City of Regina
Saskatchewan Drive Corridor Project
Public Engagement Report

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City of Regina Saskatchewan Drive Corridor Project - Public Engagement Report

Executive Summary
Saskatchewan Drive Corridor Project
Public Engagement Results

Saskatchewan Drive is an important gateway into Regina’s City Centre and a link to Mosaic Stadium and the Cathedral and Heritage neighbourhoods. The importance of its historic and strategic role is captured in the Regina Downtown Neighbourhood Plan, which recognizes it as a “Grand Avenue.”

As the City looks to replace aging underground infrastructure along Sask Drive, the City is exploring opportunities to revitalize the corridor from McTavish Street to Winnipeg Street.

To initiate this transformation, the City embarked on the Sask Drive Corridor Project in the fall of 2019. As part of the public engagement process, the City conducted an online public perceptions survey in January 2020. Fast Consulting has analyzed results and presented them in the following report.

The online questionnaire was live on the Regina.ca website from January 8th to 20th, 2020. A total of 2,722 Regina residents (“general public”) responded and completed at least some portion of the questionnaire, with 2,432 completing the questionnaire in its entirety.

Overview of Current Travel on Sask Drive

- The large majority (93%) of respondents in the online engagement say driving in a motor vehicle is their main mode of travel on Sask Drive. A handful identify walking (3%), cycling (2%) or Regina Transit (1%).
- Half (48%) of respondents say their main reason for travelling on Sask Drive is to get through Downtown to other destinations in the city. One quarter (25%) use Sask Drive to get to work and 22% to visit shops and businesses.
- Most respondents are interested in Sask Drive as commuters (60%) and local residents (59%). Some are interested because they are property owners (10%) and/or business owners (5%).

7 out of 10 Travel Sask Drive at Least Once a Week

- Most (73%) respondents frequently travel along Saskatchewan Drive—including 30% who use the road 1-4 times a week, 20% who use it 5-9 times a week and 23% who use it 10 or more times a week. Another 23% travel it a couple times a month.

Perceptions of Sask Drive

- Eight out of ten (78%) respondents agree that Sask Drive’s primary purpose should be efficiently moving traffic east to west through downtown. Few (6%) disagree, while 16% appear neutral (neither agree nor disagree).
- Seven out of ten (73%) agree that Sask Drive should be designed to accommodate all modes of transportation, including walking, cycling, driving and transit. Approximately 15% disagree and 12% are neutral.
- Seven out of ten (68%) agree that development of Sask Drive should reflect a “Grand Avenue” with wider sidewalks, planters
and visually appealing streetscape. Approximately 19% disagree and 13% are neutral.

- Five out of ten (54%) agree that Sask Drive should accommodate a wider range of compatible land uses (e.g. commercial, residential, mixed-use) to better serve citizens. Approximately 18% disagree, while 29% are neutral.

**Cathedral Neighbourhood**

**Priorities**

- In the Cathedral section, the top three priorities are to improve traffic flow (27% of respondent), improve pedestrian safety (21%) and promote active transportation (14%).
- This is followed by 12% who say supporting more types of business and services and 9% who say better accommodating public transit are top priorities.

**Land Uses***

- Approximately half (48%) of respondents would like to see more mixed use (commercial/residential) and more open spaces/parks along the Cathedral section of Sask Drive. Close to half (43%) would like to see more retail uses.
- Another 27% would like more commercial/office buildings and 24% would like more of existing uses (e.g. light industry), while 12% would like more residential uses.

**Types of Buildings***

- Most respondents (62%) would like to see more low-rise (1-2 storey) buildings along the Cathedral section of Sask Drive, while half (50%) would like to see more mid-rise (3-5 storey) buildings. A smaller percentage (17%) would prefer more high-rise (6+ storey) buildings.

*Multiple response allowed

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**Downtown Neighbourhood**

**Priorities**

- In the Downtown section, the top three priorities are also to improve traffic flow (31%), improve pedestrian safety (20%) and promote active transportation (14%).
- This is followed by 10% who say better accommodating public transit and 9% who say supporting more types of business and services are top priorities.

**Land Uses***

- Half (51%) of respondents would like to see more retail uses along the Downtown section, while close to half (47%) would like more commercial/office buildings and 39% would like more mixed uses (commercial/residential).
- A third (34%) would like more open space/parks and a quarter (24%) would like more existing uses (e.g. light industry). Approximately 11% would like more residential uses.

