

Active Transportation Advisory Group (ATAG)

May 28, 2026 from 3:00 pm – 5:00 pm

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

In Attendance

Community Representatives:

	Name	Representing
✓	Adam Bue	Cycling
✓	Mark Closson	People of all ages (senior)
✓	Lisa Franks	People of all abilities
✓	Kate Lasiuk	Walking
✓ v	Jasmine Liska	Resident
✕	Greg McKee	Business community
✕	To be filled	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)

Organization Representatives:

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

City of Saskatoon:

	Name	Representing
✓	Nathalie Baudais	Engineering Manager, Transportation
✓	Danae Balogun	Active Transportation Program Manager
✓	Justine Marcoux	Senior Transportation Engineer
✓	Amanda Lindgren	Community Engagement Consultant
✓	Councillor MacDonald	City Council

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

1. Welcome and Housekeeping

Meeting started at 3:00 pm. Nathalie Baudais welcomed everyone and shared a land acknowledgement. She informed the group that Danae Balogun was back from maternity leave.

Roundtable introductions took place.

2. Icebreaker Session

In pairs, complete one or both statements, “I wish I’d known...” or “I’m proud to report...”.

3. January 2026 Meeting Minutes

The January 2026 meeting minutes were approved as circulated.

4. Active Transportation Plan Updates

Justine Marcoux shared a presentation with updates to the Active Transportation Plan Refresh, including:

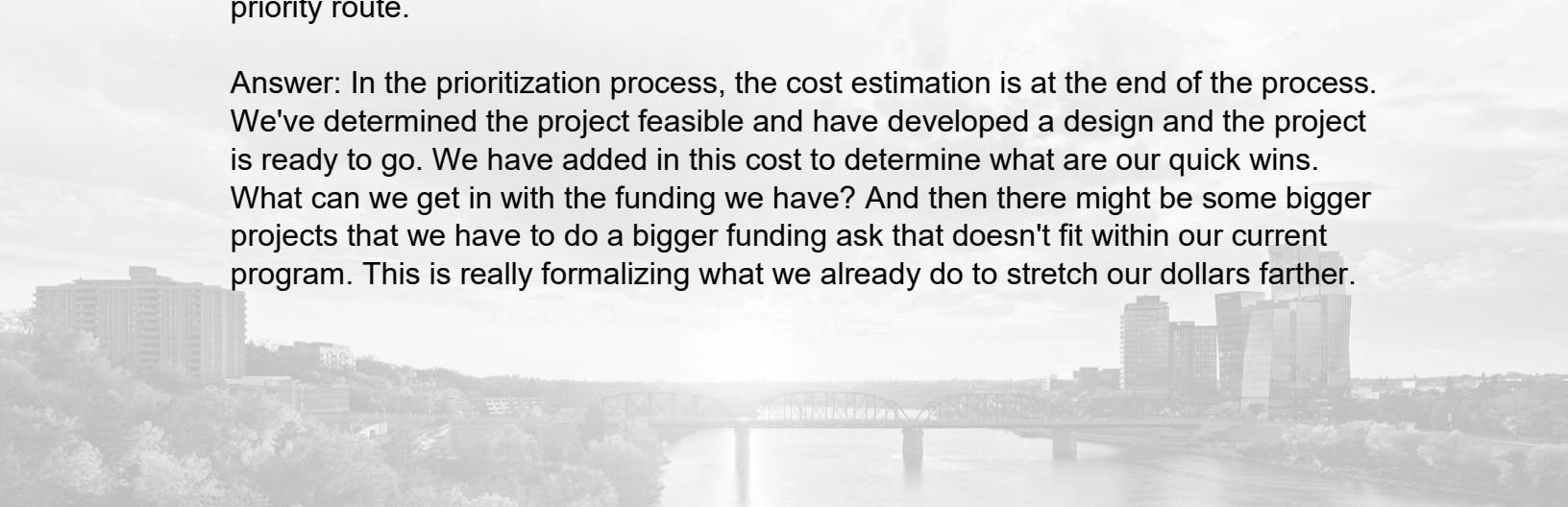
- Engagement events,
- Action item themes,
- Cycling network (core vs connector routes),
- Sidewalk infill prioritization criteria and process,
- Cycling infill prioritization criteria and process, and
- Next steps.

