



REVISED PUBLIC AGENDA  
STANDING POLICY COMMITTEE  
ON TRANSPORTATION

Tuesday, March 8, 2016, 9:00 a.m.

Council Chamber, City Hall

Committee Members:

Councillor R. Donauer, Chair, Councillor M. Loewen, Vice-Chair, Councillor C. Clark, Councillor T. Davies, Councillor D. Hill, His Worship the Mayor (Ex-Officio)

	Pages
1. CALL TO ORDER	
2. CONFIRMATION OF AGENDA	8 - 26

**Recommendation**

1. That the letters from the following requesting to speak be added to Item 7.1.3:

- Randy Pshebylo, Riversdale Business Improvement District, dated March 7, 2016;
- Mike LoVecchio, Canadian Pacific, dated March 7, 2016;

2. That the letters from the following requesting to speak be added to Item 7.1.4:

- Dale Gallant, dated March 7, 2016;
- Malik Umar Draz, dated March 7, 2016;
- Carlo Triolo, dated March 7, 2016;
- Kelly Frie, dated March 7, 2016;
- Jay Robertson, dated March 7, 2016;
- Marwan Bardouh, dated March 8, 2016;
- Tony A. Rosina, dated March 8, 2016;

3. That the comments submitted from Carlo Triolo and Kelly Frie be added to Item 7.1.4; and

4. That the agenda be confirmed as amended.

**3. DECLARATION OF CONFLICT OF INTEREST**

#### 4. ADOPTION OF MINUTES

##### Recommendation

That the minutes of Regular Meeting of the Standing Policy Committee on Transportation held on February 9, 2016 be adopted.

#### 5. UNFINISHED BUSINESS

#### 6. COMMUNICATIONS (requiring the direction of the Committee)

##### 6.1 Delegated Authority Matters

- 6.1.1 **Traffic Bylaw - Parking Restrictions of 36 Hours - Ron Morey (File No. CK. 6120-2)** 27 - 27

Attached is an email from Mr. Ron Morey dated February 19, 2016.

##### Recommendation

That the information be received.

##### 6.2 Matters Requiring Direction

- 6.2.1 **Saskatoon Chapter of the Alliance for Equality of Blind Canadians (AEBC) (File No. CK. 100-17)** 28 - 28

A letter from Judith Prociuk, Secretary, Saskatoon Chapter AEBC, requesting reports or updates on issues relating to taxi service, removal of large parking meters from the centre of the sidewalk toward the curb and accessibility of sidewalks, and enforcement of the snow removal bylaw, is submitted.

The Committee had previously addressed the SPC on Finance on a number of accessibility issues. The SPC on Finance had referred the matter to the Accessibility Advisory Committee for further discussion and report back to a future meeting of the appropriate Standing Policy Committee. The Accessibility Advisory Committee established an ad hoc subcommittee to review bylaws pertaining to taxis, taxi service, and report of the Director of Corporate Revenue for a report back to the full Committee. The matter remains before that Committee.

##### Recommendation

That the matters be referred to the Administration.

##### 6.3 Requests to Speak (new matters)

## 7. REPORTS FROM ADMINISTRATION

### 7.1 Delegated Authority Matters

- 7.1.1 **Request for Encroachment Agreement - 129 21st Street East (Files CK. 4090-2 and PL. 4090)** 29 - 32

#### **Recommendation**

1. That the existing encroachment at 129 21st Street East (Lot A, Plan No. I4208) be recognized;
2. That the City Solicitor be requested to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and
3. That His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal and in a form that is satisfactory to the City Solicitor.

- 7.1.2 **South West Roadway Network Improvements (Files CK. 6000-1 and TS. 6170-1)** 33 - 37

#### **Recommendation**

That the report of the General Manager, Transportation & Utilities Department dated March 8, 2016 be received as information.

- 7.1.3 **Update on Railway Delays (Files CK. 6170-1 and TS. 6170-1)** 38 - 45

Requests to speak:

- Randy Pshebylo, Riversdale Business Improvement District
- Mike LoVecchio, Canadian Pacific

#### **Recommendation**

That the report of the General Manager, Transportation and Utilities Department dated March 8, 2016 be received as information.

Submitting comments:

Carlo Triolo, United Group and Kelly Frie, Comfort Cabs

Requests to speak:

- Dale Gallant
- Malik Umar Draz
- Carlo Triolo
- Kelly Frie
- Jay Robertson
- Marwan Dardouh
- Tony A. Rosina

**Recommendation**

That the report of the City Solicitor dated March 8, 2016 be received as information.

**7.2 Matters Requiring Direction**

**7.2.1 Inquiry - Councillor Z. Jeffries (September 28, 2015) Intersection of Nelson Road and Lowe Road (Files CK. 6250-1 and TS. 6150-1)**

**Recommendation**

That the Standing Policy Committee on Transportation recommend to City Council:

That the intersection of Nelson Road and Lowe Road be added to the priority list of locations for traffic signals.

**7.2.2 Inquiry – Councillor Z. Jeffries (September 28, 2015) Nelson Road Corridor – Four-Way Stop (Files CK. 6320-1 and TS. 6280-2)**

**Recommendation**

That the report of the General Manager, Transportation and Utilities Department dated March 8, 2016, be forwarded to City Council for information.



**7.2.3 Traffic Safety Reserve Program - Budget Adjustment (Files CK. 1815-1 and TS. 1815-1)**

90 - 102

**Recommendation**

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the amount of \$165,000 be approved for Capital Project #2446 – Pedestrian Upgrades and Enhanced Pedestrian Safety from the Traffic Safety Reserve.
2. That the amount of \$304,000 be approved for Capital Project # 1137 – Bicycle Facilities from the Traffic Safety Reserve;
3. That the amount of \$60,000 be approved for Capital Project #1512 – Neighbourhood Traffic Reviews from the Traffic Safety Reserve;
4. That the amount of \$30,000 be approved for Capital Project #2548 – Intersection Upgrades for Major Disability Ramp Repairs from the Traffic Safety Reserve;
5. That the amount of \$300,000 be approved for Capital Project #1504 – Traffic Plan Implementation from the Traffic Safety Reserve; and
6. That the amount of \$241,000 be approved for Capital Project #0948 - Sidewalk/Path Retrofit from the Traffic Safety Reserve.

**7.2.4 2015 Traffic Control, Parking Restrictions and Parking Prohibitions Signage (Files CK. 6280-1)**

103 - 108

**Recommendation**

That the report of the General Manager, Transportation & Utilities Department, dated March 8, 2016, be forwarded to City Council for information.

<b>7.2.5</b>	<b>2016 Neighbourhood Traffic Review - Annual Report (File No. CK. 6320-1)</b>	<b>109 - 147</b>
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**Recommendation**

That the Standing Policy Committee on Transportation recommend to City Council:

That the Neighbourhood Traffic Review Implementation Plan be approved.

<b>7.2.6</b>	<b>Protected Bike Lane Demonstration Project Update (Files CK. 6000-5 and PL. 6330-4)</b>	<b>148 - 151</b>
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**Recommendation**

That the Standing Policy Committee on Transportation recommend to City Council:

That the 2016 contract for snow clearing in the protected bike lanes and transit terminal be increased by \$48,114 to a total of \$125,000 (including taxes).

<b>7.2.7</b>	<b>MV-1 Fully Accessible Transit Supervisor Van - Purchase Order (Files CK. 1402-1 and TU. 7300-1)</b>	<b>152 - 153</b>
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**Recommendation**

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the Administration prepare a purchase order with Capitol Motors from Edmonton Alberta for the supply of two MV-1 accessible vans for an estimated cost of \$134,000; and
2. That Purchasing Services issue the appropriate purchase order.

**Recommendation**

That the Standing Policy Committee on Transportation recommend to City Council:

That a budget adjustment in the amount of \$832,000 be approved for Capital Project #2236 – Stonebridge & Highway 11 Interchange from the Interchange Reserve.

**8. URGENT BUSINESS**

**9. MOTIONS (Notice Previously Given)**

**10. GIVING NOTICE**

**11. IN CAMERA AGENDA ITEMS**

**Recommendation**

That the Committee move *In Camera* to consider Item 11.1.

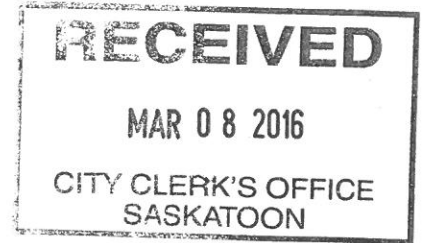
**11.1 Update Report (Files CK. 670-3, x6000-1 and WT. 6170-1)**

*[In Camera - Danger to Health or Safety]*

**12. ADJOURNMENT**

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**From:** Pshebylo, Randy - Riversdale Business ImprovementDist (External)  
**Sent:** March 07, 2016 5:22 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Monday, March 7, 2016 - 17:21  
Submitted by anonymous user: 71.17.193.237  
Submitted values are:

Date: Monday, March 07, 2016  
To: His Worship the Mayor and Members of City Council  
First Name: Randy  
Last Name: Pshebylo  
Address: 344 20th Street West  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7M 0X2  
Email: randy@riversdale.ca

Comments:  
Please advise the STANDING POLICY COMMITTEE ON TRANSPORTATION that the Executive Director of the Riversdale Business Improvement District is requesting permission to speak to item 7.1.3 Update on Railway Delays (Files CK. 6170-1 and TS. 6170-1) at the meeting March 8, 2016 9:00 am.  
Thank you.

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/73984>



**From:** Mike LoVecchio <Mike\_LoVecchio@cpr.ca>  
**Sent:** March 07, 2016 7:19 PM  
**To:** Rioux, Rhonda (Clerks); Web E-mail - City Clerks  
**Cc:** Gardiner, Angela (TU - Transportation)  
**Subject:** RE: Notice of Meeting - Re: Update on Railway Delays

Thank you for the notice. I will attend the meeting and would appreciate five minute to address the Committee.

Sincerely,  
Mike.

Mike LoVecchio  
Director Government Affairs  
Canadian Pacific  
General Yard Office  
1670 Lougheed Highway  
Port Coquitlam BC V3B 5C8  
778 772-9636

**From:** Rioux, Rhonda (Clerks) [mailto:Rhonda.Rioux@Saskatoon.ca]  
**Sent:** Thursday, March 03, 2016 1:43 PM  
**To:** Mike LoVecchio  
**Subject:** Notice of Meeting - Re: Update on Railway Delays

Dear Mr. LoVecchio :

⚡: **Update on Railway Delays  
(File No. CK. 6170-1)**

This is to advise that the attached report of the General Manager, Transportation and Utilities Department dated March 8, 2016 regarding the above matter will be considered by the Standing Policy Committee on Transportation:

TE: Tuesday, March 8, 2016

IE: 9:00 a.m.

ACE: Council Chamber  
Main Floor, City Hall

If you wish further information on the report, please contact Angela Gardiner at (306) 975-2271.

If you wish to speak to the Committee or provide comments regarding this matter, you are required to submit a letter to the City Clerk's Office. Letters must be received online at [city.clerks@saskatoon.ca](mailto:city.clerks@saskatoon.ca) by 8:00 a.m. on the day of the meeting, or delivered in writing to the City Clerk's Office no later than

**RECEIVED**

7000-1

**MAR 07 2016**

**CITY CLERK'S OFFICE  
SASKATOON**

**From:** D GALLANT <d.gallant@shaw.ca>  
**Sent:** March 07, 2016 1:32 PM  
**To:** Web E-mail - City Clerks  
**Subject:** Re: Request to speak at Traffic Committee Meeting File CK 7000-1

I would like to speak on the Administration Report regarding Transportation Network Companies  
Thanks  
Dale Gallant

Sent from my iPhone

> On Mar 7, 2016, at 10:24 AM, Web E-mail - City Clerks <City.Clerks@Saskatoon.ca> wrote:  
>  
> Hello Dale,  
>  
> Thank you for your email. Please advise what item you would like to speak to at the Transportation  
Committee.  
>  
> Suzanne Couture  
> City Clerk's Office  
> (306)975-2777  
>  
>  
> -----Original Message-----  
> From: Dale Gallant [mailto:d.gallant@shaw.ca]  
> Sent: March 07, 2016 10:20 AM  
> To: Web E-mail - City Clerks <City.Clerks@Saskatoon.ca>  
> Subject: Request to speak at Traffic Committee Meeting  
>  
> Submitted on Monday, March 7, 2016 - 10:20  
> Submitted by anonymous user: 207.195.86.22  
> Submitted values are:  
>  
> First Name: Dale  
> Last Name: Gallant  
> Email: d.gallant@shaw.ca  
> Confirm Email: d.gallant@shaw.ca  
> Phone Number: (306) 491-7433  
> ==Your Message==  
> Service category: City Council, Boards & Committees  
> Subject: Request to speak at Traffic Committee Meeting  
> Message: I would like to speak at the Traffic Advisory Committee  
> Meeting on March 8, 2016  
> Attachment:  
>  
>

> Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.:

No

>

>

> The results of this submission may be viewed at:

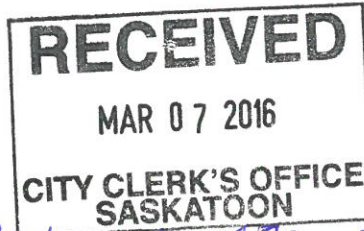
> <https://www.saskatoon.ca/node/405/submission/73833>

>

>

MARCH 07/2016

7000-1



I wish to speak at SPC Standing Policy

Committee on MARCH 8 Regarding ~~Urban~~ Transportation  
Network Companies. File no. CK. 7000-1)

Malik Umar Draz  
M. Umar Draz

President Local USW

MALIKUSW2014@yahoo.ca  
306-370-3838,

~~34-3144 LAURIER DR  
SASKATOON SK~~

# 110A-2103  
AIRPORT DRIVE  
SASKATOON S1K  
S7L 6W2



**From:** Carlo Triolo <carlot@unitedgroup.ca>  
**Sent:** March 07, 2016 2:21 PM  
**To:** City Council  
**Subject:** RE: Form submission from: Write a Letter to Council



I would like the opportunity to speak on the Rideshare topic.  
Thank You

Carlo Triolo  
General Manager

225 Avenue B North  
Saskatoon, SK. S7L 1E1  
(w) 306-244-3767  
(c) 306-341-4103  
(f) 306-652-0348  
www.unitedgroup.ca  
www.sasklimo.ca

-----Original Message-----

**From:** City Council [mailto:City.Council@Saskatoon.ca]  
**Sent:** March-07-16 1:04 PM  
**To:** carlot@unitedgroup.ca  
**Subject:** RE: Form submission from: Write a Letter to Council

Hello Carlo,

Thank you for your email. Please advise which item you are requesting to speak to at tomorrow's Transportation Committee meeting and you will then be added to the agenda appropriately.

Thanks,  
Suzanne Couture  
(306)975-2777

-----Original Message-----

**From:** Carlo Triolo [mailto:carlot@unitedgroup.ca]  
**Sent:** March 07, 2016 12:57 PM  
**To:** City Council <City.Council@Saskatoon.ca>  
**Subject:** Form submission from: Write a Letter to Council

Submitted on Monday, March 7, 2016 - 12:56 Submitted by anonymous user: 64.141.10.170  
Submitted values are:

Date: Monday, March 07, 2016  
To: His Worship the Mayor and Members of City Council First Name: Carlo Last Name: Triolo

Address: 225 ave b north

City: saskatoon

Province: Saskatchewan

Postal Code: s7l 1e1

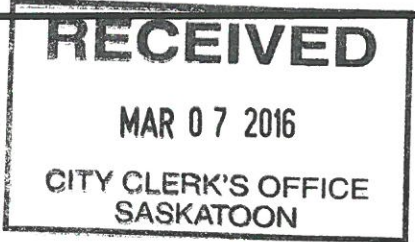
Email: carlot@unitedgroup.ca

Comments: I would like the opportunity to speak at tuesday march 8th's Transportation committee meeting. Thank You

The results of this submission may be viewed at:

<https://www.saskatoon.ca/node/398/submission/73873>

7000-1



From: Kelly <kelly@comfortcab.ca>  
Sent: March 07, 2016 2:52 PM  
To: City Council  
Subject: Re: Form submission from: Write a Letter to Council

Item 7.1.4 transportation network companies please

Sent from my iPhone

> On Mar 7, 2016, at 2:14 PM, City Council <City.Council@Saskatoon.ca> wrote:

>

> Hello Kelly,

>

> Thank you for your email. Please advise what item you would like to speak to at the Transportation Committee.

>

> Regards,

> City Clerk's Office

>

> -----Original Message-----

> From: Kelly Frie [mailto:kelly@comfortcab.ca]

> Sent: March 07, 2016 2:13 PM

> To: City Council <City.Council@Saskatoon.ca>

> Subject: Form submission from: Write a Letter to Council

>

> Submitted on Monday, March 7, 2016 - 14:12

> Submitted by anonymous user: 142.165.205.193

> Submitted values are:

>

> Date: Monday, March 07, 2016

> To: His Worship the Mayor and Members of City Council

> First Name: Kelly

> Last Name: Frie

> Address: 11-1724 Quebec Ave

> City: Saskatoon

> Province: Saskatchewan

> Postal Code: S7K 1V9

> Email: kelly@comfortcab.ca

> Comments:

> Please add me to the list to speak Tuesday March 8 at the Transportation Committee meeting at 9am.

>

> Thank You

>

>

> The results of this submission may be viewed at:

> <https://www.saskatoon.ca/node/398/submission/73919>

>

7000-1

**From:** Jay Robertson <jay@carservice.ca>  
**Sent:** March 07, 2016 2:56 PM  
**To:** Web E-mail - City Clerks  
**Subject:** rr/for Shellie Bryant

**RECEIVED**  
**MAR 07 2016**  
CITY CLERK'S OFFICE  
SASKATOON

Transportation Network Companies  
(File No. CK. 7000-1)

This is to advise that the attached report of the City Solicitor, dated March 8, 2016 regarding the above matter will be considered by the Standing Policy Committee on Transportation:

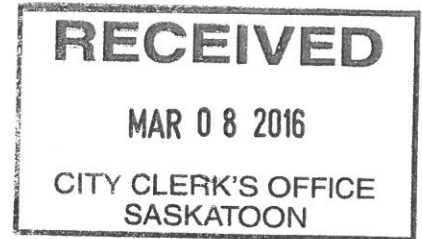
DATE: Tuesday, March 8, 2016  
TIME: 9:00 a.m.  
PLACE: Council Chamber Main Floor, City Hall

I Jay Robertson of Provincial Car Service wish to speak briefly on the introduction of services such as Uber to our Transportation Industry.

Jay Robertson, Owner  
Provincial Car Service  
2210 Speers Ave. S7L 5X7  
Saskatoon, Saskatchewan, CND.  
+ 1.306.665.0000  
[jay@carservice.ca](mailto:jay@carservice.ca)

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**From:** Marwan Bardouh <mbardouh@shaw.ca>  
**Sent:** March 08, 2016 7:50 AM  
**To:** Web E-mail - City Clerks  
**Subject:** Transportation Network Companies File No. Could. 7990-1



Hi there,

I would like to speak for 5 minutes at the Council Chamber with regard to the Transportation Network Companies File No. CK. 7000-1.

It is for today at 9am.

Thanks!

Marwan Bardouh

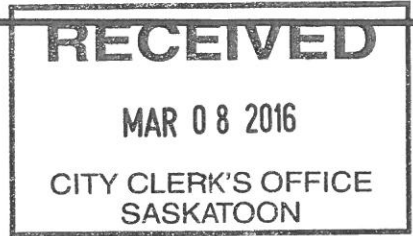
My address 218 Weyakwin Drive

Saskatoon Sk.

S7J4M2

306-229-0182

**From:** Tony Rosina <tonyr@unitedgroup.ca>  
**Sent:** March 07, 2016 4:11 PM  
**To:** Web E-mail - City Clerks  
**Subject:** SPC on Transportation Meeting - March 8, 2016



Dear Madam:

I wish to speak to the Standing Policy Committee on Transportation regarding to item 7.1.4 Transportation Network Companies.

Thank you.

Tony A. Rosina  
1507 Haslam Way  
Saskatoon, Saskatchewan  
S7L 1E1  
(306) 373-7285



To:  
City Solicitor – Standing Policy Committee on Transportation  
March 8, 2016 – CK. 7000-1



On behalf of Both Comfort Cabs & United Cabs the following memo is submitted to be considered on the topic of regulation for Rideshare Taxi companies.

To begin we would like to ensure that the policies already written by SGI are referenced first and foremost.

Refer to SGI policies posted:

<https://www.sgi.sk.ca/individuals/registration/guidelines/ridesharetaxi.html>

*Rideshare taxis provide "on demand" passenger transportation booking services through an application on your smartphone.*

*These booking services (e.g., Uber and Lyft) don't own the vehicles used for transportation, but hire people with cars that drive on their behalf. The booking service collects a fee from the passenger's credit card, takes a percentage, and pays the vehicle owner.*

#### **Registration requirements**

*In order to transport passengers for compensation, a vehicle **must** be registered under Class PT with a minimum of \$1M in liability insurance.*

*Municipal approval, such as a taxi licence, may be required before issuing a Class PT plate or may require the vehicle to be inspected. Municipal bylaws may further regulate the operation of rideshare taxi services and drivers should check with their local municipality prior to meeting any of the vehicle registration requirements.*

#### **Driver licensing requirements**

*The driver of a Class PT vehicle who transports passengers must have a Class 4 driver's licence. SGI also requires a periodic medical and a Certificate of Approval from the municipal law enforcement agency where the driver will be operating.*

*If a booking company tells you driving passengers for hire in a Class LV vehicle is covered by their insurance, they may not be familiar with municipal and provincial laws and bylaws. Municipal bylaws may further regulate the operation of rideshare taxi services and drivers should check with their local municipality prior to meeting any of the driver's licence requirements.*

#### **Limousines - Class PB**

*Limousines and other similar vehicles that transport passengers for compensation are registered under Class PB. Owners of Class PB plates require an Operating Authority Certificate issued by the Highway Traffic Board (HTB). Each certificate is unique in that it outlines the operating conditions required when transporting passengers for hire.*

**Note:** *Class PB vehicles are restricted from operating in a manner similar to a taxi, which means they cannot be used to provide transportation through a rideshare application.*

Upon review of the SGI Policies noted above we then refer to the Saskatoon City By Laws Noted below;

***Division II 13 (6)***

*“If a taxi owner/operator is using electronic means including a mobile app, text message, internet web page, cell phone, or email communication to dispatch his or her taxi, he or she shall also require a taxi broker’s license.”*

***Division III - Taxi Broker Obligations***

There are many to reference here including;

*Permanent Office & Complaints Process*

*Inspections*

*Insurance (with City as an additional Insured)*

Next we refer to articles written by Canada Fact Check (in italics throughout), Canada Fact Check is an independent news platform that gets behind the spin and brings you the facts behind Canada’s news headlines.

The platform is dedicated to democratic reform, government accountability and corporate responsibility in Canada.

These goals are pursued through research, investigations, reporting and analysis.

The editor of Canada Fact Check is Ethan Phillips, an independent policy analyst with 35 years experience researching and writing on Canadian public policy issues.

Refer to articles:

<http://canadafactcheck.ca/secret-strategy-behind-the-uber-invasion-canada/>

*“The main argument in Part 1 was that Uber’s flagship UberX service is unambiguously illegal in most cities in Canada because the law considers UberX a taxi service and Uber refuses to apply for a taxi licence. And it doesn’t apply for a taxi license for its UberX service for the simple reason that it does not want its UberX service to operate under the same rules as the rest of the taxi industry and incur the same licencing fee, insurance, and consumer safety costs that the rest of the industry pays. In other words, while Uber is competing for the exact same passenger dollars as the rest of the taxi industry, Uber wants to play by its own rules when it comes to fares and industry regulatory costs.”*

If taxi fares and costs were relative to an UBER cost model the trip rates would not be any cheaper, they would actually end up being higher. Particularly when Surge pricing is factored in. Likely the main reason why UBER wants it’s own non regulated set up considered only!

*Uber also knows that sooner or later the fact that its UberX service is operating illegally is going to catch up with it. In other words, it knows that UberX eventually has to operate under some sort of government sanctioned regulatory regime in Canada. And that’s why, long-term, it needs to have Canadian licensing jurisdictions implement separate sets of taxi rules tailored to its business model. Not tailored to its “innovative” technology as Uber and some of its boosters might claim, mind you, but tailored to the way Uber maximizes its profits.*

*To accomplish this, Uber has written its own taxi rules and hired well connected, high powered lobbyists to shop Uber written rules around to key Canadian licensing jurisdictions – including Toronto and British Columbia. And Edmonton is the first major Canadian city to make the Uber authored rules law.*



*To summarize: at the heart of Uber’s global business strategy is a political strategy. Because Uber doesn’t have the business smarts to compete with established taxi companies under existing industry rules, it has to operate either illegally or pressure local licensing authorities to create a separate set of taxi rules for its main service – UberX – to operate under.*

- 1) *the new rules must allow Uber to charge “surge pricing” with no maximum cap (think New Year’s Eve, an 8.9 times multiplier, and a \$1,115 charge for a 60-minute ride in Montreal) while its competitors must continue to charge fixed-rate fares;*
- 2) *the new rules must exempt Uber from the commercial insurance coverage that is mandatory for licensed taxis so Uber drivers can carry a new, less comprehensive kind of “hybrid” insurance policy that is cheaper than commercial coverage;*
- 3) *Uber must be exempted from the existing licensing fees that govern both cab owners and drivers – and be given its own licensing fee regime with much lower fees; and*
- 4) *the background safety check rules for Uber drivers should not be so onerous as to scare off potential drivers. For Uber this usually means that it objects to rules requiring that driver safety checks be done through local police departments (see below).*

*Note that even if the new set of rules wind up being pretty close to the rules that Uber is pushing for, Uber does not want these rules to apply to the entire taxi sector. In fact, a revised set of rules that applied to all taxi operators (including the UberX service) would defeat the whole purpose of Uber’s lobbying efforts and undermine its long-term strategy. No, what Uber wants is for the legacy taxi industry to continue to operate under the existing, more expensive cost structure while it provides its UberX service under a new regulatory regime that costs it less and plays to its business model’s strengths. In other words, what Uber wants are two separate playing fields. And it wants to start off as the dominant – if not only – player on the low-cost field with its tech savvy, credit worthy, customer base.*

And while we’re on that note, let’s consider the demographics affected by not being able to utilize an UBER based rideshare model. “NO CREDIT, NO SERVICE!”

So fixed income, low income, etc. is being discriminated against and has no opportunity to utilize the services! Under our current status all are able to utilize the transportation services available. There’s In car payment options available.

### **Uber and the public interest**

*And what are the consequences if Uber is successful in changing the rules in its favour across Canada?*

*First, there is no evidence that Uber’s entry into a regional taxi market increases the overall size of that market. So what Uber’s lobbying efforts essentially achieve is to hive off a part of the existing taxi market by creating new rules that favour Uber. That leaves the traditional taxi companies – and more importantly, their drivers – to compete amongst themselves under the old rules in a much shrunken “legacy” market.*

*The end result is that Canada-wide, tens of thousands of hard-working, licensed taxi drivers and owners who each contribute thousands of dollars in municipal taxi ownership and operating fees annually, are seeing their already modest incomes significantly eroded.*

In Saskatoon there are approximately 800 people employed in the taxi industry between the 2 companies. Drivers, administrative staff, dispatchers, accounting staff, management, etc...

*Secondly, it's not just the existing taxi industry and its drivers that are hurt by Uber, the broader public interest is also undermined when Uber comes to town.*

*Why is this? Let's start with training. Typically, formal training for taxi drivers in Canada takes between two days and four weeks.*

*Uber, in contrast, provides a sixteen minute online training tutorial that makes no reference to the larger social obligations of an Uber driver and can be summed up simply as: do whatever needs to be done to keep the customer coming back. UberX drivers have no public-interest mandate. They pick up only those with smartphones and available credit—and they are assisted in discriminating against iffy passengers through the five-star rating system in which drivers rate passengers.*

Here in Saskatoon, the 2 taxi companies have recently collaborated to jointly complete the Saskatchewan Tourism Industries “World Host Training Program”. In doing so we are achieving a nationally recognized and certified training program for all drivers. This would put us as industry leaders in our focus towards; customer service, accessibility, sensitivity, and tourism within the City.

***And then there is the question of background checks on drivers.***

*On February 22, Calgary City Council amended its bylaws in response to Uber lobbying and created a separate category for ridesharing services.*

*However, Ramit Kar, Uber's general manager for Alberta, said that Uber “just can't operate” under the new bylaw as written and that as a result, Uber won't be operating in Calgary. Kar described Calgary's \$220 in annual per-driver licensing fees and relatively stringent requirements for background checks and vehicle inspections, as “unworkable” for Uber drivers.*

*The “unworkable” \$220 annual licensing fee for ride-sharing services such as Uber compares to the following fees for Calgary taxi drivers: an annual Licence Fee for Taxi Plates of \$877, an initial Taxi Drivers Licence Training Fee of \$745, and an annual driver's renewal fee of \$135.*

*And what does Uber find unacceptable in the Calgary by-law's approach to background checks for ride-sharing drivers? Simple, that just like Calgary taxi drivers, the background check for Uber drivers would have to be completed through the Calgary Police Department (CPS).*

*That's right, Uber doesn't want background checks on its potential drivers to be completed through the Calgary Police Department. This, just two days after Uber driver Jason B. Dalton gunned down 6 people in Kalamazoo, Michigan and left two others critically wounded.*

From a business, customer service, safety and even City aspect, we cannot communicate with an UBER. There's no presence! This was the issue in Kalamazoo when reportedly UBER was attempted to have been contacted.

