
Active Transportation Advisory Group (ATAG)

December 14, 2023 from 3:30 - 5:30 p.m.

Hybrid - Meewasin, 402 3rd Avenue South and Microsoft Teams

In Attendance

Community Representatives:

	Name	Representing
✓	Adam Bue	Cycling
✓	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
✘	Berenice Romero	Public Transit user
✓	Stephanie (Steph) Siemens	Resident
✓	Curtis Standing	Indigenous Community
✓	Lucille Stobbe	People of all ages (youth)
✘	Bonnie Zink	Walking

Organization Representatives:

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

City of Saskatoon:

	Name	Representing
✓	Danae Balogun	Active Transportation Program Manager
✓	Carly Grassing	Active Transportation Engineer
✘	Nathalie Baudais	Engineering Manager, Transportation
✓	Pat McKay	Communications Consultant
✓	Amanda Lindgren	Public Engagement Consultant
✓	Isaac Dankwah	Public Engagement Consultant (chair)
✓	Councillor Dubois	
✓v	Sharon Cybulski	Assistant to the Director of Transportation (recorder)

Guest: Jenna Stusek, Design Assistant, Meewasin

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

1. Welcome and Housekeeping

Isaac Dankwah welcomed everyone and acknowledged that we are on Treaty 6 territory and the homelands of the Métis. Meeting started at 3:35 p.m. Roundtable introductions were done.

Councillor Dubois thanked committee members for their participation and input and wished everyone and their families a Merry Christmas.

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

2. Review and Approve October Meeting Minutes

3. Meewasin Trail in Kiwanis Park Update – Alan Otterbein

Meewasin Trail is a multi-use trail that stretches from Wanuskewin Heritage Park in the north to Chief Whitecap Park in the south on both sides of the river (over 100 kilometres). The trail is part of the City's active transportation network. There are trail counters throughout the trail and last year 2.3 million visits were recorded.

A trail study was completed in 2014 to understand existing trail conditions and projected usage. One of the outcomes of the study was a prioritized list of enhancements and list of gaps. Development standards were also proposed.

One of the top priorities of the study was the portion of the trail that goes between the weir to River Landing.

Alan provided an update on Meewasin downtown trail enhancements, specifically in Kiwanis Memorial Park. It is the oldest section of the trail and has high usage volumes. There are several safety concerns with this section including narrow trail, blind corners, dated amenities and it doesn't meet accessibility standards.

Trail enhancements are done in phases as budgets allow. The section from the weir to Shakespeare on the Saskatchewan and in Kiwanis Memorial Park South was completed.

Conceptual design has been approved for the River Landing to Shakespeare on the Saskatchewan section. Currently working on detailed design of the section from Kiwanis Memorial Park by Bessborough to Shakespeare on the Saskatchewan. Significant changes are planned at the Thompson Belvedere.

The next phase of construction is the Kiwanis Promenade (behind the Bessborough Gardens).

Reviewed the different downtown trail enhancement phases:

- Festival site (by Friendship Park) – this is linked with the City’s Downtown Event and Entertainment District project so nothing will be done in this area until the City proceeds with the festival site.
- Kiwanis Memorial Park South – completed this year.
- Kiwanis Memorial Park Promenade – subject to budget approval with construction to begin in May 2024.
- Kiwanis Memorial Park Central – by fountain and skating building.
- Kiwanis Memorial Park North – Thompson Belvedere building is included in this section.
- Kinsmen Link – connection underneath the University Bridge to the Shakespeare on the Saskatchewan site.

Provided an overview of history of the Thompson Belvedere that was built in the 1970s to commemorate Royal Canadian Air Force veteran. The location has become challenging in terms of accessibility (narrow trail with walls and steep grades; blind corners and poor sightlines; inconsistent lighting; aging infrastructure; overgrown vegetation, encampment usage).

Reviewed original concept of how to improve the location around the Thompson Belvedere and the updated concept. Updated concept includes updated plantings, widening the trail without the bridge, addition of outdoor plaza, larger lookout, added amenities, better lighting and improved sightlines and flow and improved access to the Thompson Belvedere. Interpretation will be included about the Thompson Belvedere.

