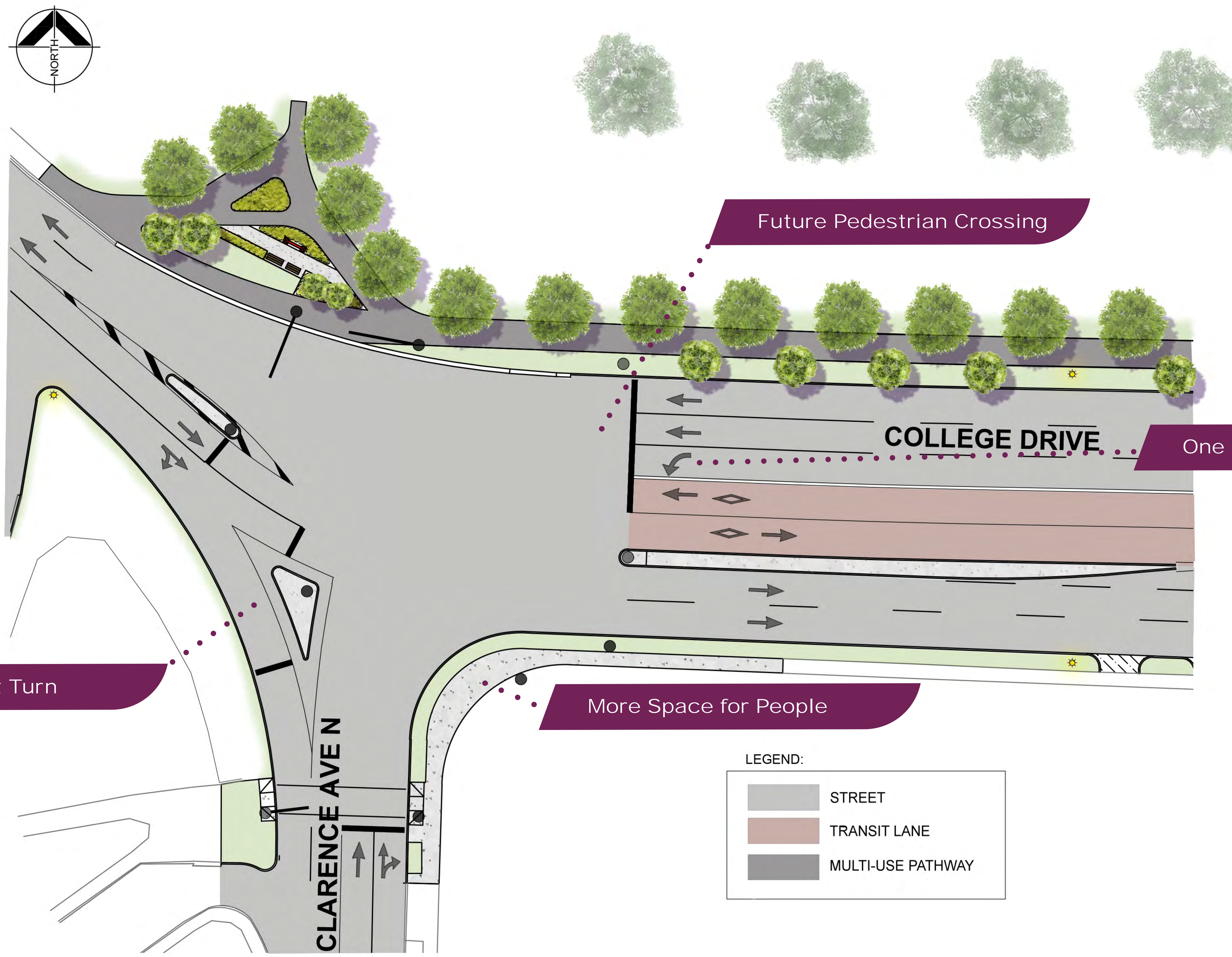


Project Timeline

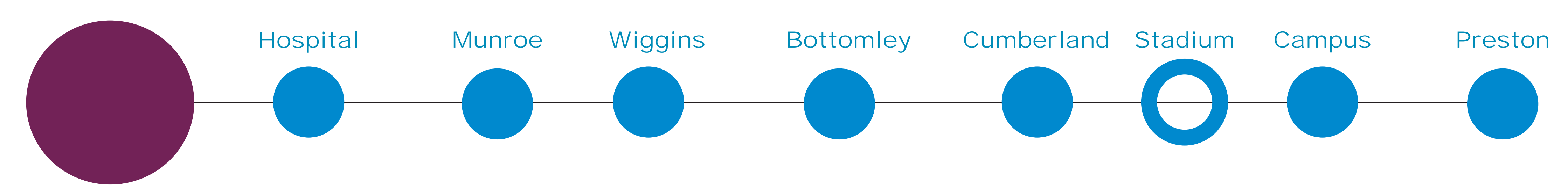
- **2016 – Growth Plan released**
- **2017 – Conceptual Framework Approved**
- **2018 – Public Engagement**
- **2019 – Council approval of final corridor routing, locations of stations and dedicated transit-only lanes**
- **2020 – Covid19 stalls engagement, design work continues**
- **2021 – Public Art component begins, engagement and design continues**