Question: Is it still possible to provide feedback on hazardous or riskier bits of road where sidewalk infill is needed? Or has that been decided?

Answer: For sidewalks, we're always taking concerns and the sidewalk GIS model is updated annually. You can send us an email, additional information is available on the [website](#).

Question: How does the cost of the project factor into the weighting criteria? I feel like it would make more sense as a scaling factor to the points rather than just adding on points. For example, if you have two slightly lower priority routes that are a lot cheaper than you may be able to do both of those instead of 1 slightly higher priority route.

Answer: In the prioritization process, the cost estimation is at the end of the process. We've determined the project feasible and have developed a design and the project is ready to go. We have added in this cost to determine what are our quick wins. What can we get in with the funding we have? And then there might be some bigger projects that we have to do a bigger funding ask that doesn't fit within our current program. This is really formalizing what we already do to stretch our dollars farther.



Question: I was wondering if there's any way that you have planned in of evaluating how these criteria work.

Answer: For sidewalks, we've been doing this prioritization method since 2020. We feel the process has been working well and we're now just adding in that equity piece. The equity data is obtained from census data and we're doing it by neighborhood boundary.

For the cycling prioritization criteria, we were hoping to work with Urban Systems to do a sensitivity analysis but we haven't gotten to that stage yet.

Question: And you feel that the criteria were working because there's no complaints? Or what would what lead to your sense that it's working?

Answer: Based on what we've seen, we could confirm from our local knowledge that what was coming up as a high priority sidewalk infill, were critical links. We could see that what was coming up made sense.

But some of those equity pieces I think were missing. So the prioritized projects were critical gaps, but we weren't necessarily doing work in some of our underserved neighborhoods as often as we maybe should have been.

We're hoping that this criteria change will course correct that.

The prioritization process is a useful tool, but it's a planning tool. We have 430 kilometers of missing sidewalk. So where do we start? We've acknowledged that these factors are important and they help us focus that. With implementation with the sidewalk, we'll often address the whole gap on a stretch or road, even of one block on that stretch has a lower priority than the rest of the blocks.

Question: How does this program tie in to the sidewalk replacement program (or not)? Because Haultain has very few east-west sidewalks, but if the existing one on 5th were fixed up, it'd be way easier to use that. It's in bad shape and it's missing curb ramps. Is there any way to integrate that or factor it in?

Answer: This came up a lot in the World Cafe that we had in November. We have a couple action items in the AT Plan Refresh that are specific to existing sidewalks and working with Asset Preservation.

Right now the two processes aren't connected. Asset preservation does a rating assessment, measuring the cracks on every sidewalk throughout the city every year, and that's how they prioritize their work.



Sidewalk infill budgets aren't quite as consistent or substantial as theirs, so we take opportunities when we can. We try to align with other work. We've added that to the prioritization process.

For example, if we have a priority 2 sidewalk project coming up and they are doing some road work or adjacent sidewalk work, we might escalate that one above a priority one sidewalk project because we can get some efficiencies by doing the work at the same time.

Question: If you raise concerns about a particular sidewalk, does it bring it up on the priority list for asset preservation?

Answer: A concern might trigger an inspection of the sidewalk and then they would prioritize work according to their ranking system. There is an emergency response program as well, and the response could depend on the technique needed to address the issue (i.e. sidewalk panel lifting or settling, sidewalk cracking, sidewalk spalling).

Question: How are curb ramps prioritized?

Answer: There are two different curb ramp programs. One through Asset Preservation when they are doing curb or sidewalk replacement. Another through our group to address high priority locations. If you have a request for curb ramps, you can submit them to us.

