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## Active Transportation Advisory Group (ATAG)

October 19, 2023 from 5:30 – 7:30 p.m.

Hybrid

3<sup>rd</sup> Floor Training Room, Civic Square East, 202 4<sup>th</sup> Avenue North and Microsoft Teams

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### In Attendance

#### Community Representatives:

	Name	Representing
✘	Adam Bue	Cycling
✓v	Mark Closson	People of all ages (senior)
✓	Abe Eazadi	Business Community
✓v	Lisa Franks	People of all abilities
✓v	Jasmine Liska	Resident
✓	Michael Painchaud	Post-secondary
✓	Tyler Rittinger	Elementary or high school
✓v	Berenice Romero	Public Transit user
✓	Stephanie (Steph) Siemens	Resident
✘	Curtis Standing	Indigenous Community
✓	Lucille Stobbe	People of all ages (youth)
	VACANT	Walking

#### Organization Representatives:

	Name	Representing
✓	Verna Gallen	Walking Saskatoon
✓	Cora Janzen	Saskatchewan Health Authority
✓	Kelly Klassen	Saskatchewan Government Insurance (SGI)
✓	Alan Otterbein	Meewasin Valley Authority
✘	Darby Sutherland	Discover Saskatoon
✓	Merlin Toth	Saskatoon Cycles

#### City of Saskatoon:

	Name	Representing
✓	Danae Balogun	Active Transportation Program Manager
✓	Nathalie Baudais	Engineering Manager, Transportation
✓	Tracy Danielson	Roadways Manager
✓	Isaac Dankwah	Public Engagement Consultant
✘	Councillor Dubois	
✓	Carly Grassing	Transportation Engineer
✓	Matthew Hiltz	Asset Preservation Manager
✓	Amanda Lindgren	Public Engagement Consultant (chair)
✓v	Sharon Cybulski	Assistant to the Director of Transportation (recorder)

✓ = in-person attendance; ✓v = virtual attendance; ✘ = regrets

## 1. Welcome and Housekeeping

Amanda Lindgren welcomed everyone to the first meeting of this group and acknowledged that we are on Treaty 6 territory and the homelands of the Métis. Meeting started at 5:33 p.m.

Welcome was extended to the newest members of the group: Mark Closson, Lucy Stobbe, Abe Eazadi and Michael Painchaud. Isaac Dankwah will be the public engagement consultant moving forward for this group as Amanda has moved on to a different position with the City. Roundtable ice breaker/introductions were done.

The meeting was a hybrid meeting with in-person attendance and virtual attendance through Microsoft Teams.

## 2. Review and Approve Terms of Reference and June Meeting Minutes

The minutes from the June meeting were approved as circulated.

Reviewed the mandate and mission of the group. No changes made to the terms of reference.

## 3. Sidewalk Repair and Maintenance – Matt Hiltz, Asset Preservation Manager

Asset Preservation's role is:

- Plan short- and long-term preservation programs;
- Provide the most economical plan for preservation, restoration and rehabilitation;
- Report on condition; and
- Obtain required funding.

Sidewalk preservation

1. Maintenance activities are largely complaint driven. The sidewalk gets inspected and safety matrix criteria is used to determine the condition and priority.
2. Preservation is largely driven by nearby roadway and water/sewer preservation work. Treatment options include crack sealing, trip ledge removal, concrete overlay, and complete replacement. Complete replacement is the last option because it is the most expensive. Sidewalk preservation

Pathway preservation:

Work planned for pathways over the next couple of years includes pathway inventory analysis, network condition assessment and establishing a preservation strategy.

The Three-Year Preservation map of upcoming and future construction is posted on the City's website ([saskatoon.ca/roads](https://saskatoon.ca/roads))

Safety concerns can be reported through the Customer Care Centre at: 306-975-2476 or [customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)

Question: In light of climate change, has there been any consideration to using different materials to maintain sidewalks and pathways?