- **2022 – Ongoing detailed design and targeted stakeholder engagement**
- **2023 – Funding announced for Green line and Fleet Replacement, detailed design continues**
- **2024 – Link brand revealed, funding for Red and Blue lines, construction begins**
- **2025 – 2028 – Construction and continued engagement**
- **2028 – Service launch**

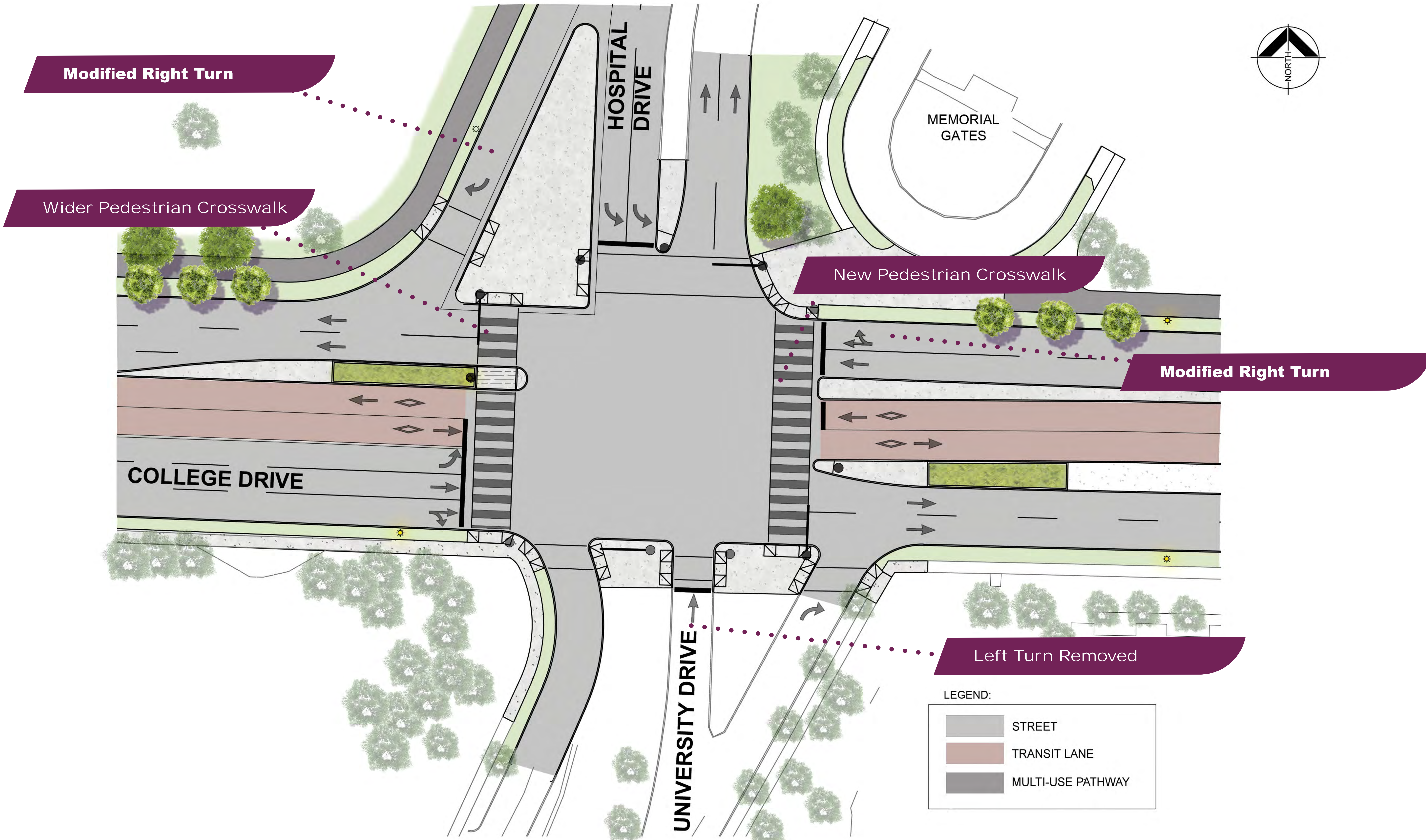
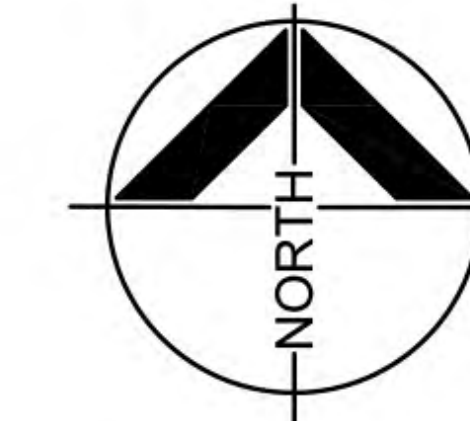
Link