Feedback on the updated concept. Clarification was provided on the walls. The north walls would be taken out and the wall on the river side would remain. There would be new bench opportunities in the plaza space and not inside the building. The width would be 5 metres.

There were expressions of support for the updated concept with members looking forward to the changes.

Sidewalks are not part of the Meewasin Trail.

The enhancements to this area are a few years out and will be phased based on funding.

The trail is part of the Trans Canada trail system. It was noted there is funding available for accessibility upgrades. Meewasin works closely with them and they have been generous in funding recent projects. Meewasin will continue to work with them on future phases.

Inquiry if the trail would be closed when work is being done. Detour plans would be in place so people will be rerouted to the sidewalks for the duration of the project.

Inquiry if the trail will have cameras. There is nothing planned in terms of cameras on any sections of the trail or the Thompson Belvedere. Meewasin operates cameras at the rink and office location. Can bring up with the City.

All projects on public land or with public access go through the City's Crime Prevention Through Environmental Design (CPTED) [Review Committee](#). The committee looks at projects through safety lens. Meewasin presented to the committee last week.

4. Budget Update and Cycling Projects List – Danae Balogun

Provided brief overview of 2024 and 2025 budget details for budget lines in the Active Transportation (AT) budget.

AT Plan Implementation

Annual program elements:

- Cycling guide – will circulate to committee members for additional feedback
- AT education campaign
- Learn to ride safe program
- Grant program for AT stream - \$10,000 available for community funding for grant applications
- BYXE week events
- Bike parking request program – for bike parking places that are outside the business improvement districts
- ATAG
- Staffing costs

Plan to refresh the AT Plan in 2024-2025. The AT Plan refresh will be a future agenda item for ATAG.

Accessible Pedestrian Signal Program

- Install audible pedestrian signals at retrofit locations in consultation with low-vision community.

Curb Ramp Program

- Did receive additional funding in 2022-2023 and were able to complete over 400 ramps.
- Now back to standard funding so can do approximately 25 curb ramps a year (\$3,500 / curb ramp).
- List is generated annually based on priority categories.



New Sidewalk Program

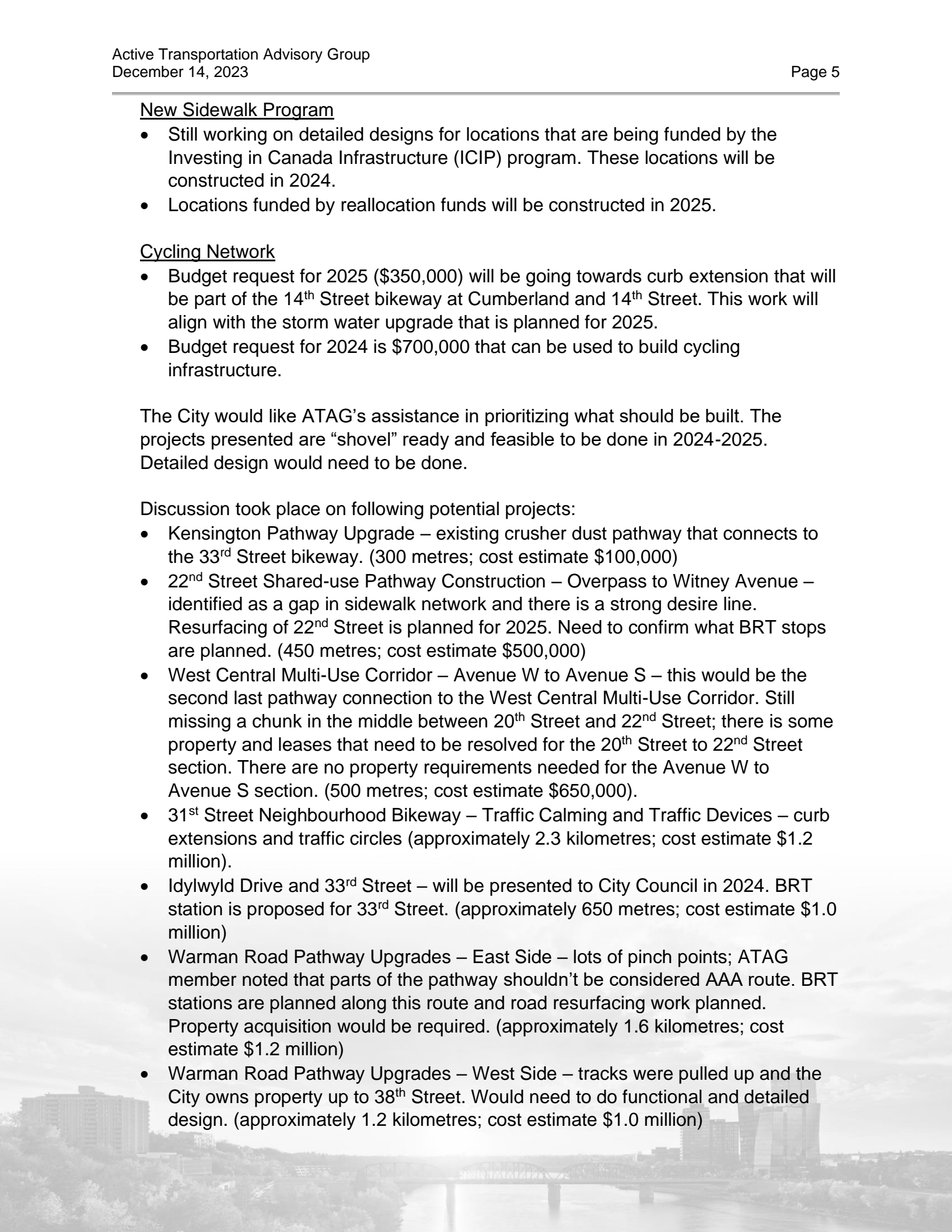
- Still working on detailed designs for locations that are being funded by the Investing in Canada Infrastructure (ICIP) program. These locations will be constructed in 2024.
- Locations funded by reallocation funds will be constructed in 2025.

