

Active Transportation Advisory Group (ATAG)

January 21, 2025 from 3:00 – 5:30 p.m.

Hybrid – Committee Room E, City Hall and Microsoft Teams

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
✓v	Michael Painchaud	Post-secondary
✓	Tyler Rittinger	Elementary or high school
✕	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
✓	Cora Janzen	Saskatchewan Health Authority
✓v	Alan Otterbein	Meewasin Valley Authority
✓	Chelsea Pitre	Discover Saskatoon
✓	Merlin Toth	Saskatoon Cycles

City of Saskatoon:

	Name	Representing
✓	Nathalie Baudais	Engineering Manager, Transportation
✓	Dale Braun	Fleet Services Manager
✓	Isaac Dankwah	Public Engagement Consultant (chair)
✓	Anthony Wood	Active Transportation Program Manager (Interim)
✓	Devon Parker	Transportation Engineer
✓	Julian Petras	Senior Transportation Engineer
✕	Councillor Dubois	City Council
✓v	Sharon Cybulski	Assistant to the Director of Transportation (recorder)

✓ = 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 3:13 p.m.

Roundtable introductions were done. Welcome was extended to Anthony Wood. He is the Active Transportation Program Manager while Danae Balogun is on leave.

2. Approval of Previous Meeting Minutes

The September 2024 meeting minutes were approved as circulated.

3. Enhanced Visibility Measures on Retrofitted City Trucks Pilot Project

Dale Braun, Fleet Services Manager, provided a brief overview of the pilot project to assess enhanced visibility measures on City heavy duty trucks.

The pilot came about as a result of one of the recommendations from the Road Safety Audit - College Drive and Wiggins Avenue [report](#) that went to City Council on April 24, 2024. The Pilot Project to Test Enhanced Visibility Measures on City Heavy Duty Trucks [report](#) went to the Standing Policy Committee on Transportation on August 6, 2024.

Two different systems are being piloted. A radar detection system was installed on a garbage truck and a 360 AI system was installed on a pothole patching truck. The radar detection system uses radar to detect moving objects and provides visual (flashing lights) and audible warnings when a moving object is close to the vehicle (costs \$16,000 plus \$2,000 for installation). The 360 AI system recognizes live objects (e.g. pedestrians, cyclists) and provides an audible alarm (costs \$6,000 plus \$1,000 for installation). Both systems include an in-cab display for the operator.

The 360 AI system is going to be installed on another garbage truck so it can be assessed over the winter while the pothole patching truck is not in use.

Operator feedback has been positive. The systems give the operators more security, especially if they are in a busy area. The equipment is easy to use.

SGI, Transport Canada and Canadian Association of Fleet Managers are all interested in the technology. Transport Canada is considering different types of legislation for heavy equipment. Some municipalities are testing side guards on trucks. The side guards don't prevent the collision but reduce the severity of the injury.

The City will continue to pilot the two systems and present a report on the findings in the spring to City Council for direction. There are lots of potential options that could be considered.

Question: Will the technology detect a dog?

Response: Need to confirm with the manufacturer but from observations, it seems to pick up anything that is moving.

Question: What vehicles have the technology?

Response: The technology is being assessed on two City vehicles (garbage truck and patch paving truck). SGI and Transport Canada would be the regulators for vehicles to have this equipment.

Question: How many garbage trucks does the City have?

Response: 35 garbage trucks.

Question: Is there other equipment that would use the technology?

Response: Wheel excavators used for fixing water mains would benefit from the technology.

Question: Is it weather and/or mud sensitive?

Response: Currently testing them over the winter and so far, everything has been working.

Question: Is Transport Canada looking at buses?

Response: They are looking at different size vehicles so assume they are looking at buses.

4. Accessible Loading Zone Pilot Project

Devon Parker, Transportation Engineer, provided a brief overview of the accessible loading zone pilot project.

The goals of the project are to have an accessible zone that is maintainable at low cost and could be applicable to all areas of the city.

The Pilot Project – Accessible Loading Zone Ramps [report](#) was presented to the Standing Policy Committee on Transportation on August 8, 2023.