***Uber's tax avoidance schemes and labour strategy***

*There are two other major areas where Uber plays by different rules that give it an additional advantage over its competitors: its (apparently legal) international tax avoidance strategy. These issues, of course, are not regulated within municipal (or provincial) taxi licensing regimes but are central to Uber's global growth strategy.*

Opening the precedent to do business as an illegally operating business without proper insurance, permits, licenses, or being set up to contribute to provincial and federal tax system is completely separate from the taxi and/or rideshare industry!



Do we really want to open the door to allowing illegal business operations in our City!?

Do we really want to open the door to allowing businesses to lobby and bully their way into self imposed regulations that suit their business models and ignore any existing laws and tax systems!?

If we are to allow rideshare in our province and/or city it should simply be done as is already written in the SGI guidelines!

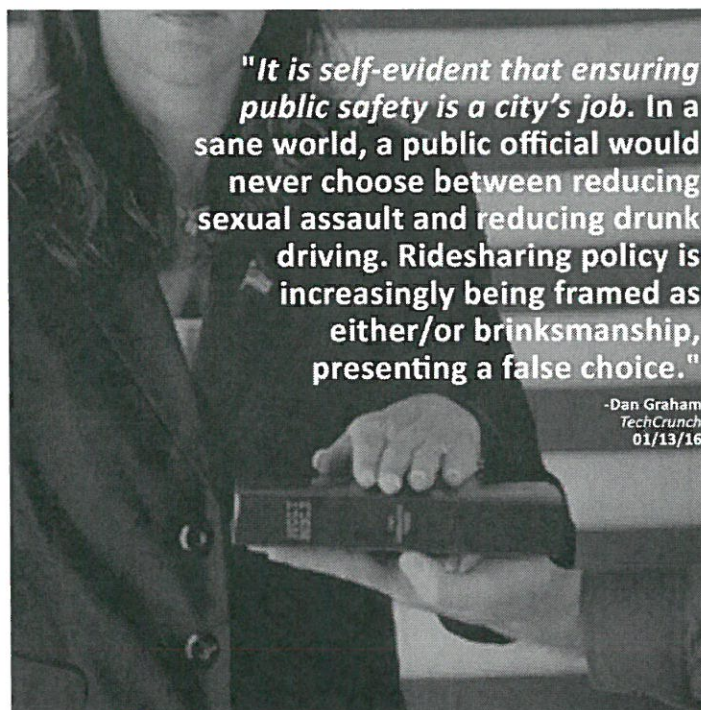
Rideshare drivers should be GST registrants exactly the same as a Taxi driver.

The municipalities should uphold the policies written in SGI and then refer to taxi bylaws for the municipal portion as suggested.

We don't need to have a foreign company dictate on how to have this changed to accommodate them!

If we need additional cars to support a certain customer service level then we add PT plates and let those that want to attain them and operate legally, within SGI Policies and City By laws, do just that! Do we really need a foreign company to dictate how this needs to be done? If so, then perhaps our bylaws and regulations require review. Work with existing taxi companies to identify shortfalls and implement solutions (such as the ability to flex fleets) to give the public what they want.

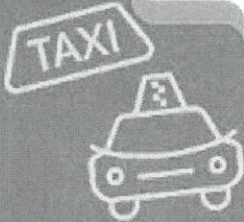
The existing Taxi companies have been involved in the community collectively for over 60 years with every intention of continuing to do so for many years to come. What has UBER contributed to our Community? The City has invested into the existing By Laws which has concessions referencing how a APP based business model should be considered, do we need to re assess that again only 2-3 years later?





Taxicabs and Uber provide an identical service: For-hire transportation.

They should be subject to the same laws and regulations.



## Uber



Markets a transportation service to consumers



Recruits drivers to deliver transportation services



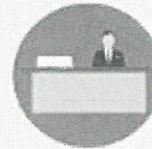
Dispatches drivers



Sets the price for service for drivers & passengers



Qualifies vehicles to be used & provides liability insurance while a passenger is present



Responds to complaints about service

## Taxicabs



Markets a transportation service to consumers



Recruits and qualifies drivers to deliver transportation services



Dispatches drivers



Sets the price for service for drivers & passengers



Qualifies vehicles to be used & ensures transportation service has primary commercial auto liability insurance coverage



Responds to complaints about service



*Attributing Uber's success to its app is a complete mis-reading of the Uber phenomenon. While the explosive growth of the company has been well documented, Uber's relentless efforts to avoid the costs associated with different jurisdictions' regulatory (including tax) regimes is less well known.*

*The truth of the matter is that Uber's app is really not all that different from apps used by many established taxi companies. What gives Uber its competitive advantage is a business strategy that is as old fashioned as they come: Uber exploits regulatory grey areas and weak enforcement and in so doing, avoids the costs associated with having to comply with the regulatory regimes that govern its competitors.*

Saskatoon has had computer dispatched taxis since 1982 when United 1<sup>st</sup> introduced it to the City. Additionally both companies have had an APP for over 2 years now. Currently United averages approximately 10% APP usage which is available to all customers, not only those with credit. In car payment is also an option with our APPs.

*To date, this strategy has been somewhat successful in jurisdictions that Uber has entered. However, where governments have been nimble enough to close the relevant legal loopholes and vigorously enforce existing regulations, Uber has tended to close down its operations or not enter the market in the first place. In other words, the record suggests that when Uber is forced to comply with the existing regulatory regime in any given jurisdiction and incur the associated costs, it doesn't try to compete on an even playing field with its competitors and simply pulls out (or never enters the market in the first place).*

A prime example of this was just displayed in Alberta where Edmonton and Calgary went out of their way to create NEW regulations to accommodate UBER that were deemed to be fair and equal. UBER's response was to leave town in both cases, citing it didn't work for them.

*To summarize things, Uber refuses to apply for a taxi licence for its UberX service because Uber does not want to operate under the same rules as the rest of the taxi industry. And it doesn't want to operate under the same rules as the rest of the taxi industry because it doesn't want to incur the licencing fee, insurance, and consumer safety costs associated with the existing regulatory framework. Or pay any taxes!*

*But perhaps more importantly, Uber most emphatically does not want to be subject to the same flat fare structure as its competitors in the taxi industry. That's because in order to make its business model work, it needs to have absolute freedom to implement its "surge" price fares when passenger demand is high. Surge pricing kicks in when the number of available Uber cars falls below a certain threshold. Once the surge starts, the app warns users that the normal rate will be multiplied by a certain amount. In a much reported incident in Montreal on New Year's Eve, a multiplier of 8.9 times was added to a rider's \$125 base fare resulting in a \$1,115 charge for a 60-minute ride that covered 63 kilometres.*

*The bottom line is this: while Uber is competing for the exact same passenger dollars as the rest of the taxi industry, Uber wants to play by its own rules when it comes to fares and industry regulatory costs. To accomplish this, Uber has written its own rules and hired high powered lobbyists to shop them around to key Canadian licensing jurisdictions.*

Isn't it the City's responsibility to ensure that our transportation is safe?

Isn't it the City's responsibility to ensure that all businesses are being operated legally?

Are we going to allow Food trucks, Offsale delivery, Body Shops, Buses, etc. who have an APP to pre order / book operate under different policies? Less insurance, not subjected to taxes, nor proper permitting or licensing?

These are all examples of services provided that are regulated. We are sure there's more that can and should be considered.

Thank You



Carlo Triolo

General Manager

The United Group of Companies

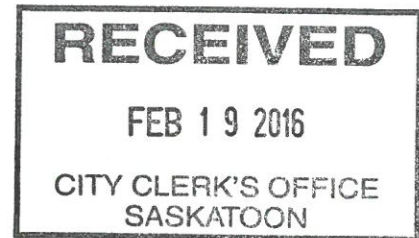
Kelly Frie



General Manager

Comfort Cabs

**From:** Ron Morey <ron.morey@sasktel.net>  
**Sent:** Friday, February 19, 2016 11:06 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Friday, February 19, 2016 - 11:06  
Submitted by anonymous user: 207.47.245.185  
Submitted values are:

Date: Friday, February 19, 2016  
To: His Worship the Mayor and Members of City Council  
First Name: Ron  
Last Name: Morey  
Address: 1020 Aird St.  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7N 0T1  
Email: ron.morey@sasktel.net

**Comments:**

Your worship and councillors, I am requesting a review of the Traffic Bylaw 7200. Specifically the 36 hr time limit. It has been stated by council that this rule is to be enforced only by members of the public bringing vehicles in contravention to the attention of the city. I think this may need some clarification. The bylaw states:

**Parking Limits**

14. Except as otherwise indicated by a sign or otherwise provided for in this Bylaw, a person shall not park a vehicle on a street for more than 36 hours.

The issue that I have twice been made aware of is where residences that only have street parking a resident is not able to leave town for any reason without ensuring their vehicle is moved every 36hrs. In our area the Parking Enforcement Officer (PEO) follows the letter of the above bylaw. Without a change to the wording that limits this reporting to citizens and not PEO's the city will be ticketing every taxpayer forced to park on the street whenever they leave the city for more than 36hrs. I respectfully ask council to amend this bylaw to ensure that the onus of reporting is placed on residents not city employees. The intention of the bylaw was to ensure that vehicles are not abandoned. Ticketing residents for leaving the city temporarily or not moving a vehicle due to layoff or illness, is not accomplishing this goal.

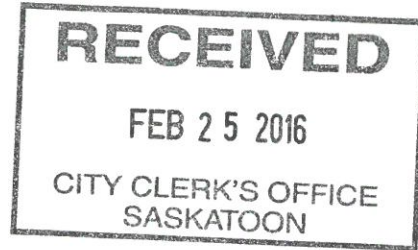
Thank you for your consideration,  
Ron Morey

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/68076>



134 Silverwood Road  
Saskatoon, Sask.  
S7K 5R7  
February 25, 2016

City of Saskatoon  
Office of the city clerk  
222 3rd Avenue North  
Saskatoon Sk.  
S7K 0J5



To: Standing Policy Committee on Finance & Access Advisory Committee

Dear Committee Members:

On January 16, 2016, the Saskatoon Chapter of the Alliance for Equality of Blind Canadians, (AEBC) passed a motion asking that a letter be written to The Standing Policy Committee on Finance to get a follow-up from our presentations. (August 17, 2015 SPCF & September 9, 2015 Access Advisory Committee)

Since the SPCF Committee resolved that the matter be referred to the Accessibility Advisory Committee for further discussion and report back to a future meeting of the appropriate Standing Policy Committee, I am also addressing this letter to the Access Advisory Committee.

First, we would like to thank the city for the continuing progress with Saskatoon Transit and the APS systems.

There are three issue areas on which we would like reports. First, we would like a report on taxi service and what progress has been made or attempted regarding the quality of service for and freedom from discrimination toward blind and sight-impaired taxi users. Second, we would like a report on what progress there has been toward moving the large parking meters away from the center of the sidewalk toward the curb as well as the report on the accessibility of sidewalks, & third we would like a report on what progress there has been toward enforcing the snow removal bylaw.

We look forward to receiving these reports when they become available, thank you for your time and attention to this matter

Cordially,

Judith Prociuk, Secretary  
Saskatoon Chapter AEBC



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## Request for Encroachment Agreement – 129 21st Street East

### Recommendation

1. That the existing encroachment at 129 21<sup>st</sup> Street East (Lot A, Plan No. I4208) be recognized;
2. That the City Solicitor be requested to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and
3. That His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal and in a form that is satisfactory to the City Solicitor.

### Topic and Purpose

The purpose of this report is to seek approval for an existing encroachment for the portions of the building located at 129 21<sup>st</sup> Street East extending under the City of Saskatoon (City) sidewalk.

### Report Highlights

1. The encroachment area is 37.31 square metres.
2. The building foundation is extending under the 21<sup>st</sup> Street East sidewalk by up to 3.048 metres.

### Strategic Goals

This report supports the City's Strategic Goals of Sustainable Growth and Quality of Life by ensuring that designs of proposed developments are consistent with planning and development criteria and that these designs do not pose a hazard for public safety.

### Background

Building Bylaw No. 7306 states, in part, that:

“The General Manager of the Community Services Department shall not issue a permit for the erection or alteration of any building or structure the plans of which show construction of any kind on, under, or over the surface of any public place until permission for such construction has been granted by Council.”

### Report

The owner of the property located at 129 21<sup>st</sup> Street East has requested approval to allow an existing encroachment (see Attachment 1). As shown on the Drawing/Site Plan S1 (see Attachment 2), the existing building foundation encroaches under the 21<sup>st</sup> Street East sidewalk by up to 3.048 metres. The total area of the existing encroachment is approximately 37.31 square metres and, therefore, will be subject to an annual charge of \$121.26.

## Request for Encroachment Agreement – 129 21<sup>st</sup> Street East

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### **Public and/or Stakeholder Involvement**

There is no public or stakeholder involvement.

### **Other Considerations/Implications**

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations; a communication plan is not required at this time.

### **Due Date for Follow-up and/or Project Completion**

There is no follow-up report planned.

### **Public Notice**

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

### **Attachments**

1. Request for Encroachment Agreement dated January 21, 2016
2. Copy of Drawing/Site Plan S1 Detailing Existing Encroachment

### **Report Approval**

Written by: Tanda Wunder-Buhr, Commercial Permit Supervisor, Building Standards  
Reviewed by: Daisy Harington, Senior Building Code Engineer, Building Standards  
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2016/BS/TRANSP – Request for Encroachment Agreement – 129 21<sup>st</sup> Street East/ks

# Request for Encroachment Agreement dated January 21, 2016



**BUILDING STANDARDS**  
222-3<sup>rd</sup> AVE NORTH, SASKATOON, SK S7K 0J5

THIS IS NOT AN AGREEMENT

## ENCROACHMENT AGREEMENT APPLICATION

**SECTION A – PROJECT INFORMATION** (to be completed for ALL ENCROACHMENT AGREEMENT APPLICATIONS)  
(Please note the approval process may take up to 10 weeks dependent on the Standing Policy Committee Meeting Schedule)

<b>TYPE OF ENCROACHMENT</b>		New Proposed <input type="checkbox"/>	Revision <input checked="" type="checkbox"/>
<b>PROJECT INFORMATION</b>	Site Address	129 21st Street East, Saskatoon, SK S7K 0B2	
	Legal Description (Lot/Block/Plan)	LOT A, BLOCK , PLAN I4208	
<b>APPLICANT</b>	Contact Name	Karen Pells-Nairn	
	Company Name (if applicable)	Etera Construction Management	
	Address	City	Province
	847 57th Street East	Saskatoon	SK
Phone Number (incl. Area Code)	Email Address	Postal Code	Preferred method of correspondence:
306.979.2232	kpnairn@etera.ca	S7K 5Z2	MAIL or <b>EMAIL</b>
<b>OWNER</b>	Contact Name (Official Name that will appear on the Agreement)	Isabelle Opikokew	
	Company Name (if applicable)	MLTC Resource Development	
	Address	City	Province
	8003 Flying Dust Reserve	Meadow Lake	SK
Phone Number (incl. Area Code)	Email Address	Postal Code	Preferred method of correspondence:
306.236.1321	isabelle.opikokew@mltc.net	S9X 1T8	MAIL or <b>EMAIL</b>

**SECTION B – SUBMISSION REQUIREMENTS** (to be completed for ALL ENCROACHMENT APPLICATIONS)

ENCROACHMENT AGREEMENT APPLICATION REQUIREMENTS		Submitted	Received (office use only)
	<b>Application Fee</b>	An Encroachment Application Fee of \$100.00 is required to be submitted at the time of application	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<b>Existing Encroachment</b>	Current Real Property Report/Surveyor's Certificate that clearly outlines the encroaching areas, including detailed dimensions of all areas that encroach onto City of Saskatoon Property - <i>Detailed drawings</i>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<b>Proposed Future Encroachment</b>	Detailed drawings of the proposed encroaching areas including detailed dimensions of all areas that will encroach onto City of Saskatoon Property. (Once construction is complete, an updated Real Property Report/Surveyor's Certificate will be required to confirm the area of encroachment.)	<input type="checkbox"/>

Upon receipt of the request, the Building Standards Division of the Community Services Department will request approvals from the necessary Departments and Divisions, including Development Services, Building Standards, Transportation & Utilities and any other Department or Division as deemed necessary, depending on the type of encroachment. Upon receipt of the various approvals and that there are no objections to the request; the application will be forwarded to the next available Standing Policy Committee on Transportation meeting for their approval. Once the Standing Policy Committee on Transportation has approved, the City Clerks office will advise the applicant of the Committee's decision and will prepare the agreement. Please note that encroachment agreement requests may take up to 10 weeks to process and is dependent on the Standing Policy Committee Meeting Schedule.

Assuming the encroachment is approved, an annual fee will be applied to the tax notice. This fee is based on the area of encroachment, and is calculated at \$3.25 per square meter. The current minimum fee is \$50.00

<b>DECLARATION &amp; SIGNATURES</b>	<b>I DO HEREBY DECLARE:</b>		
	<ul style="list-style-type: none"> <li>That the issuance of an Encroachment Agreement does not relieve the owner and authorized agents from complying with the requirements of the 2010 National Building Code of Canada, as amended and within the scope of the Uniform Building and Accessibility Standards Act.</li> <li>That the submission of this application does not give permission for encroachment of any portion of the building, and that appropriate building permits are required to be obtained prior to the construction of the encroachment.</li> </ul>		
	I certify that I have read and agree to abide by the conditions above, and all information contained within this application is correct.		
		Jan. 21.16	
	Applicant Signature	Date	Application Received By
			Jan 21/16
			Date Received



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## South West Roadway Network Improvements

### Recommendation

That the information be received.

### Topic and Purpose

The purpose of this report is to provide information on a variety of interrelated infrastructure projects that will impact the road network in the south west portion of the city.

### Report Highlights

1. The approved West Industrial Concept Plan includes an extension of 17<sup>th</sup> Street from Avenue P to 11<sup>th</sup> Street to provide a direct connection.
2. Restricting motorized vehicles along a portion of Spadina Crescent will address long standing traffic concerns in the area and provide an opportunity for an enhanced active transportation linkage in coordination with the Meewasin Valley Authority (Meewasin).
3. The development of Recovery Park will result in the closure of a portion of Dundonald Avenue south of Valley Road.
4. A corridor review along 11<sup>th</sup> Street West is underway to identify opportunities to improve traffic conditions and safety along the roadway.
5. The Water Treatment Plant will realize operational and security improvements with the closure of Avenue H and 11<sup>th</sup> Street adjacent to the Water Treatment Plant.

### Strategic Goals

This report supports the Strategic Goal of Moving Around by ensuring that traffic continues to flow.

This report also supports the Strategic Goal of Quality of Life by supporting the corporate priority of life safety initiatives within the city, and providing improvements at the Water Treatment Plant. It will reduce the risk of accidental or planned intrusions at the Water Treatment Plant.

### Background

Infrastructure improvements are required to support the growth of the city.

Planning for a number of interrelated infrastructure projects that will impact the transportation network is underway. Attachment 1 provides an overview of the various projects in the area.

### Report

#### Improvement to Water Treatment Plant Security and Operations

The Water Treatment Plant is critical infrastructure for the City of Saskatoon as it is vital to public health and the economy of the entire City. Operations have been upgraded and expanded over the last 10 years to encompass all three corners of the Avenue H and 11<sup>th</sup> Street intersection. When considering the significant infrastructure under Avenue H that links the infrastructure west of Avenue H, including reservoirs, high lift pumps, and ultraviolet disinfection, with the infrastructure on the east side of Avenue H, including intakes, clarifiers, chemical feed, and filters, it is clear that the best description of the site is that a public roadway runs through the City's Water Treatment Plant.

In order to fully enclose the Water Treatment Plant, the intersection of Avenue H and 11<sup>th</sup> Street, and portions of the adjacent roadway, will need to be permanently closed to public.

A combined site security plan and traffic impact study will be completed in 2017 to evaluate and mitigate the impacts of the modifications.

#### West Industrial Concept Plan

The West Industrial Concept Plan was approved by City Council on May 20, 2008. The concept plan outlines long-term plans for modifications to the transportation network including an extension of 17<sup>th</sup> Street from Avenue P extending west to 11<sup>th</sup> Street. This connection would reduce short cutting traffic along 11<sup>th</sup> Street and Avenue H by providing a more direct, higher capacity roadway. The extension of 17<sup>th</sup> Street would be an arterial roadway constructed on abandoned Canadian National Railway right-of-way that the City purchased in 2002. Facilities for active transportation would also be incorporated into the new roadway.

#### Closure of Spadina Crescent

Spadina Crescent south of Avenue H is an arterial roadway carrying approximately 600 vehicles per day (in 2014). Traffic concerns related to excessive speeds along this roadway are long standing within the Holiday Park neighbourhood. In addition, Meewasin has plans to expand their trail network along the river to connect from the Sanitarium site with Circle Drive South. Restricting the use of motorized vehicles along Spadina Crescent south of the 1300 block would provide an excellent opportunity for the City to coordinate efforts with Meewasin to design this pathway along the existing roadway.

The Administration will evaluate the impact to traffic patterns using VISUM Transportation Model. This model includes a baseline condition, which provides traffic forecasts on road segments throughout the City for the AM and PM Weekday Peak Hours. The model has the ability to predict the redistribution of traffic by disconnecting or turning of roadways within the network.

### Recovery Park

The planned development of Recovery Park adjacent to the Saskatoon Regional Waste Management Centre (Landfill) will result in the closure of a portion of Dundonald Avenue south of Valley Road. This roadway is currently used by SaskPower to access the Queen Elizabeth Power Station.

As a result of this closure, the Administration is developing options for alternative access routes to accommodate SaskPower's requirements.

An update on Recovery Park, including details pertaining to roadway closures, will be provided in July 2016. Site construction activities at Recovery Park are anticipated to begin later in 2016.

### 11<sup>th</sup> Street West Corridor Review

A review of the existing traffic conditions along 11<sup>th</sup> Street from Avenue H to Dawes Avenue is underway. To date, several concerns have been received regarding the traffic volumes and the speed of traffic along 11<sup>th</sup> Street. The safety of pedestrians crossing 11<sup>th</sup> Street has also been raised as a significant concern.

Extending 17<sup>th</sup> Street along the abandoned railway right-of-way will assist in reducing the volume of traffic along 11<sup>th</sup> Street West by shifting traffic patterns.

The next phase of public consultation is scheduled for April 2016 and recommendations for improvements will be presented in a report to the Standing Policy Committee on Transportation in early 2017.

### **Public and/or Stakeholder Involvement**

Preliminary discussions have been held with SaskPower to discuss options for access to the Queen Elizabeth Power Station. Stakeholders and the public will be engaged as the planning for the various projects proceed.

### **Communication Plan**

Communication plans will be developed for the individual projects as the planning work proceeds.

### **Environmental Impacts**

The proposed road network improvements focus on improving the flow and directness of existing traffic patterns, as well as providing capacity to accommodate growth. The improvements will also extend and improve active transportation infrastructure. Improving options for active transportation have positive greenhouse gas emissions implications. Improvements to traffic flow and directness can be positive (by reducing kilometers travelled or vehicle idling time) or negative (by inducing more vehicle trips).

### **Other Considerations/Implications**

There are no options, policy, financial, privacy or CPTED considerations or implications.

**Due Date for Follow-up and/or Project Completion**

The Administration will report further as planning for the various projects proceeds.

**Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**Attachment**

1. Infrastructure Projects – South West Saskatoon

**Report Approval**

Written by: Angela Gardiner, Director of Transportation  
Reviewed by: Reid Corbett, Director of Saskatoon Water  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities  
Department

TRANS AG – South West Roadway Network Improvements





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## Update on Railway Delays

### Recommendation

That the information be received.

### Topic and Purpose

The purpose of this report is to provide an update on the ongoing operational issues with Canadian National Railway in the southwest portion of the city and to provide an overview of the progress of the Rail Working Group.

### Report Highlights

1. Transport Canada has been engaged to regulate Canadian National Railway's (CNR) operations in the southwest portion of the City.
2. Traffic volumes are provided for key rail crossing locations throughout the city.
3. Criteria for prioritizing the locations for further investigation include impact on emergency response, impacts of public transit, vehicular delays and benefit to railway operations.
4. An investigation into the feasibility and cost of relocating railway operations outside of city limits is estimated to cost between \$300,000 and \$400,000 depending on scope and whether relocation of both railways is included.

### Strategic Goals

This report supports the Strategic Goals of Moving Around and Quality of Life by ensuring that traffic continues to flow, and supports the corporate priority of life safety initiatives within the city.

### Background

The Standing Policy Committee on Transportation, at its meeting held on December 7, 2015, received a report from the General Manager of Transportation & Utilities Department outlining the progress made with the Railway Working Group to reduce delays occurring at rail crossings throughout the city. The Committee resolved:

- “1. That the information be received;
2. That the Administration provide a report with the traffic projections for Marquis Drive and 51<sup>st</sup> Street between Wanuskewin and Millar Avenue after opening of the new commuter parkway bridge;
3. That the Administration provide a report with the criteria and assessment used in deciding which crossings to evaluate for the possibility of grade separation, including traffic counts, traffic projections, frequency of delays, length of delays, or whatever other criteria were used and to include a fact-based rationale for which crossings were selected, which were not, and why;

4. That the Administration also review the possible relocation of the CN freight yards; and
5. That the Administration be instructed to review the relocation of the CP Yards in Sutherland and that they entertain the joint use/co-sharing of the CN mainline south of the city.”

### **Report**

#### South West Operational Issues

The Administration is continuing to pursue a solution to the ongoing operational issues in the south west portion of the city. Transport Canada has confirmed that the spur line rail crossing into the Viterra Grain terminal is federal jurisdiction and has subsequently pursued a formal investigation into the concerns.

The Administration is continuing to collect data and document incidents of excessive delays and will be meeting with CNR and Transport Canada in the near future to discuss possible solutions to the ongoing concerns.

#### Traffic Volumes at Key Rail Crossing Locations

Traffic volumes were collected at identified rail crossing locations in 2015 and are summarized in Attachment 1. The projected volumes (at 300,000 population horizon) are also included for the Marquis Drive crossing and the 51<sup>st</sup> Street crossing. Upon opening of the North Commuter Parkway project, traffic patterns are expected to shift with a portion of the existing traffic on 51<sup>st</sup> Street using Marquis Drive and the new bridge. The freed up capacity on 51<sup>st</sup> Street will enable the accommodation of growth without the need for additional infrastructure.

#### Prioritization of Crossing Locations for Grade Separations

The rail crossing locations considered for possible grade separation have been prioritized based on the following criteria:

- Emergency Response – primary or secondary route vs. a route that is not typically used other than for local access
- Public Transit – Red Bus Rapid Transit Corridor vs. Blue Rapid Transit Corridor vs regular transit route
- Vehicular Delay – cross product of traffic volume and average number of trains per day
- Railway Benefit – high, medium or low based on potential benefit to rail operations

A prioritization matrix based on this criteria is shown in Attachment 2.

The six priority locations include:

1. 22<sup>nd</sup> Street at Avenue F
2. Idylwyld Drive at 25<sup>th</sup> Street
3. Marquis Drive
4. Preston Avenue
5. 11<sup>th</sup> Street at Dundonald Avenue

### 6. Central Avenue at Gray Avenue

The next steps are to complete the functional planning and design of the grade separations, identify utility constraints, and develop cost estimates. The economic and environmental impact will be evaluated as part of the development of a business plan.

#### Relocation of Rail Yards

Investigating the feasibility of relocating rail yards and developing a cost estimate is complex and involves many factors, including the direct infrastructure cost, environmental cleanup of abandoned rail right-of-way and rail yards, impact to rail operations, etc. In order for Saskatoon to realize a significant benefit in the reduction of delays at existing rail crossings, a main priority would be to relocate the entire Canadian Pacific Railway (CPR) mainline, in addition to the CPR yard operations. Similarly, the CNR Warman Sub and associated trackage could be investigated to be relocated.

The total length of rail infrastructure currently in the City exceeds 55kms, not including infrastructure in the CPR and CNR yards. Relocating rail infrastructure could require a relocation of existing rail customers, or a shift to transporting commodities by road, or leaving existing tracks in place to be used occasionally for serving customers as opposed to mainline operation.

Many municipalities have pursued the rail relocation investigation in recent years. The Province of Manitoba has recently announced that they are creating a task team to undertake a feasibility study to relocate rail operations out of Winnipeg, at a cost of \$400,000.

Other municipalities investigating or discussing relocation of rail infrastructure include:

- White Rock, BC
- Regina, SK (recently relocated rail yards in 2011 to transportation hub)
- Sudbury, ON
- Hamilton, ON
- Denver, CO

Each of the above situations are different, and the costs and resulting benefits vary.

The relocation of rail infrastructure can occur with or without the approval of a rail company. The *Railway Relocation and Crossing Act* outlines the process for obtaining an order from the Canadian Transportation Agency to relocate rail operations away from urban areas in order to promote urban development; provided the municipality pays and relocation does not harm the viability and finances of the railway.

The cost to investigate and prepare cost estimates for the relocation of CPR only would be approximately \$200,000. A full cost/benefit study to relocate both CPR and CNR could cost \$400,000. In addition to capital costs, railway operating impacts would need to be considered, which will require specialized expertise.

### **Public and/or Stakeholder Involvement**

Both CNR and CPR are members on the committee. The Combined Business Group and SREDA are also represented on the committee.

Dependent on the deliberations and direction of the committee, the general public may be invited to provide input for the committee's consideration.

### **Communication Plan**

Media briefings may be considered as the committee's work progresses.

### **Environmental Impacts**

Delays at rail crossings increase fuel use, greenhouse gas emissions and air pollution associated with vehicle idling. The environmental impacts of the delays given the current traffic and train volumes will be quantified as part of the business case.