**Types of Buildings***

- In the Downtown Section, the largest percentage (59%) of respondents would like more mid-rise (3–5 storey) buildings, half (49%) would like more high-rise (6+ storey) buildings and a third (32%) would like more low-rise (1–2 storey) buildings.

*Multiple response allowed

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**Heritage Neighbourhood**

**Priorities**

- Respondents list the same top three priorities in the Heritage section, improve traffic flow (30%), improve pedestrian safety (21%) and promote active transportation (12%).
Again, this is followed by 10% who identify better accommodating public transit and 10% who say supporting more types of business and services are top priorities.

**Land Uses***

- Over half (57%) of respondents would like to see more mixed use (commercial/ residential) in the Heritage section. Over a third would like to see more open spaces/parks (38%) and retail (35%) uses.
- Approximately 28% would like to see more commercial/office buildings and 24% more existing uses.
- Approximately 24% would like to see more residential uses in the Heritage section, twice the percentage that suggest more residential uses in either the Cathedral or Downtown sections.

**Types of Buildings***

- Similar to the Cathedral section, most respondents (65%) would like to see more low-rise (1–2 storey) buildings along the Heritage section of Sask Drive, while half (53%) would like to see more mid-rise (3–5 storey) buildings and 15% more high-rise (6+ storey) buildings.

*Multiple response allowed

### Overall Priorities, Land Uses & Buildings

- Improving traffic flow, improving pedestrian safety and promoting active transportation are the top three priorities in all sections (Cathedral, Downtown and Heritage) of the Sask Drive corridor.

- The following table identifies preferred land use and building types by corridor segment.

<table>
<thead>
<tr>
<th>LAND USES</th>
<th>BUILDINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CATHEDRAL</strong></td>
<td></td>
</tr>
<tr>
<td>1. Mixed use</td>
<td>1. Low-rise</td>
</tr>
<tr>
<td>2. Open space/parks</td>
<td>2. Mid-rise</td>
</tr>
<tr>
<td>3. Retail</td>
<td>3. High-rise</td>
</tr>
<tr>
<td><strong>DOWNTOWN</strong></td>
<td></td>
</tr>
<tr>
<td>1. Retail</td>
<td>1. Mid-rise</td>
</tr>
<tr>
<td>2. Commercial/Office</td>
<td>2. High-rise</td>
</tr>
<tr>
<td>3. Mixed use</td>
<td>3. Low-rise</td>
</tr>
<tr>
<td><strong>HERITAGE</strong></td>
<td></td>
</tr>
<tr>
<td>1. Mixed use</td>
<td>1. Low-rise</td>
</tr>
<tr>
<td>2. Open space/parks</td>
<td>2. Mid-rise</td>
</tr>
<tr>
<td>3. Retail</td>
<td>3. High-rise</td>
</tr>
</tbody>
</table>
City of Regina Saskatchewan Drive Corridor Project - Public Engagement Report

Engagement Results
Travelling on Sask Drive

Main Mode of Travel

Q. *My main mode of travelling Sask Drive is ...?*

- The large majority (93%) of respondents say motor vehicle is their main mode of travelling Saskatchewan Drive.
- A handful identify walking (3%), cycling (2%) or Regina Transit (1%) as their main mode of travel along the corridor.

Main Reason for Travel

Q. *My main reason for travelling along Sask Drive is ...?*

- Half (48%) of respondents say their main reason for travelling along Sask Drive is to get through Downtown to other destinations in the city.
- One quarter (25%) travel along Sask Drive to get to work and 22% to visit shops and businesses.
- Another 5% travel along Sask Drive for ‘other’ reasons. A number of these report using the road for ‘all of the above’ reasons, but the most frequently mentioned other reasons are to attend events/games at Mosaic Stadium, Evraz Place & Brandt Centre, visiting friends or getting home.
Main Interest in Sask Drive

Q. I’m interested in Sask Drive as a ...?

- Most respondents are interested in Sask Drive as commuters (60%) and as local residents (59%).
- Approximately 10% are interested in Sask Drive as property owners and 5% as business owners.
- Among the 4% who cite ‘other,’ most say they are interested as a taxpayer, a city resident or a visitor to the area.