Cycling Network

- Budget request for 2025 (\$350,000) will be going towards curb extension that will be part of the 14th Street bikeway at Cumberland and 14th Street. This work will align with the storm water upgrade that is planned for 2025.
- Budget request for 2024 is \$700,000 that can be used to build cycling infrastructure.

The City would like ATAG's assistance in prioritizing what should be built. The projects presented are "shovel" ready and feasible to be done in 2024-2025. Detailed design would need to be done.

Discussion took place on following potential projects:

- Kensington Pathway Upgrade – existing crusher dust pathway that connects to the 33rd Street bikeway. (300 metres; cost estimate \$100,000)
 - 22nd Street Shared-use Pathway Construction – Overpass to Witney Avenue – identified as a gap in sidewalk network and there is a strong desire line. Resurfacing of 22nd Street is planned for 2025. Need to confirm what BRT stops are planned. (450 metres; cost estimate \$500,000)
 - West Central Multi-Use Corridor – Avenue W to Avenue S – this would be the second last pathway connection to the West Central Multi-Use Corridor. Still missing a chunk in the middle between 20th Street and 22nd Street; there is some property and leases that need to be resolved for the 20th Street to 22nd Street section. There are no property requirements needed for the Avenue W to Avenue S section. (500 metres; cost estimate \$650,000).
 - 31st Street Neighbourhood Bikeway – Traffic Calming and Traffic Devices – curb extensions and traffic circles (approximately 2.3 kilometres; cost estimate \$1.2 million).
 - Idylwyld Drive and 33rd Street – will be presented to City Council in 2024. BRT station is proposed for 33rd Street. (approximately 650 metres; cost estimate \$1.0 million)
 - Warman Road Pathway Upgrades – East Side – lots of pinch points; ATAG member noted that parts of the pathway shouldn't be considered AAA route. BRT stations are planned along this route and road resurfacing work planned. Property acquisition would be required. (approximately 1.6 kilometres; cost estimate \$1.2 million)
 - Warman Road Pathway Upgrades – West Side – tracks were pulled up and the City owns property up to 38th Street. Would need to do functional and detailed design. (approximately 1.2 kilometres; cost estimate \$1.0 million)
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City used the scoring that was used for the Saskatoon Transportation Master Plan framework. Projects are prioritized based on the following: addresses network gaps, number of network gaps, number of modes integrated, improves safety, actively seeks to remove equity and accessibility barriers and aligns with other work.