### **Other Considerations/Implications**

There are no options, policy, financial, privacy or CPTED considerations or implications.

### **Due Date for Follow-up and/or Project Completion**

The Administration will report further in late 2016. A capital project will be created for the investigation into the feasibility of relocating the rail yards for discussion during the 2017 Business Planning and Budget Deliberations.

### **Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

### **Attachments**

1. Traffic Volumes at Key Rail Crossing Locations
2. Prioritization Matrix for Future Grade Separation Locations

### **Report Approval**

Written by: Angela Gardiner, Director of Transportation  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities  
Department

**Traffic Volumes at Key Rail Crossing Locations**

Attachment 1

**2015 Traffic Volumes (vehicles per day)**

	NB	SB	EB	WB	Total (vpd)
<b>3rd Avenue @ 33rd Street</b>	13,956	13,734			27,690
<b>11th Street west of Circle Drive</b>			4,930	5,318	10,248
<b>22nd Street @ Avenue F</b>			15,643	15,677	31,320
<b>33rd Street at Edmonton Avenue</b>			12,078	10,686	22,764
<b>51st Street west of Warman Road</b>			15,758	15,858	31,616 31,000*
<b>Preston Avenue near Innovation Place</b>	8,771	12,474			21,245
<b>Idylwyld Drive @ 25th Street</b>	15,780	14,406			30,186
<b>Central Avenue</b>	6,991	6,229			13,220
<b>Marquis Drive</b>					22,100*

\* projected volumes upon opening of North Commuter Parkway



**Prioritization Matrix for Future Grade Separation Locations**

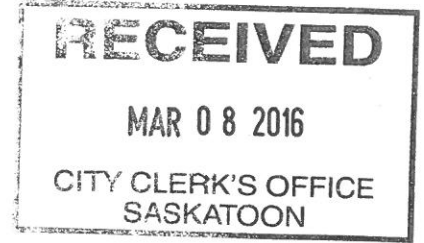
Attachment 2

<u>Location</u>	<u>Criteria</u>				<u>Total</u>
	<b>Emergency Response</b>	<b>Public Transit</b>	<b>Vehicular Delay</b>	<b>Railway Benefit</b>	
<b>Idylwyld Drive @ 25th Street</b>	5	2	3	1	11
<b>22nd Street @ Ave F</b>	5	3	2	1	11
<b>Marquis Drive</b>	5	1	2	1	9
<b>Preston Avenue near Innovation Place</b>	1	3	3	1	8
<b>11th Street west of Circle Drive</b>	5	1	1	1	8
<b>Central Avenue</b>	3	1	2	2	8
<b>33rd Street at Edmonton Ave</b>	3	1	2	1	7
<b>51st Street west of Warman</b>	3	1	2	1	7
<b>3rd Avenue @ 33rd St</b>	1	1	3	1	6

**Weighting Description**

<b>Emergency Response</b>	<b>1</b> Not typically used	<b>3</b> Secondary Route	<b>5</b> Primary Route
<b>Public Transit</b>	<b>1</b> Transit Route	<b>2</b> Blue BRT Corridor	<b>3</b> Red BRT Corridor
<b>Vehicular Delay</b> (Cross product of average # trains and ADT)	<100,000	101,000 to 200,000	>201,000
<b>Benefit to railway</b>	low	medium	high

**From:** Pshebylo, Randy - Riversdale Business ImprovementDist (External)  
**Sent:** March 07, 2016 5:22 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Monday, March 7, 2016 - 17:21  
Submitted by anonymous user: 71.17.193.237  
Submitted values are:

Date: Monday, March 07, 2016  
To: His Worship the Mayor and Members of City Council  
First Name: Randy  
Last Name: Pshebylo  
Address: 344 20th Street West  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7M 0X2  
Email: randy@riversdale.ca

**Comments:**

Please advise the STANDING POLICY COMMITTEE ON TRANSPORTATION that the Executive Director of the Riversdale Business Improvement District is requesting permission to speak to item 7.1.3 Update on Railway Delays (Files CK. 6170-1 and TS. 6170-1) at the meeting March 8, 2016 9:00 am.

Thank you.

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/73984>





**From:** Mike LoVecchio <Mike\_LoVecchio@cpr.ca>  
**Sent:** March 07, 2016 7:19 PM  
**To:** Rioux, Rhonda (Clerks); Web E-mail - City Clerks  
**Cc:** Gardiner, Angela (TU - Transportation)  
**Subject:** RE: Notice of Meeting - Re: Update on Railway Delays

Thank you for the notice. I will attend the meeting and would appreciate five minute to address the Committee.

Sincerely,  
Mike.

--

Mike LoVecchio  
Director Government Affairs  
Canadian Pacific  
General Yard Office  
1670 Lougheed Highway  
Port Coquitlam BC V3B 5C8  
778 772-9636

**From:** Rioux, Rhonda (Clerks) [mailto:Rhonda.Rioux@Saskatoon.ca]  
**Sent:** Thursday, March 03, 2016 1:43 PM  
**To:** Mike LoVecchio  
**Subject:** Notice of Meeting - Re: Update on Railway Delays

Dear Mr. LoVecchio :

Re: **Update on Railway Delays**  
**(File No. CK. 6170-1)**

This is to advise that the attached report of the General Manager, Transportation and Utilities Department dated March 8, 2016 regarding the above matter will be considered by the Standing Policy Committee on Transportation:

TE: Tuesday, March 8, 2016

IE: 9:00 a.m.

ACE: Council Chamber  
Main Floor, City Hall

If you wish further information on the report, please contact Angela Gardiner at (306) 975-2271.

If you wish to speak to the Committee or provide comments regarding this matter, you are required to submit a letter to the City Clerk's Office. Letters must be received online at [city.clerks@saskatoon.ca](mailto:city.clerks@saskatoon.ca) by 8:00 a.m. on the day of the meeting, or delivered in writing to the City Clerk's Office no later than

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## Transportation Network Companies

### Recommendation

That this report be received as information.

### Topic and Purpose

This report provides information on the response received from Minister McMorris, Saskatchewan Member of Legislative Assembly and Minister of Crown Investments, regarding the City's position letter to the Province as well as an update on the regulation of transportation network companies ("TNC") across Canada and options for regulation in Saskatoon.

### Report Highlights

1. On October 22, 2015, a letter was sent out at City Council's request to Minister McMorris advising of the City's support for the provincial regulation of TNCs.
2. In response, the Province has advised that at this time it is not in a position to regulate TNCs at a provincial level and that further consultation is required.
3. In the past few months, there have been significant developments in TNCs' regulation across Canada. These developments bear consideration for the potential regulation of TNCs in Saskatoon.

### Strategic Goal

Saskatoon is a city on the move and the proposed options will help to optimize the flow of people and goods in and around the City.

### Background

On September 28, 2015, City Council considered a report of the City Solicitor which provided information on TNCs and options for regulation. City Council resolved that the City communicate its support to the Province for the regulation of TNCs at a provincial level.

### Report

#### Provincial Response

The Province has not expressed an interest in creating unique regulations for TNCs at this time. The Province poses that "municipalities really are in the best position to ascertain how companies like Uber best fit into their community" and that, once this is determined, municipalities may petition the government for any provincial regulatory changes required.

Moreover, the City's position was that TNCs could possibly fit under the Province's current regulatory scheme respecting blackcars and limousines. In its response, the Province does not address the issue of limousines and how TNCs could potentially fit

under this existing regulatory scheme. Rather, the Province cites the City's existing taxi regulatory framework as more properly encompassing TNCs.

### TNC Regulation Across Canada

Over the past several months there have been significant developments in the regulation of TNCs across Canada. An in-depth review of these developments is attached as Attachment No. 1.

To summarize, the City of Edmonton has now passed substantial amendments to the *Vehicle for Hire Bylaw*, Bylaw No. 17400 which incorporates TNCs, defined as private transportation providers ("PTP"), into its existing municipal regulatory scheme for taxis, limousines and shuttles. PTPs will be subject to many of the same requirements as taxi drivers, such as requirements to obtain proper provincially-approved insurance and to pay a per-use fee to Edmonton. PTPs will be prohibited from picking up street hails and using taxi stands. Commercial PTP dispatchers, such as Uber, must also pay an annual fee to the city totalling \$70,000. The amendments are scheduled to come into effect March 1, 2016.

Calgary is set to enact similar amendments to its *Livery Transport Bylaw* with some variations. One major variation would be that drivers would pay the annual fee for operating within Calgary rather than the dispatcher. Vehicle inspections and criminal record checks may be required more frequently and criteria may be more stringent. The amendments are scheduled to come into effect April 4, 2016.

A chart comparing the Edmonton and Calgary Bylaws taken from the City of Calgary's website is attached as Attachment No. 2.

Toronto has directed their Executive Director of Municipal Licensing and Standards to draft new rules to regulate the taxicab and ground transportation industry. Toronto's City Council specified that any "new rules regarding the taxicab and ground transportation industry be identical". This would be a departure from the approach taken in Edmonton and Calgary which does differentiate for street hails and taxi stands.

Other municipalities have taken steps, either for or against TNC regulation, but have not made formal resolutions in this regard.

### Options Going Forward

The Province has communicated that it does not intend to regulate TNCs and other municipalities across Canada have taken steps towards, or are in the process of, creating their own unique regulatory schemes. Saskatoon could also look at incorporating TNCs into existing regulations for taxis under *The Taxi Bylaw*. This would likely require a substantial overhaul of the entire Bylaw which was recently rewritten. Saskatoon could also look at creating a bylaw specific to TNCs. These options were discussed in a previous report, which is attached as Attachment No. 3. Both options will require significant staffing resources, and timelines would be dependent upon the option selected.

It is important to consider the difference between licensing and insurance regulations in Alberta and Saskatchewan, namely, Saskatchewan utilizes a provincial insurance scheme through SGI which results in plate classifications such as LV (standard), PT (taxi) and PB (limousines) that do not exist in Alberta which relies solely on private insurance providers. Therefore, Alberta municipalities need not worry about issuing a specific plate class to TNC operators and will only require a specific type of licence. While Alberta must approve the form of insurance being utilized, municipalities rely on private firms, such as Intact Insurance, to work with the Province to develop an acceptable policy. In Saskatchewan, SGI may be required to develop a separate plate class or, if a PT plate continues to be utilized, approval processes may need to be adjusted, legislation amended and insurance policies expanded.

Further, Alberta does not license limousines at a provincial level as Saskatchewan does, instead relying on municipal regulation. Therefore, Alberta municipalities may develop more multifaceted bylaws which encompass both taxis and limousines and may allow for an easier incorporation of TNCs.

TNCs are not yet active in Saskatchewan. The newly drafted, and soon to be imposed, bylaws in other municipalities have not been operative to date. It is unknown how the newly proposed regulatory schemes will function practically in other municipalities.

### **Other Considerations/Implications**

Policy considerations have been discussed. There will be financial implications of regulating TNCs which have not been analysed by the City Solicitor's Office.

Environmental, privacy and CPTED implications are unknown at this time.

### **Due Date for Follow-up and/or Project Completion**

Updates will be provided as directed by Committee and City Council.

### **Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

### **Attachments**

1. Cross-Canada TNC Regulation Update;
2. Chart comparing the Edmonton and Calgary Bylaws; and
3. Report of the City Solicitor dated July 21, 2015.

### **Report Approval**

Written by: Derek Kowalski, Solicitor  
Approved by: Patricia Warwick, City Solicitor

## Cross-Canada TNC Regulation Update

### City of Edmonton

Edmonton's City Council has approved the *Vehicle for Hire Bylaw*, Bylaw No. 17400, making Edmonton the first Canadian city to legalize ride-share services.

The *Vehicle for Hire Bylaw*, Bylaw No. 17400 came into effect March 1, 2016, and will allow technology-based companies, such as mobile app dispatchers, to operate legally in Edmonton under a new class called Private Transportation Providers ("PTP").

The new regulatory framework enables the taxi business and ride-sharing services to co-exist.

### Bylaw Overview

Under the Bylaw, ride-share companies are defined as PTPs, "a vehicle for hire that provides pre-arranged transportation services to passengers and includes but is not limited to a vehicle for which a private transportation provider licence has been issued". PTPs require a special vehicle and driver's licence with many of the same criteria required for a taxi licence. The number of permitted PTP licences is unlimited.

### Fares

Under the hybrid fare model in the Bylaw, both taxis and PTPs will be required to charge a minimum of \$3.25 for any trip pre-arranged through a mobile app or written contract. Rates above the \$3.25 minimum have been deregulated and may be negotiated between the PTP or taxi and the customer. No limit has been placed on "surge" pricing.

Only taxis will be permitted to pick up street hails or use taxi stands. Street hails, pickups from taxi stands and trips arranged by telephone dispatch will be charged at a stipulated metered rate of \$3.60 for the first 135 metres and \$0.20 for each additional 135 metres or 24 seconds waiting time.

### Fees

Edmonton regulates the vehicle for hire program, which is funded on a cost recovery basis. Fees collected are used to pay for the resources needed to administer and enforce the Bylaw.

The Bylaw establishes two types of PTP dispatchers: Regional PTPs operating less than 200 vehicles, and Commercial PTPs operating 200 or more vehicles.

The licence fees will be the same between taxis and regional PTPs:

Dispatcher/Broker: \$1000.00 per year  
 Vehicle: \$400.00 per year  
 Driver: \$100.00 per two years or \$60.00 per year

Regional PTPs will also be required to pay an accessibility surcharge of \$50.00 per vehicle.

The licence fees for Commercial PTPs will be:

Dispatch: \$50,000.00 per year  
Vehicle/Driver: \$0.00  
Per-Trip Fee: \$0.06

Commercial PTPs will also be required to pay a dispatch accessibility surcharge of \$20,000.00 per year.

PTPs will pay a rate of \$70,000.00 per year to operate in Edmonton. A per-trip fee of \$0.06 will also be paid to Edmonton by the PTP.

### Safety

The Bylaw will require drivers to provide Edmonton with proof of the proper insurance and class of driver's licence (1, 2 or 4) as outlined in Alberta Provincial Law. Currently, the only acceptable insurance is a commercial policy used by all taxi drivers. Transportation Minister, Brian Mason, announced February 29, 2016, that Alberta has rejected Uber's request to waive the requirement for drivers to have Class 4 licenses, which are required for taxi drivers.

Edmonton's City Administration confirmed that Uber has agreed to cease operating when the Bylaw comes into effect on March 1, 2016, and will not resume operations until drivers can obtain proper insurance. The Government of Alberta is currently reviewing an insurance policy proposal prepared by Intact Insurance and Uber. The proposed policy would be purchased by Uber and cover its drivers, and is scheduled to be ready July 1, 2016. Alberta does not have a plate classification system like Saskatchewan as all motor vehicle insurance is private.

Criminal record checks and an annual vehicle inspection by a licensed garage and mechanic will also be required.

The fine for operating without a valid driver's licence or vehicle licence under the Bylaw will be \$5,000.00 and regular enforcement of unlicensed PTPs will continue.

### **City of Calgary**

Uber ceased operations in Calgary on November 21, 2015; the result of a successful court injunction.

Currently, bylaws do not allow private for-hire vehicles to operate in Calgary. Those found operating a private for-hire vehicle may be subject to a fine of \$1,500.00 per offence under Sections 25, 26, and 27 of the *Livery Transportation Bylaw* which currently only applies to taxis and limousines.

Calgary's City Administration is in the process of amending the *Livery Transportation Bylaw* to include "private for hire vehicles" and require that the drivers undergo police background checks, be properly insured, hold Class 4 licences and have their vehicles undergo safety checks. Calgary reduced required safety inspections to once per year, rather than an initial request of twice per year. The amendments are set to come into effect April 4, 2016, and will legitimize Uber operations in Calgary; Uber maintains the proposed regulations are unworkable and it will not resume operations until changes are made.

Calgary released the requirements for Uber or Lyft drivers Monday, February 22, 2016. These requirements are:


- an operating licence from the City of Calgary at an annual cost of \$220.00;
- valid Class 4 driver's licence;
- annual Calgary Police Service background check;
- proof of valid commercial insurance as required by the Government of Alberta;
- proof of eligibility to work in Canada; and
- proof of provincially-approved 134-point mechanical inspection conducted annually or every 50,000 kilometres, whichever occurs first.

The proposed regulatory regime referenced below will impose varying standards on taxi, limousine and Uber drivers.

## UBER

Calgary has drafted a revised Livery Transport Bylaw to allow for Uber to operate in the city, under certain conditions.

Here are some highlights of the different regulations for taxis, Uber and limousines under the proposed new rules.



REGULATORY REQUIREMENT	TAXI	UBER	LIMO
City-issued driver's licences	✓	✓	✓
City-provided driver training	✓	X	X
Street hails / taxi-stand pickups permitted	✓	X	X
Limit on total number of vehicles	✓	X	X
Trip data submissions required	✓	✓	✓
On-road inspections	✓	✓	X
Physical copy of licence displayed in vehicle	✓	X	✓
Mandatory CCTV in vehicle	✓	X	X

news

<sup>1</sup> Fletcher, Robson, "Calgary allows Uber in theory but company says it can't operate under new bylaw: Council makes minor tweaks but stops short of overhauling bylaw in the way Uber had wanted". *CBC News* [Calgary] 23 Feb. 2016. Retrieved from: <http://www.cbc.ca/news/canada/calgary/uber-calgary-bylaw-council-debate-feb-2016-1.3458511>

### **City of Toronto**

Toronto has directed their Executive Director of Municipal Licensing and Standards to draft new rules to regulate the taxicab and ground transportation industry. City Council specified that any “new rules regarding the taxicab and ground transportation industry be identical; for example, fare structure, safety features, and assuring that there is no distinction between rules for street hails, pre-arranged fares by any other means”. This would be a departure from the approach taken in Edmonton and Calgary which does differentiate for street hails.

Uber is currently illegal in Toronto. A follow up on the new rules is due in the next few months.

### **City of Vancouver/Province of British Columbia**

The Government of British Columbia has stated that it is only “a matter of time” before such ride-sharing services are introduced into the local market. The Minister of Transportation, Todd Stone, acknowledged that he has been meeting with ride-sharing and taxi companies to hear their concerns and potentially establish a policy that complements both businesses.

There is no timeline for when ride-share services could begin operating legally as companies will need to have discussions with the Government of British Columbia’s Passenger Transportation Board on developing safety standards and setting regulation issues such as insurance and vehicle inspections. However, even with Provincial approval, municipal barriers could still exist. Vancouver, in particular, has opposed Uber’s expansion into municipal territory.

Vancouver’s City Administration has been in consultation with Uber; Vancouver still has a moratorium on the service.

At its meeting on October 29, 2015, Vancouver City Council voted to extend a moratorium on new taxi licences by a year.

### **City of Montreal/Province of Quebec**

Transport Minister, Jacques Daoust, has stated that he is not opposed to Uber operating in Quebec and he is launching public hearings through committee, beginning February 18, 2016, into Uber and the taxi industry.

Montreal has tried to upgrade taxis by instituting a dress code and requiring electronic payments, but many drivers are not complying. Uber is currently illegal in Montreal. On February 2, 2016, the Montreal taxi union (Regroupement des travailleurs autonomes Métallos) applied for an injunction to ban Uber in Montreal and all of Quebec.

Also, the Montreal Economic Institute just proposed a distinct Quebec solution for assisting taxi owners. They are proposing that Quebec impose a special tax of \$1.00



per ride on all Uber rides, to create a fund to compensate taxi owners, similar to Australia.

**City of Ottawa/Province of Ontario**

Aviva Canada Inc. announced on January 6, 2016, that it would be launching ride-sharing insurance coverage which became available for Ontario part-time, ride-share drivers in early February. Coverage could cost drivers, approximately an additional \$500.00-\$600.00 annually.

In 2015, Ottawa hired an independent consultant to complete a Taxi and Limousine Service Review, which examines the vehicle for hire industry across Ontario and, particularly, how ride-share companies have been addressed, customer service reviews and an analysis of how ride-share is reshaping the face of the industry across the globe. Ottawa's review of its taxi bylaw, By-Law No. 2012 – 258, and possible regulations to deal with the emergence of Uber is ongoing. Uber is currently illegal in Ottawa.

Comparable Bylaw Sections	Calgary's Proposal	Edmonton's Bylaw
Municipal Drivers Licence Requirements	<ul style="list-style-type: none"> <li>• TNC must electronically submit to City copies of documents validating application credentials and qualifications at the time of application including:</li> <li>• Commercial Insurance</li> <li>• Vehicle Registration</li> <li>• Drivers Licence Class 1,2,4</li> <li>• Driver Licence Abstract (9 points max)</li> <li>• CPS criminal history check*</li> <li>• Proof of eligibility to work in Canada</li> <li>• Mechanical Inspection**</li> </ul>	<ul style="list-style-type: none"> <li>• TNCs will be providing a list of drivers active on platform that meet the bylaw requirements. TNC self manages credentials and qualifications.</li> <li>• Edmonton to conduct periodic audits to confirm accuracy of credentials and qualifications.</li> <li>• Commercial Insurance</li> <li>• Drivers Licence Class 1,2,4</li> <li>• No drivers abstract restrictions</li> <li>• Third-party criminal history check*</li> <li>• No proof of eligibility to work in Canada</li> <li>• Mechanical Inspection**</li> </ul>
*Criminal Background Check	<ul style="list-style-type: none"> <li>• TNC Driver must obtain criminal Background check from Calgary Police Service, including pardoned sexual offenders.</li> </ul>	<ul style="list-style-type: none"> <li>• TNC will use its third party service provider to complete (*limited) criminal background checks.</li> <li>• No check for pardoned sexual offenders</li> </ul>
**Mechanical Inspections	<ul style="list-style-type: none"> <li>• TNC must obtain a provincially approved mechanical inspection form.</li> <li>• Mechanicals due every six months.</li> <li>• Mechanicals required prior to licensing TNC driver.</li> <li>• 134 point inspection, consistent with a provincial standard of inspection and consistent with requirements for other livery vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• TNC Permitted to use its own mechanical inspection form.</li> <li>• Mechanicals required to be completed annually.</li> <li>• 26 point inspection completed by a technician.</li> </ul>
Fees	<ul style="list-style-type: none"> <li>• Proposed municipal licensing fee of \$220 per driver, per year to cover administration and enforcement</li> <li>• Calgary Police Services criminal history check of \$30</li> <li>• A vulnerable sector check of \$25 (only if finger prints are required)</li> <li>• A 134 point vehicle safety inspection cost estimated at \$140 to \$179.</li> <li>• TNCs have the opportunity to subsidize these fees and costs or pay for them outright to support their drivers</li> </ul>	<ul style="list-style-type: none"> <li>• TNC licence fees \$70,000 per year for all drivers for a TNC plus \$0.06 per trip</li> <li>• Estimated cost per driver for a licence including TNC portion equals \$40.</li> <li>• Administration seeking bridge</li> <li>• Estimated cost per driver for a licence including TNC portion equals \$40.</li> <li>• Administration seeking bridge funding from City to increase enforcement staff until fees can be amended later this year.</li> <li>• Fees based on TNC trip volumes</li> <li>• A 26 point vehicle safety inspection cost estimated at \$60 to \$90.</li> </ul>
Trip Data	<ul style="list-style-type: none"> <li>• Requiring TNCs to submit GPS data, trip start and end times</li> <li>• Enable monitoring of customer service levels, such as peak period availability.</li> <li>• Assist with police investigations and bylaw compliance</li> <li>• Informs decisions on livery policy and regulations and fosters continuous improvement.</li> </ul>	<ul style="list-style-type: none"> <li>• Data submission requirements to be determined</li> </ul>
Rates	<ul style="list-style-type: none"> <li>• App-based rates (taxis and TNCs): unregulated rates</li> <li>• Street Hail and Phone Dispatch (taxis only): regulated rates</li> </ul>	<ul style="list-style-type: none"> <li>• Same</li> </ul>
Cameras	<ul style="list-style-type: none"> <li>• Cameras required for taxis</li> <li>• Cameras not required for TNCs</li> </ul>	<ul style="list-style-type: none"> <li>• No Camera requirements for Taxis or TNCs</li> </ul>
Fleet Size	<ul style="list-style-type: none"> <li>• Limit on number of Taxi Plates and Accessible Taxi Plates</li> <li>• No Limit on TNC drivers</li> </ul>	<ul style="list-style-type: none"> <li>• Same</li> </ul>

The source of this information is: "The City of Calgary – Ward 1 News: Uber Update" (February 17, 2016). Retrieved from: <http://www.calgary.ca/citycouncil/ward-1/Pages/News/Uber.aspx>

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## Uber Technologies Inc.

### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council that the City, in cooperation with the City of Regina, communicate its support to the Province for the regulation of Transportation Network Companies at a provincial level.

### Topic and Purpose

At its meeting held on May 11, 2015, the Standing Policy Committee on Transportation resolved that the Administration bring a report in response to the information presented by Mr. Schafer, the representative of Uber Technologies Inc. ("Uber") at Committee.

This report provides information on the implementation and regulation of Uber and transportation network companies ("TNCs") generally across North America. Also, this report addresses how TNCs fit into the Province's and the City's current regulatory schemes and provides recommendations for the future accommodation of TNCs.

### Report Highlights

1. TNCs across Canada are currently unregulated.
2. The City currently has no bylaws which could accommodate the introduction of TNCs.
3. The City of Regina has taken the position that TNCs ought to be regulated at a provincial level and is considering lobbying the Province in this regard.
4. This report offers suggestions on how TNCs, like Uber, might be regulated at a municipal or provincial level.

### Strategic Goal(s)

Saskatoon is a city on the move and the proposed amendment will help to optimize the flow of people and goods in and around the City.

### Background

Uber is a rideshare company operating out of 54 countries. Uber is a relatively new company created four years ago, and came to Canada approximately two years ago. Uber is still integrating into Canada but is currently operating in Edmonton, Montreal, Toronto, Ottawa, Halifax and Vancouver with several other cities in active negotiations.

Uber operates entirely through use of a smart-phone application (the "Uber App"), which is free to download. Users create an account through the Uber App, which includes name, address, telephone number and other personal information, and requires a credit

card. Pricing is determined based on supply and demand, or "dynamic pricing". The pricing is, on average, cheaper than taking a taxi but can fluctuate much higher.

Uber currently has four products on the market, namely:

1. Uber Taxi;
2. Uber Black;
3. Uber SUV; and
4. Uber X.

Uber X would be the only product brought to Saskatoon in the immediate future.

#### Uber X

Uber X is the peer-to-peer rideshare program created by Uber. It allows individuals to partner with Uber and drive their personal vehicles for pay as desired.

Once an account is created, users may request a ride through the Uber App which uses GPS tracking to bring up a list of nearby drivers (arranged by minutes to pick-up and cost) and allows the user to select his or her driver. All payments are made digitally directly through the Uber App and a receipt is emailed to the user afterwards. After drop-off, the driver and passenger may rate their experience. Uber maintains that frequent negative ratings will result in driver suspension or cancellation of a user's account.

### **Report**

#### Provincial Regulation

At this time, the Province has expressed no interest in enforcing regulations for TNCs like Uber. A brief synopsis of the Province's current regulatory scheme is attached as Appendix "A". Under the regulatory scheme, it is illegal to use a vehicle with light vehicle ("LV") plates to transport passengers for profit.

Recently, Saskatchewan Government Insurance ("SGI") included TNCs under the same plate class and insurance requirements as taxis (Class 4 – PT plate). Generally, SGI will not grant a taxi plate until the applicant provides proof of a City taxi permit. However, provincial legislation allows this requirement to be waived in jurisdictions that do not regulate taxis. This is a new development and its effects on municipal regulation are unknown at this time.

Limousines are provincially regulated and SGI has asserted that they do not consider Uber X drivers to be limousine operators and will not be regulating them under that category.

### Municipal Regulation

The City of Regina is taking the position that Uber should be regulated provincially rather than at the municipal level. The City of Regina wants to wait and allow the Province to respond on this matter.

In Saskatoon, *The Taxi Bylaw, 2014* (the “Bylaw”) was not drafted with a service such as Uber in mind and in its current form does not apply. Some jurisdictions adopt specific regulations for TNCs. The Bylaw, in its current form, would continue to limit the number of taxi licences issued by the City. Currently, the City does not regulate black cars, limousines, airport on demand services or luxury passenger vehicles.

### Extra-Provincial Responses to Uber

In response to recent attempts to prohibit TNCs in Canadian cities, the Competition Bureau of Canada issued an official statement encouraging municipalities to consider whether prohibitions on TNCs are necessary and explore whether less restrictive regulations could adequately address any concerns. The Bureau emphasises that, “Regulations should be no broader than what is reasonably necessary to achieve consumer protection objectives”.

A jurisdictional review of the extra-provincial and international responses to Uber’s implementation are set out under Appendix “B”.

### Possible Solutions

#### **1. Regulation Through Bylaw**

The City may elect to bring TNCs under the purview of the Bylaw, which would require significant amendments to the newly reconstructed legislation. The regulation of taxis under the Bylaw primarily concerns the licensing of brokers, owners and drivers, the controlled issuance of licenses, and in managing issues which have arisen as a result of this licensing scheme. There is also overlap between the City’s regulation of taxis and various areas of provincial jurisdiction (human rights, consumer protection, and vehicle fitness) which can result in the City dealing with issues typically under the purview of the Province.

SGI has recently taken the position in the media that TNCs would fall under the same plate class and insurance requirements as taxis. However, a review of the operating model of TNCs reveals that imposing the regulations of the Bylaw would not be practical nor are the same issues present with TNCs and taxis. TNCs do not operate a labelled, hailed vehicle; a meter is not used – the price is known in advance; there is no broker or dispatcher; and drivers operate their own personal vehicles. Much of the content of the Bylaw deals with issues resulting from the driver/owner distinction; enforcement of the licensing scheme; the cap on licenses (including temporary and seasonal issuance); technology requirements; and the pricing structure – none of these concerns are present in the TNC sector.