SASKATOON
transit

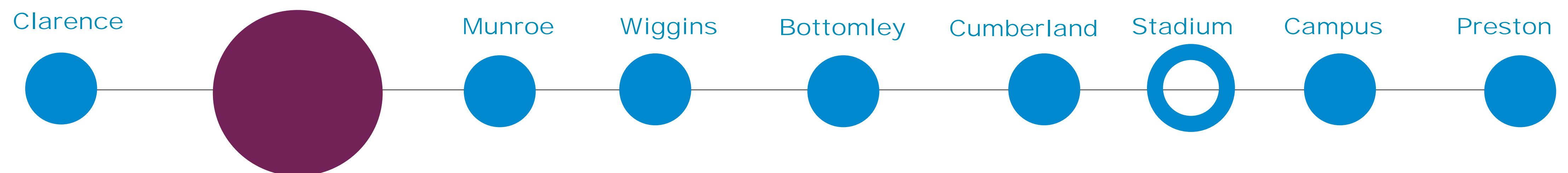


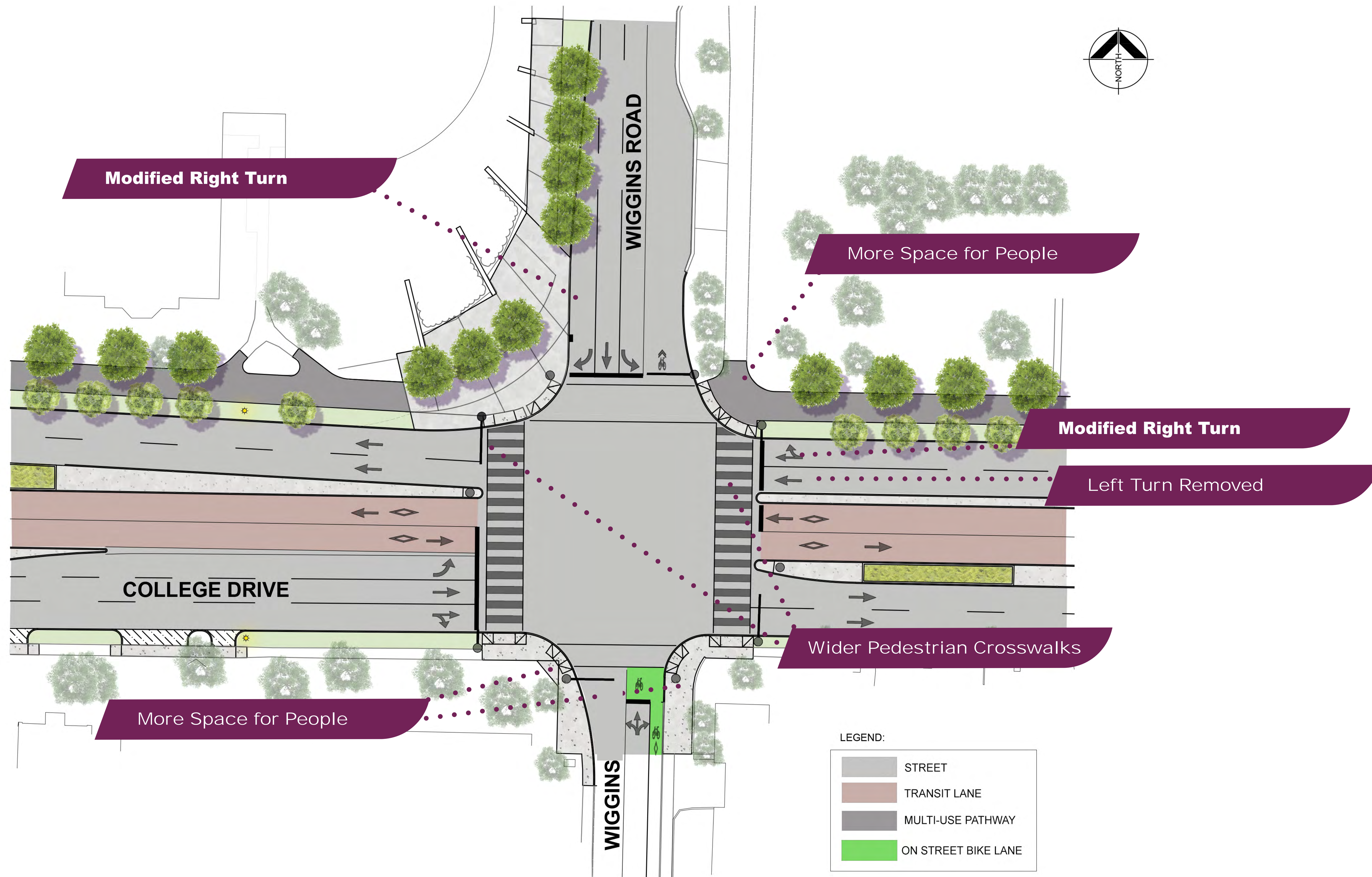
Clarence