Answer: City has started investigating other possible options but have not yet identified any alternatives. Any new materials would have to be accessible.

Question: How do trees impact sidewalk preservation work? Some installations have narrowed significantly beside a tree.

Answer: Asset Preservation works with Urban Forestry regarding trees. There is some field fitting done which may explain why some sections have been narrowed to minimize impacts to a tree.

Question: What about missing sidewalks? There are many missing sidewalks in the industrial areas.

Answer: The City has inventory of missing sidewalks (440 kilometres). When the industrial areas were established, there was no requirement to have sidewalks. Some of the challenges in the industrial area is there are lots of utility poles and the streets were not designed to have sidewalks. The City is making progress on addressing missing sidewalks with the budget that has been allocated. A report about the [Sidewalk Infill Implementation Program](#) was presented to the Standing Policy Committee on Transportation in January 2023.

One of the projects the City is working on right now is to hire a consultant to look at the feasibility of having a multi-use pathway on Millar Avenue.

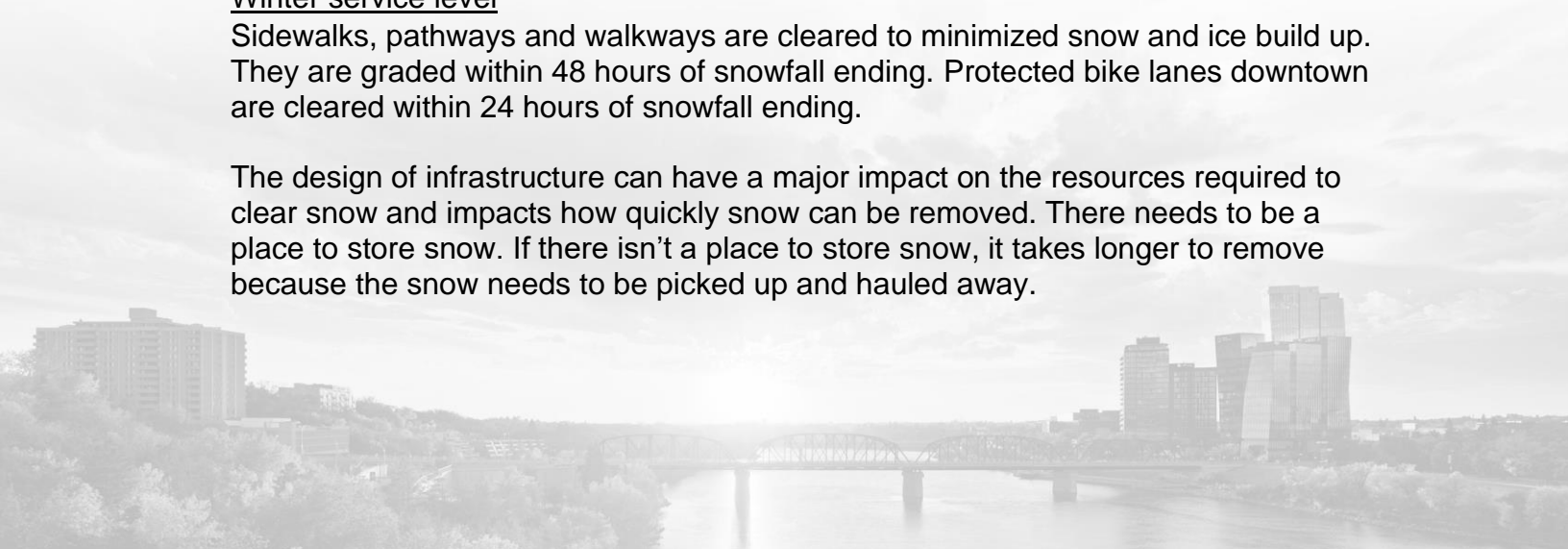
#### **4. AT Infrastructure Service Levels – Tracy Danielson, Roadways Manager**

Tracy provided an overview of operations for active transportation infrastructure (multi-use pathways, cycle tracks, right-of-way, protected bike lanes, sidewalks adjacent to city infrastructure or sidewalks that don't have commercial frontages) in the winter and summer.