In its current form, the Bylaw would require significant amendment to encompass TNCs, which may further complicate an already complex regulatory scheme. In the event that



municipal regulation was requested, it might be more prudent to introduce a separate bylaw focused specifically on TNCs and their unique circumstances.

## **2. Regulation by the Province**

The City may elect to lobby the Province, along with the City of Regina, to regulate TNCs at a provincial level. The vehicle safety, driver fitness, and insurance coverage are part of the current provincial regulatory scheme. In order to lawfully transport a passenger for compensation, a Class 4 driver's license is required along with a plate classification that provides additional insurance coverage. In order to qualify for a Class 4 driver's license, an applicant must be at least 18 years old and hold a Class 5 driver's license; not be a "new" driver (based on the SGI graduated licensing program); submit to a medical examination, pass a criminal record check; and pass a driver's test.

Provincial regulation would make use of an existing regulatory scheme currently better equipped to deal with TNCs, and would also provide uniformity across the Province.

The City, in conjunction with the City of Regina, may elect to engage with the Province to clarify that the City would be supportive of regulation at a provincial level. The Province could then decide how best to classify TNCs under the current regulatory scheme (taxis, limos, etc.) or create a new classification as needed.

## **3. Wait and See**

As an alternative to seeking regulation, the City may elect to wait out the legal turmoil currently being experienced by Uber and make a decision after other provinces have sorted out the problems with TNC regulation, both legally and administratively. As it stands, TNC developments, both positive and negative, occur daily and it may be prudent to wait on the decision until an equilibrium has been established.

## **Other Considerations/Implications**

There are no policy, financial, environmental, privacy, or CPTED implications or considerations.

## **Due Date for Follow-up and/or Project Completion**

The City Solicitor's Office would attend to any proposed amendments to the Bylaw in the new year, and any communications to the Province lobbying for provincial regulation of TNCs would occur in late 2015.

### **Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

### **Attachments**

1. Overview of Provincial Regulation
2. Jurisdictional Overview

### **Report Approval**

Written by: Derek Kowalski, Solicitor  
Reviewed by: Cindy Yelland, Director of Planning & Development Law  
Approved by: Patricia Warwick, City Solicitor

Admin Report – Uber Technologies Inc.docx  
227-1524-djk-4.docx

## Appendix “A”

### Overview of Provincial Regulation

#### The Vehicle Classification and Registration Regulations – Administered by SGI

- Sets out a complicated regulatory regime for licence plate classification types based on vehicle characteristics and use. Depending on which plate classification the use/vehicle falls under different pieces of regulation will apply. The following plate classes are relevant:
  - **LV** – standard personal vehicle plate class: prohibits the use of a personal vehicle (LV plates) for the transportation of passengers for compensation but does permit a private carpool to a common destination where a contribution is made toward expenses;
  - **PT** – plate class currently issued to taxis. *The Traffic Safety Act* sets out requirements for issuance; and
  - **PB** – plate class currently issued to: black cars, limousines, airport on demand services and luxury passenger services.

#### The Traffic Safety Act –Administered by SGI

- Driver’s licensing, driver education, tracking of infractions, vehicle equipment inspections, vehicle operation, registration requirements and accident reporting for all vehicles.
- Permits SGI to place conditions on the issuance of a driver’s licence including a medical examination, road test and knowledge examination.
- Allows SGI to refuse a driver’s license where a person has “habits” that would make the operation of a motor vehicle by that person a source of danger.
- Prescribes the following requirements for PT plates:
  - Enhanced insurance coverage (also required for PB but in another piece of legislation);
  - A certificate of approval from the municipality in which the vehicle intends to operate (the Act also permits this requirement to be waived by SGI and this requirement has been waived by SGI for jurisdictions that do not issue taxi licences, which includes most towns in Saskatchewan); and
  - A certificate of approval from police or any other satisfactory person (criminal record check).

#### The Driver Licensing and Suspension Regulations, 2006 –Administered by SGI

- In order to operate a vehicle for hire a minimum Class 4 driver’s licence is required.
- Class 4 requirements (as described on SGI website):
  - Must be at least 18 years of age and hold a valid class 5 driver’s licence;
  - Cannot be a “new driver” (holder of a learners licence, licence with novice endorsement or provisional licence);
  - Submit to and receive a satisfactory medical examination;

- Pass a knowledge test; and
- Pass a road test.
- All classes of drivers are subject to requirement to attend safety training or to have their license suspended for various infractions or complaints.

Operating Authority Regulations, 2011 –Administered by the Highway Traffic Board

- Black cars are subject to the Operating Authority regulations and taxis are not. It is unclear where TNCs fit into these regulations or whether they will be amended to create a new type of operator.
- Define a “black car” as: a four door sedan with a seating capacity of no more than four passengers, operated by a person dressed in business attire, has no markings to indicate that it is a vehicle for hire, is not equipped with a taxi meter or dispatch device and is used exclusively for the transportation of passengers.
- Black cars are differentiated from taxis by the lack of taxi meter, pre-booking and by the inability to “hail” a black car from the street.
- These regulations create a permitting system for limos, luxury passenger vehicle service, black car service and airport on demand service but do not prescribe detailed rules and regulations for the operation of such services. The permit may contain any conditions placed on the operator.

The Vehicle Equipment Regulations, 1987 – Administered by SGI

- Sets detailed standards for vehicle equipment for all vehicles, such as lighting, wiring, bumpers, tires, seatbelts and other safety equipment.

The Consumer Protection and Business Practices Act –Administered by the Financial and Consumer Affairs Authority

- Prohibits certain “unfair practices” such as making false claims, taking advantage of a consumer, charging a price that grossly exceeds the price at which similar services are readily obtainable.
- Requires a written contract (and certain terms) where an internet sales contract exceeds \$50.

The Human Rights Code –Administered by the Human Rights Commission

- Prohibits denial of services or discrimination in the provision of services on the basis of a prohibited ground (disability, sexual orientation, race, etc.).

## Appendix "B"

### Jurisdictional Overview

#### Edmonton

On January 27, 2015, Edmonton City Council voted to explore the option of regulating rideshare companies at a municipal level while simultaneously asking Uber X drivers to cease operations in the interim, and threatened to seek an injunction if Uber refused to comply.

Subsequently, Edmonton pursued an injunction which was struck down in court. Currently, Edmonton is working towards amending their bylaws to allow Uber and other rideshare companies to operate legally. The amendments are due in the fall of 2015 and will make Edmonton the first City in Canada to regulate rideshare companies.

#### Calgary

Uber is apparently in the process of attempting to enter the Calgary market after having been turned away in 2013. The City of Calgary imposed a local regulation requiring a minimum \$84.60 charge for any sedan or limousine trip which has prevented Uber Black from operating. Uber X is not currently being considered for implementation "because of insurance concerns" according to the Mayor of Calgary.

#### Toronto

Uber operates illegally in Toronto. The City of Toronto has laid numerous charges against Uber X drivers for operating unlicensed taxis and limousines. The City of Toronto applied to the court for an injunction to stop all Uber operations, however the application was dismissed as it was ruled that there is "no evidence" the company is operating as a taxi broker or that it breached city bylaws.

#### Ottawa

Uber operates illegally in Ottawa and the City of Ottawa is actively charging all drivers for operating unlicensed taxis and limousines. The City of Ottawa is in the midst of a sting operation whereby bylaw enforcement officers create fake profiles and actively seek out rides from Uber X drivers in order lay charges, which carry fines of \$650. Ottawa is set to do a comprehensive review of its Taxi Bylaw in late 2015.

#### Montreal

In October, 2014, the Mayor of Montreal, along with the Transport Minister, declared Uber X illegal. Uber operates illegally in Montreal; however the City of Montreal is not actively charging Uber X drivers.

**Vancouver**

In November, 2014, the Vancouver Taxi Association filed an injunction against Uber in response to the imminent launch of Uber X. The litigation is ongoing.

Uber operated its Uber Black service in Vancouver for about six months in 2012, but the company withdrew from British Columbia after the provincial transportation regulator imposed a minimum fare of \$75 per trip.

Uber is currently inactive in Vancouver and no regulations exist.

**Halifax**

Uber has been operating in Halifax since June, 2014; however, there are only two cars currently in operation for the entire City. The City of Halifax has reached its limit for taxi licenses, but Uber appears to be positioning itself as more of a limousine service in this jurisdiction.

**Manitoba**

In December, 2014, Manitoba's Minister of Municipal Government declared Uber operations illegal throughout the province unless drivers are in possession of a taxi license.

**International Responses to Uber**

Uber has faced legal challenges or outright bans in France, Germany, China, South Korea, India and several cities and states in the United States.



**RECEIVED**

7000-1

**MAR 07 2016**

**CITY CLERK'S OFFICE  
SASKATOON**

**From:** D GALLANT <d.gallant@shaw.ca>  
**Sent:** March 07, 2016 1:32 PM  
**To:** Web E-mail - City Clerks  
**Subject:** Re: Request to speak at Traffic Committee Meeting File CK 7000-1

I would like to speak on the Administration Report regarding Transportation Network Companies  
Thanks  
Dale Gallant

Sent from my iPhone

- > On Mar 7, 2016, at 10:24 AM, Web E-mail - City Clerks <City.Clerks@Saskatoon.ca> wrote:
- >
- > Hello Dale,
- >
- > Thank you for your email. Please advise what item you would like to speak to at the Transportation Committee.
- >
- > Suzanne Couture
- > City Clerk's Office
- > (306)975-2777
- >
- >
- > -----Original Message-----
- > From: Dale Gallant [mailto:d.gallant@shaw.ca]
- > Sent: March 07, 2016 10:20 AM
- > To: Web E-mail - City Clerks <City.Clerks@Saskatoon.ca>
- > Subject: Request to speak at Traffic Committee Meeting
- >
- > Submitted on Monday, March 7, 2016 - 10:20
- > Submitted by anonymous user: 207.195.86.22
- > Submitted values are:
- >
- > First Name: Dale
- > Last Name: Gallant
- > Email: d.gallant@shaw.ca
- > Confirm Email: d.gallant@shaw.ca
- > Phone Number: (306) 491-7433
- > ==Your Message==
- > Service category: City Council, Boards & Committees
- > Subject: Request to speak at Traffic Committee Meeting
- > Message: I would like to speak at the Traffic Advisory Committee
- > Meeting on March 8, 2016
- > Attachment:
- >
- >

> Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.:

No

>

>

> The results of this submission may be viewed at:

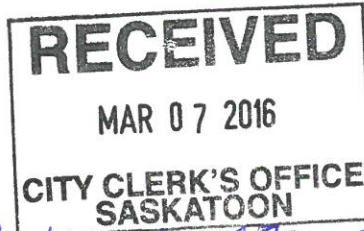
> <https://www.saskatoon.ca/node/405/submission/73833>

>

>

MARCH 07/2016

7000-1



I wish to speak at SPC Standing Policy

Committee on MARCH 8 Regarding ~~Urban~~ Transportation  
Network Companies. File no. CK. 7000-1)

Malik Umar Draz  
M. Umar Draz

President Local USW

MALIKUSW2014@Yahoo.ca  
306-370-3838,

~~34-3144 LAURIER DR~~

~~SASKATOON SK~~

# 110A-2103

AIRPORT DRIVE

SASKATOON S1K

S7L 6W2

**From:** Carlo Triolo <carlot@unitedgroup.ca>  
**Sent:** March 07, 2016 2:21 PM  
**To:** City Council  
**Subject:** RE: Form submission from: Write a Letter to Council



I would like the opportunity to speak on the Rideshare topic.  
Thank You

Carlo Triolo  
General Manager

225 Avenue B North  
Saskatoon, SK. S7L 1E1  
(w) 306-244-3767  
(c) 306-341-4103  
(f) 306-652-0348  
www.unitedgroup.ca  
www.sasklimo.ca

-----Original Message-----

**From:** City Council [mailto:City.Council@Saskatoon.ca]  
**Sent:** March-07-16 1:04 PM  
**To:** carlot@unitedgroup.ca  
**Subject:** RE: Form submission from: Write a Letter to Council

Hello Carlo,

Thank you for your email. Please advise which item you are requesting to speak to at tomorrow's Transportation Committee meeting and you will then be added to the agenda appropriately.

Thanks,  
Suzanne Couture  
(306)975-2777

-----Original Message-----

**From:** Carlo Triolo [mailto:carlot@unitedgroup.ca]  
**Sent:** March 07, 2016 12:57 PM  
**To:** City Council <City.Council@Saskatoon.ca>  
**Subject:** Form submission from: Write a Letter to Council

Submitted on Monday, March 7, 2016 - 12:56 Submitted by anonymous user: 64.141.10.170  
Submitted values are:

Date: Monday, March 07, 2016  
To: His Worship the Mayor and Members of City Council First Name: Carlo Last Name: Triolo

Address: 225 ave b north

City: saskatoon

Province: Saskatchewan

Postal Code: s7l 1e1

Email: carlot@unitedgroup.ca

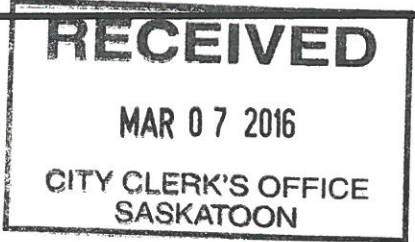
Comments: I would like the opportunity to speak at tuesday march 8th's Transportation committee meeting. Thank You

The results of this submission may be viewed at:

<https://www.saskatoon.ca/node/398/submission/73873>



7000-1



From: Kelly <kelly@comfortcab.ca>  
Sent: March 07, 2016 2:52 PM  
To: City Council  
Subject: Re: Form submission from: Write a Letter to Council

Item 7.1.4 transportation network companies please

Sent from my iPhone

- > On Mar 7, 2016, at 2:14 PM, City Council <City.Council@Saskatoon.ca> wrote:
- >
- > Hello Kelly,
- >
- > Thank you for your email. Please advise what item you would like to speak to at the Transportation Committee.
- >
- > Regards,
- > City Clerk's Office
- >
- > -----Original Message-----
- > From: Kelly Frie [mailto:kelly@comfortcab.ca]
- > Sent: March 07, 2016 2:13 PM
- > To: City Council <City.Council@Saskatoon.ca>
- > Subject: Form submission from: Write a Letter to Council
- >
- > Submitted on Monday, March 7, 2016 - 14:12
- > Submitted by anonymous user: 142.165.205.193
- > Submitted values are:
- >
- > Date: Monday, March 07, 2016
- > To: His Worship the Mayor and Members of City Council
- > First Name: Kelly
- > Last Name: Frie
- > Address: 11-1724 Quebec AVE
- > City: Saskatoon
- > Province: Saskatchewan
- > Postal Code: S7K 1V9
- > Email: kelly@comfortcab.ca
- > Comments:
- > Please add me to the list to speak Tuesday March 8 at the Transportation Committee meeting at 9am.
- >
- > Thank You
- >
- >
- > The results of this submission may be viewed at:
- > <https://www.saskatoon.ca/node/398/submission/73919>
- >



7000-1

**From:** Jay Robertson <jay@carservice.ca>  
**Sent:** March 07, 2016 2:56 PM  
**To:** Web E-mail - City Clerks  
**Subject:** rr/for Shellie Bryant



Transportation Network Companies  
(File No. CK. 7000-1)

This is to advise that the attached report of the City Solicitor, dated March 8, 2016 regarding the above matter will be considered by the Standing Policy Committee on Transportation:

DATE: Tuesday, March 8, 2016  
TIME: 9:00 a.m.  
PLACE: Council Chamber Main Floor, City Hall

I Jay Robertson of Provincial Car Service wish to speak briefly on the introduction of services such as Uber to our Transportation Industry.

Jay Robertson, Owner  
Provincial Car Service  
2210 Speers Ave. S7L 5X7  
Saskatoon, Saskatchewan, CND.  
+ 1.306.665.0000  
[jay@carservice.ca](mailto:jay@carservice.ca)

---

**From:** Marwan Bardouh <mbardouh@shaw.ca>  
**Sent:** March 08, 2016 7:50 AM  
**To:** Web E-mail - City Clerks  
**Subject:** Transportation Network Companies File No. Could. 7990-1



Hi there,

I would like to speak for 5 minutes at the Council Chamber with regard to the Transportation Network Companies File No. CK. 7000-1.

It is for today at 9am.

Thanks!

Marwan Bardouh

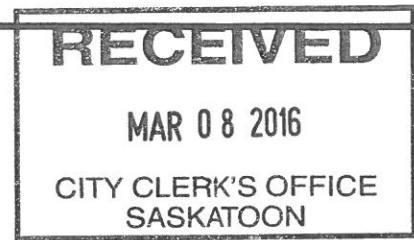
My address 218 Weyakwin Drive

Saskatoon Sk.

S7J4M2

306-229-0182

**From:** Tony Rosina <tonyr@unitedgroup.ca>  
**Sent:** March 07, 2016 4:11 PM  
**To:** Web E-mail - City Clerks  
**Subject:** SPC on Transportation Meeting - March 8, 2016



Dear Madam:

I wish to speak to the Standing Policy Committee on Transportation regarding to item 7.1.4 Transportation Network Companies.

Thank you.

Tony A. Rosina  
1507 Haslam Way  
Saskatoon, Saskatchewan  
S7L 1E1  
(306) 373-7285

To:  
City Solicitor – Standing Policy Committee on Transportation  
March 8, 2016 – CK. 7000-1



On behalf of Both Comfort Cabs & United Cabs the following memo is submitted to be considered on the topic of regulation for Rideshare Taxi companies.

To begin we would like to ensure that the policies already written by SGI are referenced first and foremost.

Refer to SGI policies posted:

<https://www.sgi.sk.ca/individuals/registration/guidelines/ridesharetaxi.html>

*Rideshare taxis provide "on demand" passenger transportation booking services through an application on your smartphone.*

*These booking services (e.g., Uber and Lyft) don't own the vehicles used for transportation, but hire people with cars that drive on their behalf. The booking service collects a fee from the passenger's credit card, takes a percentage, and pays the vehicle owner.*

#### **Registration requirements**

*In order to transport passengers for compensation, a vehicle **must** be registered under Class PT with a minimum of \$1M in liability insurance.*

*Municipal approval, such as a taxi licence, may be required before issuing a Class PT plate or may require the vehicle to be inspected. Municipal bylaws may further regulate the operation of rideshare taxi services and drivers should check with their local municipality prior to meeting any of the vehicle registration requirements.*

#### **Driver licensing requirements**

*The driver of a Class PT vehicle who transports passengers must have a Class 4 driver's licence. SGI also requires a periodic medical and a Certificate of Approval from the municipal law enforcement agency where the driver will be operating.*

*If a booking company tells you driving passengers for hire in a Class LV vehicle is covered by their insurance, they may not be familiar with municipal and provincial laws and bylaws. Municipal bylaws may further regulate the operation of rideshare taxi services and drivers should check with their local municipality prior to meeting any of the driver's licence requirements.*

#### **Limousines - Class PB**

*Limousines and other similar vehicles that transport passengers for compensation are registered under Class PB. Owners of Class PB plates require an Operating Authority Certificate issued by the Highway Traffic Board (HTB). Each certificate is unique in that it outlines the operating conditions required when transporting passengers for hire.*

**Note:** *Class PB vehicles are restricted from operating in a manner similar to a taxi, which means they cannot be used to provide transportation through a rideshare application.*

Upon review of the SGI Policies noted above we then refer to the Saskatoon City By Laws Noted below;

***Division II 13 (6)***

*"If a taxi owner/operator is using electronic means including a mobile app, text message, internet web page, cell phone, or email communication to dispatch his or her taxi, he or she shall also require a taxi broker's license."*

***Division III - Taxi Broker Obligations***

There are many to reference here including;

*Permanent Office & Complaints Process*

*Inspections*

*Insurance (with City as an additional Insured)*

Next we refer to articles written by Canada Fact Check (in italics throughout), Canada Fact Check is an independent news platform that gets behind the spin and brings you the facts behind Canada's news headlines.

The platform is dedicated to democratic reform, government accountability and corporate responsibility in Canada.

These goals are pursued through research, investigations, reporting and analysis.

The editor of Canada Fact Check is Ethan Phillips, an independent policy analyst with 35 years experience researching and writing on Canadian public policy issues.

Refer to articles:

<http://canadafactcheck.ca/secret-strategy-behind-the-uber-invasion-canada/>

*"The main argument in Part 1 was that Uber's flagship UberX service is unambiguously illegal in most cities in Canada because the law considers UberX a taxi service and Uber refuses to apply for a taxi licence. And it doesn't apply for a taxi license for its UberX service for the simple reason that it does not want its UberX service to operate under the same rules as the rest of the taxi industry and incur the same licencing fee, insurance, and consumer safety costs that the rest of the industry pays. In other words, while Uber is competing for the exact same passenger dollars as the rest of the taxi industry, Uber wants to play by its own rules when it comes to fares and industry regulatory costs."*

If taxi fares and costs were relative to an UBER cost model the trip rates would not be any cheaper, they would actually end up being higher. Particularly when Surge pricing is factored in. Likely the main reason why UBER wants it's own non regulated set up considered only!

*Uber also knows that sooner or later the fact that its UberX service is operating illegally is going to catch up with it. In other words, it knows that UberX eventually has to operate under some sort of government sanctioned regulatory regime in Canada. And that's why, long-term, it needs to have Canadian licensing jurisdictions implement separate sets of taxi rules tailored to its business model. Not tailored to its "innovative" technology as Uber and some of its boosters might claim, mind you, but tailored to the way Uber maximizes its profits.*

*To accomplish this, Uber has written its own taxi rules and hired well connected, high powered lobbyists to shop Uber written rules around to key Canadian licensing jurisdictions – including Toronto and British Columbia. And Edmonton is the first major Canadian city to make the Uber authored rules law.*



*To summarize: at the heart of Uber’s global business strategy is a political strategy. Because Uber doesn’t have the business smarts to compete with established taxi companies under existing industry rules, it has to operate either illegally or pressure local licensing authorities to create a separate set of taxi rules for its main service – UberX – to operate under.*

- 1) *the new rules must allow Uber to charge “surge pricing” with no maximum cap (think New Year’s Eve, an 8.9 times multiplier, and a \$1,115 charge for a 60-minute ride in Montreal) while its competitors must continue to charge fixed-rate fares;*
- 2) *the new rules must exempt Uber from the commercial insurance coverage that is mandatory for licensed taxis so Uber drivers can carry a new, less comprehensive kind of “hybrid” insurance policy that is cheaper than commercial coverage;*
- 3) *Uber must be exempted from the existing licensing fees that govern both cab owners and drivers – and be given its own licensing fee regime with much lower fees; and*
- 4) *the background safety check rules for Uber drivers should not be so onerous as to scare off potential drivers. For Uber this usually means that it objects to rules requiring that driver safety checks be done through local police departments (see below).*

*Note that even if the new set of rules wind up being pretty close to the rules that Uber is pushing for, Uber does not want these rules to apply to the entire taxi sector. In fact, a revised set of rules that applied to all taxi operators (including the UberX service) would defeat the whole purpose of Uber’s lobbying efforts and undermine its long-term strategy. No, what Uber wants is for the legacy taxi industry to continue to operate under the existing, more expensive cost structure while it provides its UberX service under a new regulatory regime that costs it less and plays to its business model’s strengths. In other words, what Uber wants are two separate playing fields. And it wants to start off as the dominant – if not only – player on the low-cost field with its tech savvy, credit worthy, customer base.*

And while we’re on that note, let’s consider the demographics affected by not being able to utilize an UBER based rideshare model. “NO CREDIT, NO SERVICE!”

So fixed income, low income, etc. is being discriminated against and has no opportunity to utilize the services! Under our current status all are able to utilize the transportation services available. There’s In car payment options available.

### **Uber and the public interest**

*And what are the consequences if Uber is successful in changing the rules in its favour across Canada?*

*First, there is no evidence that Uber’s entry into a regional taxi market increases the overall size of that market. So what Uber’s lobbying efforts essentially achieve is to hive off a part of the existing taxi market by creating new rules that favour Uber. That leaves the traditional taxi companies – and more importantly, their drivers – to compete amongst themselves under the old rules in a much shrunken “legacy” market.*

*The end result is that Canada-wide, tens of thousands of hard-working, licensed taxi drivers and owners who each contribute thousands of dollars in municipal taxi ownership and operating fees annually, are seeing their already modest incomes significantly eroded.*

In Saskatoon there are approximately 800 people employed in the taxi industry between the 2 companies. Drivers, administrative staff, dispatchers, accounting staff, management, etc...



*Secondly, it's not just the existing taxi industry and its drivers that are hurt by Uber, the broader public interest is also undermined when Uber comes to town.*

*Why is this? Let's start with training. Typically, formal training for taxi drivers in Canada takes between two days and four weeks.*

*Uber, in contrast, provides a sixteen minute online training tutorial that makes no reference to the larger social obligations of an Uber driver and can be summed up simply as: do whatever needs to be done to keep the customer coming back. UberX drivers have no public-interest mandate. They pick up only those with smartphones and available credit—and they are assisted in discriminating against iffy passengers through the five-star rating system in which drivers rate passengers.*

Here in Saskatoon, the 2 taxi companies have recently collaborated to jointly complete the Saskatchewan Tourism Industries “World Host Training Program”. In doing so we are achieving a nationally recognized and certified training program for all drivers. This would put us as industry leaders in our focus towards; customer service, accessibility, sensitivity, and tourism within the City.

***And then there is the question of background checks on drivers.***

*On February 22, Calgary City Council amended its bylaws in response to Uber lobbying and created a separate category for ridesharing services.*

*However, Ramit Kar, Uber's general manager for Alberta, said that Uber “just can't operate” under the new bylaw as written and that as a result, Uber won't be operating in Calgary. Kar described Calgary's \$220 in annual per-driver licensing fees and relatively stringent requirements for background checks and vehicle inspections, as “unworkable” for Uber drivers.*

*The “unworkable” \$220 annual licensing fee for ride-sharing services such as Uber compares to the following fees for Calgary taxi drivers: an annual Licence Fee for Taxi Plates of \$877, an initial Taxi Drivers Licence Training Fee of \$745, and an annual driver's renewal fee of \$135.*

*And what does Uber find unacceptable in the Calgary by-law's approach to background checks for ride-sharing drivers? Simple, that just like Calgary taxi drivers, the background check for Uber drivers would have to be completed through the Calgary Police Department (CPS).*

*That's right, Uber doesn't want background checks on its potential drivers to be completed through the Calgary Police Department. This, just two days after Uber driver Jason B. Dalton gunned down 6 people in Kalamazoo, Michigan and left two others critically wounded.*

From a business, customer service, safety and even City aspect, we cannot communicate with an UBER. There's no presence! This was the issue in Kalamazoo when reportedly UBER was attempted to have been contacted.

***Uber's tax avoidance schemes and labour strategy***

*There are two other major areas where Uber plays by different rules that give it an additional advantage over its competitors: its (apparently legal) international tax avoidance strategy. These issues, of course, are not regulated within municipal (or provincial) taxi licensing regimes but are central to Uber's global growth strategy.*

Opening the precedent to do business as an illegally operating business without proper insurance, permits, licenses, or being set up to contribute to provincial and federal tax system is completely separate from the taxi and/or rideshare industry!

Do we really want to open the door to allowing illegal business operations in our City!?

Do we really want to open the door to allowing businesses to lobby and bully their way into self imposed regulations that suit their business models and ignore any existing laws and tax systems!?

If we are to allow rideshare in our province and/or city it should simply be done as is already written in the SGI guidelines!

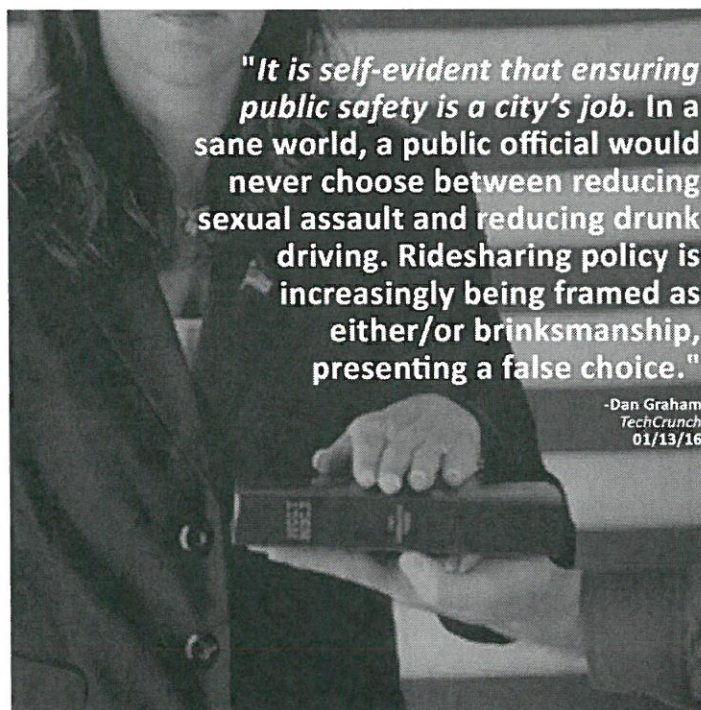
Rideshare drivers should be GST registrants exactly the same as a Taxi driver.

The municipalities should uphold the policies written in SGI and then refer to taxi bylaws for the municipal portion as suggested.

We don't need to have a foreign company dictate on how to have this changed to accommodate them!