Three different designs were piloted at the following locations:

- Combined curb – Luther Care Centre
- Separate curb – Sutherland School
- BID (wide sidewalk) – Study Stone Centre

Each of the pilot locations had to pay for the installation of the accessible loading zone ramps.

- Installation costs: side loading area \$5,000; ramp \$4,000; additional panel replacement \$5,000.
- Removal costs: \$1,500 to \$6,000
- Total cost: \$5,500 to \$26,000 per location

Key elements of the designs:

- Side and rear loading
- Vehicle space
- Ramp from rear loading to pedestrian route
- No texture on ramps (so low vision community does not mistake it as a safe crossing location)
- Accessible loading zone signage (sign needs to be updated with current language)
- No furniture in the amenity space (no hydrants, poles, etc.)
- Landing pad behind ramp so there is a safe space to go to

The City is gathering feedback on the project and will revise design alternatives (if needed) and present findings to City Council for direction.

Consideration needs to given to:

- Eligibility
 - Where the zones should be permitted (50 metres from intersection, infill only)
 - Who is eligible (schools, elder care facilities, government facility, religious gathering centres, BIDs, other)
- How do the accessible ramps affect the low vision community?
- Funding – who should pay?

Question: Would other health care facilities be included such as Community Clinic on 2nd Avenue and the Westside Community Clinic on 20th Street? Would other locations such as leisure centres and libraries be included?

A suggestion was made to have an accessible ramp at City Hall.

Response: Thanks for the suggestions. We'll consider these as we review the eligibility criteria. Typically, the accessible loading zones would not be considered for facilities that have parking lots and can accommodate accessible loading off-street.

Question: Are accessible parking permit holders allowed to **park** in the accessible loading zones like they are in general loading zones? How will people be educated on what is allowed?

Response: Parking Services is working on accessible parking project and will be engaging with the community. Signage for accessible loading zones and accessible parking stalls will need to be very clear. We will need to provide clarification to accessible parking permit holders regarding parking/loading uses.

Suggestion that shared e-scooter vendors would need to move their parking areas, so they aren't close to accessible loading zone ramps.

Suggestion that bike parking should be provided near the accessible loading zone so that cyclists would not lock bikes to the sign posts for the accessible loading zone.

Question: If a facility that has an accessible loading zone closes, removing the accessible loading zone would remove accessibility.

Response: The intent of the program is intended to improve accessibility to the businesses / organizations who need them. Trying to balance the needs for all people including people with low vision. Will need to develop a process for confirming the need for the accessible loading zones before removal.

Question: Who would pay for the accessible loading zone ramps?

Response: Still to be determined. Could be funding approved by City Council, private businesses/BID, or a combination.

Please contact Devon if you have further comments or feedback (devon.parker@saskatoon.ca). A survey will be sent to this group for feedback.

5. Household Travel Survey 2023

Julian Petras, Senior Transportation Engineer, provided a brief overview of some of the results of the household travel survey that was done in the fall 2023.

The 2023 Household Travel Survey [report](#) was presented to the Standing Policy Committee on Transportation on September 3, 2024. The household travel surveys are done every ten years, with the last one done in 2013.

Highlights of the survey results included:

- Residents are making fewer daily trips than in 2013.
- Shift towards remote work increased by 8%.
- Auto driver trips continue to be dominant.
- There was a slight increase in transit and walking trips.
- Less people are cycling than in 2013.
- Men are more likely to cycle and drive and women are more likely to walk, take transit and travel as a passenger.
- Cycling is higher for those under 20.
- Walking is highest for children.
- Walking is highest within student residence.
- Cycling is highest within houses.
- Transit is highest within apartments.
- Walking and cycling are highest for couples with children.
- Transit is higher among roommate households.
- Driving is highest with single person households.

A comment was made that bike theft has risen so that could be one of the reasons for a decrease in cycling.

Question: Could the data be shared with the Saskatchewan Health Authority or the research community? There are five health networks in Saskatoon and the data from the household survey would provide opportunities for rich knowledge about the environment within the city. For example, the Targeting Healthy Eating and Active Living Environment (THEPA) Study led by Nazeem Muhajarine, or Daniel Fuller from the University of Saskatchewan.

