

Active Transportation Advisory Group (ATAG)

October 16, 2025 from 3:00pm – 5:30pm

Hybrid – Saskatoon City Hall (Committee Room A) and Microsoft Teams

In Attendance

Community Representatives:

	Name	Representing
✗	Adam Bue	Cycling
✓	Mark Clossen	People of all ages (senior)
✓	Greg McKee	Business community
✓v	Lisa Franks	People of all abilities
✗	Jasmine Liska	Resident
✗	Michael Painchaud	Post-secondary
✗	Tyler Rittinger	Elementary or high school
✓	Stephanie (Steph) Siemens	Resident
✗	Curtis Standing	Indigenous community
✓	Richard Williams	Public transit user
✓	Nialan Young	People of all ages (youth)
✓	Kate Lasiuk	Walking

Organization Representatives:

	Name	Representing
✗	Troy Corbett	Saskatchewan Government Insurance (SGI)
✓	Verna Gallen	Walking Saskatoon
✓	Cora Janzen	Saskatchewan Health Authority
✗	Alan Otterbein	Meewasin Valley Authority
✗	Chelsea Pitre	Discover Saskatoon
✓	Merlin Toth	Saskatoon Cycles

City of Saskatoon:

	Name	Representing
✓	Nathalie Baudais	Engineering Manager, Transportation
✓	Justine Marcoux	Senior Transportation Engineer
✓	Anthony Wood	Active Transportation Program Manager
✗	Councillor Dubois	City Council
✓	Councillor MacDonald	City Council

Guests:

	Name	Representing
✓	Mackenzie Walker	Urban Systems, Consultant for AT Plan Update

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

1. Welcome and Housekeeping

Anthony Wood welcomed everyone and acknowledged that the meeting took place on Treaty 6 territory and the traditional homeland of the Métis. Meeting started at 3:00pm.

Housekeeping details were shared, and the meeting agenda and timeline were summarized.

2. Icebreaker Session

An icebreaker session was held.

3. ATAG Terms of Reference Review

Administration provided an overview of the existing ATAG Terms of Reference. The Terms were circulated in advance of the meeting for review and comment, if applicable.

A question was asked regarding whether a Strong Towns YXE representative should be added to ATAG (similar to Walking Saskatoon and Saskatoon Cycles).

Administration confirmed that they have been engaging with Strong Towns YXE. At this point, they have not been offered a representative position on the ATAG due to the breadth of their mandate (the organization contemplates many issues beyond active transportation).

4. April 2025 Meeting Minutes

The April 2025 meeting minutes were approved as circulated.

5. 2026/2027 Transportation Budget Report

Administration provided an overview of the 2026/2027 Capital Budget [Report](#), which was recommended for approval by the Standing Policy Committee on Transportation on Tuesday, October 07, 2025. The list of projects proposed to be funded in the next two years was shared.

Questions were posed by the ATAG membership to clarify funding distribution and project timelines.

The proposed capital budget will proceed to Council on November 26 - 28, 2025.



6. Active Transportation Project Updates

Administration provided updates and answered questions regarding a variety of projects:

Winter BYXE Break

The new winter BYXE Break campaign will be kicking-off in late November 2025. Campaign videos previously shared with the membership were updated based on member feedback.

Munroe Avenue Bikeway

The New Munroe Avenue Bikeway was installed and has been in effect since August 31st, 2025 between College Dr and 14th St E. The bikeway was installed using rapid deployment techniques.

Design work is currently underway for the intersection of College Dr and Munroe Ave. The final design will accommodate cyclist traffic across College Dr within the permanent built form of the Link project.

ATAG members requested clarification regarding the function and intent of the rapid deployment approach. Administration advised that the approach involves creating cycling routes with readily available and relatively inexpensive materials such as signage, pavement markings and pinned curbs. The process is inherently quicker to implement when compared to traditional transportation design. The roadway changes use adaptable materials, which facilitate adjustments to the design and operation of the network to respond to user behaviour and easily address concerns.

Online engagement is currently open to the public for feedback until November 4th, 2025. A link to the Engage Page for this project will be shared with the membership following the meeting for distribution within their respective networks.

