

Active Transportation Advisory Group (ATAG)

September 9, 2024 from 3:00 – 5:00 p.m.

Hybrid – Committee Room A, City Hall and Microsoft Teams

In Attendance

Community Representatives:

| | Name | Representing |
|----|---------------------------|-----------------------------|
| ✖ | Adam Bue | Cycling |
| ✓ | Mark Closson | People of all ages (senior) |
| ✓ | Abe Eazadi | Business community |
| ✖ | Lisa Franks | People of all abilities |
| ✓v | Jasmine Liska | Resident |
| ✖ | Michael Painchaud | Post-secondary |
| ✓ | Tyler Rittinger | Elementary or high school |
| ✓v | Stephanie (Steph) Siemens | Resident |
| ✖ | Curtis Standing | Indigenous community |
| ✓v | Richard Williams | Public transit user |
| ✓ | Nialan Young | People of all ages (youth) |
| ✓ | Bonnie Zink | Walking |

Organization Representatives:

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

City of Saskatoon:

| | Name | Representing |
|----|-------------------|--|
| ✓ | Danae Balogun | Active Transportation Program Manager |
| ✓ | Nathalie Baudais | Engineering Manager, Transportation |
| ✓ | Michelle Buchko | Senior Transportation Engineer |
| ✓ | Isaac Dankwah | Public Engagement Consultant (chair) |
| ✖ | Councillor Dubois | City Council |
| ✓v | Sharon Cybulski | Assistant to the Director of Transportation (recorder) |

External Guests:

| | Name | Representing |
|----|--------------------|----------------------------|
| ✓ | Nazeem Muhajarine | University of Saskatchewan |
| ✓v | Sahana Ramamoorthy | University of Saskatchewan |

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

1. Welcome and Housekeeping

Isaac Dankwah welcomed everyone and acknowledged that the meeting is taking place on Treaty 6 territory and the traditional homelands of the Métis. Meeting started at 3:05 p.m.

Welcome was extended to the newest members of the group:

- Troy Corbett and Ariel Sim representing Saskatchewan Government Insurance
- Chelsea Pitre representing Discover Saskatoon
- Richard Williams representing public transit user
- Nialan Young representing people of all ages (youth)

2. Review Terms of Reference

Reviewed the terms of reference including the mandate, mission and roles and responsibilities. One suggestion was made to remove “foster” from the mission of ATAG. The revised mission would read, “The mission of the ATAG is to connect with community groups, organizations, residents, and the City of Saskatoon to support the successful implementation of the Active Transportation Plan in Saskatoon.”

Inquiry about supporting candidates for the civic election. As a resident, you can support whoever you want. This is the last meeting of this group before the civic election.

3. Review and Approve May Meeting Minutes

Agenda item not completed. To be completed via email after the meeting.

4. Acceptability of Active Living Environment Interventions - Results from Targeting Healthy Eating and Active Living Environment (THEPA) Study

Nazeem Muhajarine and Sahana Ramamoorthy from the University of Saskatchewan shared results of the Targeting Healthy Eating and Active Living Environment (THEPA) Study.

National study involving metropolitan areas with data collection between October and December 2020 through a survey (online and telephone).

Healthy eating and physical activity are critical to chronic disease prevention. Many Canadians do not meet the recommendations. Policy and social environment changes are more likely to contribute to healthy eating and physical activity than interventions aimed at knowledge, beliefs and attitudes. Public acceptability is a challenge in intervention implementation.

The study showed majority of Saskatoon’s public support the following active transport interventions:

- Increase crossing times at intersections
- Build protected bike lanes

- Redistribute road space to pedestrians and cyclists
- Implement traffic calming measures
- Close off street segments to motor vehicles

The study showed there is lower level of support for these interventions in Saskatoon when compared to other metropolitan areas in Canada. Lack of acceptance challenges the success and effectiveness of future city transformations. Addressing the resistance and bridging the gap in acceptability are critical next steps.

There is often more support after the intervention is implemented. In Saskatoon, there is backlash or resistance to bike lanes so it is hard to know when it will be acceptable before implementation. Resistance seems to be a cultural thing.

It was noted that if the survey was done today, the results would likely be different.

Brief discussion took place on change and the impetus for change.

Appreciation was extended to Nazeem and Sahana for the very informative presentation. The PowerPoint presentation will be circulated to the group.