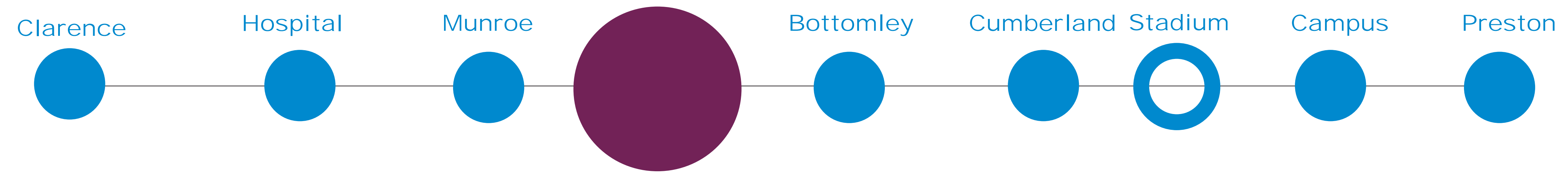


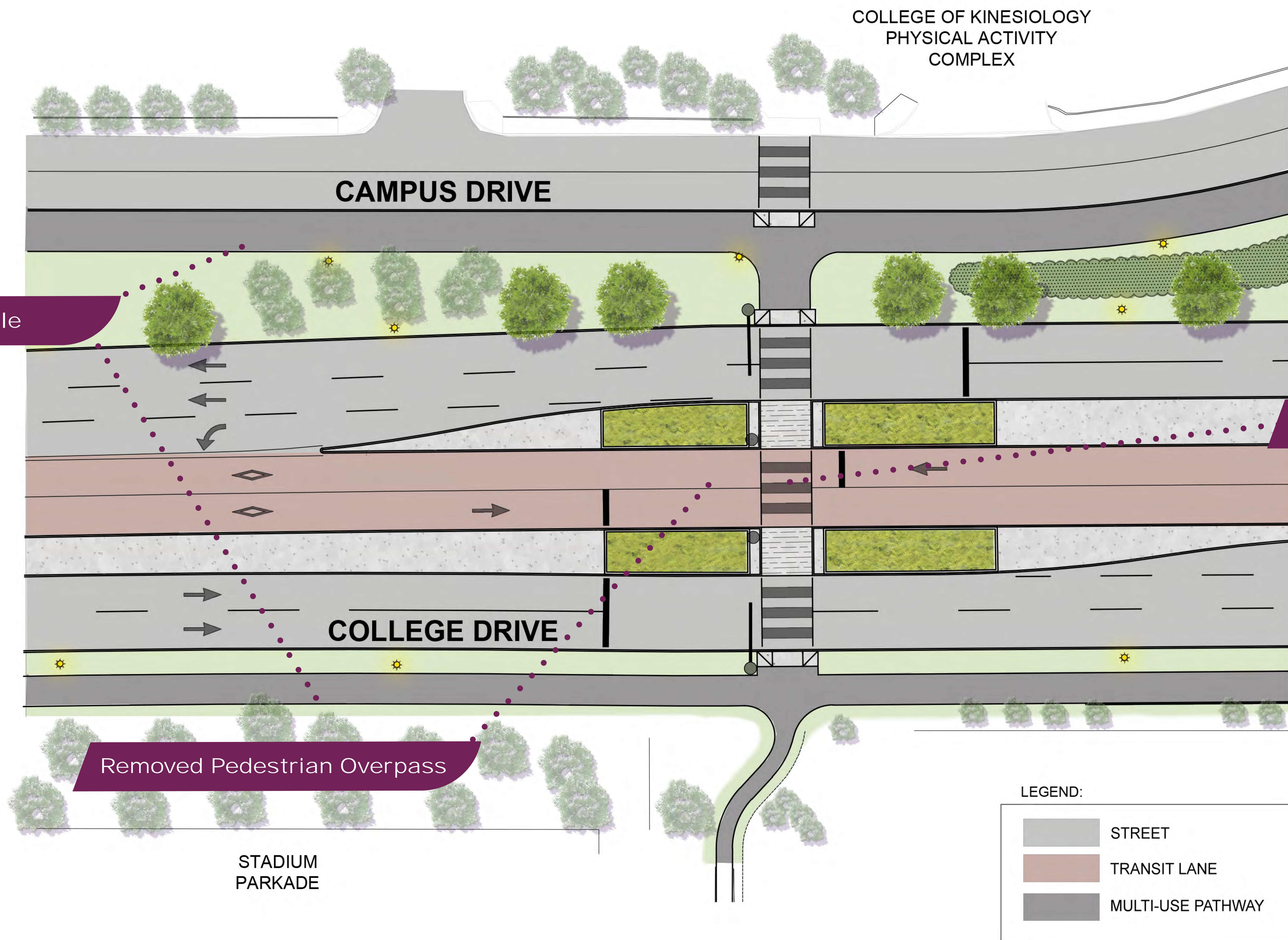
Hospital