Response: Nazeem presented the results of the study at the September 2024 meeting. Daniel Fuller is aware of the survey. The household data hasn't been shared with them yet, but Nathalie can let them know about the study completion. A data sharing agreement would need to be completed to share access to the raw data.

Question: Was there any thought to capture why a person chose the travel mode?

Response: When the survey questions were developed, consideration was given to the length of the survey, the relevance of the question and how the data would be used.

Question: Did the survey results take into consideration the mode share for different seasons?

Response: Yes.

6. Cycling Guide Updates

Nathalie Baudais, Engineering Manager, provided a summary of the updates that will be made to the cycling guide for 2025.

The following updates will be made:

- Remove 8th Street sidewalk between McKercher Drive and Boychuk Drive and McOrmond Drive sidewalk between Nelson and Attridge.
The sidewalk is 1.5 metres wide, which is not sufficient for cycling infrastructure.
- These gaps will be added to the guide once the infrastructure has been constructed.
- Add in the missing gap of pathway on Marquis Drive where it exists.
- Change 23rd Street to bikeway (rather than boulevard) since the 30 km/h speed limit came into effect in September.
- Add new routes / infrastructure at:
 - 14th Street bikeway,
 - Dudley Street bikeway and pathway, and
 - Neault Road pathway.
- Add new pedestrian crossing devices at:
 - 22nd Street and Ave X (PAS),

- 8th Street and Lansdowne Avenue (PAS), and
- Confederation Drive and Bennet Place (PAS).

Committee member noted that you must take hand covering off to activate the Lansdowne Avenue and 8th Street crossing device because the device is motion activated with infrared technology.

Suggestion was made to remove two lines off Marquis and Apex and Hunter Avenue. There is no way a cyclist can safely cross Idylwyld Drive. The bike lane ends at Siemens.

If you have additional suggestions, please contact Nathalie before March 1.

7. Project Updates

The following project updates were provided:

Planning Projects

- Active Transportation Refresh – posted for consultant services.
- Millar Avenue Walking and Cycling Improvements – project underway, final engagement opportunity is scheduled for February 11 at Rusty Macdonald Library.
- Victoria Avenue Planning Study (Taylor Street to Ruth Street) – project underway, next engagement opportunity will take place in February/March.
- BYXE Street Team – project complete. Last year's program seemed to be successful. Need to re-assess the scope if the program is going to be rolled out again.
- AT Education Campaign – new videos will be launched in the spring. Will be filming winter footage.

Suggestion was made to send the AT education campaign videos to the Saskatoon Transit drivers.

AT Construction Projects

- Dudley Street – complete.
- ICIP Sidewalks – Boychuk Drive is scheduled for 2025.
- Ramps – 2025 tender for \$200,000 worth of ramps (each ramp cost \$3,500). There are more challenging locations so there may be less ramps done to stay within budget.
- College Drive and Wiggins Avenue – installed.
- Munroe Avenue Rapid Deployment – RFP awarded. Targeting spring/summer 2025 installation.
- Warman Road and Assiniboine Drive Pedestrian/Cyclist Rail Crossing – construction will start again in the spring (grading work was done in the fall) to build pathway and crossing warning system.

Active Transportation Reports

- Infrastructure Canada Active Transportation Fund 2025 [report](#) – was presented at the Standing Policy Committee meeting on January 14, 2025 and will be going to City Council for approval on January 29, 2025.
- Shared Electric Kick Scooter Program Pilot – 2025 Update [report](#) – was presented at the Standing Policy Committee meeting on January 14, 2025 and will be going to City Council for decision on January 29, 2025.

There were lots of questions at Committee about helmet use. A report about private e-scooter use will be going to Committee this spring.

8. Next Meeting and Closing

Please let Nathalie know if you would like a separate meeting set up to discuss concerns about winter maintenance service levels. City Administration can't advocate for changes but can set up a meeting for others to discuss if needed.

It was noted by a committee member that Strong Towns YXE is more active in the City.

Isaac will be moving on to a different portfolio. Please contact Anthony Wood (anthony.wood@saskatoon.ca) or Nathalie Baudais (nathalie.baudais@saskatoon.ca).

The next meeting will be in March or April 2025.

Appreciation was extended to everyone for their participation in today's meeting. Meeting adjourned at 5:27 p.m.