If we need additional cars to support a certain customer service level then we add PT plates and let those that want to attain them and operate legally, within SGI Policies and City By laws, do just that! Do we really need a foreign company to dictate how this needs to be done? If so, then perhaps our bylaws and regulations require review. Work with existing taxi companies to identify shortfalls and implement solutions (such as the ability to flex fleets) to give the public what they want.

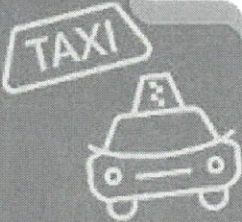
The existing Taxi companies have been involved in the community collectively for over 60 years with every intention of continuing to do so for many years to come. What has UBER contributed to our Community? The City has invested into the existing By Laws which has concessions referencing how a APP based business model should be considered, do we need to re assess that again only 2-3 years later?





Taxicabs and Uber provide an identical service: For-hire transportation.

They should be subject to the same laws and regulations.



## Uber



Markets a transportation service to consumers



Recruits drivers to deliver transportation services



Dispatches drivers



Sets the price for service for drivers & passengers



Qualifies vehicles to be used & provides liability insurance while a passenger is present



Responds to complaints about service

## Taxicabs



Markets a transportation service to consumers



Recruits and qualifies drivers to deliver transportation services



Dispatches drivers



Sets the price for service for drivers & passengers



Qualifies vehicles to be used & ensures transportation service has primary commercial auto liability insurance coverage



Responds to complaints about service



*Attributing Uber's success to its app is a complete mis-reading of the Uber phenomenon. While the explosive growth of the company has been well documented, Uber's relentless efforts to avoid the costs associated with different jurisdictions' regulatory (including tax) regimes is less well known.*

*The truth of the matter is that Uber's app is really not all that different from apps used by many established taxi companies. What gives Uber its competitive advantage is a business strategy that is as old fashioned as they come: Uber exploits regulatory grey areas and weak enforcement and in so doing, avoids the costs associated with having to comply with the regulatory regimes that govern its competitors.*

Saskatoon has had computer dispatched taxis since 1982 when United 1<sup>st</sup> introduced it to the City. Additionally both companies have had an APP for over 2 years now. Currently United averages approximately 10% APP usage which is available to all customers, not only those with credit. In car payment is also an option with our APPs.

*To date, this strategy has been somewhat successful in jurisdictions that Uber has entered. However, where governments have been nimble enough to close the relevant legal loopholes and vigorously enforce existing regulations, Uber has tended to close down its operations or not enter the market in the first place. In other words, the record suggests that when Uber is forced to comply with the existing regulatory regime in any given jurisdiction and incur the associated costs, it doesn't try to compete on an even playing field with its competitors and simply pulls out (or never enters the market in the first place).*

A prime example of this was just displayed in Alberta where Edmonton and Calgary went out of their way to create NEW regulations to accommodate UBER that were deemed to be fair and equal. UBER's response was to leave town in both cases, citing it didn't work for them.

*To summarize things, Uber refuses to apply for a taxi licence for its UberX service because Uber does not want to operate under the same rules as the rest of the taxi industry. And it doesn't want to operate under the same rules as the rest of the taxi industry because it doesn't want to incur the licencing fee, insurance, and consumer safety costs associated with the existing regulatory framework. Or pay any taxes!*

*But perhaps more importantly, Uber most emphatically does not want to be subject to the same flat fare structure as its competitors in the taxi industry. That's because in order to make its business model work, it needs to have absolute freedom to implement its "surge" price fares when passenger demand is high. Surge pricing kicks in when the number of available Uber cars falls below a certain threshold. Once the surge starts, the app warns users that the normal rate will be multiplied by a certain amount. In a much reported incident in Montreal on New Year's Eve, a multiplier of 8.9 times was added to a rider's \$125 base fare resulting in a \$1,115 charge for a 60-minute ride that covered 63 kilometres.*

*The bottom line is this: while Uber is competing for the exact same passenger dollars as the rest of the taxi industry, Uber wants to play by its own rules when it comes to fares and industry regulatory costs. To accomplish this, Uber has written its own rules and hired high powered lobbyists to shop them around to key Canadian licensing jurisdictions.*

Isn't it the City's responsibility to ensure that our transportation is safe?

Isn't it the City's responsibility to ensure that all businesses are being operated legally?

Are we going to allow Food trucks, Offsale delivery, Body Shops, Buses, etc. who have an APP to pre order / book operate under different policies? Less insurance, not subjected to taxes, nor proper permitting or licensing?

These are all examples of services provided that are regulated. We are sure there's more that can and should be considered.

Thank You



Carlo Triolo

General Manager

The United Group of Companies

Kelly Frie



General Manager

Comfort Cabs

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## **Inquiry – Councillor Z. Jeffries (September 28, 2015) Intersection of Nelson Road and Lowe Road**

### **Recommendation**

That the Standing Policy Committee on Transportation recommend to City Council:  
That the intersection of Nelson Road and Lowe Road be added to the priority list of locations for traffic signals.

### **Topic and Purpose**

The purpose of this report is to provide information on the assessment completed for the intersection of Nelson Road and Lowe Road to determine the appropriate traffic controls.

### **Report Highlights**

Traffic and pedestrian counts were completed in January 2016 at the intersection of Nelson Road and Lowe Road to determine if traffic signals were warranted. Other factors to determine the appropriate traffic controls include: proximity to other traffic signals and intersections, magnitude of improvement to traffic operations and pedestrian accommodation.

### **Strategic Goal**

This report supports the Strategic Goal of Moving Around by improving safety of all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work, and raise a family.

### **Background**

The following inquiry was made by Councillor Z. Jeffries at the meeting of City Council held on September 28, 2015:

“Could Administration please review the intersection of Nelson Road and Lowe Road for consideration of upgrade from a four-way stop to a signalized intersection.”

City Council, at its Regular Business Meeting held December 14, 2015, received an interim report as information advising of the methodology and timeline for a complete response to the inquiry.

### **Report**

To determine the appropriate traffic controls, a traffic signal warrant calculation was completed in accordance with The Traffic Signal and Pedestrian Signal Head Warrant Handbook, Transportation Association of Canada, 2014.



Traffic and pedestrian counts were completed in January 2016 at the intersection of Nelson Road and Lowe Road on a weekday during peak hours (7:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:30 p.m., and 3:00 p.m. to 6:00 p.m.). Based on the inputs required for the Traffic Signal Warrant (traffic and pedestrian counts, distance to nearest signalized intersection, and lane configuration), the resulting point value was 120. Consideration for the implementation of traffic signals is typically a warrant value of 100 points or more. The Traffic Signal Warrant can be viewed in Attachment 1.

Other factors that were considered in determining if a traffic signal is appropriate include:

- Proximity to adjacent traffic signals and intersections:
  - Signalized intersection at Attridge Drive approximately 320 metres south of the intersection;
  - Series of existing roundabouts along Nelson Road west of intersection (two roundabouts within 480 metres);
- Magnitude of improvement in traffic operations:
  - Existing Level of Service (LOS): AM peak hour, LOS C, delay of 18.1 seconds; PM peak hour, LOS C, delay of 23.7 seconds
  - Projected LOS (with traffic signals): AM peak hour, LOS B, delay of 12.1 seconds; PM peak hour, LOS B, delay of 12.8 seconds;
- Pedestrian accommodation: traffic signals will include a walk cycle to ensure pedestrians can safely cross in all directions;
- No constraints such as topography and infrastructure;
- Availability of public right-of-way;
- No impact on neighbourhood short-cutting; and
- No parallel alternate routes created.

### **Communication Plan**

A formal communications plan will be developed, highlighting this as part of the City of Saskatoon's Strategic Goal of Moving Around. General information supporting the addition of the appropriate traffic signals will be highlighted in order to educate residents on the positive impact this will have on the community.

### **Financial Implications**

The estimated cost to install a traffic signal at this location is \$120,000. This location will be added to the traffic signal retrofit program prioritization list and construction will proceed based on available funding.

### **Other Considerations/Implications**

There are no options, public and/or stakeholder involvement, communication, policy, environmental, privacy or CPTED considerations or implications.

### **Due Date for Follow-up and/or Project Completion**

A report will be submitted in the fall of 2016 to provide an update on the outstanding locations recommended for traffic signals.

**Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**Attachment**

1. City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

**Report Approval**

Written by: Justine Nyen, Transportation Engineer, Transportation  
Reviewed by: Jay Magus, Engineering Manager, Transportation  
Reviewed by: Angela Gardiner, Director of Transportation  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities  
Department

TRANS JN – Inq. C Jeffries (Sept 28-15) Intersection Nelson Rd and Lowe Rd

### City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name) **Lowe Rd**  
 Side Street (name) **Nelson Rd**  
 Quadrant / Int #  
 Direction (EW or NS) **NS**  
 Direction (EW or NS) **EW**  
 Comments **JN**  
 for Warrant Calculation Results, please hit 'Page Down'

Road Authority: **City of Saskatoon**  
 City: **Saskatoon**  
 Analysis Date: **10/13/2015**  
 Count Date: **2016 Jan 12, Tue**  
 Date Entry Format: **(yyyy-mm-dd)**

for Warrant Calculation Results, please hit 'Page Down'

CHECK SHEET

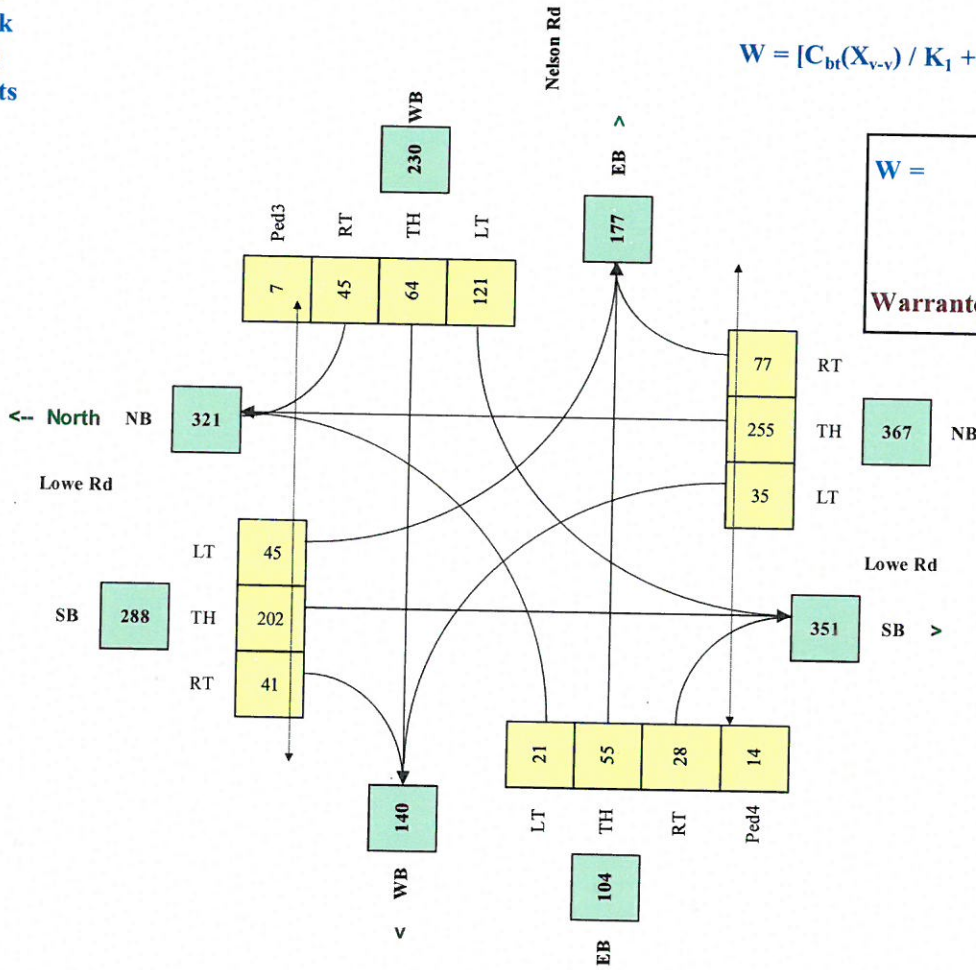
Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Lowe Rd	NB		1				1	1,000	1
Lowe Rd	SB		1				1	320	1
Nelson Rd	WB		1				1		
Nelson Rd	EB		1				1		

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	250,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Lowe Rd	NS	50	1.0%	y	
Nelson Rd	EW	50	1.0%	y	

Traffic Input	Set Peak Hours												Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	NB			SB			WB			EB						
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:00 - 8:00	18	73	20	44	296	23	103	45	18	6	16	11	5	1	9	11
8:00 - 9:00	71	88	49	43	237	129	88	132	16	25	64	28	5	1	6	11
11:30 - 12:30	20	152	100	26	149	15	121	41	23	25	64	28	5	1	6	11
12:30 - 13:30	34	111	75	51	160	31	148	52	53	10	50	21	7		6	9
4:00 - 5:00	30	817	106	47	191	25	152	47	73	33	45	18	6	3	7	25
5:00 - 6:00	35	287	113	59	179	25	115	65	88	29	70	37	3	5	8	14
<b>Total (6-hour peak)</b>	<b>208</b>	<b>1,528</b>	<b>463</b>	<b>270</b>	<b>1,212</b>	<b>248</b>	<b>727</b>	<b>382</b>	<b>271</b>	<b>128</b>	<b>329</b>	<b>166</b>	<b>34</b>	<b>10</b>	<b>44</b>	<b>84</b>
<b>Average (6-hour peak)</b>	<b>35</b>	<b>255</b>	<b>77</b>	<b>45</b>	<b>202</b>	<b>41</b>	<b>121</b>	<b>64</b>	<b>45</b>	<b>21</b>	<b>55</b>	<b>28</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>14</b>

**Average 6-hour Peak Turning Movements**



$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p})L) / K_2] \times C_i$$

<b>W =</b>	<b>120</b>	<b>106</b>	<b>14</b>
		<i>Veh</i>	<i>Ped</i>
<b>Warranted</b>			

RESET SHEET

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## **Inquiry – Councillor Z. Jeffries (September 28, 2015) Nelson Road Corridor – Four-Way Stop**

### **Recommendation**

That the report of the General Manager, Transportation & Utilities Department dated March 8, 2016, be forwarded to City Council for information.

### **Topic and Purpose**

The purpose of this report is to provide information on the assessment of installing an all-way stop at the intersection of Nelson Road and Heal Avenue, or the intersection of Nelson Road and Heath Avenue.

### **Report Highlights**

1. This report outlines the characteristics of Heath Avenue and Heal Avenue which intersects Nelson Road (a free flowing roadway) under stop controls.
2. The most recent five-year collision data was reviewed at the intersections along Nelson Road and shows one collision at Heath Avenue and seven collisions at Heal Avenue.
3. Analysis of the traffic conditions indicate that neither an all-way stop nor pedestrian crossing devices are warranted at either location. No modifications to the traffic controls are recommended at this time.

### **Strategic Goal**

This report supports the Strategic Goal of Moving Around by improving safety of all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work, and raise a family.

### **Background**

The following inquiry was made by Councillor Z. Jeffries at the meeting of City Council held on September 28, 2015:

“Could Administration please review the Nelson Road corridor from Lowe Road to McOrmond Drive for consideration of placement of a four-way stop either at the intersection of Heal Avenue or Heath Avenue.”

City Council, at its Regular Business Meeting held December 14, 2015, received an interim report as information advising of the methodology and timeline for a comprehensive response to the inquiry.

### **Report**

#### **Traffic Characteristics**

Nelson Road is aligned east to west between McOrmond Drive and Lowe Road, and is classified as major collector, with traffic on Nelson Road having right-of-way at Heath

Avenue and at Heal Avenue. Both are T-intersections with a driveway access on the north leg and the posted speed limit is 50 km per hour.

Nelson Road roadways characteristics:

- Two traffic lanes and one parking lane in each direction between Lowe Road and Heal Avenue.
- Four traffic lanes and centre median between Heal Avenue and McOrmond Drive.
- Unmarked crosswalk at Heal Avenue.
- Zebra crosswalk at Heath Avenue.
- All-way stop at Lowe Road.
- Traffic signals at McOrmond Drive.
- Right-of-way at Heath Avenue and Heal Avenue (free flow traffic east-west, northbound and southbound traffic controlled by stop signs).
- Residential development towards the west near Lowe Road and commercial development near McOrmond Drive.
- Transit route.

Heath Avenue roadway characteristics:

- One traffic lane and one parking lane in each direction between Nelson Road and Ludlow Street.
- Stop control on Heath Avenue at Nelson Road and Ludlow Street.
- Residential development towards the north end at Nelson Road and commercial development towards the south end at Ludlow Street.

Heal Avenue roadway characteristics:

- One traffic lane and parking lane southbound at Nelson Road and converting to two traffic lanes, and no parking at Ludlow Street.
- Two traffic lanes, and no parking northbound.
- Stop control on Heal Avenue at Nelson Road and traffic signal at Attridge Drive.
- Majority of the development is commercial.
- Transit Route.

### Collision Analysis

The most recent five-year collision data (2010 to 2015) for the intersections of Heath Avenue and Heal Avenue with Nelson Road is as follows:

Location	Number of Collisions	Collision Type	Major Contributing Factors
Nelson Road and Heath Avenue	2014 – 1 collision	Side Swipe – Same Direction	Not stated
Nelson Road and Heal Avenue	2010 – 2 collisions 2011 – 1 collision 2012 – 2 collisions 2014 – 0 collisions 2015 – 2 collisions	4 Right Angle 1 Rear End 1 Left-turn Straight 2 Other	3 Fail to Yield 2 Driving too fast for road conditions 3 inattentive driver



Traffic Studies and Analysis

Traffic counts and pedestrian counts were collected in January of 2016 during peak hours (7:00 a.m. to 9:00 a.m.; 11:30 a.m. to 1:30 p.m.; 3:00 p.m. to 6:00 p.m.) at both intersections. The counts were used to complete the warrants for all-way stop controls and pedestrian devices.

City of Saskatoon Council Policy C07-007, Traffic Control – Use of Stop and Yield Signs guides the use of all-way stop controls. The policy outlines that the following conditions must be met to consider an all-way stop:

1. Traffic entering the intersection from the minor street must be at least 35% for a four-way stop and 25% for a three-way stop; and
2. No other all-way stop or traffic signals within 200 metres.

Further conditions that must be met, either individually or in combination, for an all-way stop to be warranted are:

- Five or more collisions are reported in the last twelve month period and are a collision type susceptible to correction by an all-way stop control;
- A peak hour count greater than 600 vehicles, or an average daily traffic (ADT) count is greater than 6,000 vehicles per day;
- Average delay per vehicle on the minor street traffic must be 30 seconds or greater during the peak hour; or
- As in interim measure to control traffic while arrangements are being made for the installation of traffic signals.

The results of the assessment are presented in the table below.

Location	Peak Hour Count	Average Daily Traffic	Number of Collisions Within Most Recent 12 Months	Percentage of Traffic from Minor Street	Traffic Signals or All-way Stop Within 200m?	Results
Nelson Road / Heath Avenue	580	6,240	-	10%	Yes: (180m from Nelson Road / Lowe Road intersection*)	Not warranted
Nelson Road / Heal Avenue	800	8,000	2	30%	No	Not warranted

\*Note: The Administration is recommending traffic signals be installed at Nelson Road and Lowe Road.

Based on the results of the collision history review and the traffic studies, the current traffic controls are sufficient for the existing conditions. Therefore, the Administration is recommending no changes at this time, and will re-evaluate the intersection following installation of the traffic signals at Nelson Road and Lowe Road, and the completion of the North Commuter Parkway Project.

### Pedestrian Device Assessment

Pedestrian assessments are conducted to determine the need for pedestrian devices which must meet the guidelines provided in the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings, November 15, 2004. Typical devices used are pedestrian corridors, active pedestrian corridors and pedestrian actuated signals.

A warrant system assigns points for a variety of conditions that exist at the crossing location, including:

- The number of traffic lanes to be crossed;
- The presence of physical median;
- The posted speed limit of the street;
- The distance the crossing point is to the nearest protected crosswalk point; and
- The number of pedestrian and vehicles at the location.

A summary of the pedestrian studies are as follows:

Location	Pedestrians Crossing During Peak Hours	Results
Nelson Road / Heath Avenue	7	Does not warrant any pedestrian crossing device
Nelson Road / Heal Avenue	15	Does not warrant any pedestrian crossing device

Site observations confirmed minimal pedestrian activity at both intersections.

### **Other Considerations/Implications**

There are no options, public and/or stakeholder involvement, communication plan, policy, financial, environmental, privacy, or CPTED considerations or implications.

### **Due Date for Follow-up and/or Project Completion**

There is no due date for follow-up or project completion. The Administration will re-evaluate the traffic conditions at both intersection following the installation of traffic signals at Nelson Road and Lowe Road and the completion of the North Commuter Parkway Project.

### **Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

### **Report Approval**

Written by: Shirley Matt, Senior Transportation Engineer, Transportation  
Reviewed by: Jay Magus, Engineering Manager, Transportation  
Reviewed by: Angela Gardiner, Director of Transportation  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department

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## Traffic Safety Reserve Program - Budget Adjustment

### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the amount of \$165,000 be approved for Capital Project #2446 – Pedestrian Upgrades and Enhanced Pedestrian Safety from the Traffic Safety Reserve.
2. That the amount of \$304,000 be approved for Capital Project # 1137 – Bicycle Facilities from the Traffic Safety Reserve;
3. That the amount of \$60,000 be approved for Capital Project #1512 – Neighbourhood Traffic Reviews from the Traffic Safety Reserve;
4. That the amount of \$30,000 be approved for Capital Project #2548 – Intersection Upgrades for Major Disability Ramp Repairs from the Traffic Safety Reserve;
5. That the amount of \$300,000 be approved for Capital Project #1504 – Traffic Plan Implementation from the Traffic Safety Reserve; and
6. That the amount of \$241,000 be approved for Capital Project #0948 - Sidewalk/Path Retrofit from the Traffic Safety Reserve.

### Topic and Purpose

The purpose of this report is obtain approval for a budget adjustment from the Traffic Safety Reserve to fund transportation safety projects.

### Report Highlights

1. As of December 31, 2015, the balance in the Traffic Safety Reserve is \$1,309,000.
2. Funding is being requested from the Traffic Safety Reserve to complete various transportation safety improvement initiatives at a total cost of \$1,100,00.

### Strategic Goal

This report supports the Strategic Goal of Moving Around by improving transportation safety and optimizing the flow of people and goods in and around the city safely.

### Background

In 2005, the City initiated a program to enforce red light violations automatically at the intersection of Avenue C and Circle Drive to improve traffic safety. Since then, Red Light Cameras (RLC) have been installed at three other intersections:

- Preston Avenue and 8<sup>th</sup> Street East;
- 51<sup>st</sup> Street and Warman Road; and
- Idylwyld Drive and 33<sup>rd</sup> Street.

When the program began in 2005, City Council approved the creation of a Traffic Safety Reserve where the City's portion of the revenue generated from the RLC program is allocated.

## Traffic Safety Reserve Program Budget Adjustment

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In 2013, the Government of Saskatchewan announced the implementation of a two year pilot Automated Speed Enforcement (ASE) project. The goal of the project was to reduce speeds in areas of high collisions, high traffic volumes, high risk, and high speed areas throughout the province.

In late 2014, ASE cameras were installed at the following locations along Circle Drive:

- East of Clarence Avenue
- South of Taylor Street
- Northwest of Attridge Drive
- West of Airport Drive
- West of Circle Drive South bridge

ASE cameras were also installed within the following school zones:

- St. Michael Community School on 33<sup>rd</sup> Street East
- École Henry Kelsey School on Valens Drive
- Brownell School on Russell Road
- École Canadienne-Française on Clarence Avenue
- Mother Teresa School and Silverspring School on Konihowski Road

In 2014, City Council approved that revenues generated from the ASE program be dedicated to the Traffic Safety Reserve.

### **Report**

#### Traffic Safety Reserve Status

The Traffic Safety Reserve is funded through the City's portion of revenues from the RLC and ASE programs. The revenues cover the operational expenditures of these programs with the remaining funds earmarked to fund improvements on the transportation network to enhance safety for drivers, cyclists and pedestrians.

As of December 31, 2015, the balance in the reserve is \$1.309 Million.

#### Proposed Traffic Safety Initiatives

As the city continues to grow, so do the pressures on the existing transportation network. In order to increase the level of safety for all users (drivers, cyclists, and pedestrians), the Administration continues to monitor the transportation network and recommend modifications and initiatives to improve both the efficiency and safety for all road users. As a result of the monitoring and assessment, the following initiatives have been identified as priorities and are consistent with the prioritization strategy for road network improvements adopted by City Council in 2015:

## Traffic Safety Reserve Program Budget Adjustment

	Initiative	Amount	Capital Project #
1	Pedestrian Safety Awareness Campaign	\$ 60,000	2446
2	Active Pedestrian Corridors	105,000	2446
3	Blairmore Bikeway Pedestrian and Cyclist Actuated Corridors: Avenue H and Avenue P	220,000	1137
4	Bike and Pedestrian Data Collection equipment	84,000	1137
5	Industrial Area Traffic Reviews	60,000	1512
6	Accessibility Ramps	30,000	2548
7	Neighbourhood Traffic Calming (2017 planned items)	300,000	1504
8	New Sidewalks	241,000	0948
Total		\$1,100,000	

Details of each recommended initiative are provided in Attachment 1.

### Public and/or Stakeholder Involvement

The public and/or stakeholder involvement is listed in the table below:

	Item	Status of Involvement
1	Pedestrian Safety Awareness Campaign	None to date
2	Blairmore Bikeway Pedestrian and Cyclist Actuated Corridors at Avenue H and Avenue P concept	Presented at a public open house in April 2012
3	Industrial Area Traffic Reviews	None to date
4	Active Pedestrian Corridors	None to date
5	Accessibility Ramps	Identified by area residents
6	Bike and Pedestrian Data Collection equipment	None required
7	Neighbourhood Traffic Calming	Significant public involvement via Neighbourhood Traffic Reviews
8	New Sidewalks	Significant public involvement via Neighbourhood Traffic Reviews

### Communication Plan

Communication plans will be developed for the individual projects as the planning work proceeds.

### Financial Implications

The cost to complete the initiatives is \$1,100,000. The Traffic Safety Reserve has adequate funding available. Upon approval of these funds, a balance of approximately \$209,000 will be maintained in the Traffic Safety Reserve to compensate for any difference in projected versus actual revenues.

### Other Considerations/Implications

There are no options, policy, environmental, privacy, or CPTED considerations or implications.

**Due Date for Follow-up and/or Project Completion**

If approved, the Administration will proceed with incorporating the initiatives into the 2016 work plan.

**Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**Attachment**

1. Project Information

**Report Approval**

Written by: Jay Magus, Engineering Manager, Transportation  
Reviewed by: Angela Gardiner, Director of Transportation  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities  
Department

TRANS JM – Traffic Safety Reserve Program - Budget Adjustment



## Project Information

### Project 1 - Pedestrian Safety Awareness Campaign

#### **Background**

During community engagement, Transportation division has identified the need to educate the public, both drivers and pedestrians, about rules of the road. Thus, the need was established for a broader awareness campaign.

#### **Objective**

Geared towards both pedestrians and drivers, the campaign will:

1. Educate both on the rules of the road;
2. Build understanding of how both can share the road; and
3. Encourage both to pay more attention as they move around.

#### **Details**

- The campaign will be launched with heavy campaigning during the initial two weeks.
- Transportation division will partner with Saskatoon Police Service, Saskatchewan Government Insurance and local school boards. The campaign will aim to coincide with increased police enforcement on pedestrian concerns.
- Topics may include: use of cell phones while walking, jay walking, motorists turning right and left at intersections, school zones, and winter walking. New topics may be introduced every month and adjusted according to time of year. For example topics may be relevant to the start of school, the beginning snow and ice conditions, or summer activities, among others.
- Tools to be considered may include news media, social media, saskatoon.ca, as well as paid media such as print and digital advertisements, billboards, bus shelters, posters, flyers, or utility bill accompaniment.
- Although this campaign will be for a limited time, it will be themed/branded for repeat messaging and expanded messaging in the future.

#### **Schedule**

The four to six month campaign will begin in late spring 2016, possibly timed with National Road Safety Week.

#### **Budget**

\$60,000

## **Project 2 – Active Pedestrian Corridors**

### **Background**

On November 30, 2015 Council approved the report entitled **Pedestrian Crossing Control Criteria and Prioritization**. A report highlight included a prioritized list of pedestrian crossing control device projects based on the following criteria:

- Number of traffic lanes to be crossed;
- Presence of a physical median;
- Posted speed limit of the street;
- Distance the crossing point is to the nearest protected crosswalk point; and
- Number of pedestrians and vehicles at the intersection.

The following seven intersections were identified as warranting Active Pedestrian Crossing (APC) controls:

1. Taylor Street / McEown Avenue
2. 20<sup>th</sup> Street / Avenue G
3. Cowley Road / Forsyth Way
4. Konihowski Road / Pezer Crescent South
5. Lowe Road / Ludlow Street
6. Konihowski Road / Garvie Road
7. Kingsmere Boulevard / Crean Crescent

The Taylor Street / McEown Avenue location has approved funding and will be completed in 2016. It is recommended that the next three locations on the prioritized list also be completed in 2016.

### **Objective**

The objectives of the pedestrian crossing control program is to improve the pedestrian crossing facilities following a systematic review of criteria. The ultimate goal is to provide an improved level of safety for pedestrians, cyclists, and drivers.

