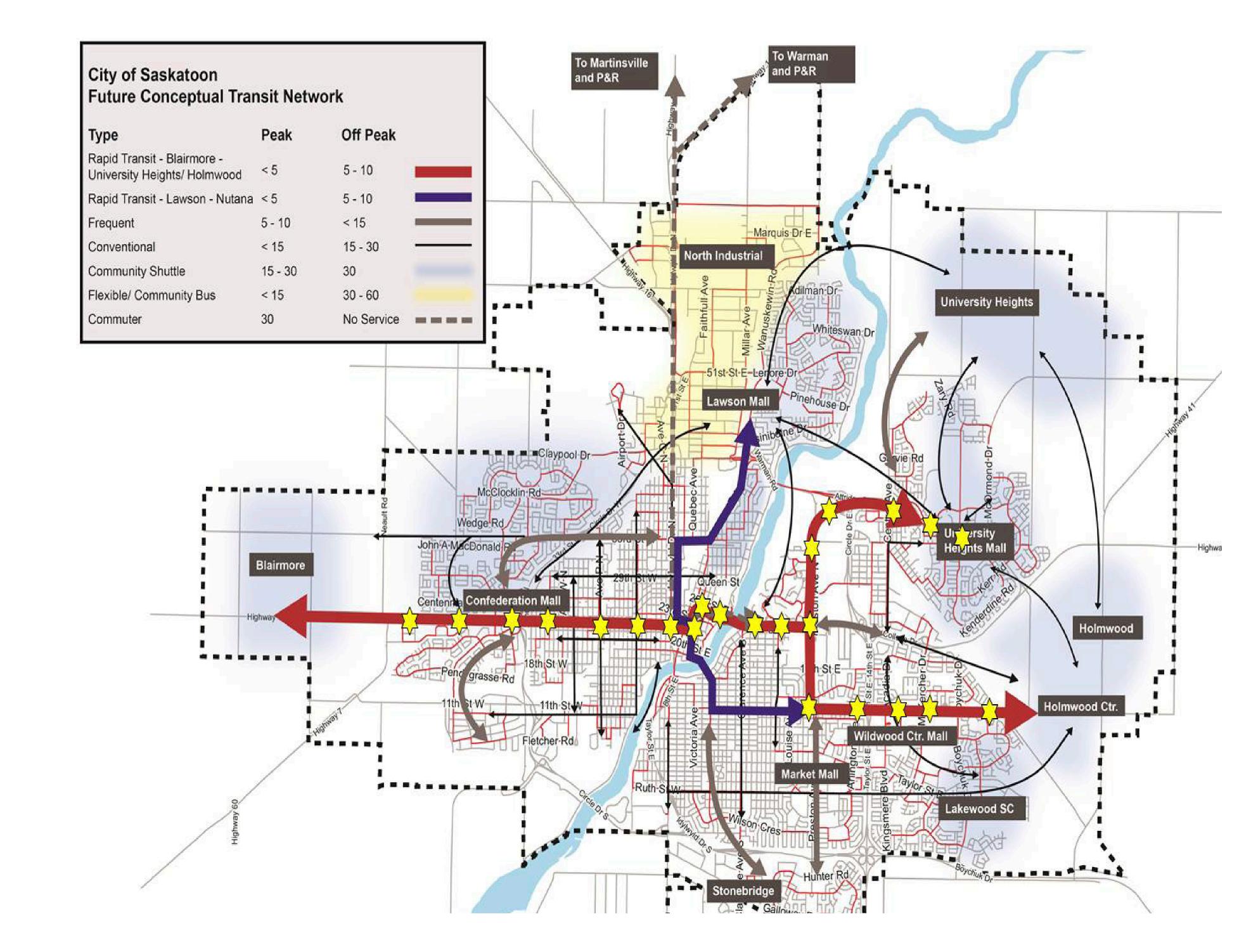
Prioritize transit oriented corridors and nodes for redevelopment to support a greater mixture of housing choices, employment opportunities and retail activity in a vibrant, walkable community. Preliminary estimates indicate that this growth could support up to 40,000 people.

Moving Around Vision

Providing attractive and balanced transportation choices that serve as the foundation for sustainable growth.