14th Street Bikeway Permanent Curb Extensions

Curb extensions and cyclist refuge areas were installed at the intersection of 14th St E and Cumberland Ave. These improvements are the final component within the 14th St Bikeway.

Members requested clarification on how cyclists are meant to cross Cumberland Ave while using the new refuge areas. Administration confirmed that cyclists traveling westbound on the 14th St pathway should dismount and walk their bike through the crosswalk to the curb extension on the northwest corner of the intersection. They can then mount their bike within the refuge area and use the black concrete portion to merge into the travel lane on the 14th St Bikeway. Cyclists traveling eastbound who would like to access the 14th St shared use pathway can ramp onto the refuge area on the southwest corner of the

intersection while they wait for the traffic signal. They would then dismount and complete a two-stage crossing, walking their bike and crossing with the pedestrian signals. It was acknowledged that the new intersection treatment would be more convenient for cyclists if cross-rides were permitted in conjunction with cycle tracks under the Provincial Traffic Safety Act.

2025 AT Planning Studies

The Connecting Millar and Connecting Victoria AT planning studies will proceed to Council in Q1 of 2026. The ATAG membership will be notified once a date is confirmed should they wish to write-in or speak at the Council meeting.

Connecting Downtown – 19th Street AAA Route

At their June 2025 meeting, Council approved Administration's recommendation to proceed with engagement work for the 19th Street portion of the Connecting Downtown network. Engagement was recommended to proceed now that substantial planning work related to the Link BRT system and Downtown Event and Entertainment District has been completed.

The project area will extend along 19th Street from Avenue A to 4th Avenue, incorporating with the new All Ages and Abilities (AAA) infrastructure currently being installed at the base of the Broadway Bridge as part of its rehabilitation.

An online survey and in-person engagement session is currently being planned for late November or early December. The ATAG membership will be notified once additional engagement details are available.

Circle Drive from Laurier Drive to Idylwyld Drive Functional Plan

The City is exploring the challenges to, and opportunities for safety and capacity improvements along Circle Drive from Laurier Drive to Idylwyld Drive.

The project will also investigate potential improvements for AT connections across Circle Drive within the project area, including but not limited to the:

- 33rd Street interchange;
- 31st Street AT underpass;
- Future Airport Drive interchange;
- Incorporation of the Connecting Avenue C project recommendations; and
- Idylwyld Drive interchange.

An in-person open house event is being hosted on Tuesday, November 4th from 4:00pm to 8:00pm. The ATAG membership was asked to share this engagement opportunity within their respective networks and communities.

7. Active Transportation (AT) Plan Update

A presentation was provided by Mackenzie Walker representing Urban Systems, the City's consultant who will be delivering the AT Plan Update.

Mackenzie provided a project update, summarizing the work that has been conducted on the AT Plan Update over the past five months:

- The update has been divided into a series of “Discussion Papers”, marking specific project milestones.
- Discussion Paper #1 assessed Saskatoon’s current AT infrastructure, policies and travel patterns. Key findings identified included:
 - Sidewalk and cycling coverage has improved since 2016;
 - Most trips are still made by car, but many are short enough for walking or cycling;
 - The new equity analysis highlights areas needing better access to active transportation; and
 - Safety for pedestrians and cyclists remains a challenge.
- To complement and inform Discussion Paper #1, the project team also conducted a community cycling tour, experiencing both routes that were improved since the 2016 AT Plan, and some that were not.
- Discussion Paper #2 focused on reviewing national and international trends and best practices, as well as lessons learned from other Canadian cities. Key findings included:
 - Universal design and accessibility are now central to planning;
 - Micromobility (e-bikes, scooters) is shaping new facility standards;
 - Equity, transit integration, and winter maintenance are critical for success; and
 - Successful cities use flexible engagement, prioritize network connectivity, and build strong partnerships.
- Urban Systems and the Administration conducted the first round of engagement with both internal City departments and the public (represented by the ATAG).
- The first internal “Day of Learning” session was held on April 28th, 2025, and introduced the Active Transportation Plan Update project to City staff from multiple departments. Feedback collected included:
 - City staff want the update to be more prescriptive, align with new policies, and set stronger goals for mode shift; and
 - Funding gaps for downtown connections and pathway maintenance will be a challenge.
- The first public engagement session was held with the ATAG on May 26, 2025, introducing the Active Transportation Plan Update project to external stakeholders. Feedback collected included:
 - Discussions surrounding opportunities for micromobility, with mixed views expressed, and a desire for enhanced regulation and enforcement; and
 - Support for quick, easy infrastructure improvements and more education opportunities as the City grows.