### **Details**

20<sup>th</sup> Street and Avenue G intersection:

- 20<sup>th</sup> Street accommodates approximately 12,400 vehicles per day (in 2012) immediately west of Avenue G.
- The recommendation is to install an APC along the eastern edge of the intersection across 20<sup>th</sup> Street.
- The proposed infrastructure will improve the level of safety for pedestrians crossing 20<sup>th</sup> Street and potentially access the park or school sites by providing an enhanced pedestrian crossing device.

Cowley Road and Forsyth Way intersection:

- Cowley Road accommodates approximately 1,650 vehicles per day (in 2010) immediately west of Kenderdine Road.
- Opposite Forsyth Way is Father Robinson School, which is immediately adjacent to Ernest Lindner Park.

- The recommendation is to install an APC along the northern edge of the intersection across Cowley Road.
- The proposed infrastructure will improve the level of safety for pedestrians crossing Cowley Road, and potentially access the park or school sites by providing an enhanced pedestrian crossing device.

Konihowski Road / Pezer Crescent (South) intersection:

- Opposite Pezer Crescent (South) is Silverspring Park, which is immediately adjacent to Silverspring School.
- The recommendation is to install an APC along the northern edge of the intersection across Konihowski Road.
- The proposed infrastructure will improve the level of safety for pedestrians crossing Konihoskwi Road and potentially access the park or school sites by providing an enhanced pedestrian crossing device.

**Schedule**

Two months of work prior to tendering, then construction could proceed in 2016.

**Budget**

\$105,000

## **Project 3 - Blairmore Bikeway Pedestrian and Cyclist Actuated Corridors: Avenue H and Avenue P**

### **Background**

The Blairmore Bikeway begins at Idylwyld Drive along 23<sup>rd</sup> Street West connecting to a multi-use path at Circle Drive, and continues to Betts Avenue. The City presented the bike boulevard concept at a public open house in April 2012, installed traffic calming infrastructure in June 2012, and mounted way finding signs in 2013. An assessment of the bikeway is to be complete in 2016. This assessment and subsequent report to City Council will identify improvements as well as next steps to convert temporary measures to permanent. Crossing control at Avenue H and Avenue P will be recommended.

### **Objective**

Crossing control contributes to the bike boulevard's goals are to:

1. Improve cyclist priority and right-of-way with limited delay at major roadway crossings;
2. Increase cyclist comfort and safety; and
3. Reduce conflict with other modes.

### **Details**

- Crossing control at Avenue H and Avenue P will significantly decrease delay, increase cyclist comfort, and reduce conflict with motor vehicles. Particularly, crossing in the westbound direction at Avenue P, a cyclist encounters an uphill grade which significantly decreases acceleration rate and increases crossing time.
- Crossing control may include actuated signals or corridors. Best practices of other municipalities will be reviewed.
- The crossing control installation requires curb extensions and other intersection customization for cyclist ease. Design of the controls and intersection will not require cyclists to dismount. Push buttons will be located as close as possible to the curb.

### **Schedule**

Two months of work prior to tendering, then construction could proceed in 2016.

### **Budget**

\$220,000

## **Project 4 – Bike and Pedestrian Counters**

### **Background**

Due to the variability of cycling use, short-term bicycle counts are inappropriate to properly assess the use of bicycle infrastructure and should be considered anecdotal at best. Bicycle counts should be conducted for at least five weeks to account for volume variations due to changing weather along with the inherent variability of traffic volumes over time. Permanent bicycle counters with calibrated inductive loop sensors allow for more accurate and objective measurement of bicycle travel on dedicated cyclist facilities, multi-use paths and bridges.

### **Objective**

Provide suitable equipment that can properly and accurately access bicycle usage. Accurate information is valuable in confirming the location and type of cycling facility.

### **Details**

#### **Permanent Bike Counters: \$15,000 per install**

- Inductive loops cut into pavement along with junction box to store counter (no power hook up required)
- Eco-Counter ZELT Loop: \$4,300 per site (less for one-way detection)
- Installation requires pavement cuts, ducting and junction box:

Locations: University Bridge and Broadway Bridge (two per bridge)

#### **Semi-Permanent Bike Counters: \$6,000 per site**

- Inductive loops adhered onto pavement surface Eco-Counter Easy ZELT Loops: \$5,000 per site (less for one-way detection)
- Installation: \$500 per site
- Requires annual replacement of sensor at \$200 per year per site

Locations: 23<sup>rd</sup> Street Protected Bike Lane and 4<sup>th</sup> Avenue Protected Bike Lane

### **Schedule**

Upon approval from Council the bike counters could be ordered from the vendors and installed in 2016.

### **Budget**

\$84,000



## **Project 5 – Industrial Area Traffic Reviews**

### **Background**

There is currently no systematic approach to addressing transportation issues that arise within the city's industrial areas. Issues are addressed on a case by case basis. In a similar approach to the successful Neighbourhood Traffic Review program, the Administration is recommending that two Industrial Areas (North Industrial and Hudson Bay Industrial) within Saskatoon undergo an 'Industrial Area Traffic Review'. This will provide a systematic approach in developing recommendations that improve traffic conditions and pedestrian safety within industrial areas.

### **Objective**

The objectives of the industrial area traffic reviews are:

1. Identify current transportation issues and confirm with data collection and engineering assessments;
2. Identify the necessary improvements required to improve safety and operations; and
3. Work with stakeholders throughout the process.

### **Details**

The traffic reviews would be completed as follows:

1. Identify existing problems, issues and possible solutions through consultation with the business owners.
2. Complete data collection and traffic assessments.
3. Develop a draft traffic plan based on the consultation received and traffic assessment.
4. Present a draft traffic plan to the stakeholders for review and comment.
5. Circulate the plan to other civic divisions for feedback; make adjustments as needed, and present the plan to City Council for approval.

Once approved, implement the recommendations within a specific time frame.

### **Schedule**

In 2016, the initial consultation with the business owners could begin in May and June, data collection and assessment completed over the months of July to October, draft traffic plans prepared in November and December, and follow up consultation with the business owners in early 2017.

### **Budget**

\$60,000 (note this is to complete the two traffic reviews only and does not include any funding for the implementation stage).

## **Project 6 – Accessibility Ramps**

### **Background**

The City's goal is to provide well maintained, modern pedestrian facilities throughout all communities and to encourage walking as a viable mode of transportation. In order to address issues for people in need of services throughout the city, the design of sidewalks needs to provide accessibility and have unrestricted travel.

In 2010, the Administration developed an implementation plan for the outstanding accessibility ramps throughout the city. All neighbourhoods were reviewed and required locations for ramps were identified. The outstanding locations were then prioritized into categories for future construction.

The definitions of the priorities are provided below:

Priority	Definition
1	Locations mainly identified through specific requests from residents.
2	The criteria from the 2008 Implementation of Accessibility Action Plan includes the identification of senior residences and Access Transit pick up areas.
3	All additional missing accessibility ramps.

### **Objective**

Provide pedestrian facilities that provide accessibility and promote unrestricted travel.

### **Details**

The following ten locations have been identified as priorities for accessibility ramp installation:

1. McKercher Drive / Heritage Crescent / Avondale Road
2. Balmoral Street / Edward Avenue
3. 11<sup>th</sup> Street / Weldon Avenue
4. 12<sup>th</sup> Street / Weldon Avenue
5. Isabella Street / St. Henry Avenue
6. Hilliard Street / St. Henry Avenue
7. Trident Crescent / St. Henry Avenue
8. Coldspring Crescent / Coldspring Place
9. Coldspring Crescent / Coldspring Way East
10. Coldspring Crescent East / Stillwater Road

### **Schedule**

Two months of work prior to tendering, then construction could proceed in 2016.

### **Budget**

\$30,000

## **Project 7 – Neighbourhood Traffic Calming Permanent Installation**

### **Background**

The Administration has prepared a report titled **2016 Neighbourhood Traffic Review Annual Implementation Report** that outlines a plan to convert temporary traffic calming measures to a permanent condition. The plan outlines projects to be completed in 2016, 2017, 2018 and 2019. Funding is in place to complete the 2016 work, but no funding is in place for subsequent years. The Administration proposes that the items identified to be completed in 2017 be added to the 2016 program through additional funding from the Traffic Safety Reserve.

### **Objective**

The objectives of the Neighbourhood Traffic Reviews is to improve safety for all road users within neighbourhoods by installing traffic calming measures, pedestrian crossing facilities, signage, etc.

### **Details**

The following work, originally proposed for 2017, would be completed in 2016:

Neighbourhood	Location	Type	Reason	Cost
Brevoort Park	Early Drive & Webb Crescent	1 median island	Near elementary school	\$ 5,000
	Early Drive & Phillips Crescent (west)	1 median island	Near elementary school	5,000
Caswell Hill	Avenue D & 31 <sup>st</sup> Street	1 curb extension	Near park	90,000
Hudson Bay Park	Avenue I & 37 <sup>th</sup> Street	1 median island	Near park	5,000
Mayfair	34 <sup>th</sup> Street & Avenue E	2 curb extensions	Near school	180,000
	37 <sup>th</sup> Street & Avenue E	1 median island	Near park	5,000
Westmount	McMillan Avenue & curve north of 31 <sup>st</sup> Street	2 median islands	Near park	\$ 10,000
<b>Total</b>				<b>\$300,000</b>

### **Schedule**

Two months of work prior to tendering, then construction could proceed in 2016.

### **Budget**

\$300,000

## **Project 8 – New Sidewalks**

### **Background**

There is a backlog of sidewalks required throughout the City. This backlog has been prioritized for construction based on the following:

1. *Priority 1* – Locations with no sidewalks on either side of the road; and a sidewalk would connect to schools or parks; and identified through a Neighbourhood Traffic Review.
2. *Priority 2* – Locations with sidewalks on one side of the road.
3. *Priority 3* – All other locations.

### **Objective**

Provide safe walking facilities for pedestrians by providing a safer place to walk that is physically separated from the road.

### **Details**

The following work would be completed:

Neighbourhood	Location	From	To	Cost
Mayfair	37 <sup>th</sup> Street	Avenue D North	Avenue B North	\$112,000
Varsity View	McKinnon Avenue	10 <sup>th</sup> Street	11 <sup>th</sup> Street	9,000
	Cumberland Avenue	Main Street	Back lane	15,000
	Munroe Avenue	Aird Street	Temperance Avenue	52,000
	Munroe Avenue	15 <sup>th</sup> Street	Colony Street	53,000
<b>Total</b>				<b>\$241,000</b>

### **Schedule**

Two months of work prior to tendering, then construction could proceed in 2016.

### **Budget**

\$241,000

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## 2015 Traffic Control, Parking Restrictions and Parking Prohibitions Signage

### Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated March 8, 2016, be forwarded to City Council for information.

### Topic and Purpose

This report provides City Council with information regarding sign installation/removal in 2015.

### Report Highlights

1. The Administration is required to provide City Council with a report annually, outlining completed signage throughout the year.
2. In 2015, there were 237 sign installation/removal projects consisting of 651 signs to support parking restrictions (loading zones), parking prohibitions (no parking, no stopping), traffic control (stop and/or yield signs) and schools (school zones).

### Strategic Goal

This report supports the Strategic Goal of Moving Around by providing safe movement for all modes of transportation.

### Background

City Council at its meeting held on January 26, 2009, delegated authority to the General Manager, Infrastructure Services Department, to proceed with the placement of traffic controls (stop and/or yield signs); the installation of all parking restrictions including general loading zones; church loading zones; hotel loading zones; school loading zones and disability parking zones and parking prohibitions, without City Council approval. Prior to being given delegated authority, the Administration required City Council approval for all requests for new or modified signage.

### Report

All signage requests received from the public, City Council, property owners, schools and other civic departments require a thorough review to ensure it meets policies approved by City Council or guidelines to control the placement of signage.

The Traffic Control Retrofit Program was initiated in 2013, after successfully completing a pilot project that involved the installation of stop and/or yield signs in the City Park neighbourhood in 2008. The program also works in conjunction with the Neighbourhood Traffic Management Program to address traffic issues in residential neighbourhoods. In 2015, Buena Vista was the only neighbourhood that was retrofitted with stop and/or yield signs at all uncontrolled intersections.

## 2015 Traffic Control, Parking Restrictions and Parking Prohibitions Signage

The table below summarizes the number of sign installation/removal projects and number of signs installed/removed in 2015. Numerous requests were denied as they did not meet policy guidelines.

Type	Number of Projects	Number of Signs
<i>Parking Restrictions:</i>		
General Loading Zone	13	26
Disabled Person Parking Zone	57	110
Church Loading Zone	2	4
School Bus Loading Zone	10	25
General Parking Restriction	2	9
5 Minute Parking	21	52
30 Minute Parking	1	4
1 Hour Parking	1	2
90 Minute Parking	2	6
2 Hour Parking	13	34
3 Hour Parking	1	2
<i>Parking Prohibitions:</i>		
No Parking	44	140
No Stopping	8	31
Stopping Prohibited Except School Bus	16	52
<i>Traffic Control:</i>		
Single Yield	8	17
Two-Way Yield	8	68
Single Stop	6	11
Two-Way Stop	5	10
All-Way Stop	5	24
<i>Schools:</i>		
School Zone	14	24
<b>Total</b>	<b>237</b>	<b>651</b>

The detailed list as illustrated in Attachment 1 provides the ward, location, type and number of traffic sign installations/removals in 2015.

The number of projects completed increased by 23% compared to 2014. Additional signage was also installed other than those specifically identified in this report, such as informational signage and warning signage.

### Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communication plan, policy, financial, environmental, privacy, or CPTED considerations or implications.

### Due Date for Follow-up and/or Project Completion

An annual report will be provided to City Council regarding the completed installation/removal of traffic signage. The next report will be submitted in early 2017.



**Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**Attachment**

1. Detailed List of All 2015 Sign Installations/Removals

**Report Approval**

Written by: Mariniel Flores, EIT, Transportation Engineer, Transportation  
Reviewed by: Angela Gardiner, Director of Transportation  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities  
Department

TRANS MF – 2015 Traffic Control Parking Restrictions Parking Prohibitions Signage.docx

**Detailed List of All 2015 Sign Installations/Removals**

Ward	Councillor	Location	Type of Signage	Number of Signs	Date Approved
1	Hill	1415 Ontario Ave	2 Hour Parking	1	29-May-15
1	Hill	1236 Ave B North	2 Hour Parking	2	20-Nov-15
1	Hill	600 Queen St	2 Hour Parking	2	20-Nov-15
1	Hill	1108 Central Ave	2 Hour Parking	1	1-Dec-15
1	Hill	Valens Drive	5 Minute Parking	6	11-Aug-15
1	Hill	North Park Wilson School	5 Minute Parking	3	14-Sep-15
1	Hill	141 Jessop Ave	Disabled Person Parking Zone	2	16-Jan-15
1	Hill	201 Dunlop St	Disabled Person Parking Zone	2	8-Apr-15
1	Hill	1236 Ave B North	Disabled Person Parking Zone	2	20-Nov-15
1	Hill	110 110th St W	Disabled Person Parking Zone	2	1-Dec-15
1	Hill	600 Queen St	General Loading Zone	2	20-Nov-15
1	Hill	1108 Central Ave	General Loading Zone	2	1-Dec-15
1	Hill	230 - 103rd St	No Parking	2	18-Dec-14
1	Hill	1415 Ontario Ave	No Parking	2	29-May-15
1	Hill	Valens Drive	No Parking	1	11-Aug-15
1	Hill	109th St & Egbert Ave	No Parking	2	22-Sep-15
1	Hill	425 115th St E	No Parking	1	9-Oct-15
1	Hill	North Park Wilson School	School Bus Loading Zone	2	14-Sep-15
1	Hill	33rd St & Valens Rd	School Zone	1	17-Jul-15
1	Hill	33rd St (St. Michael School)	School Zone	1	14-Sep-15
1	Hill	41st St	Single Yield	1	20-Jul-15
1	Hill	Valens Drive	Stopping Prohibited Except School Bus	2	11-Aug-15
1	Hill	Egbert Ave & 112th St	Two-Way Stop	2	13-Feb-15
1	Hill	Egbert Ave & 112th St	Two-Way Yield	2	13-Feb-15
1	Hill	41st St	Two-Way Yield	2	20-Jul-15
2	Lorje	Ave D	2 Hour Parking	1	1-Apr-15
2	Lorje	127A Ave D North - 15 GLZ	2 Hour Parking	2	4-Nov-15
2	Lorje	117 32nd St W	2 Hour Parking	2	1-Dec-15
2	Lorje	St. Dominic School	5 Minute Parking	1	18-Sep-15
2	Lorje	Ave P & 17th; Ave H and 17th	All-Way Stop	7	19-Jan-15
2	Lorje	808 20th St W	Church Loading Zone	2	5-Oct-15
2	Lorje	217 - 28th St W	Disabled Person Parking Zone	2	16-Jan-15
2	Lorje	316 - 25th St W	Disabled Person Parking Zone	2	18-Feb-15
2	Lorje	402 Ave D South	Disabled Person Parking Zone	2	8-Apr-15
2	Lorje	532 Ave G South	Disabled Person Parking Zone	2	8-Apr-15
2	Lorje	1141 Ave K South	Disabled Person Parking Zone	2	22-Apr-15
2	Lorje	508 Ave G South	Disabled Person Parking Zone	2	30-Jun-15
2	Lorje	1007 Ave J South	Disabled Person Parking Zone	2	30-Jun-15
2	Lorje	27th St	Disabled Person Parking Zone	2	28-Jul-15
2	Lorje	610 29th St West	Disabled Person Parking Zone	2	5-Aug-15
2	Lorje	808 20th St W	Disabled Person Parking Zone	2	5-Oct-15
2	Lorje	709 Ave I South	Disabled Person Parking Zone	2	9-Oct-15
2	Lorje	511 Ave G S	Disabled Person Parking Zone	2	4-Nov-15
2	Lorje	415 Ave H South	Disabled Person Parking Zone	2	20-Nov-15
2	Lorje	117 32nd St W	Disabled Person Parking Zone	2	1-Dec-15
2	Lorje	11th St & Ave H	General Loading Zone	2	14-Oct-15
2	Lorje	127A Ave D North - 15 GLZ	General Loading Zone	2	4-Nov-15
2	Lorje	Rosewood Blvd; 9th and Broadway Ave; St. Dominic School	No Parking	3	18-Dec-14
2	Lorje	Ave D	No Parking	1	1-Apr-15
2	Lorje	Ave O & 21st St	No parking	3	19-Jun-15
2	Lorje	1383 Fletcher Rd (Buckle Ave)	No Parking	13	17-Jul-15
2	Lorje	Ave I (south of 12th St)	No parking	1	27-Aug-15
2	Lorje	1215 Ave U S	No Parking	2	8-Sep-15
2	Lorje	11th St 3100 block cul-de-sac	No Parking	4	14-Sep-15
2	Lorje	3404 - 11th St West (Viterra)	No Parking	4	14-Sep-15
2	Lorje	11th St & Ave H	No Parking	3	14-Oct-15
2	Lorje	Ave A & 19th St	No Stopping	1	23-Mar-15
2	Lorje	St. Dominic School	School Bus Loading Zone	1	18-Sep-15
2	Lorje	Rosewood Blvd; 9th and Broadway Ave; St. Dominic School	School Zone	2	18-Dec-14
2	Lorje	20th St (St. Mary's)	School Zone	2	9-Apr-15
2	Lorje	20th St (St. Mary's)	School Zone	2	22-Jun-15
2	Lorje	20th St - Ave H to Ave G	School Zone	1	18-Sep-15
2	Lorje	Mountbatten St & Haida Ave	Single Yield	1	23-Mar-15
2	Lorje	Riversdale neighbourhood	Single Yield	4	17-Jul-15
2	Lorje	Sutherland	Single Yield	3	22-Jul-15
2	Lorje	Riversdale neighbourhood	Two-Way Yield	8	17-Jul-15
3	Iwanchuk	McCormack Rd (James Alexander School)	5 Minute Parking	1	1-Apr-15
3	Iwanchuk	McCormack Rd	5 Minute Parking	2	5-Aug-15
3	Iwanchuk	Centennial Dr	5 Minute Parking	1	5-Aug-15
3	Iwanchuk	Father Vachon School	5 Minute Parking	2	25-Sep-15
3	Iwanchuk	Kensington	All-Way Stop	4	9-Jun-15
3	Iwanchuk	3622 Diefenbaker Dr	Disabled Person Parking Zone	2	16-Jan-15
3	Iwanchuk	3233 Milton St	Disabled Person Parking Zone	2	8-Jul-15
3	Iwanchuk	Kensington	Single Stop	6	9-Jun-15
3	Iwanchuk	McCormack Rd (James Alexander School)	Stopping Prohibited Except School Bus	1	1-Apr-15
3	Iwanchuk	McCormack Rd	Stopping Prohibited Except School Bus	2	5-Aug-15
3	Iwanchuk	Centennial Dr	Stopping Prohibited Except School Bus	2	5-Aug-15
3	Iwanchuk	Father Vachon School	Stopping Prohibited Except School Bus	2	25-Sep-15
3	Iwanchuk	Kensington	Two-Way Stop	2	9-Jun-15

Ward	Councillor	Location	Type of Signage	Number of Signs	Date Approved
4	Davies	Ave T North	5 Minute Parking	4	11-Feb-15
4	Davies	Saint Goretti School	5 Minute Parking	2	30-Mar-15
4	Davies	Byers Cres	5 Minute Parking	3	5-Aug-15
4	Davies	23rd St & Montreal Ave	5 Minute Parking	3	21-Aug-15
4	Davies	2205 Richardson Rd	Disabled Person Parking Zone	2	29-Dec-14
4	Davies	203 Ave M North	Disabled Person Parking Zone	2	4-Feb-15
4	Davies	315 Ave M South	Disabled Person Parking Zone	2	22-Apr-15
4	Davies	525 Ave H	Disabled Person Parking Zone	2	17-Jun-15
4	Davies	445 Ave Q North	Disabled Person Parking Zone	2	8-Jul-15
4	Davies	Byers Cres	Disabled Person Parking Zone	2	5-Aug-15
4	Davies	23rd St & Montreal Ave	Disabled Person Parking Zone	2	21-Aug-15
4	Davies	3151 33rd St W	Disabled Person Parking Zone	2	9-Oct-15
4	Davies	326 Ave V North	Disabled Person Parking Zone	2	20-Nov-15
4	Davies	218 Vancouver Ave N	Disabled Person Parking Zone	2	20-Nov-15
4	Davies	714 Confederation Dr	Disabled Person Parking Zone	2	1-Dec-15
4	Davies	103 Bowman Cres	Disabled Person Parking Zone	2	30-Nov-15
4	Davies	30th St	General Parking Restriction	8	24-Dec-14
4	Davies	31st St (Vic Remple Yards)	No Parking	4	1-Jun-15
4	Davies	23rd St & Montreal Ave	No Parking	1	21-Aug-15
4	Davies	Byers Cres	School Bus Loading Zone	2	5-Aug-15
4	Davies	23rd St & Montreal Ave	School Bus Loading Zone	5	21-Aug-15
4	Davies	Ave T North	School Zone	2	11-Feb-15
4	Davies	31st St (Vic Remple Yards)	Single Stop	1	1-Jun-15
4	Davies	Ave T North	Stopping Prohibited Except School Bus	4	11-Feb-15
4	Davies	Saint Goretti School	Stopping Prohibited Except School Bus	2	30-Mar-15
4	Davies	Wedge Rd	Stopping Prohibited Except School Bus	2	30-Jul-15
4	Davies	Richardson Rd & 37th St	Two-Way Stop	2	27-Jan-15
4	Davies	Massey Dr & Matheson Dr	Two-Way Stop	2	14-Sep-15
4	Davies	Massey Dr & Matheson Dr	Two-Way Yield	2	14-Sep-15
5	Donauer	Ontario Ave	2 Hour Parking	2	15-Jan-15
5	Donauer	River Heights School	5 Minute Parking	2	14-Sep-15
5	Donauer	615 Haskamp St	General Loading Zone	2	9-Jul-15
5	Donauer	301 Cree Cres	General Loading Zone	2	8-Sep-15
5	Donauer	611 50th St E	General Loading Zone	4	14-Sep-15
5	Donauer	58th St, 59th St and 60th St	No Parking	8	24-Dec-14
5	Donauer	Alberta Ave	No Parking	5	19-Jan-15
5	Donauer	Faithful Ave	No Parking	2	27-Jan-15
5	Donauer	57th St	No Parking	2	1-Apr-15
5	Donauer	Millar Ave - 51st to 60th	No Parking	6	22-May-15
5	Donauer	301 Cree Cres	No Parking	1	8-Sep-15
5	Donauer	River Heights School	School Bus Loading Zone	2	14-Sep-15
5	Donauer	Lenore Drive & Redberry Rd	School Zone	1	14-Sep-15
5	Donauer	St. Angela School	School Zone	2	25-Sep-15
6	Clark	Wiggins Ave & Colony St (Brunskill School)	1 Hour Parking	2	18-Feb-15
6	Clark	16th & 17th St	2 Hour Parking	2	22-May-15
6	Clark	Police Station (Ontario Ave side)	2 Hour Parking	3	18-Jun-15
6	Clark	24th St (Ontario Ave to Idylwyld Dr)	2 Hour Parking	8	16-Jul-15
6	Clark	16th St E between Temperance St and University Dr	2 Hour Parking	3	8-Sep-15
6	Clark	17th St E between Temperance St and University Dr	2 Hour Parking	5	15-Oct-15
6	Clark	100 Spadina Cres E	3 Hour Parking	2	4-Nov-15
6	Clark	130 4th Ave North	30 Minute Parking	4	14-Sep-15
6	Clark	130 4th Ave North	90 Minute Parking	5	14-Sep-15
6	Clark	South side of 23rd St between 1st Ave & 2nd Ave	90 Minute Parking	1	6-Nov-15
6	Clark	1201 Broadway Ave	Disabled Person Parking Zone	2	23-Jan-15
6	Clark	1520 Lorne Ave	Disabled Person Parking Zone	2	4-Feb-15
6	Clark	718 9th St E	Disabled Person Parking Zone	1	8-Apr-15
6	Clark	812 7th St E	Disabled Person Parking Zone	2	30-Jun-15
6	Clark	1121 Louise Ave	Disabled Person Parking Zone	2	9-Jul-15
6	Clark	1101 4th St E	Disabled Person Parking Zone	2	9-Jul-15
6	Clark	606 McPherson Ave	Disabled Person Parking Zone	2	9-Oct-15
6	Clark	714 Lansdowne Ave	Disabled Person Parking Zone	2	9-Oct-15
6	Clark	100 Spadina Cres E	Disabled Person Parking Zone	1	4-Nov-15
6	Clark	1035 4th St East	Disabled Person Parking Zone	2	30-Nov-15
6	Clark	Police Station (Ontario Ave side)	General Loading Zone	1	18-Jun-15
6	Clark	100 Spadina Cres E	General Loading Zone	1	4-Nov-15
6	Clark	South side of 23rd St between 1st Ave & 2nd Ave	General Loading Zone	2	6-Nov-15
6	Clark	South side of 23rd St between 1st Ave & 2nd Ave	General Parking Restriction	1	6-Nov-15
6	Clark	800 - 900 Block Saskatchewan Cres E	No Parking	4	8-May-15
6	Clark	Back lane - 200 block 1st Ave	No Parking	3	11-May-15
6	Clark	Back lane - 200 block 1st Ave	No Parking	3	27-May-15
6	Clark	6th St & Victoria Ave	No Parking	1	18-Jun-15
6	Clark	Police Station (Ontario Ave side)	No Parking	3	18-Jun-15
6	Clark	375 Cornish Rd	No Parking	1	8-Jul-15
6	Clark	24th St (Ontario Ave to Idylwyld Dr)	No Parking	7	16-Jul-15
6	Clark	24th St (Ontario Ave to Idylwyld Dr)	No Parking	3	16-Jul-15
6	Clark	Wiggins Ave & Colony St (Brunskill School)	No Stopping	2	18-Feb-15
6	Clark	Back lane - 200 block 1st Ave	No Stopping	6	27-May-15
6	Clark	23rd St (1st Ave to 2nd Ave) Alleys	No Stopping	6	11-Sep-15
6	Clark	Buena Vista	Single Yield (Retrofit Program)	5	15-Jun-15