##### Winter service level

Sidewalks, pathways and walkways are cleared to minimized snow and ice build up. They are graded within 48 hours of snowfall ending. Protected bike lanes downtown are cleared within 24 hours of snowfall ending.

The design of infrastructure can have a major impact on the resources required to clear snow and impacts how quickly snow can be removed. There needs to be a place to store snow. If there isn't a place to store snow, it takes longer to remove because the snow needs to be picked up and hauled away.



Working on a map so the public can see who is responsible for winter maintenance for different infrastructure.

There is limited capacity to apply de-icing material on the Active Transportation Network.

### Summer service level

Sidewalk maintenance to remove tripping hazards on sidewalks. Also do repairs and maintenance to utility cuts (underground infrastructure repairs that cut into sidewalks). Usually do approximately 9 kilometres a season for sidewalk repairs which is a significant increase over the average of 3 kilometres a season prior to 2021. City crews replace sidewalks that have been removed/damaged due to underground utility work.

There is no service level for sweeping cycle tracks and multi-use pathways. The Downtown BID helps with sweeping of protected bike lane downtown on 23<sup>rd</sup> Street. A report was submitted to the Standing Policy Committee on Transportation in April this year and final decisions will be made during budget deliberations in November. The bridge walkways are cleaned when the bridges are washed in June. City Council approved an option to include sweeping the five bridge walkways that are most impacted by splashing debris.

Roadways takes care of snow removal on Meewasin trails and Parks takes care of maintaining the trails in the summer.

Additional information about:

- street sweeping ([saskatoon.ca/sweep](https://saskatoon.ca/sweep))
- snow removal ([saskatoon.ca/snow](https://saskatoon.ca/snow)).
- sidewalks ([saskatoon.ca/sidewalks](https://saskatoon.ca/sidewalks))

In addition, when there is a major snow event, there is a snow report that is published twice a day that provides status update on snow clean up available at [saskatoon.ca/snowreport](https://saskatoon.ca/snowreport)

Concerns can be reported through the Customer Care Centre at: 306-975-2476 or [customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)

Information is also available on social media and new releases.

Question: Does the design of Active Transportation consider placement of trees its impact to snow management?



Answer: Tree placement on active transportation facilities is included in the design standards. However, designs that include trees between the street and the active transportation facility can present challenges for snow management.

Question: Drainage along the curbs can be problematic for pedestrians and cyclists with water splashing up on them at catch basins or freezing in the winter. Has there been any rethinking of how drainage is done on streets?

Answer: The City has been installing more catch basins near pedestrian ramps at crossings so there is a place for water to go. Roadways works with Construction and Design to do drainage assessments. The storm main is typically on one side of the street and water and sewer on the other side. If you see ponding or splashing, you can contact the Customer Care Centre. The City also does a fall sweep in neighbourhoods with lots of trees to remove leaves from the street/catch basins to help with drainage for the spring melt.

Question: Are assessments done when snow drifts on sidewalks and walkways?

Answer: Drifting usually occurs when the wind comes from the north. If a whole block has drifting that will likely be addressed, but if there are isolated drifts, please call Customer Care Centre to inform the City.

Question: Is sanding used on AT facilities?

Answer: The City sands bridge walkways but doesn't sand the Meewasin trail. It was noted that salt can damage the infrastructure. There are environmental concerns if salt is used on pathways, particularly near the river. Cyclists usually don't like sand so it is a balancing act on what products are used for different situations.

Comment: Committee member who cycles commented they would rather see sand or gravel rather than salt on cycling infrastructure. On the west side of Victoria Avenue between 10<sup>th</sup> and 11<sup>th</sup> Street, there was ice build up last year, so salt was used making it uncomfortable riding through slush. Salt is hard on bikes.