Question: Speaking about the census data being used for the prioritization and thinking about some of the demographics, characteristics and mapping. The Saskatchewan Health Authority (SHA) provided the City's corridor growth team with additional information that was collated and analyzed based on data that was a little bit deeper than the census. In the urban centers for Saskatoon and Regina, the SHA use the deprivation index. This could be a useful piece of information if you wanted to look at that equity piece because the deprivation index looks at economic, social, and material deprivation based on five quintiles. The latest version is current for the last census data. The SHA updates the data with each census update because they use that for area-based socioeconomic status data for their own purposes. So it's just a matter of connecting and linking the two independent systems and sharing that data.

Answer: Thanks for the information.

Question: Why is language listed as a separate equity category from Indigenous peoples and immigrants?

Answer: These were available data sets through the census and people in these categories are more likely to use AT modes and less likely to own a vehicle. Not

having English as your first language can be distinct from being a recent immigrant or Indigenous.

Question: When will the finalized AT Plan be presented to Committee and Council?

Answer: We are aiming for the fall.

Here's a [link](#) to the prioritization criteria report that was approved by Council on May 27, 2026.

5. Active Transportation Wayfinding

Danae Balogun shared a presentation about Active Transportation Wayfinding, including:

- Why AT wayfinding,
- What we've done so far,
- What we've planned to do next,
- Case study of Dudley Street.

Question: How are 4th Level of Destinations selected (e.g. Open Door Society, Food Bank)?

Answer: Level 4 is tricky. There's only room for one or two destinations on the Trail Scout signs whereas the Highway signs have a little bit more space. We need to make sure that any destination that we have on a sign, we must be able to get you all the way to the destination. Some organizations move a lot. Those are all considerations that will be considered and decisions that will be made when we prepare the signage plans.

Question: Have you thought about include a billboard-type space on the signs for private businesses to promote directions to their place? It could add to the signage because there would be more places that people could easily find and promotes the local business who's advertising on the sign.

Answer: That was discussed in the development of the guidelines, and there are opportunities for that in the Enhanced Scout signs for Business Improvement Districts (BIDs) to include in the map component of the sign. That puts the responsibility on the BIDs to determine which of those businesses need to be included on the map. They know their members and would better understand key destinations that would need to be shown.

Question: How does this overlap or work with something like the map on your phone that you people use?

Answer: It doesn't. This is strictly to help you while on your bike or walking so you don't need to pull your phone out. You can use the signs to help you complete your

journey or keep you on route. For example, if the route deviates like 23rd Street, the Blairmore Bikeway, at one of the avenues you have to divert down because the street is offset. So we have directional arrows that provide guidance so you know where you're supposed to go. Rather than pulling out your phone, you can follow these arrows, which should help you do that. Most people will still probably, rely on their preferred wayfinding system and map their route that way. But then these signs will help you continue that route and give you the confidence that you're on a facility and going the correct way.

Question: Would the map with the route numbers be available on the city website for people to screenshot, download, or something like that? As someone who doesn't have data on their phone, I screenshot things ahead of time.

Answer: We were considering putting the route numbers on the cycling guide. That would be available in print copy.

Question: Have you seen any prototypes that have accessibility standards, like you can press a button, and it will speak for people that have like low sight, or it could be in different languages?

Answer: In the development of the guide, there was an option to have a QR code and have it do something. Like maybe it could read the sign or interface with the text reader from a phone. We haven't explored this in the initial rollout, but there are options for us to explore.

Question: Is there anything more on the pedestrian side that would have a stairwell on the road and there would be an alternate route, for instance? Train bridge comes to mind.

Answer: There might be opportunity to include information about barriers on the map which could show the route with the barrier and the alternate route.

Question: Is there any consideration for routes that direct you to places where some people might consider a hazard, like the underpasses under Circle Drive? You're passively moving somebody to a location that some people might not see as a preferred route.

Answer: The signs are affirming a connection that already exists. The wayfinding signage helps people navigate the route. These would be on established trail/routes only. People have different thresholds on what is considered a hazard. We could consider adding the tunnels on the map component with an alternate route, if there is one available.