Ward	Councillor	Location	Type of Signage	Number of Signs	Date Approved
6	Clark	Coy Ave & 6th St	Two-Way Yield	2	15-Jun-15
6	Clark	Buena Vista	Two-Way Yield (Retrofit Program)	46	15-Jun-15
7	Loewen	McEown Ave; Holy Cross High School	5 Minute Parking	2	16-Mar-15
7	Loewen	Broadway Ave	5 Minute Parking	2	5-Aug-15
7	Loewen	East Drive	5 Minute Parking	2	5-Aug-15
7	Loewen	Ruth St & Cumberland	All-Way Stop	1	18-Sep-15
7	Loewen	1904 Munroe St	Church Loading Zone	2	13-Jan-15
7	Loewen	2926 Preston Ave S	Disabled Person Parking Zone	2	15-Jan-15
7	Loewen	144 Middleton Cres	Disabled Person Parking Zone	2	30-Jan-15
7	Loewen	2776 Eastview	Disabled Person Parking Zone	2	28-Jul-15
7	Loewen	East Drive	Disabled Person Parking Zone	3	5-Aug-15
7	Loewen	2718 Eastview	Disabled Person Parking Zone	2	4-Nov-15
7	Loewen	2315 Lorne Ave	Disabled Person Parking Zone	2	4-Nov-15
7	Loewen	322 Adelaide St	Disabled Person Parking Zone	2	10-Nov-15
7	Loewen	2202 Lorne Ave	General Loading Zone	2	28-Jul-15
7	Loewen	3140 Louise St	General Loading Zone	2	9-Oct-15
7	Loewen	Willis Cres	No Parking	15	27-Jan-15
7	Loewen	McEown Ave; Holy Cross High School	No Parking	2	16-Mar-15
7	Loewen	Ruth St	No Parking	4	18-Jun-15
7	Loewen	2202 Lorne Ave	No Parking	1	28-Jul-15
7	Loewen	105 Lynd Cres	No Parking	2	9-Oct-15
7	Loewen	2315 Lorne Ave	No Parking	1	4-Nov-15
7	Loewen	East Drive	No Stopping	1	5-Aug-15
7	Loewen	Broadway Ave	School Bus Loading Zone	2	5-Aug-15
7	Loewen	Haultain Ave	School Bus Loading Zone	2	22-Oct-15
7	Loewen	Stonebridge Common & Victor Rd	Single Stop	1	9-Jul-15
7	Loewen	Dickson Cres & Hunter Rd	Single Stop	1	24-Jul-15
7	Loewen	Brand Crt & Brand Rd	Single Stop	1	28-Jul-15
7	Loewen	Brand Crt & Brand Rd	Single Yield	1	28-Jul-15
7	Loewen	East Drive	Stopping Prohibited Except School Bus	2	5-Aug-15
7	Loewen	West and east intersections of Rempel Cove & Rempel Cres	Two-Way Yield	4	1-Apr-15
8	Olauson	College Park School	5 Minute Parking	3	1-Apr-15
8	Olauson	Harrington St	5 Minute Parking	1	30-Jul-15
8	Olauson	Harrington St	5 Minute Parking	2	8-Sep-15
8	Olauson	Harrington St (College Park)	5 Minute Parking	5	18-Sep-15
8	Olauson	Salisbury Dr & Early Dr	All-Way Stop	8	16-Oct-15
8	Olauson	3219 14th St E	Disabled Person Parking Zone	2	4-Feb-15
8	Olauson	College Park School	Disabled Person Parking Zone	1	1-Apr-15
8	Olauson	Harrington St	Disabled Person Parking Zone	2	30-Jul-15
8	Olauson	Harrington St	Disabled Person Parking Zone	1	8-Sep-15
8	Olauson	Harrington St (College Park)	Disabled Person Parking Zone	1	18-Sep-15
8	Olauson	57 & 59 Baldwin Cres	Disabled Person Parking Zone	2	4-Nov-15
8	Olauson	1529 Preston Ave S	General Loading Zone	2	16-Jan-15
8	Olauson	McKercher Dr & Degeer St	No Parking	2	6-Jan-15
8	Olauson	College Park School	No Parking	2	1-Apr-15
8	Olauson	Arlington Ave & Baldwin Cres	No Parking	2	23-Sep-15
8	Olauson	McKercher Dr & Degeer St	No Stopping	2	6-Jan-15
8	Olauson	College Park School	Stopping Prohibited Except School Bus	7	1-Apr-15
8	Olauson	Harrington St	Stopping Prohibited Except School Bus	1	30-Jul-15
8	Olauson	Harrington St	Stopping Prohibited Except School Bus	3	8-Sep-15
8	Olauson	Harrington St (College Park)	Stopping Prohibited Except School Bus	5	18-Sep-15
8	Olauson	8th St & Zimmerman Rd	Two-Way Stop	2	15-May-15
8	Olauson	8th St & Zimmerman Rd	Two-Way Yield	2	15-May-15
9	Paulsen	275 Emmeline Rd (St. Luke School)	No Parking	1	17-Feb-15
9	Paulsen	Wildwood School	No Parking	1	14-Sep-15
9	Paulsen	Wildwood School	School Bus Loading Zone	2	14-Sep-15
9	Paulsen	Lakeridge School	School Bus Loading Zone	2	14-Sep-15
9	Paulsen	Slimmon Rd	Single Stop	1	21-Oct-15
9	Paulsen	Wollaston Cres & Wollaston Court	Single Yield	1	13-Feb-15
9	Paulsen	Slimmon Rd	Single Yield	1	21-Oct-15
10	Jeffries	Willowgrove & Holy Family Schools	5 Minute Parking	3	12-Jan-15
10	Jeffries	Stensrud Rd (Willowgrove)	5 Minute Parking	2	9-Oct-15
10	Jeffries	Stensrud & Shepherd & Addison Rd	All-Way Stop	4	13-Jan-15
10	Jeffries	146 Keedwell St	Disabled Person Parking Zone	2	17-Jun-15
10	Jeffries	410 Boykovich St	Disabled Person Parking Zone	2	9-Oct-15
10	Jeffries	Shepherd Cres	No Parking	5	29-Dec-14
10	Jeffries	Willowgrove & Holy Family Schools	No Parking	2	12-Jan-15
10	Jeffries	2420 Kenderdine Rd	No Parking	4	8-Sep-15
10	Jeffries	Willowgrove & Holy Family Schools	No Stopping	11	12-Jan-15
10	Jeffries	Stensrud Rd (Willowgrove)	No Stopping	2	9-Oct-15
10	Jeffries	Konihowski Rd	School Bus Loading Zone	5	11-Aug-15
10	Jeffries	Willowgrove & Holy Family Schools	School Zone	4	12-Jan-15
10	Jeffries	Centennial Collegiate	School Zone	2	27-Jan-15
10	Jeffries	Stensrud Rd	School Zone	1	6-May-15
10	Jeffries	Kenderdine Rd	School Zone	2	30-Jul-15
10	Jeffries	Stensrud Rd (Willowgrove)	School Zone	1	9-Oct-15
10	Jeffries	Willowgrove & Holy Family Schools	Stopping Prohibited Except School Bus	8	12-Jan-15
10	Jeffries	Willowgrove & Holy Family Schools	Stopping Prohibited Except School Bus	8	6-May-15
10	Jeffries	Stensrud Rd (Willowgrove)	Stopping Prohibited Except School Bus	1	9-Oct-15

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## 2016 Neighbourhood Traffic Review – Annual Report

### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:  
That the Neighbourhood Traffic Review Implementation Plan be approved.

### Topic and Purpose

This report provides City Council with information on the implementation of recommendations from the completed Neighbourhood Traffic Reviews and plans for permanent construction.

### Report Highlights

1. The implementation of 196 adopted recommendations are in progress (145 recommendations have been implemented with 51 on the list to be completed) and include: traffic calming, signage, crosswalk improvements, sidewalk and accessibility ramp installations, additional studies, etc.
2. Criteria is provided for prioritizing the permanent construction of temporary traffic calming measures and sidewalk construction.
3. A summary is provided for temporarily installed traffic calming measures being considered for permanent construction, and 17 locations are recommended to be permanently installed in 2016 based on the criteria established.
4. A summary is provided for required sidewalks recommended to be considered for construction within 2016 with available funding.

### Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the safety of pedestrians, motorists, and cyclists.

### Background

City Council, at its meeting held on August 14, 2013, approved a new process within the Neighbourhood Traffic Management Program. This process includes a strategy to review concerns on a neighbourhood-wide basis by engaging the community and stakeholders in first identifying specific traffic issues, and secondly jointly developing recommendations that address the issues. Eleven Neighbourhood Traffic Reviews were completed beginning in late 2013 and through 2014, with the following recommendations adopted by City Council:

Neighbourhood	Adoption Date
Mayfair – Kelsey Woodlawn	August 19, 2014
Brevoort Park	February 23, 2015
Holliston	February 23, 2015
Westmount	February 23, 2015
Hudson Bay Park	February 23, 2015
Caswell Hill	March 23, 2015
City Park	April 27, 2015
Haultain	April 27, 2015
Nutana	May 25, 2015
Varsity View	May 25, 2015

In 2015, installation of the adopted recommendations began, and many of the temporary traffic calming measures have proven effective and permanent installation is recommended.

## Report

### Summary of Recommendations

There are 196 adopted recommendations from the Neighbourhood Traffic Reviews. Each improvement was, or will be, implemented according to the specified time frames as follows:

Short-term (1 to 2 years)	Temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps
Medium-term (3 to 5 years)	Permanent traffic calming devices, roadway realignment, sidewalks (in some cases), major intersection reviews
Long-term (5 years plus)	Permanent traffic calming devices, roadway realignment, sidewalks

The following table summarizes the implementation status of the various adopted recommendations:

Neighbourhood	Recommendations				
	Total	Implemented	Outstanding	Installed and Removed	Revised
Brevoort Park	17	15	2	1	1
Caswell Hill	21	13	8	-	1
City Park	11	9	2	-	1
Haultain	17	11	6	-	-
Holliston	15	15	-	-	-
Hudson Bay Park	9	8	1	1	-
Mayfair	37	30	7	3	-
Kelsey Woodlawn	11	5	6	-	-
Nutana	26	15	11	1	-
Varsity View	18	11	7	-	-
Westmount	14	13	1	2	-
<b>Totals</b>	<b>196</b>	<b>145</b>	<b>51</b>	<b>8</b>	<b>3</b>



Criteria for Prioritizing Permanent Construction

Traffic calming measures are installed temporarily for a period of at least one year to evaluate effectiveness. Devices such as curb extensions and median islands are evaluated based on community feedback, discussions with stakeholders and site observations. More complex measures such as directional closures require additional data collection and assessment. Once proven effective, traffic calming devices will be installed permanently and prioritized based on the following criteria:

1. Traffic calming devices temporarily installed prior to August 14, 2013.
2. Locations adjacent to schools or parks.
3. Locations addressing speed and shortcutting issues.
4. All other locations.

The prioritization of sidewalk construction is based on the following criteria:

- Priority 1 - Locations with no sidewalks on either side of the road; no connecting sidewalk to schools or parks, and/or identified through a Neighbourhood Traffic Review.
- Priority 2 - Locations with sidewalks on one side of the road.
- Priority 3 - All other locations.

2016 Recommended Permanent Installations

In consideration of the criteria, the temporarily installed traffic calming measures recommended to be made permanent in 2016 are outlined in the table below:

Neighbourhood	Locations		Cost
	Description	Number	
Brevoort Park	Salisbury Drive at curve west of Conn Avenue	1	\$ 10,000
Caswell Hill	Avenue E / 30 <sup>th</sup> Street	1	10,000
City Park	7 <sup>th</sup> Avenue / Duke Street	1	90,000
Haultain	Lansdowne Avenue / 4 <sup>th</sup> Street Lansdowne Avenue / 6 <sup>th</sup> Street Dufferin Avenue / 1 <sup>st</sup> Avenue Dufferin Avenue / 3 <sup>rd</sup> Avenue Dufferin Avenue / 5 <sup>th</sup> Avenue Dufferin Avenue / 7 <sup>th</sup> Avenue	6	60,000
Holliston	Grosvenor Avenue / 5 <sup>th</sup> Street Grosvenor Avenue / 3 <sup>rd</sup> Street Louise Avenue / Hilliard Street Louise Avenue / 7 <sup>th</sup> Street	4	25,000
Hudson Bay Park	Valens Drive (Henry Kelsey School)	1	90,000
Mayfair	35 <sup>th</sup> Street & Avenue E 37 <sup>th</sup> Street & Avenue B 38 <sup>th</sup> Street and Avenue D	3	55,000
Total		17	\$340,000

Capital Project #1504 - Traffic Plan Implementation includes \$340,000 of approved funding to complete the above identified work in 2016.

2016 Recommended Sidewalk Construction

Capital Project #0948 - Sidewalk/Path Retrofit includes an additional \$150,000 of approved funding to construct new sidewalks in 2016. The Administration originally intended to construct sidewalks at the following two locations: Alberta Avenue from 33<sup>rd</sup> Street to 36<sup>th</sup> Street (east side), and Quebec Avenue from 33<sup>rd</sup> Street to 34<sup>th</sup> Street. Upon preliminary design of these locations, constraints such as removal of trees, utilities, and fire hydrants have been identified, resulting in substantially higher construction costs. The Administration has re-evaluated and is recommending the following sidewalks be constructed in 2016, taking into consideration the prioritization criteria and the level of available funding:

Neighbourhood	Location	Reason for Installation	Cost
Kelsey-Woodlawn	Alberta Avenue – 33 <sup>rd</sup> Street to 34 <sup>th</sup> Street	Initially was to be installed on east side. Revised to west side to avoid trees, poles, and hydrants. Connects to Kelsey/SIASST.	\$ 75,000
Mayfair	Avenue D - between 38 <sup>th</sup> Street & alley near park	Near AH Browne Park	20,000
Caswell Hill	Avenue F between parking lot south of pool & 31 <sup>st</sup> Street	Near Ashworth Holmes Park	20,000
Caswell Hill	Avenue E & 30 <sup>th</sup> Street (asphalt pathway connection)	Near Ashworth Holmes Park	15,000
Varsity View	11 <sup>th</sup> Street - Clarence Avenue & multi-use trail	Albert Community Centre	20,000
Total			\$150,000

Attachment 1 provides an update on the status of all the Neighbourhood Traffic Review recommendations and a plan for permanent construction.

The Administration will be submitting a further report on the comprehensive list of outstanding sidewalk requests later in 2016. This report will provide further details on the prioritization and funding strategies to address the backlog of requests.

**Options to the Recommendation**

The Administration prepared a report regarding a budget adjustment for the Traffic Safety Reserve. This report outlines numerous additional projects funded by the Traffic Safety Reserve that possibly can be completed in 2016. Two of these additional projects are included in the Neighbourhood Traffic Reviews as follows:

1. Completing the 2017 permanent traffic calming measures identified in this report in 2016.
2. Construct additional new sidewalks as follows:
  - Mayfair, 37<sup>th</sup> Street from Avenue D to Avenue B
  - Varsity View, McKinnon Avenue from 10<sup>th</sup> Street to 11<sup>th</sup> Street
  - Varsity View, Cumberland Avenue from Main Street to back lane
  - Varsity View, Munroe Avenue from Aird Street to Temperance Street
  - Varsity View, Munroe Avenue from 15<sup>th</sup> Street and Colony Street

Accordingly, if the Traffic Safety Reserve budget adjustment is adopted by City Council, the Administration will proceed with also constructing the 2017 permanent traffic calming measures in 2016 at an additional cost of \$300,000; and constructing new sidewalks at an additional cost of \$241,000.

### **Public and/or Stakeholder Involvement**

Through the preparation of each individual Neighbourhood Traffic Review, feedback was provided by the neighbourhood and internal civic stakeholders of various divisions and departments on the proposed improvements: Public Works, Saskatoon Transit, Saskatoon Police Service, Environmental Services, Saskatoon Light and Power, and the Saskatoon Fire Department.

### **Communication Plan**

The final implementation plans will be shared with the residents of the impacted neighbourhood using the City website and the appropriate Community Association.

### **Financial Implications**

Funding of \$340,000 is in place for 2016 from Capital Project #1504 - Traffic Plan Implementation to permanently construct the identified temporary traffic calming measures, and \$150,000 from Capital Project #0948 – Sidewalk/Path Retrofit to construct sidewalks.

Funding for 2017 and future years will be reviewed through the 2017 budget preparation process.

### **Environmental Implications**

The overall impact of the recommendations on traffic characteristics, including the impacts on greenhouse gas emissions, has not been quantified at this time.

### **Other Considerations/Implications**

There are no policies, privacy, or CPTED considerations or implications.

### **Due Date for Follow-up and/or Project Completion**

If adopted by City Council, the identified temporary traffic calming devices will be made permanent during the 2016 construction season.

A further report will outline the criteria for prioritizing sidewalk construction by mid- 2016.

### **Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

### **Attachment**

1. Status Report – Neighbourhood Traffic Reviews Implementation Phase, February 11, 2016

**Report Approval**

Written by: Shirley Matt, Senior Transportation Engineer, Transportation  
Jay Magus, Engineering Manager, Transportation  
Reviewed by: Angela Gardiner, Director of Transportation  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities  
Department

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**Status Report – Neighbourhood Traffic Reviews Implementation Plan**



**February 11, 2016**



Authorization

Prepared By:

Shirley Matt, P. Eng.,  
Senior Transportation Engineer

Checked By:

Jay Magus, P. Eng.,  
Engineering Manager, Transportation

*Cover Photograph: FayLynn Reed*



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## 1 INTRODUCTION

City Council at its meeting held on August 14, 2013 approved a new process within the Neighbourhood Traffic Management Program. This process includes a strategy to review concerns on a neighbourhood-wide basis by engaging the community and stakeholders in firstly identifying specific traffic issues, and secondly jointly developing recommendations that address the issues. Beginning in late 2013 and through 2014 eleven Neighbourhood Traffic Reviews were completed. These include: Mayfair - Kelsey Woodlawn (combined), Brevoort Park, Holliston, Westmount, Hudson Bay Park, Caswell Hill, City Park, Haultain, Nutuna and Varsity View.

Recommendations for each of these neighbourhoods were adopted by City Council as follows:

Neighbourhood	Adoption Date	Neighbourhood	Adoption Date
Mayfair – Kelsey Woodlawn	August 19, 2014	Caswell Hill	March 23, 2015
Brevoort Park	February 23, 2015	City Park	April 27, 2015
Holliston	February 23, 2015	Haultain	April 27, 2015
Westmount	February 23, 2015	Nutuna	May 25, 2015
Hudson Bay Park	February 23, 2015	Varsity View	May 25, 2015

The type of adopted recommendations included in the tables are as follows:

Signage – stop and yield, pedestrians, parking and other;

Traffic calming, including curbing and signage

Pavement markings

Accessibility ramp and sidewalks

Pedestrians devices such as Activated Pedestrian Corridors

Others - Speed board requests, parking enforcement locations , major intersection reviews

This report provides an update on the status of the Neighbourhood Traffic Reviews implementation phase for each of the eleven neighbourhoods completed in 2013 and 2014. In general:

All signage has been completed.

All of the traffic calming has been installed temporarily.

All of the pavement markings (crosswalks and stop lines) will be completed in spring of 2016.

Accessibility ramps and pedestrian devices are typically not complete yet, and accordingly a defined installation schedule is provided.

Sidewalks have been added to the sidewalk installation program.

Specifics for each neighbourhoods adopted recommendations including where, the type of improvement, and the implementation status (installed temporarily, complete, etc.) is provided in Chapter 2.

## 2 014 NEIGHBOURHOOD TRAFFIC REVIEWS DETAILS

Details of each of the neighbourhoods that completed a Neighbourhood Traffic Review in 2014 is provided in the following tables:

**Table 2-1:** Brevoort Park Implementation Status

**Table 2-2:** Caswell Hill Implementation Status

**Table 2-3:** City Park Implementation Status

**Table 2-4:** Haultain Implementation Status

**Table 2-5:** Holliston Implementation Status

**Table 2-6:** Hudson Bay Park Implementation Status

**Table 2-7:** Mayfair Implementation Status

**Table 2-8:** Kelsey-Woodlawn Implementation Status

**Table 2-9:** Nutana Implementation Status

**Table 2-10:** Varsity View Implementation Status

**Table 2-11:** Westmount Implementation Status

**Table 2-1: Brevoort Park Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation date	Status
1	Arlington Avenue (south of Baldwin Crescent)	"No parking" signs on southeast corner of Arlington Ave (approximately 7m)	1-2 years	2015	Complete
2	Arlington Avenue & Early Drive	Standard pedestrian crosswalk	1-2 years	2015	Complete
3	Early Drive & Salisbury Drive	Remove temporary traffic calming; alter direction of stop signs	1-2 years	2015	Complete - changed to four-way stop
4	Early Drive & curve west of Salisbury Drive	"Curve ahead" signs & chevrons	1-2 years		Removed
5	Salisbury Drive at curve west of Conn Avenue	Permanent median islands	1-2 years	Installed Temporarily in 2015	Permanent in 2016
6	Salisbury Drive & lane leading to park	Standard pedestrian crosswalk	1-2 years	2015	Complete
7	3rd Street & Argyle Avenue	Two-way stop	1-2 years	2015	Complete
8	3rd Street & Tucker Crescent	Two-way stop	1-2 years	2015	Complete
9	Back lanes – west of Argyle Avenue	20kph speed signs	1-2 years	2015	Complete
10	Back lanes - north of Taylor Street	20kph speed signs	1-2 years	2015	Complete
11	Back lane - west of Arlington Avenue	One-way signs	1-2 years	2015	Complete
12	Brevoort Park School & St. Matthew School	Drop-off / Pick-up zone	1-2 years		Will need to contact School in 2016
13	In front of Brevoort Park School & St. Matthew School	Parking enforcement (i.e. parking over crosswalks, blocking driveways)	1-2 years	2014	Sent to Parking Enforcement in Feb of 2014
14	Early Drive & Webb Crescent	Raised median island	3-5 years	Installed Temporarily in 2015	Permanent in 2017
15	Early Drive & Phillips Crescent (west)	Raised median island	3-5 years	Installed Temporarily in 2015	Permanent in 2017
16	Arlington Avenue & Early Drive	Curb Extension	3-5 years	Installed Temporarily in 2015	Permanent in 2019
17	Taylor Street & Arlington Avenue	Major intersection review	5 years plus		Reviewed under intersection improvement program

**Table 2-2: Caswell Hill Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Avenue B & 27th Street	Stop signs	1 - 2 years	2015	Complete
2	32nd Street & Avenue D	Alternate direction of stop signs	1 - 2 years	2015	Complete
3	Avenue C & 30th Street	Change yield signs to stop signs	1 - 2 years	2015	Complete
4	Jamieson Street & Avenue C	Change yield sign to stop sign	1 - 2 years	2015	Complete
5	Avenue F & 30th Street	Change yield sign to stop sign; install closer to intersection	1 - 2 years	2015	Complete
6	Avenue H & 31st Street	Zebra crosswalks	1 - 2 years	2015	Complete
7	Avenue F - north of 30th Street (at curve)	30kph advisory speed sign & curve ahead sign	1 - 2 years	2015	Complete
8	Avenue D & 30th Street	"No parking" signs	1 - 2 years	2015	Complete
9	29th Street & Avenue C	Zebra crosswalk	1 - 2 years	2015	Complete
10	29th Street & Avenue B	Pedestrian corridor & zebra crosswalk	1 - 2 years	2015	Complete
11	Avenue E & 30th Street	Raised Median islands	3 - 5 years	Installed Temporarily in 2015	Permanent in 2016
12	Avenue E & 30th Street	Accessibility Ramps ( 2 ramps)	3 - 5 years		On ramp accessibility list for 2017
13	Avenue E & 30th Street	Pathway connection into park	3 - 5 years		On sidewalk retrofit list as Priority 1
14	Avenue E & 30th Street	Add reflectors to park posts	3 - 5 years		Incomplete - work will be issued in 2016
15	Avenue D & 23rd Street	Directional Closure, signage, & pavement markings to restrict northbound through movement (Subject to CP approval)	3 - 5 years		To be installed when bus barns are moved - Permanent in 2019



**Table 2-2 Continued**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
16	Avenue F & 31st Street	Curb extensions & raised median island	3 - 5 years	Installed Temporarily in 2015	Road was too narrow for median and curbs; changed to curbs on south side (Permanent in 2017)
17	Avenue D & 31st Street	Curb extension	3 - 5 years	Installed Temporarily in 2015	Permanent in 2017
18	30th Street between Idylwyld Drive & Avenue C (South side)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
19	Avenue F between parking lot south of pool & 31st Street (west side)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
20	Avenue D (portions on east side, north & south of 23rd Street to connect to existing)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
21	Avenue E between 28th Street & 29th Street (east side)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1

**Table 2-3: City Park Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
1	7 <sup>th</sup> Avenue & 33 <sup>rd</sup> Street	Install advanced four-way stop signs; install zebra pavement markings in all crosswalks	1 - 2 years	2015	Complete
2	Spadina Crescent between Queen Street & Duke Street	Install speed display board in summer	1 - 2 years	2015	Complete
3	1 <sup>st</sup> Avenue & 26 <sup>th</sup> Street	Remove parking on west side; enhance pedestrian signs; install zebra pavement markings	1 - 2 years		Changed to parallel parking on west side & 15min loading zone. To be complete in 2016
4	26 <sup>th</sup> Street between 2 <sup>nd</sup> Avenue & 5 <sup>th</sup> Avenue	Install "no parking" signs near back lanes	1 - 2 years	2015	Complete
5	Bottom of University bridge	Move advanced pedestrian sign; add tab "watch for pedestrians"	1 - 2 years	2015	Complete
6	7 <sup>th</sup> Avenue & Princess Street	Install "no parking" signs on northwest corner	1 - 2 years	2015	Complete
7	1 <sup>st</sup> Avenue & Queen Street	Install zebra crosswalk	1 - 2 years	2015	Complete
8	7 <sup>th</sup> Avenue & Duchess Street	Install curb extensions	3-5 years	Installed Temporarily in 2015	Permanent in 2016
9	7 <sup>th</sup> Avenue & Duchess Street	"no parking" signs	1 - 2 years	2015	Complete
10	7 <sup>th</sup> Avenue & Duke Street	Install curb extension	3-5 years	Installed Temporarily in 2015	Permanent in 2018
11	1 <sup>st</sup> Avenue & 26 <sup>th</sup> Street	Install pedestrian accessibility ramps ( 2 ramps)	3-5 years		On ramp accessibility list for 2017

**Table 2-4: Haultain Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Broadway Avenue & 1st Street	Install "no parking" signs on southeast corner of Broadway Avenue 15m from intersection and on northeast corner of 1st Street 10m from intersection.	1 - 2 years	2015	Complete
2	Taylor Street & Dufferin Avenue	Install "no parking" signs on northeast corner of Taylor St 10m from intersection	1 - 2 years	2015	Complete
3	Clarence Avenue between 2nd Street & alley to north	Install "no parking" signs between bus stop & alley (approximately the length of 2 parking spaces)	1 - 2 years	2015	Complete
4	Back lane beside Shell gas station (between 8th Street & 7th Street near Broadway Avenue)	20kph speed sign	1 - 2 years	2015	Complete
5	Broadway Avenue & 6th Street	Install standard pedestrian crosswalk	3-5 years	2015	Complete
6	Lansdowne Avenue & 4 <sup>th</sup> Street	Install raised median island with additional yield sign	3-5 years	Installed Temporarily in 2015	Permanent in 2016
7	Lansdowne Avenue & 6th Street	Install raised median island with additional yield sign	3-5 years	Installed Temporarily in 2015	Permanent in 2016
8	Dufferin Avenue & 1st Street	Install raised median island with additional yield sign	5 years plus	Installed Temporarily in 2015	Permanent in 2016

**Table 2-4 Continued**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
9	Dufferin Avenue & 3rd Street	Install raised median island with additional yield sign	5 years plus	Installed Temporarily in 2015	Permanent in 2016
10	Dufferin Avenue & 5th Street	Install raised median island with additional yield sign	5 years plus	Installed Temporarily in 2015	Permanent in 2016
11	Dufferin Avenue & 7th Street	Install raised median island with additional yield sign	5 years plus	Installed Temporarily in 2015	Permanent in 2016
12	Albert Avenue between Taylor Street & 4th Street (west side)	Install sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
13	Lansdowne Avenue between 2nd Street & 8th Street (east side)	Install sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
14	Dufferin Avenue between Taylor Street & 1st Street (east side)	Install sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
15	Dufferin Avenue between 2nd Street & 8th Street (east side)	Install sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
16	Taylor Street & Clarence Avenue	Major intersection review	TBD		Will be reviewed under the intersection improvement program in 2016
17	8 <sup>th</sup> Street between Broadway Avenue & Clarence Avenue	Include review in Active Transportation Plan with options to add pedestrian/cyclist crossing.	TBD		Active Transportation Plan - March of 2016

**Table 2-5: Holliston Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Louise Avenue (20m south of 8th Street)	"No parking" sign on west side	1 - 2 years	2015	Complete
2	Grosvenor Avenue (beside The Keg & Jerry's access)	"No parking" signs 5m on either side	1 - 2 years	2015	Complete
3	Louise Avenue & 5th Street	"No parking" signs on Louise Avenue (10m on southwest corner, 15m on northwest corner)	1 - 2 years	2015	Complete
4	Back Lane (between 7th / 3rd Streets & Preston / Grosvenor Avenues)	20kph speed signs	1 - 2 years	2015	Complete
5	Back Lane (behind Sobeys & beside 1615 - 7th Street E)	"Local Traffic Only" sign, 20kph speed sign & stop sign	1 - 2 years	2015	Complete
6	Isabella Street near Canon Smith Park	Playground sign	1 - 2 years	2015	Complete
7	5th Street between Louise Avenue & Grosvenor Avenue	Playground signs	1 - 2 years	2015	Complete
8	3rd Street & Sommerfeld Avenue	Standard crosswalk (west leg)	1 - 2 years	2015	Complete
9	Taylor Street & Grosvenor Avenue	Zebra crosswalks; "no parking" sign 15m on Taylor Street (southwest corner)	1 - 2 years	2015	Complete
10	All uncontrolled intersections	Yield signs	1 - 2 years	2015	Complete
11	Louise Avenue & Hilliard Street	Raised median island (south leg)	3-5 years	Installed Temporarily in 2015	Permanent in 2016
12	Grosvenor Avenue & 3rd Street	Raised median island & zebra crosswalks	3-5 years	Installed Temporarily in 2015	Permanent in 2016
13	Grosvenor Avenue & 5th Street	Zebra crosswalk, curb extension & Raised median island (south leg)	3-5 years	Installed Temporarily in 2015	Permanent in 2016
14	Louise Avenue & 7th Street	Zebra crosswalk (north leg); Raised median islands (north & south leg)	3-5 years	Installed Temporarily in 2015	Permanent in 2016
15	Louise Avenue & 7th Street	"no parking" sign (northeast corner of Louise Avenue to fire hydrant - approximately 20m)	1 - 2 years	2015	Complete