Wiggins





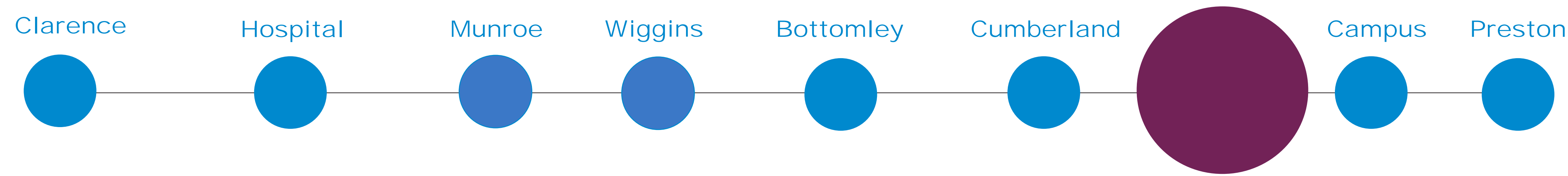
More Space for People

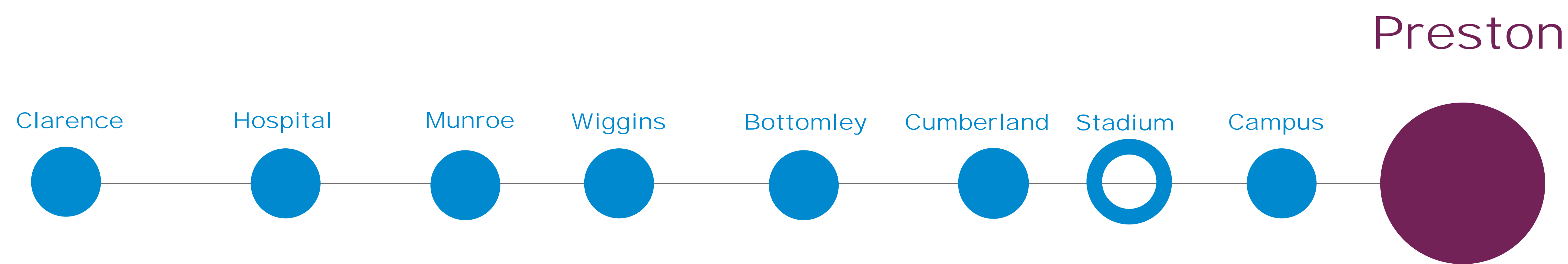