Transit Plan

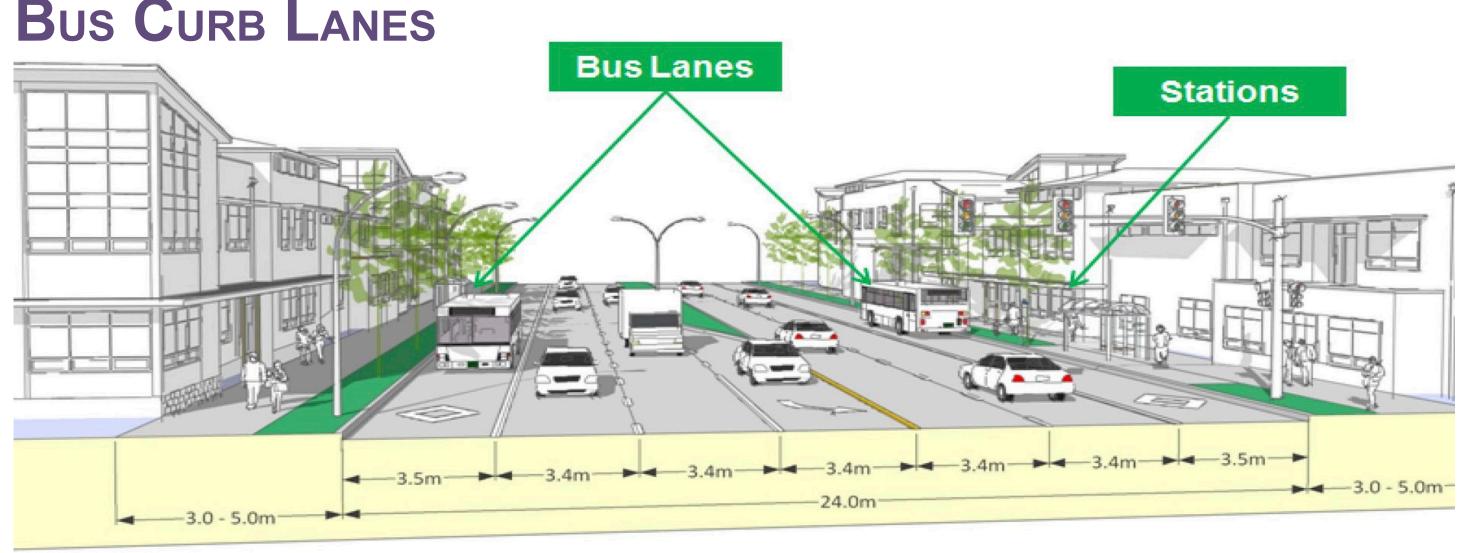
A broader range of services in the long-term to provide an exceptional customer Complement the transit system with BRT investments to experience and target investments where there is the greatest chance of increasing ridership. The city-wide transit mode share is forecast to increase from 5% to 8% in the long-term with expanded transit services and facility investments (a ridership increase from 12 million to 41 million passengers per year).



Bus Rapid Transit (BRT)