City scored the projects as follows:

1. 22nd Street Shared-use Path – Overpass to Witney
2. Warman Road Pathway Upgrades – East Side
3. West Central Multi-Use Corridor – Avenue W to Avenue S
4. Idylwyld Drive / 33rd Street
5. 31st Street Neighbourhood Bikeway
6. Warman Road Pathway Construction – West Side
7. Kensington Pathway Upgrades

Saskatoon Cycles priority is gap filling. Pedestrian priority is improved safety. Safety, accessibility and number of people it can help were identified as priorities. The City doesn't have data on the number of users.

Discussion took place on the scoring of the projects. Ranking for 4 and 5 was identified as a mismatch for members of the group. Saskatoon Cycles priority would be West Central Multi-Use Corridor if the remaining pathway was complete – WCMUC drops in importance if 20th Street to 22nd Street is still missing. Concerned about the gap that requires property acquisition. 22nd Street was not the group's priority.

Action: ATAG members to provide their ranking of the projects by December 25. Can also provide rationale for the ranking if they want.

5. 2024 AT Education Campaign Topics/Messages - Danae Balogun

Provided highlights of the themes from the We Us Them strategy which were:

- Main message is that no matter how you get there, we are all just trying to get from A to B whether they're walking, biking, driving or taking the bus.
- Acknowledging the differences and similarities between the various modes.

Did do some ad campaign at the end of 2023 with the *#GoTogether* theme.

Would like ATAG's input into what message and medium to use to share messages for the 2024 AT education campaign.

Parameters are:

- Stick with the *#GoTogether* as a theme so there is consistency
- Stick with the *#BYXE* look and feel (colours, real people, imagery, bright, upbeat)
- Budget is \$50,000/year – will be a little less with 3% cutback
- Messages should include both pedestrians and cyclists (not necessarily together in the same message).

Brief discussion took place about the messages in the two videos that were shared of two UK campaigns. Some comments were:

- As a cyclist, fear accompanies them on every single ride. They would like drivers to give them as much space as possible, not just the minimum amount. If they thought of other people sharing public space as people they knew, would that make a difference?
- There is a gap in the education of all users. People don't know what the rules are which is a problem.
- Campaign is focusing on pedestrians and cyclists. Drivers need to be part of the campaign too.
- Need to educate drivers.
- Share the road campaigns seem to be interpreted as cyclists. *Cyclist – you know you have to follow the rules, right?*
- Like the balance with focus on drivers looking at others as people too who just want to get home safely too.
- If there was a higher mode share of cycling in Saskatoon, there would be more people who would identify as both a driver of a vehicle and as a person cycling.
- Leaning more to the message that we are all human beings here.

Winter messaging will be coming out that will include interviews with some winter cyclists.

Action: Continue the discussion on the messaging for the AT education campaign at a separate meeting in February.

6. Project Updates – Danae Balogun

AT Planning Projects

- College Drive Feasibility Study
- College Drive and Wiggins Avenue Safety Audit
- Circle Drive Shared-Use Pathway Feasibility Study
- Millar Avenue Multi-Use Pathway
- Victoria Avenue from Taylor Street to Ruth Street
- BYXE Street Team
- Connecting 2nd / 3rd Avenue Walking, Cycling, Driving Improvements

AT Construction Projects

- Dudley Street
- ICIP Sidewalks
- Ramps
- APS

AT Program Reports

- City Council – December 20, 2023

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- Neighbourhood Bikeways 30 km/h Speed Limit Policy
 - Connecting Avenue C: Walking and Cycling Improvement Project

If you wish to address City Council, you can go through the request to speak or comments form on the City's [website](#).

Appreciation was extended to committee members for their support.

- Standing Policy Committee on Transportation – Q1 2024
 - Rapid Deployment for Safety Improvements in Cycling
 - 31st Street Bikeway Connection to 33rd Street Shared-Use Pathway

Please reach out to Danae or Isaac if you have any questions.

7. Next Steps and Closing

A special meeting will be held in January to discuss rapid deployment and a special meeting will be held in February to discuss marketing campaign. Doodle poll will be sent out for meeting date availability.

Regular ATAG meeting will take place in March.

Appreciation was extended to everyone for their participation in today's meeting. Meeting adjourned at 5:43 p.m.