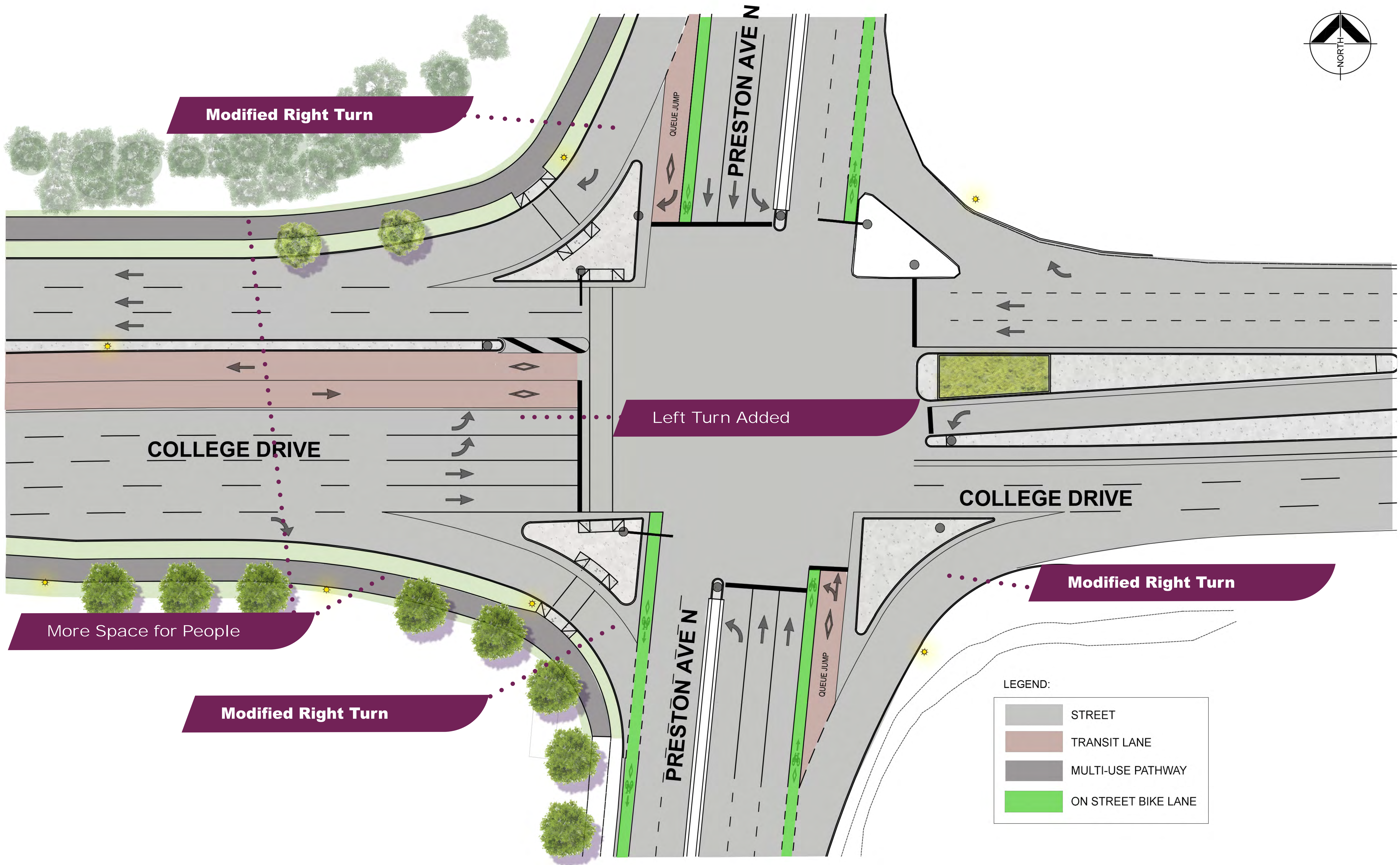
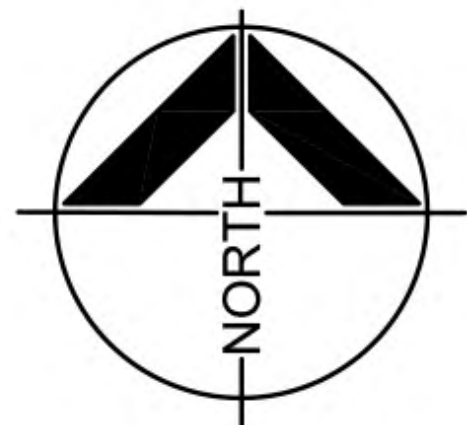
New Pedestrian Crossing*