Question: Are the maps with the route numbers cycling specific or for all active transportation users?

Answer: The route numbering applies to both walking and cycling but is based on the cycling network in the AT Plan. For many of our projects we want to accommodate both modes. For example, if we install a neighborhood bikeway on a street, we also plan to add sidewalk to that street that has the neighborhood bikeway, so these streets become AT corridors. For example, 14th Street is a neighborhood bikeway. We have a lot of missing sidewalk on 14th Street and intend to go back and infill that sidewalk to complete that AT corridor. Theoretically, the signage will work for everybody.

Question: How is the maintenance of the signs done? I mean, vandalism or it's buried in snow or whatever.

Answer: The sign shop is responsible for the sign maintenance. We're really thankful when residents let us know when things are damaged or graffitied. Graffiti vandalism can be reported on the city [website](#). We can't have eyes everywhere, but if you notice something is damaged and let us know, we can have the sign shop fix it.

We are trying to make the signs as low maintenance as possible. The blades are powder-coated to get the correct colour and we put a plastic coating on top to make it UV resistant and easy to wash any graffiti off. The wood pillar is a little bit different; it might need to be sanded down if we can't wash the graffiti off.

Question: What is the anticipate life of the signs?

Answer: It's a long time. The posts are Red Cedar.

Question: Is lighting a consideration? Like where they're placed or would they have like a solar light on them? Winter time gets dark early, make sure the signage is visible.

Answer: Lighting has not been a consideration at this point. We anticipate that ambient lighting from the street and adjacent homes will be adequate for most routes.

6. Meewasin Valley Authority Project Updates

Alan Otterbein provided an overview of construction projects planned for 2026, and associated detours.

Alan provided an overview and status update for the downtown trail enhancements:

1. Kiwanis Central – Trail widening and furniture upgrades planned. Funding has been received and the contractor will be starting in a couple of weeks. So that will be fenced off and there will be detours around that construction site for the summer. The stairs and ramps connecting to 23rd Street will be a separate project and will not proceed until the city completes some significant sanitary

- and storm sewer work in that area, and that will all be dug up for that in a couple of years.
2. Kinsmen Link – Split into two sections for upper trail near the bridge and lower trail closer to the river. The upper link is also planned for construction this summer, starting also in a couple of weeks.

Question: Where is the detour going to be? Is it up to the street level?

Answer: The trail would stay open behind the Bessborough Gardens and then you would take the stairs and ramps behind the rink to get back to Spadina and you would have to use the sidewalk or the bike lane on the street to get past this construction site and then you could either come back down the stairs farther north, or continue on the street and a sidewalk until you get to 24th.

Question: How long are these two projects for the summer expected to take?

Answer: Basically, the full summer. These will take some time. Getting down to the site with construction equipment and materials will be challenging.

Question: Is the stone retaining wall being retained or is that going to be replaced?

Answer: We will keep most of it. We are taking an old set of stairs out and we'll have to take some wall out to do that.

Question: For upper Kinsmen Link, why not follow the current desire line up to the crosswalk instead building a longer route.

Answer: That's to make it accessible. The current desire line is not accessible.

7. Social Event Planning

Nathalie presented a few options for the social event this summer and invited additional ideas from the group. A doodle poll will be circulated to determine the most popular option.

8. Photo Shoot

Discussed upcoming photo shoot and types of bicycles that should be featured. Requested volunteers for models and equipment loans for the photo shoot.

9. Membership

Will be recruiting two new representatives for:

- Post-secondary representative, and
- People of all ages, youth.

The call will go out in June so please help us share the information. Reminder for all members to think about commitment and if they can continue in the role. If we don't

hear from members by Friday, June 5, we will assume they are willing to continue in their current role.

Thanks so much to Michael Painchaud and Nialin Young for their involvement with the group!

10. Closing

The next ATAG meeting is anticipated to be held in the fall. Social event will be held in the summer.

Meeting adjourned at 4:58 pm.