5. Cyclist Crossing Signals

Michelle Buchko, Senior Transportation Engineer, provided an overview of recent design changes to pedestrian and cyclist actuated signals.

Pedestrian and Cyclist Actuated Signals (PCAS) are devices actuated by cyclists or pedestrians on the side street to cross the main street.

Locations with the old design:

- Clarence Avenue and 14th Street East
- 23rd Street West and Avenue H North
- 23rd Street West and Avenue P North

The old design that includes the bicycle signal display does not comply with *The Traffic Safety Act* or the Traffic Bylaw. Designs also do not align with Transportation Association of Canada (TAC) guidance. There is conflict in side street traffic control for cyclists. Drivers of a vehicle, which includes cyclists, must stop at a stop sign.

Design was updated in 2023. New designs continue to provide cyclist actuation to minimize delay and increase safety. The new design excludes the bicycle signal display and provides the same crossing time for pedestrians and cyclists.

Locations with the new design:

- Clarence Avenue and Main Street
- 8th Street East and Lansdowne Avenue



- Dudley Street and Dawes Avenue
- Dudley Street and Avenue P

The City is recommending removing existing bicycle signal displays at the locations with the old design. Full traffic signals are not warranted based on data collected this spring at Clarence Avenue and 14th Street, 23rd Street and Avenue H and 23rd Street and Avenue P. The bicycle signal displays will be removed either later in the fall or winter at these locations. Public education will be provided on the changes. Still working out the details of the public education campaign.

Question: Do you have to walk across the intersection or can you ride?

Response: At a crosswalk, you walk your bike. If on the roadway, you ride your bike. According to *The Traffic Safety Act*, cyclists must follow the traffic controls at every intersection to make sure it is safe to cross. After stopping, cyclists can ride across once it is safe to do so. They do not have to trigger the pedestrian signal.

Question: How much do automatic bike detection systems cost?

Response: Saskatoon does not currently have automatic bike detection system at intersections. The cost of automatic bike detection systems is approximately \$5,000 to \$8,000 depending on the technology, as compared to around \$1,000 per direction for push button activation. Most municipalities that use automatic bike detection systems still install the push button activation as a back up in case the automatic detection system fails. Saskatoon has been investigating automatic detection systems but has not yet selected a system type or the location to test it.

Question: Should curb extensions be installed so that cyclists don't have to move to the parking lane?

Response: Adding curb extensions at these locations would be beneficial for cyclist placement and could prevent drivers from trying to turn right in front of a cyclist travelling through the intersection. Curb extensions would require additional funding.

6. Project Updates

#BYXE break videos were shared at the meeting. One of the comments about the videos was with the 1980's theme, that some people might not take the message seriously. The teacher style of education message is not resonating with people, as suggested by the WeUsThem education strategy, a decision was made to make the education messages more lighthearted. The messages in the videos are good. The City has received good feedback on the puns made for road construction signage (e.g., pain in the asphalt, etc.). SGI also commented that their response rates are much higher when they include cheeky messages.

The videos will be launched in 2025 through the City's Instagram and Facebook. Also looking at Spotify and YouTube ads. Stills of the video content will be put in poster ads.

The following project updates were provided in the slide deck, but not discussed at the meeting:

Planning Projects

- Circle Drive Shared-Use Pathway Feasibility Study – project complete.
- Millar Avenue Walking and Cycling Improvements – project underway, next engagement opportunity in 2025.
- Victoria Avenue Planning Study (Taylor Street to Ruth Street) – project underway, next engagement opportunity in 2025.
- BYXE Street Team – project concluded first week of September. Final report expected end of September.
- AT Education Campaign – videos are complete. Working on posters, Spotify ads, YouTube ads. Targeting launch in 2025.

AT Construction Projects

- Dudley Street – on track for completion in September.
- ICIP Sidewalks – on track for completion in October.
- Ramps – on track for completion in 2024.
- College Drive and Wiggins Avenue – targeting spring 2025 install.
- Munroe Avenue Rapid Deployment – working on RFP. Targeting spring/summer 2025 install.
- Neighbourhood Bikeway Speed Limit Sign Installations – 14th Street, 23rd Street – complete. Dudley Street – September 30, 2024.
- Warman Road and Assiniboine Drive Pedestrian/Cyclist Rail Crossing – construction planned for 2025.

7. Next Meeting and Closing

The next meeting will be in January or February 2025.

Appreciation was extended to everyone for their participation in today's meeting.
Meeting adjourned at 5:18 p.m.