Response: The City uses salt to break the ice layer and then scrape it off. It is a balancing act. The City wants to provide a good grip in the winter but not create excessive debris in the spring once the snow is gone.

Question: Who will look after re-painting lines on the Meewasin trails that was installed recently. A private contractor painted the original lines.

Response: Parks looks after the trails in the summer so would need to ask if they have capacity to do that. Roadways looks after the trails in the winter.

Question: What is the timeframe to have snow removed?

Answer: The goal is to have snow removed within 48-hour period except in the protected bike lane downtown where it is 24 hours to remove the snow. Excess snow sometimes ends up in the bike lane after it has already been cleared because snow from the adjacent sidewalk is pushed into the bike lane.

Residents are not permitted to put snow from the sidewalk onto the street; they are to put the snow on their property except at certain locations, such as the sidewalks adjacent to the protected bike lanes on 23<sup>rd</sup> Street where businesses put the snow in the bike lane so that it can be cleared when the bike lanes are cleared.

Comment: Snow removal on pathways isn't working which results in poor drainage.

Question: Can you confirm responsibilities for snow removal?

Answer: Residents and business are responsible for removing snow in front of their home or business. Roadway crews remove snow from walkways and Parks removes snow from pathways.

City is looking at possibly using technology to enhance snow removal map to show snow removal in real time.

Question: Does the City provide guidance to residents on sidewalk snow removal? Sometimes packed snow is better for walking than a bare sidewalk which can be icy.

Answer: This [webpage](#) provides guidance through the Sidewalk Clearing Guidelines and Sidewalk Clearing Brochure under the related documents section. A comment added that accessibility can be better with a bare sidewalk than packed snow for people with mobility devices.

Question: Can you please explain the rules about snow piles in front of schools?

Answer: The windrows are to be removed within a certain time period after they reach a height of 60 cm. There was a [report](#) that went to Standing Policy Committee on Transportation regarding snow removal at schools. Many of the options outlined in the report will be included in the budget deliberations for 2024/2025.

##### **5. Reduced Speed Limit for Neighbourhood Bikeways Policy – Carly Grassing, Transportation Engineer**

The Residential Speed Limit Review was completed in 2021. A city-wide speed limit reduction was not approved. The review resulted in updates to the school and

playground zones. A 30 km/h speed limit for neighbourhood bikeways is the last item to complete from the residential speed limit review.

Neighbourhood bikeways are a type of all ages and abilities (AAA) facility that feature cyclists riding in mixed traffic on local streets that already have low traffic volumes and speeds. Traffic calming measures may be required to reduce traffic volumes and speeds. Examples of traffic calming include curb extensions and median islands. The reason for traffic calming is to help make the street feel like you want to drive slower.

National guidance and best practices for neighbourhood bikeways includes reduced speed limits. The City uses all ages and abilities (AAA) principles in its cycling and design projects to create facilities that are safe and comfortable for all cyclists.

City Council has approved a number of neighbourhood bikeway projects including 31<sup>st</sup> Street (not constructed), 23<sup>rd</sup> Street (first neighbourhood bikeway), Dudley Street (received federal funding to construct next year) and 14<sup>th</sup> Street (installed traffic calming and is nearing completion).

Working on a report recommending that City Council approve a policy for all neighbourhood bikeways to have a posted speed limit of 30 km/h. The 30 km/h speed limit would only be implemented after construction of the neighbourhood bikeway is complete. A 30 km/h speed limit is required for a street to be designated as a neighbourhood bikeway and an All Ages and Abilities (AAA) cycling facility.

Question: Why wait until after construction is complete to post the reduced speed limit? Could the speed limit signs go up first to have people slow down?

