

**Minutes for BRS-TRANSIT online meeting
Monday, 26 June 2023 @ 1:30-2:30pm**

ATTENDANCE:

- Saskatoon Transit (Transit):
 - Cory Shrigley, Customer Support & Engagement Manager
 - Amanda Lindgren, Engagement Consultant
- Bus Riders of Saskatoon (BRS):
 - Robert Clipperton, Spokesperson and Steering Committee Member
 - Peter Gallén, Transit Co-ordinator and Steering Committee Member
 - Lila Wagner, Steering Committee Member
 - James Wood, Steering Committee Member

ADMINISTRATIVE ISSUES

- For this meeting: Cory led the discussion and Peter prepared the minutes.

OLD BUSINESS

- 1) None discussed

NEW BUSINESS

- 2) Staff changes at Transit:
 - a. The new Transit Director, only identified as 'Jim' at this time, started work on June 12:
 - i. Jim is the former City Manager of Estevan and Moose Jaw after having provided civic management elsewhere in Saskatchewan and Manitoba as well.
 - ii. Cory promised to provide Jim's biography.
 - b. After former Marketing Consultant Allison Gray's recent departure, existing staff will tend to her duties on an interim basis: Karen will issue Public Service Announcements (PSAs) and Leighland will provide graphical support.
- 3) Upcoming report to SPCoT on Detour Alerts & Signage:
 - a. Engagement Consultant Amanda Lindgren, who was present for this topic, expressed an interest in becoming a regular participant at these monthly meetings, which was much appreciated.
 - b. Amanda informed the meeting that stakeholder engagements will be undertaken to prepare the upcoming report on Detour Alerts/Signage going to SPCoT later this year.
 - c. BRS's emphasized that:
 - i. First priority is that transit Riders always need to know that the bus stop they intend to use or are already standing at is currently in use.
 - ii. Second priority is that transit Riders need to know well ahead that a transit stop will be taken out of service sometime in the near future, so that they can make alternate plans accordingly.
 - iii. Third priority is that transit Riders need to know precisely when any changes to bus stops take effect and where to go instead.

- d. BRS's noted that they have provided numerous submissions in the past on this topic, and emphasized that their position remains the same as before in insisting that physical notifications will still be required on bus stops that are out of service in addition to the very useful electronic alerts in apps and on social media:
 - i. BRS also emphasized that the precise timing when a bus stop goes out of service and returns back to normal requires careful coordination between transit riders, bus operators, and on-site crews handling the physical signage at the stops.
 - ii. BRS also noted that since these detours are initiated by others (e.g., street parades and road or sewer/water work), Transit should be reimbursed for any costs they may incur.
 - iii. Through careful traffic arrangements, BRS has also advocated for fewer detours in general that affect transit and emergency vehicles.
 - e. Beside this meeting, BRS did not see a need for a separate engagement session:
 - i. When asked, however, BRS noted that other prominent transit ridership groups that are affected by Detour Alerts/Signage – such as seniors (e.g., SCOA), New Canadians (e.g., Open Door), people with visual disabilities (e.g., CNIB), and people living in poverty (e.g., SPCRC) – should be consulted. BRS expressed an interest in participating in these consultations.
 - ii. After the meeting, BRS submitted the following documentation to Amanda regarding their past submissions on this topic:
 - 1. Excerpts from past meeting minutes: 22 Jan. 2018, 28 May 2018, 20 Aug. 2018, 22 Oct. 2018, 27 Sept. 2019 and 24 Feb. 2020.
 - 2. The link to the video with BRS's two oral submissions at the SPCoT-meeting on 4 November 2019 was also provided.
- 4) The underlying reasons for the Service changes on July 2 were discussed:
- c. Route 13:
 - i. For about a year now, route #13 has been detouring in Nutana as a result of ongoing water/sewer-line repairs.
 - ii. This detour will now be made permanent. As a result, route 13 will move from Temperance Street and permanently stay on Clarence Avenue.
 - 1. Leading up to the change, a very illustrative map of the route changes showing both the old and new routes was available on Transit's website.
 - 2. The inconvenience along Temperance should be minimal since very few passengers boarded or got off the bus on this section of the route.
 - 3. This change will provide more frequency to riders along a portion of 8th Street and Clarence Avenue.
 - 4. Riders near Broadway may unfortunately have a longer walk to the new route, or they can instead take route #6 to the Downtown Terminal and transfer to route #4 to get to University.
 - iii. Most importantly, this permanent route change will continue to provide much needed additional capacity along Clarence Avenue, where full buses on route #17 had previously left riders on the way to University stranded at the bus stop.

- d. Current Route 6:
 - i. The current two-way circular route #6 is divided into two separate routes to eliminate the confusion riders experienced in deciding which bus to board at the Downtown and Market Mall Terminals.
 - ii. The previously circular route has now been divided into two separate half-circles, namely a new route #16 and a re-defined route #6 (see route maps on Transit's website).
 - e. Route 4:
 - i. Route #4 has experienced persistent difficulties adhering to schedules as a result of traffic congestion and prolonged boarding times during peaks.
 - ii. To remedy the situation, 7 minutes have been added to each roundtrip.
 - f. Route 81:
 - i. Route #81 is permanently rerouted from 14th Street to 12 Street to avoid the new Neighbourhood Bikeway on 14th Street (see route map on Transit's website).
- 2) *Touch & Go* app:
- a. In response to an inquiry from a member, BRS wondered if the *Touch & Go* app is still functional.
 - b. Transit noted that this app was developed by a third-party and was never a part of Saskatoon Transit.
 - c. As far as anybody knew, it is no longer kept up-to-date.
 - d. To avoid this confusion, Saskatoon Transit has reached out to the developer and have requested that they remove the app.

NEXT MEETING: Thursday, 27 July 2023 @ 1:30am via Zoom (note change in the day-of-the-week)