Frequency of Travel Along Sask Drive

Q. I typically travel Sask Drive ...?

- Most (73%) respondents frequently travel along Saskatchewan Drive. This includes 30% who use Sask Drive 1 to 4 times a week, 20% who use it 5 to 9 times a week and 23% who use it 10 or more times a week.
- Another 23% say they travel Sask Drive a couple times a month, while a small percentage only use it a couple times a year (3%) or almost never use it (1%).
### Perceptions of Sask Drive

**Q. Please indicate your level of agreement with the following statements**

- Eight out of ten (78%) respondents agree that Sask Drive’s primary purpose should be to efficiently move traffic east to west through downtown. Few (6%) disagree, while 16% neither agree nor disagree.

- Seven out of ten (73%) agree that Sask Drive should be designed to accommodate all modes of transportation, including walking, cycling, driving and transit. Approximately 15% disagree and 12% neither agree nor disagree.

- Seven out of ten (68%) agree that development of Sask Drive should reflect a “Grand Avenue” with wider sidewalks, planters and visually appealing streetscape. Approximately 19% disagree and 13% neither agree nor disagree.

- Five out of ten (54%) agree that Sask Drive should accommodate a wider range of compatible land uses (e.g. commercial, residential, mixed-use) to better serve citizens. Approximately 18% disagree, while 29% neither agree nor disagree.
Cathedral Neighbourhood

The Saskatchewan Drive Corridor Project is looking at three distinct sections of Sask Drive – Cathedral (McTavish to Albert), Downtown (Albert to Broad) and Heritage (Broad to Winnipeg).

Priorities

Q. Please rank your top three priorities for the Cathedral section of Sask Drive.

- In the Cathedral section of the Sask Drive corridor, the number one priority is to improve traffic flow—this is mentioned as the top priority by 27% of respondents.
- The number two priority is improving pedestrian safety, mentioned by 21%.
- Approximately 14% say promoting active transportation is their top priority for the Cathedral area and 12% say supporting more types of business and services.
- Approximately 9% cite accommodating public transit, 8% accommodating more public space and 8% showcasing community culture through public art and heritage enhancement.
- Top priorities among the 2% who cite ‘other’ include cleaning up the area, improving parking, widening roads/lanes or not doing anything/not wasting taxpayers money.

Improve Traffic Flow Is #1 Priority in Cathedral Section

<table>
<thead>
<tr>
<th>Priority</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve traffic flow</td>
<td>27%</td>
</tr>
<tr>
<td>Improve pedestrian safety</td>
<td>21%</td>
</tr>
<tr>
<td>Promote active transportation (walk, bike, etc.)</td>
<td>14%</td>
</tr>
<tr>
<td>Support more types of business &amp; services</td>
<td>12%</td>
</tr>
<tr>
<td>Better accommodate public transit</td>
<td>9%</td>
</tr>
<tr>
<td>Accommodate more public space (e.g. parks)</td>
<td>8%</td>
</tr>
<tr>
<td>Showcase community culture through public art &amp; heritage enhancement</td>
<td>8%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
</tr>
</tbody>
</table>
The Corridor plan will also address how land can be used along Sask Drive and what buildings should look like.

Land Uses

Q. What land uses would you like to see more of along the Cathedral section of Sask Drive?

- Approximately half of respondents would like to see more mixed commercial/residential use (48%) and more open spaces/parks (48%) along the Cathedral section of Sask Drive. Close to half (43%) would like to see more retail uses.
- Approximately a quarter would like to see more commercial/office buildings (27%) and more existing uses such as light industry (24%). Another 12% would like more residential uses.
- Among the 7% who cite ‘other,’ the most frequently mentioned uses are more parking and more restaurants/bars.

Types of Buildings

Q. What types of buildings would you like to see more of along the Cathedral section of Sask Drive?

- Most respondents (62%) would like to see more low-rise (1–2 storey) buildings along the Cathedral section of Sask Drive, while half (50%) would like to see more mid-rise (3–5 storey) buildings. A smaller percentage (17%) would prefer more high-rise (6+ storeys) buildings.
Downtown Neighbourhood

The Saskatchewan Drive Corridor Project is looking at three distinct sections of Sask Drive – Cathedral (McTavish to Albert), Downtown (Albert to Broad) and Heritage (Broad to Winnipeg).