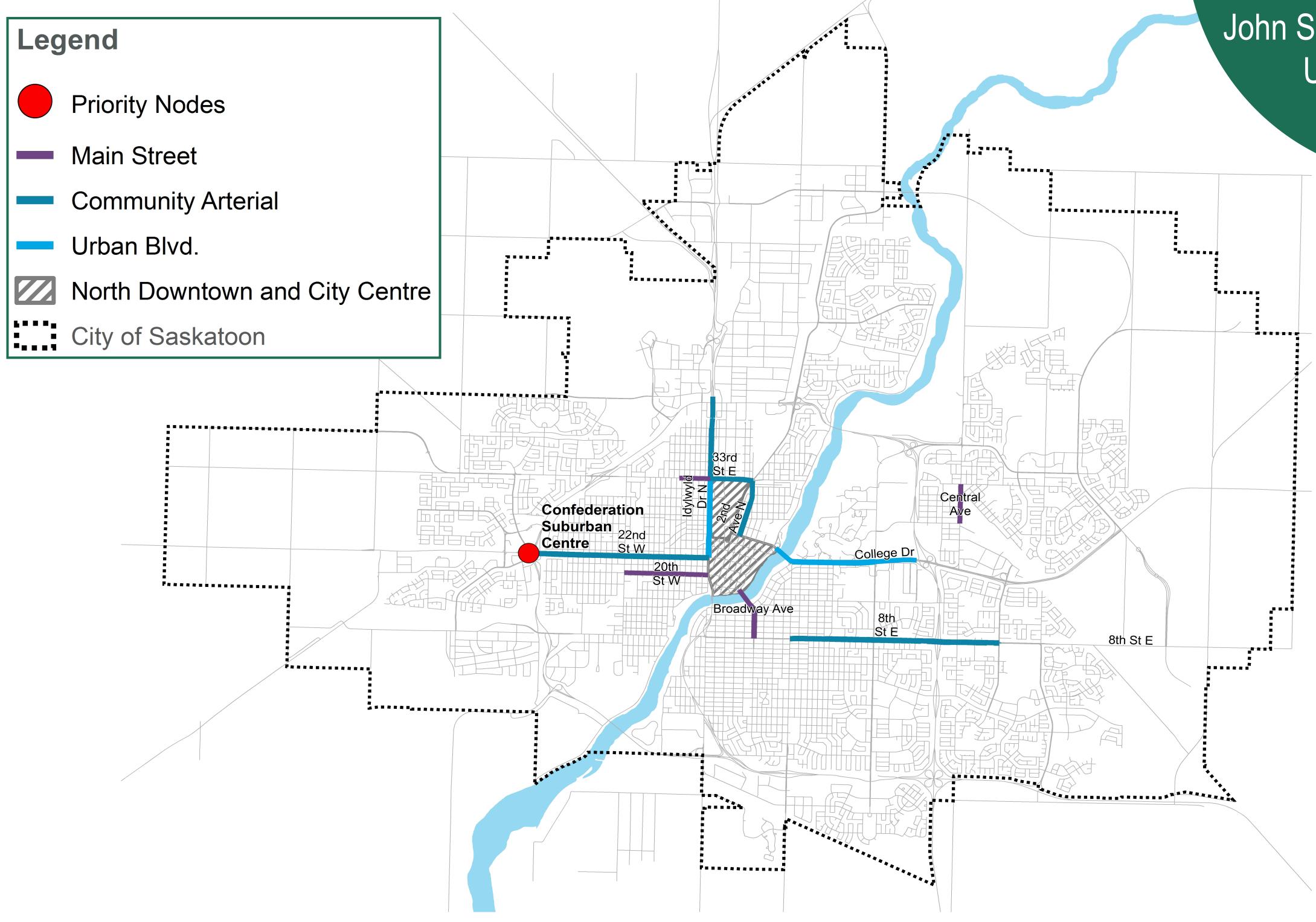
serve as the spine of the network using priority features and enhanced stations. Centre or curb side bus lanes are forecast to accommodate anywhere from 1,600 to 2,400 passengers per hour in the peak directions and reduce long-term transit travel time by approximately 30% to 50% across the core areas of the City.

CENTRE BUS LANES



Candidate Nodes and Corridors for Growth

Authors: Lee Thomas, P.Eng. City of Saskatoon John Steiner, MCIP, M.Eng. Urban Systems



Core Area Bridges

Roadways and river crossings will continue to be primary routes serving the established areas of the city, and will balance forcasted growth for all modes as travel demands double. Four integrated network improvement options are being considered across the South Saskatchewan River in order to increase people carrying capacity of the core area roads and bridges.

- 1. Do Minimum (future base) Planned network improvements Base transit investments (1.8% per/
- Significant increase in vehicle travel (suburban-suburban) Increase in delays & congestion on
- major roads, rapid transit corridors and in downtown area Slight decrease in transit mode share
- Core Area Bridges Traffic increase by 75% Transit ridership increases from 6% to
- Bridges operating beyond capacity (50% on University & Broadway) Bridges primarily serving downtown &
- core area travel
- 33rd Street Crossing Over 2,000 to 2,400 veh/hr in peak

2. Build New Bridge

- Serving 50% core area & 50% outside. Traffic diverted from core bridges & Circle Drive.
- Vehicle travel same as base. Slight reduction in delays & congestion on planned network, particularly in core area of city.
- Core Area Bridges (relative to future Crossing traffic increases by 15%. Transit mode share decrease (-2%).

area bridges.

Minor reduction in delays to other core

- 3. Convert Existing Lanes for BRT Planned network improvements Transit Plan (2.5 - 3 % per year) + BRT
 University Bridge BRT lanes
- Transit & BRT Transit mode share increases from 5% to
- BRT serves peak or 2,400 people / hour / Fewer vehicle trips than base.
- Increased delays on major roads, rapid transit corridors and in downtown area. Core Area Bridges (relative to future base) Crossing traffic decreases by -8%.

Minimal increase in delays (except to 25th

Street / University Bridge/ College Drive)

- Transit mode share increases by additional 9%
- **Transit & BRT** Transit share increases from 5% to 8%
 - BRT serves up to 2,400 people / hour City-wide Significant increase in vehicle travel.

4. Any Combination of 1 to 3

Planned network improvements

Lanes + 33rd Crossing

delays & congestion

Transit Plan (2.5% per year) + BRT

Blairmore-University Heights-Holmwood BRT

Core Area Bridges (relative to future base) Crossing traffic increase by additional 7% Transit mode share increases by 3%

Reduces delays in core area network

Reduces delays on other core area bridges