*at grade and signaled

Removed Pedestrian Overpass

Stadium





Design Background

On April 29, 2019, City Council approved the BRT routes, the BRT station locations and that the locations with dedicated transit-only lanes operate contraflow.

(A contraflow lane is a lane in which traffic flows in the opposite direction of the surrounding lanes)

During the detailed design process the need to make two changes emerged:

1. The preferred alternative is dedicated transit-only lanes that operate with the flow of traffic.
2. The preferred pedestrian connection between the Stadium Parkade and the University of Saskatchewan campus is an at-grade signalized crossing. This connection type provides a much shorter and direct pedestrian crossing, is completely accessible and aligns with the design for College Drive.

Why we prefer the design alternatives

Contraflow vs With-flow

Contraflow	With-flow
Does not match driver or pedestrian expectations	Matches driver and pedestrian expectations
Recommended when running along a one-way street with limited median breaks	Recommended for centre runningways with median breaks
Allows for shared centre platforms	Requires two platforms (one per direction)
Requires approximately the same right-of-way	

Pedestrian Overpass vs At-Grade Pedestrian Crossing

Pedestrian Overpass	At-grade Signalized Pedestrian Crossing
Recommended on high-speed streets	Recommended on streets with posted speed limits of 60km/hr or lower
If kept, the overpass alters the roadway design and has negative operational impacts	Requires less right-of-way
Ramps are steep and not accessible for all users	Accessible to all users
College Drive pedestrian crossing distance = 150m	College Drive pedestrian crossing distance = 40m

MUNROE AVENUE LOOKING WEST



**artists rendition only details are subject to change*

LOOKING EAST TOWARD BOTTOMLEY AVENUE



**artists rendition only details are subject to change*

CUMBERLAND AVENUE AERIAL VIEW



**artists rendition only details are subject to change*

CAMPUS DRIVE LOOKING EAST



**artists rendition only details are subject to change*

NEXT STEPS

The designs and information you have seen today will be presented to Saskatoon City Council in **Spring 2025**

We will recommend proceeding with a with-flow dedicated runningway and an at-grade, signalized pedestrian crossing at the Stadium Parkade.



**Comments? Please scan this QR code,
or visit saskatoon.ca/linkcollegedrive.**