Priorities

Q. Please rank your top three priorities for the Downtown section of Sask Drive.

- In the Downtown section of the Sask Drive corridor, the number one priority is to improve traffic flow, mentioned as the top priority by 31% of respondents.
- The number two priority is to improve pedestrian safety, mentioned by 20%.
- Approximately 14% say promoting active transportation is their top priority.
- Another 10% say better accommodating public transit is their top priority, 9% say supporting more types of business and services, 7% say showcasing community culture through public art and heritage enhancement, and 6% say accommodating more public space.
- Top priorities among the 2% who cite ‘other’ include improving/adding parking and improving safety/lighting.
The Corridor plan will also address how land can be used along Sask Drive and what buildings should look like.

**Land Uses**

Q. *What land uses would you like to see more of along the Downtown section of Sask Drive?*

- Half (51%) of respondents would like to see more retail uses, while almost half (47%) would like to see more commercial/office buildings and 39% would like to see more mixed uses (commercial and residential).
- A third (34%) would like more open space/parks, while a quarter (24%) would like more existing uses (e.g. light industry). A small percentage (11%) would like more residential uses.
- Close to half of the 6% who cite ‘other’ uses would like to see more parking along this section.

**Types of Buildings**

Q. *What types of buildings would you like to see more of along the Downtown section of Sask Drive?*

- The largest percentage (59%) of respondents would like to see more mid-rise (3–5 storey) buildings, but half (49%) would like to see more high-rise (6+ storeys) buildings. Approximately a third (32%) would prefer more low-rise (1–2 storey) buildings.
Heritage Neighbourhood

The Saskatchewan Drive Corridor Project is looking at three distinct sections of Sask Drive – Cathedral (McTavish to Albert), Downtown (Albert to Broad) and Heritage (Broad to Winnipeg).

Priorities

Q. Please rank your top three priorities for the Heritage section of Sask Drive?

• Respondents list their three priorities as improving traffic flow (30%), improving pedestrian safety (21%) and promoting active transportation (12%).

• Better accommodation of public transit and supporting more types of business and services round out the top five priorities, at 10% each.

• Among the 2% who cite ‘other,’ the most frequently mentioned priority is to widen the road. Other recurring suggestions are to improve lighting/safety, clean up/beautify the area and improve parking.
The Corridor plan will also address how land can be used along Sask Drive and what buildings should look like.

**Land Uses**

Q. What land uses would you like to see more of along the Heritage section of Sask Drive?

- Over half (57%) of respondents would like to see more mixed commercial/residential use. Over a third would like to see more open spaces/parks (38%) and retail (35%) uses.
- Approximately 28% would like to see more commercial/office buildings, 24% more existing uses and 24% more residential uses.
- The 4% who cite ‘other’ refer to a variety of uses but appear to most frequently reference traffic flow, wider/improved roads and parking.

**Types of Buildings**

Q. What types of buildings would you like to see more of along the Heritage section of Sask Drive?

- Most respondents (65%) would like to see more low-rise (1–2 storey) buildings along the Heritage section of Sask Drive, while half (53%) would like to see more mid-rise (3–5 storey) buildings and 15% more high-rise (6+ storey) buildings.
Additional Comments

Q. Is there any other input you would like to provide the City to inform corridor planning for Sask Drive?

- Approximately one third of respondents (867) offer additional comments to inform City planning for Sask Drive. The chart illustrates percentage in terms of these respondents who provide comments.

- Most comments focus on improving traffic flow along Sask Drive, including 39% (13% of all respondents) that specifically address improving the commute to/from work as well as the connection to/through Downtown.

- Approximately 14% (5% of all respondents) suggest the City consider widening the road or adding more lanes (i.e. turning lanes) to keep traffic moving.

- Approximately 13% (4% of all respondents) suggest improving pedestrian safety along Sask Drive; improving lighting is generally seen as improving overall safety.

- Another 11% (4% of all respondents) suggest cleaning up/beautifying the area; some correlate this to improved safety and others to attracting more businesses, events and visitation.

- Approximately 8% (3% of all respondents) cite parking, which includes addressing availability and access as well as some who suggest restricting parking along the corridor.

- Another 7% (2% of all respondents) suggest bike paths/routes and 6% (2% of all respondents) more restaurants/bars/pubs in the area.

- Approximately 5% (1% of all respondents) suggest more grass/green/trees, enhance/support Mosaic/Evraz and accommodate public transit.

*Chart illustrates percentages of those respondents with open end comment (867 respondents). Multiple response allowed.*