- Urban Systems is now proceeding with the development of Discussion Paper #3, which involves drafting several components of the updated Plan, including:
 - Updating the Plan's action items;
 - Developing a primary cycling network;
 - Diving into Saskatoon's planning, investment and operations to support walking and cycling, setting a long-term vision for active transportation; and
 - Leveraging the City's current approach to sidewalk infill prioritization to develop the new Cycling Network Prioritization Criteria.
- The development of Discussion Paper #3 is ongoing, with key findings to be identified and shared at a later date.
- At this key junction in the Active Transportation Plan Update project, Urban Systems and the Administration are seeking the ATAG's input on the draft, updated action items. Printed copies of the draft action items were shared with in-person attendees for feedback, with the intention of distributing digital versions after the meeting for convenience, and for those who were not in attendance.
- It was noted that the draft action items were to remain confidential at this stage; however, organizational representatives may share the draft with their respective boards.
- The action items were shared to inform an upcoming, in-person workshop in early November 2025.
- Additional detail regarding the in-person workshop will be shared soon.
- A roundtable discussion was held to discuss one of the actions items described under the Education and Awareness Theme:
 - ACTION 5A.3:
Develop an engagement framework that outlines different levels of engagement for active transportation network projects based on different levels of impacts, and incorporate desired level of engagement in projects.
- ATAG members were asked: Does this proposed action support the needs of the communities that you represent?
- Responses from the ATAG membership included:
 - Comment/question from membership – Appreciation was expressed for the proposed incorporation of an equity analysis into the updated AT Plan. Has Urban Systems reviewed the existing equity toolkit created by Saskatoon's Sustainability Department?

Response from Urban Systems – We are aware of it; it is a useful tool.

- Comment from membership – There is generally over-engagement on active transportation projects when compared to motorist infrastructure.
- Comment from membership – It is difficult to engage with underserved populations; they may not have access to the resources necessary to meaningfully contribute. Recommend that the City work with community partners to bring engagement opportunities to these groups.
- Comment from membership – Active transportation education and engagement initiatives should extend to motorists as well. Current provincial education materials are insufficient.
- Comment from membership – Engagement should not be one size fits all. There should be a tailored approach for each project. The development of a standardized framework will be challenging.
- Comment from membership – We find that public input is requested too late in the planning process. Administration should find a way to initiate engagement earlier so that meaningful feedback can be provided, particularly from advocacy organizations who often submit coordinated comments and presentations. More time is needed to prepare, particularly before Committee or Council meetings.
- Administration – How much time is needed?
- Response from membership – The time required is dependent on the project, time of year, and whether advocacy organizations are coordinating a response. The more time the better is a general rule of thumb. Having open lines of communication (such as those facilitated through the ATAG) is important.
- Comment from membership – Has noticed a pattern: business owners and executives are often unaware of proposed AT projects adjacent to their place of work. They may say - "why wasn't I notified of this?". Most are not against it, they just feel disrespected because they did not receive advanced notice. A letter mail notice may reach a business' mailbox, but not be delivered to ownership/management internally. There should be a stronger process developed to engage with the business community. There should be a higher level of engagement. There is a connection missing.
- Comment from membership – if a strengthened engagement process is being developed for businesses, non-profits should be included in this as well. Clearer language should be provided to garner different perspectives.

- Comment from membership – The City should generally work to identify individuals, businesses and interest groups that have not historically been reached when conducting public consultation. When we engage with the same interest groups repeatedly, a relatively small viewpoint is being represented.
- All members were encouraged to attend the in-person workshop in early November. For those who are unable to attend, or who wish to do both, written feedback may be submitted to the Administration by October 31st, 2025 (digital comments or photos of handwritten feedback are welcome). A digital copy of the draft, updated action items will be shared following the meeting.

8. Next Meeting and Closing

The next ATAG meeting is anticipated to be held in January 2026.

Meeting adjourned at 5:32pm