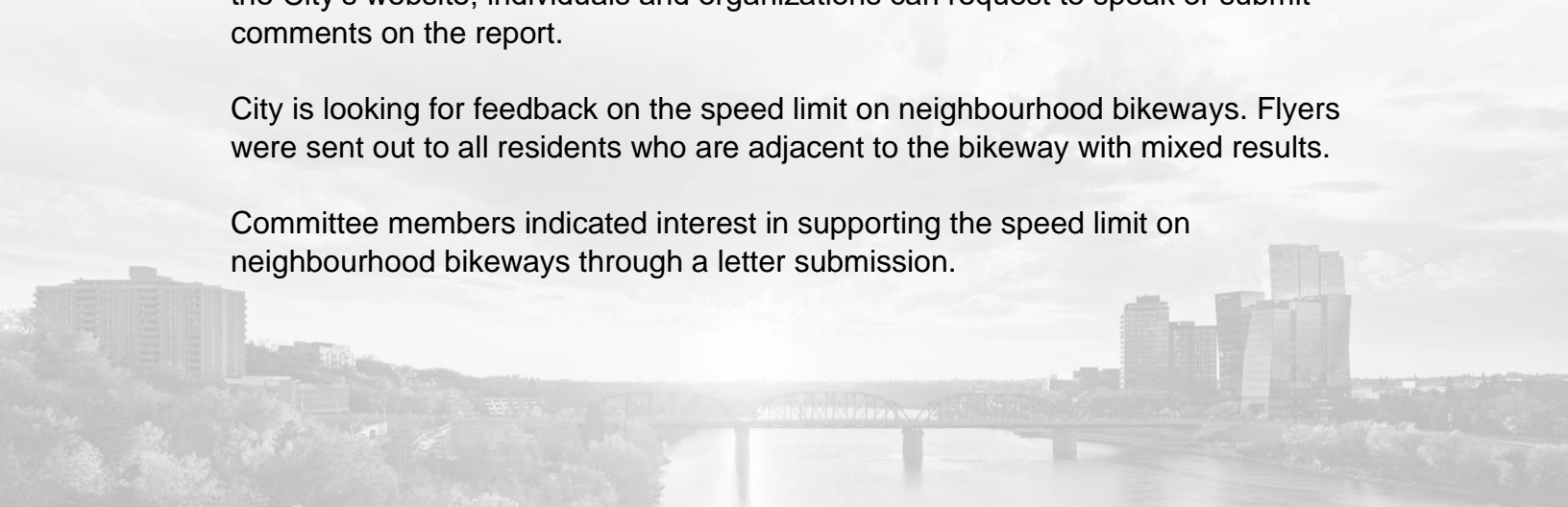
Answer: Traffic calming encourages drivers to comply 24/7. Compliance for signage only relies on enforcement and could create a false sense of security for cyclists.

Comment: Committee member noted having the street feel like a slower street provides the necessary clarity and consistency for the speed limit change.

When the Standing Policy Committee on Transportation agenda gets published on the City's website, individuals and organizations can request to speak or submit comments on the report.

City is looking for feedback on the speed limit on neighbourhood bikeways. Flyers were sent out to all residents who are adjacent to the bikeway with mixed results.

Committee members indicated interest in supporting the speed limit on neighbourhood bikeways through a letter submission.



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If you have any questions or comments on the neighbourhood bikeways speed limit, please submit to Carly Grassing or Danae Balogun by November 10.

**6. Project Updates – Danae Balogun**

Project updates will be included in the presentation slides distributed for the October 19 meeting.

**7. Next Steps and Closing**

Alan has offered to host the next meeting at the Meewasin offices (402 3<sup>rd</sup> Avenue South) on December 14 from 3:00 – 6:00 p.m.

Please provide feedback by November 10 on the neighbourhood bikeways speed limit to Danae or Carly.

The Active Transportation Plan Implementation Update [report](#) will be presented to City Council for information on October 25, 2023.

Presentation slides will be shared with the group.

Inquiry about using Teams site for minutes and documents for the group. Most of the group prefer email for sharing information rather than Teams but suggested keeping Teams as a resource.

Meeting adjourned at 7:36 p.m.