**Table 2-6: Hudson Bay Park Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Avenue P & Bowerman Street	Install stop sign	1 - 2 years	2015	Complete
2	Avenue P & Edmonton Avenue	Install stop sign	1 - 2 years	2015	Complete
3	Avenue H & 31st Street	Install zebra crosswalks (north and south legs)	1 - 2 years	2015	Complete
4	Faulkner Crescent & McMillan Avenue	Upgrade yield sign to stop sign (northbound)	1 - 2 years	2015	Complete
5	32nd Street at Avenue I, Avenue J, Avenue K, & Avenue L	Install yield signs	1 - 2 years	2015	Complete
6	Avenue I & 37th Street	Install median island & standard crosswalk (north leg)	3-5 years	Installed Temporarily in 2015	Permanent in 2017
7	Avenue I & 36th Street	Install median island (north leg)	3-5 years	Installed Temporarily in 2015	Removed - street too narrow
8	Valens Drive (in front of Henry Kelsey School)	Install permanent curb extension	5 years plus	Installed Temporarily in 2013	Permanent in 2016
9	Avenue I between Howell Avenue & 36th Street	Install sidewalk (on west side/park side)	5 years plus		On sidewalk retrofit list as Priority 1



**Table 2-7: Mayfair Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
1	34th Street & Avenue E	Install Zebra crosswalk	1-2 years	2015	Complete
2	34th Street & Avenue F	Install Zebra crosswalk	1-2 years	2015	Complete
3	35th Street & Avenue E	Install Zebra crosswalk	1-2 years	2015	Complete
4	36th Street & Avenue E	Install Zebra crosswalk	1-2 years	2015	Complete
5	37th Street & Avenue D	Install Zebra crosswalk	1-2 years	2015	Complete
6	37th Street & Avenue E	Install Zebra crosswalk	1-2 years	2015	Complete
7	37th Street & Avenue F	Install Zebra crosswalk	1-2 years	2015	Complete
8	34th Street & Avenue I	Install Zebra crosswalk	1-2 years	2015	Complete
9	34th Street & Avenue C	Change yield signs to stops signs	1-2 years	2015	Complete
10	35th Street & Avenue D	Change yield signs to stops signs	1-2 years	2015	Complete
11	37th Street & Avenue C	Change yield signs to stops signs	1-2 years	2015	Complete
12	37th Street & Avenue F	Change yield signs to stops signs	1-2 years	2015	Complete
13	37th Street & Avenue B	No Parking signs 10m from intersection	1-2 years	2014	Complete
14	Back lane between 38th Street/39th Street & Avenue B/Avenue C	20kph speed signs	1-2 years	2015	Complete
15	Back lane between 37th Street/38th Street & Avenue C and Avenue D	20kph speed signs	1-2 years	2015	Complete
16	39th Street & Idylwyld Drive	Accessibility Ramps	1-2 years		On Ramp Accessibility list for 2017
17	34th Street & Avenue E	Curb extensions (northwest and southwest corners)	1-5 years	Installed Temporarily in 2015	Permanent in 2017
18	34th Street & Avenue I	Median Islands	1-5 years	Installed Temporarily in 2015	Removed - street too narrow, transit issues
19	35th Street & Avenue E	Curb extension (southwest corner)	1-5 years	Installed Temporarily in 2015	Permanent in 2016

**Table 2-7 Continued**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
20	35th Street & Avenue I	Curb extensions (northwest and northeast corners)	1-5 years	Installed Temporarily in 2015	Removed - street too narrow, transit issues
21	36th Street & Avenue C	Directional Closure	1-5 years	Installed Temporarily in 2015	Traffic study in 2016 to determine effectiveness - Permanent in 2018
22	36th Street & Avenue E	Curb extensions (northwest and southwest corners)	1-5 years	Installed Temporarily in 2015	Permanent in 2018
23	36th Street & Avenue G	Median island (east leg)	1-5 years	Installed Temporarily in 2015	Remove - street too narrow
24	37th Street & Avenue B	Median islands (north and south legs)	1-5 years	Installed Temporarily in 2014	Permanent in 2016
25	37th Street & Avenue D	Curb extension (northwest corner)	1-5 years	Installed Temporarily in 2013	Permanent in 2019
26	37th Street & Avenue E	Median island (west leg)	1-5 years	Installed Temporarily in 2015	Permanent in 2017
27	38th Street & Avenue C	Directional Closure	1-5 years	Installed Temporarily in 2014	Traffic study in 2016 to determine effectiveness - Permanent in 2018
28	38th Street & Avenue D	Median Island (east, west and south legs)	1-5 years	Installed Temporarily in 2014	Permanent in 2016
29	38th Street & Avenue G	Median island (east leg)	1-5 years	Installed Temporarily in 2015	Permanent in 2019
30	39th Street & Avenue E	Median islands (east and west legs)	1-5 years	Installed Temporarily in 2015	Permanent in 2019
31	Avenue C - south of railway tracks	Curb extension and median island	1-5 years	Installed Temporarily in 2015	Traffic study in 2016 to determine effectiveness - Permanent in 2018

**Table 2-7 Continued**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
32	36th Street & Idylwyld Drive	Operations improvements	1-5 years		TBA
33	39th Street & Idylwyld Drive	add left turn phase	1-5 years		TBA
34	37th Street & Avenue B and Avenue D (both sides)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
35	37th Street between Avenue F and Avenue I (north side)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
36	38th Street between Idylwyld Drive & Avenue G (both sides)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
37	Avenue D between 38th Street & Alley near park (west side)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1

**Table 2-8: Kelsey-Woodlawn Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
1	1st Avenue between 34th Street & 38th Street	Yield signs	1-2 years	2015	Complete
2	2nd Avenue between 34th Street & 39th Street	Yield signs	1-2 years	2015	Complete
3	39th Street & Saskatchewan Avenue	change yield signs to stop signs	1-2 years	2015	Complete
4	39th Street & Alberta Avenue	change yield signs to stop signs	1-2 years	2015	Complete
5	39th Street & Quebec Avenue	Zebra crosswalk	1-2 years	2013	Complete
6	Alberta Avenue between 33rd Street & 34th Street (both sides)	Sidewalk	5 years plus		Installed in 2016 West side only- too many constraints trees, poles, and hydrants to move
7	Alberta Avenue between 34th Street & 35th Street (west side)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
8	39th Street between Idylwyld Drive & 1st Avenue (both sides)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
9	Quebec Avenue between 33rd Street and 40th Street (both sides)	Sidewalk	5 years plus		Not recommended because of too many constraints such as trees and poles, hydrants
10	Ontario Avenue between 33rd Street & 39th Street (both sides)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
11	38th Street between Quebec Avenue & 2nd Avenue (both sides)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1

**Table 2-9: Nutana Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Dufferin Avenue & 9th Street	Stop signs	1-2 years	2015	Complete
2	Dufferin Avenue & 10th Street	Stop signs	1-2 years		Not complete and will be installed in 2016
3	Eastlake Avenue & 10th Street	Stop signs	1-2 years		Not complete and will be installed in 2016
4	Eastlake Avenue & Main Street	Four-way stop	1-2 years		Not complete and will be installed in 2016
5	Broadway Avenue between 9th St and 12th St	Combine school zones	1-2 years		Not complete and will be installed in 2016
6	Clarence Avenue & 14th Street	Zebra crosswalk & enhance pedestrian signs	1-2 years	2015	Complete
7	Saskatchewan Crescent East & McPherson Avenue	Enhance pedestrian signs & parking restrictions	1-2 years	2015	Complete
8	Saskatchewan Crescent West & 8th Street West	Zebra crosswalks	1-2 years		Not complete and will be installed in 2016
9	Eastlake Avenue & 11th Street	Zebra crosswalks	1-2 years		Not complete and will be installed in 2016
10	Saskatchewan Crescent West between Idylwyld Crescent & 8 <sup>th</sup> Street West	Curb extension & midblock crossing	1-5 years	Installed Temporarily in 2015	Permanent in 2018
11	12th Street & Lansdowne Avenue	Median island & parking restrictions	1-5 years	Installed Temporarily in 2015	Permanent in 2019
12	8th Street West & Poplar Crescent	Median island, curb extension & zebra crosswalk	1-5 years	Installed Temporarily in 2015	Permanent in 2018
13	14th Street between Temperance Street & Lansdowne	Roadway closure (temporary post and dead end signs)	1-5 years	Installed Temporarily in 2016	Permanent in 2017
14	14th Street & Temperance Street	standard pedestrian crosswalks; yield signs, & parking restrictions	1-5 years	2015	Complete

**Table 2-9 Continued**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
15	Temperance Street / Lansdowne Avenue	Curb extensions, median island, & yield sign	1-5 years	Installed Temporarily in 2015	Permanent in 2018
16	Lansdowne Avenue / 14th Street	standard crosswalks & parking restrictions	1-5 years	2015	Complete
17	9th Street & Idylwyld Drive / Lorne Avenue	Directional closure	1-5 years	Installed Temporarily in 2015	Removed
18	9th Street & McPherson Avenue	Remove temporary roundabout	1-5 years	Installed Temporarily in 2011	Complete
19	Dufferin Avenue & 11th Street	Stop signs	1-5 years		Not complete and will be installed in 2016
20	Dufferin Avenue & 11th Street	permanent curb extension (northwest corner)	1-5 years	Installed Temporarily in 2013	Permanent in 2017
21	Clarence Avenue & 11th Street	Active pedestrian corridor	1-5 years	2015	Complete
22	Broadway Avenue & 9th Street	Pedestrian-activated signal	1-5 years		Will be installed in 2016
23	Broadway Avenue	Chirping' sound to indicate crossings at intersections where traffic signals are present	1-5 years		Will be complete in 2016
24	Various locations	Parking enforcement	ongoing		On-going with Parking Enforcement
25	Saskatchewan Crescent between Cherry Street and 8th Street	Install speed display board in summer	1-2 years		Will review in 2016
26	18th Street & University Drive	Installed median island	Concerns were addressed after the initial plan was approved	Installed Temporarily in 2015	Permanent in 2019



**Table 2-10: Varsity View Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Clarence Avenue & 14th Street	Zebra crosswalk; advanced pedestrian sign; enhance pedestrian crossing signs	1-2 years	2015	Complete
2	University Drive & McKinnon Avenue	Pavement markings to indicate stop lines for four-way stop	1-2 years	2015	Complete
3	Colony Street & Bottomley Avenue	Zebra crosswalk	1-2 years	2015	Complete
4	14th Street & McKinnon Avenue	Stop signs	1-2 years	2015	Complete
5	Wiggins Avenue & 14th Street	Move northbound "no parking" sign to stop sign is not obstructed	1-2 years	2015	Complete
6	McKinnon Avenue & Colony Street	"No parking" sign	1-2 years	2015	Complete
7	Back lane north of park (Cumberland Avenue & Bottomley Avenue)	20kph & playground signs	1-2 years	2015	Complete
8	Hugo Avenue & 15th Street	"No parking" signs	1-2 years	2015	Complete
9	Temperance Street & McKinnon Avenue	Stop signs or four-way stop	1-2 years	2015	Complete
10	Back lane near 1100 block of Elliott Street (and Munroe Avenue)	20kph speed sign	1-2 years	2015	Complete
11	Clarence Avenue & 11th Street	Active pedestrian corridor	1-5 years	2015	Complete
12	Munroe Avenue between 15th Street & Colony Street	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
13	Munroe Avenue between Aird Street & Temperance Street	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
14	McKinnon Avenue between 15th Street & Colony Street	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
15	11th Street between Clarence Avenue & multi-use trail behind Albert Community Centre	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1

**Table 2-10 Continued**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
16	McKinnon Avenue between 10th Street to 11th Street	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
17	Munroe Avenue between 11th Street to 12th Street	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1
18	Cumberland Avenue between Main Street and back lane (south)	Sidewalk	5 years plus		On sidewalk retrofit list as Priority 1

**Table 2-11: Westmount Implementation Status**

#	Location	Proposed Measure	Time Frame	Installation Date	Status
1	All uncontrolled intersections	34 yield signs	1-2 years	2015	Complete
2	Bedford Road & Avenue K; Bedford Road & Avenue I	4 stop signs (east-west facing)	1-2 years	2015	Complete
3	Rusholme Road between Avenue M & Avenue K	Extend school zone	1-2 years	2015	Complete
4	Avenue H & 31st Street	2 zebra crosswalks on Avenue H	1-2 years	2015	Complete
5	29th Street & McMillan Avenue	2 zebra crosswalks on 29 <sup>th</sup> Street	1-2 years	2015	Complete
6	29th Street & Avenue L	2 zebra crosswalks on 29 <sup>th</sup> Street	1-2 years	2015	Complete
7	29th Street & Avenue I	1 zebra crosswalk on 29th Street	1-2 years	2015	Complete
8	29th Street & Avenue I	move mailboxes on southeast corner	1-2 years	2015	Canada post was contacted in April 2015
9	McMillan Avenue & Trotter Crescent	1 raised median island on McMillan Avenue	3-5 years	Installed Temporarily in 2015	Removed - Residents not in favour
10	McMillan Avenue & curve north of 31st Street	2 raised median islands on McMillan Avenue	3-5 years	Installed Temporarily in 2015	Permanent in 2017
11	29th Street & McMillan Avenue	2 curb extensions on 29th Street	3-5 years	Installed Temporarily in 2015	Removed - Residents not in favour
12	29th Street & Avenue L	2 curb extensions on 29th Street	3-5 years	Installed Temporarily in 2015	Permanent in 2018
13	Avenue M between 22nd Street & 23rd Street	Sidewalk (west side)	5 years plus		On sidewalk retrofit list as Priority 1
14	McMillan Avenue (curve north of 31st Street)	Install median islands on north & south side of crosswalk/curve	3-5 years	Installed Temporarily in 2015	Permanent in 2017

### 3 2017 TO 2019 RECOMMENDED PERMANENT INSTALLATIONS

This section of the status report provides details on the outstanding list of temporary traffic calming measures installed and awaiting permanent installation. The traffic calming devices will be installed permanently based on the following criteria:

1. Traffic calming devices temporarily installed prior to August 14, 2013
2. Locations adjacent to schools or parks.
3. Locations addressing speed and short-cutting issues.
4. All other locations.

Details of the implementation plan to make the temporary traffic calming measures permanent in post 2016 is provided in the following tables 3-1 to 3-9.

In addition to the traffic calming devices, sidewalks and ramps need to be constructed. Sidewalks are included as part of the Sidewalk Retrofit Program and ramps are include on the Accessibility Ramp List.

The Sidewalk Retrofit Program consists of all the missing sidewalks in the city. The list has been prioritized based on the following criteria:

1. Locations primarily include outstanding resident requests including neighbourhood reviews, and locations were not sidewalk exists on either side of the roadway.
2. Locations around high pedestrian areas such as parks, schools and public facilities.
3. Locations were areas that have sidewalk alone one side of the roadway and do not lead to a park, school, seniors complex or public facility/

The Accessibility Ramp program is an inventory of missing ramps within the city. The list is prioritized based on the following criteria:

1. Resident requests
2. Locations identified by criteria taken from the implementation of the Accessibility Action plan
3. Other

Details of the sidewalk and ramps is provided in table 3-10 to 3-17.

**Table 3-1: Brevoort Park 2016 – 2019 Implementation Plan**

Location	Types of Traffic Calming			Catch Basin Required	Reason for installation	Budget by Year			
	Curb Extensions	Median Islands	Other			2016	2017	2018	2019
Salisbury Drive at curve west of Conn Ave		2			In place since 2011	\$10,000			
Early Drive & Webb Cres		1			Near Brevoort Park Elementary School		\$5,000		
Early Drive & Phillips Cres (west)		1			Near Brevoort Park Elementary School		\$5,000		
Arlington Avenue & Early Drive	1			1	Other			\$0	\$90,000

**Table 3-2: Caswell Hill 2016 – 2019 Implementation Plan**

Location	Types of Traffic Calming			Catch Basin Required	Reason for installation	Budget by Year			
	Curb Extensions	Median Islands	Other			2016	2017	2018	2019
Avenue E & 30th Street		2			Near Ashworth Holmes Park and within budget	\$10,000			
Avenue D & 31st Street	1			1	Near Ashworth Holmes Park		\$90,000		
Avenue D & 23rd Street	1			1	2017 - Will installed temporary when bus barns move; traffic studies completed to determine effectiveness				\$90,000
Avenue F & 31st Street (south)	2				Near Ashworth Holmes Park			\$90,000	

**Table 3-3: City Park 2016 – 2019 Implementation Plan**

Location	Types of Traffic Calming			Catch Basin Required	Reason for installation	Budget by Year			
	Curb Extensions	Median Islands	Other			2016	2017	2018	2019
7 <sup>th</sup> Avenue & Duke Street	1		Pedestrian Corridor	1	Other	\$90,000			
7 <sup>th</sup> Avenue & Duchess Street	2			1	Other			\$135,000	

**Table 3-4: Haultain 2016 – 2019 Implementation Plan**

Location	Types of Traffic Calming			Catch Basin Required	Reason for installation	Budget by Year			
	Curb Extensions	Median Islands	Other			2016	2017	2018	2019
Lansdowne Avenue & 4 <sup>th</sup> Street		2			Speeding concern	\$10,000			
Lansdowne Avenue & 6 <sup>th</sup> Street		2			Speeding concern	\$10,000			
Dufferin Avenue & 1 <sup>st</sup> Street		2			Speeding concern	\$10,000			
Dufferin Avenue & 3 <sup>rd</sup> Street		2			Speeding concern	\$10,000			
Dufferin Avenue & 5 <sup>th</sup> Street		2			Speeding concern	\$10,000			
Dufferin Avenue & 7 <sup>th</sup> Street		2			Speeding concern	\$10,000			



**Table 3-5: Holliston 2016 – 2019 Implementation Plan**

Location	Types of Traffic Calming			Catch Basin Required	Reason for installation	Budget by Year			
	Curb Extensions	Median Islands	Other			2016	2017	2018	2019
Grosvenor Avenue & 5th Street		1			Near Holliston Park	\$5,000			
Louise Avenue & Hilliard Street		1		that	Near Holliston Park	\$5,000			
Grosvenor Avenue & 3rd Street		1			Other	\$5,000			
Louise Avenue & 7th Street		2			Other	\$10,000			

**Table 3-6: Hudson Bay Park 2016 – 2019 Implementation Plan**

Location	Types of Traffic Calming			Catch Basin Required	Reason for installation	Budget by Year			
	Curb Extensions	Median Islands	Other			2016	2017	2018	2019
Valens Drive (in front of Henry Kelsey School)	2				In place since 2013 and in front of school	\$90,000			
Avenue I & 37th Street		1			Near Henry Kelsey Park		\$5,000		

**Table 3-7: Mayfair 2016 – 2019 Implementation Plan**

Location	Types of Traffic Calming			Catch Basin Required	Reason for installation	Budget by Year			
	Curb Extensions	Median Islands	Other			2016	2017	2018	2019
34th Street & Avenue E	2			2	Near Mayfair Community School		\$180,000		
35th Street & Avenue E	1				Near Mayfair Community School	\$45,000			
36th Street & Avenue C			Directional closure		2016 – requires traffic counts to verify effectiveness			\$45,000	
36th Street & Avenue E	2				Between A.E. Browne Park and Mayfair Community School				\$90,000
37th Street & Avenue B		2			Near A.E. Browne Park	\$5,000			
37th Street & Avenue D	2			1	Other				\$90,000
37th Street & Avenue E		1			A.E. Browne Park		\$5,000		
38th Street & Avenue C	1		Directional closure		2016 – requires traffic counts to verify effectiveness			\$45,000	
38th Street & Avenue D		1			Near A.E. Browne Park	\$5,000			
38th Street & Avenue G		1			Other				\$5,000
39th Street & Avenue E		2			Other				\$10,000
Avenue C – south of Railway tracks	1	1			2016 – requires traffic counts			\$50,000	

**Table 3-8: Nutana 2016 – 2019 Implementation Plan**

Location	Types of Traffic Calming			Catch Basin Required	Reason for installation	Budget by Year			
	Curb Extensions	Median Islands	Other			2016	2017	2018	2019
Saskatchewan Crescent – Idylwyld Drive to 8th Street W	1				Near Gabriel Dumont Park			\$45,000	
12th Street & Lansdowne Avenue		1			Other				\$5,000
8th Street W & Popular Crescent	1	1			Near Popular Park			\$50,000	
Temperance St / Lansdowne Avenue / 14th Street	2	1			Other			\$95,000	
18th Street & University Drive	1				Other				\$45,000
Dufferin Avenue & 11th Street	1			1	In place since 2013 near École Victoria School		\$90,000		
14th Street – Temperance Street to Lansdowne Avenue				1 road closure	Other			\$5,000	

**Table 3-9: Westmount 2016 – 2019 Implementation Plan**

Location	Types of Traffic Calming			Catch Basin Required	Reason for installation	Budget by Year			
	Curb Extensions	Median Islands	Other			2016	2017	2018	2019
29th Street & Avenue L	2			1	Near Pierre Radisson Park				\$135,000
McMillan Avenue & curve north of 31 <sup>st</sup> Street		2			Near Pierre Radisson Park		\$10,000		

**Table 3-10: Caswell Hill Sidewalk and Ramp Summary**

Street Location	Location	# of Ramps	Status
Avenue E & 30th Street		2	On ramp accessibility list for 2017
Avenue E & 30th Street (asphalt pathway)	Near Ashworth Holmes Park		Constructed in 2016
30th Street between Idylwyld Drive & Avenue C Street (south side)	Residential		On sidewalk retrofit list as Priority 1
Avenue F between parking lot south of pool & 31st Street (west side)	Near Ashworth Holmes Park		Constructed in 2016
Avenue D (portions on east side, north & south of 23rd Street to connect to existing)	Residential		On sidewalk retrofit list as Priority 1
Avenue E between 28th Street & 29th Street (east side)	Residential		On sidewalk retrofit list as Priority 1

**Table 3-11: City Park Sidewalk and Ramp Summary**

Street Location	Location	# of Ramps	Status
1st Avenue & 26th Street		2	On ramp accessibility list for 2017

**Table 3-12: Haultain Sidewalk and Ramp Summary**

Street Location	Location	# of Ramps	Status
Albert Avenue between Taylor Street & 4th Street (west side)	Residential		On sidewalk retrofit list as Priority 1
Lansdowne Avenue between 2nd Street & 8th Street (east side)	Residential		On sidewalk retrofit list as Priority 1
Dufferin Avenue between Taylor Street & 1st Street (east side)	Residential		On sidewalk retrofit list as Priority 1
Dufferin Avenue between 2nd Street & 8th Street (east side)	Residential		On sidewalk retrofit list as Priority 1

**Table 3-13 Hudson Bay Park Sidewalk and Ramp Summary**

Street Location	Location	# of Ramps	Status
Avenue I between Howell Avenue & 36th Street (west side)	Near Henry Kelsey Park		On sidewalk retrofit list as Priority 1

**Table 3-14 Mayfair Sidewalk and Ramp Summary**

Street Location	Location	# of Ramps	Status
39th Street & Idylwyld Drive		2	On ramp accessibility list for 2017 On ramp
37th <sup>h</sup> Street between Avenue B & Avenue D (both sides)	Residential		On sidewalk retrofit list as Priority 1
37th Street between Avenue F & Avenue I (both sides)	Residential		On sidewalk retrofit list as Priority 1
38th Street between Idylwyld Drive to Avenue G (both sides)	Residential		On sidewalk retrofit list as Priority 1
Avenue D between 38th Street & Alley near park (west side)	Near AH Browne Park		Constructed in 2016

**Table 3-15 Kelsey-Woodlawn Sidewalk and Ramp Summary**

Street Location	Location	# of Ramps	Status
Alberta Avenue between 33rd Street & 34th Street ( both sides)	Near St. Michael School & Kelsey/SIAS		Constructed in 2016 on west side only. Too many constraints on east side such as poles, trees and hydrants to move.
Alberta Avenue between 34th Street & 35th Street (west side)	Residential		On sidewalk retrofit list as Priority 1
39th Street between Idylwyld Drive & 1st Avenue (both sides)	Near St. Michael School		On sidewalk retrofit list as Priority 1
Quebec Avenue between 33rd Street & 40th Street (both sides)	Residential		On sidewalk retrofit list as Priority 1
Ontario Avenue between 33rd Street & 39th Street (both sides)	Near St. Michael School		On sidewalk retrofit list as Priority 1
38th Street between Quebec Avenue & 2nd Avenue (both sides)	Residential		On sidewalk retrofit list as Priority 1

**Table 3-16 Varsity View Sidewalk and Ramp Summary**

Street Location	Location	# of Ramps	Status
Munroe Avenue between 15th Street & Colony Street	Near President Murray Park		On sidewalk retrofit list as Priority 1
Munroe Avenue between Aird Street & Temperance Street	Near President Murray Park		On sidewalk retrofit list as Priority 1
McKinnon Avenue between 15th Street & Colony Street	Residential		On sidewalk retrofit list as Priority 1
11th Street between Clarence Avenue & multi-use trail behind Albert Community Centre	Near Albert Community Centre		Constructed in 2016
McKinnon Avenue between 10th Street to 11th Street	Near Raoul Wallenberg Park		On sidewalk retrofit list as Priority 1
Munroe Avenue between 11th Street to 12th Street	Near President Murray Park		On sidewalk retrofit list as Priority 1
Cumberland Avenue between Main Street & back lane (south)	Residential		On sidewalk retrofit list as Priority 1

**Table 3-17 Westmount Sidewalk and Ramp Summary**

Street Location	Location	# of Ramps	Status
Avenue M between 22nd Street & 23rd Street	Residential		On sidewalk retrofit list as Priority 1

## 4 COST ESTIMATE

The total estimated cost to construct the temporary traffic calming measures permanently is presented in **Table 4-1** below.

**Table 4-1: Estimated Cost for Permanent Traffic Calming Construction**

The total estimated cost to complete the work required to construct sidewalks and ramps identified in each neighbourhood is presented in **Table 4-1** below.

Neighbourhood	Permanent Traffic calming Capital Project 1504			
	2016	2017	2018	2019
Brevoort Park	\$10,000	\$10,000		\$90,000
Caswell Hill	\$10,000	\$90,000	\$90,000	\$90,000
City Park	\$90,000		\$135,000	
Haultain	\$60,000			
Holliston	\$25,000			
Hudson Bay Park	\$90,000	\$5,000		
Mayfair	\$55,000	\$185,000	\$145,000	\$195,000
Kelsey-Woodlawn				
Nutana		\$90,000	\$195,000	\$50,000
Varsity View				
Westmount		\$10,000		\$135,000
<b>Totals</b>	<b>\$340,000</b>	<b>\$390,000</b>	<b>\$560,000</b>	<b>\$560,000</b>

**Table 4-2: Estimated Cost for Sidewalk and Ramp Construction**

Neighbourhood	Sidewalk	Ramp
Brevoort Park		
Caswell Hill	\$173,000	\$6,400
City Park		\$6,400
Haultain	\$643,000	
Holliston		
Hudson Bay Park	\$77,000	
Mayfair	\$800,000	\$6,400
Kelsey-Woodlawn	\$2,000,000	
Nutana		
Varsity View	\$389,840	
Westmount	\$37,400	
<b>Totals</b>	<b>\$4,130,240</b>	<b>\$19,200</b>



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## Protected Bike Lane Demonstration Project Update

### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

- 1) That the 2016 contract for snow clearing in the protected bike lanes and transit terminal be increased by \$48,114 to a total of \$125,000 (including taxes).

### Topic and Purpose

The purpose of this report is to provide the Standing Policy Committee on Transportation with an update on the status of the Protected Bike Lane Demonstration Project.

### Report Highlights

1. The protected bike lane demonstration project is underway, with the first phase (23<sup>rd</sup> Street) implemented in 2015.
2. Design, installation, and communications (capital) costs for the first phase (23<sup>rd</sup> Street) are as expected and there is sufficient funding to proceed with the second phase (4<sup>th</sup> Avenue).
3. Street maintenance costs (operating) are higher than anticipated and will be included in the 2017 operating budget.

### Strategic Goal(s)

Improving the comfort and safety of cycling in the Downtown supports the City of Saskatoon's (City) strategic Goal of Moving Around by creating a more cycling-friendly Downtown and promoting active transportation. The City Centre Plan identified the need for improved facilities for cycling within the City Centre, which includes the Downtown.

### Background

City Council at its meeting held on March 23, 2015 adopted a report entitled Bicycle Program Update – Feasibility of Protected Bike Lanes. At that meeting, City Council resolved:

- “1. That the protected bike lanes be installed on 23<sup>rd</sup> Street (from Spadina Crescent to Idylwyld Drive) as a demonstration project in 2015;
2. That protected bike lanes be installed on 4<sup>th</sup> Avenue (from 19<sup>th</sup> Street to 24<sup>th</sup> Street) as a demonstration project in 2016; and
3. That the curb parking be installed on the north side of 24<sup>th</sup> Street between Ontario Avenue and Idylwyld Drive.”

## Protected Bike Lane Demonstration Project Update

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In regard to the projected costs for design, construction and communications of the project the following information was provided by the Administration:

“It is estimated that the cost of undertaking the trial project will be \$225,000.... This project will be accommodated within the \$375,000... budget available for cycling infrastructure construction in the 2014 Capital Budget.”

With respect to operational costs, the following information was provided by Administration:

“Snow removal and street sweeping operations will be evaluated during the demonstration project. These streets are currently swept and cleared but the operation with protected bike lanes will be different, and therefore, there will be an incremental cost. That incremental cost has not been calculated as a part of this feasibility study.”

### Report

#### First Phase of Bike Lane Implemented

Protected bike lanes were approved for installation in downtown Saskatoon as a demonstration project. The demonstration project intends to assess the feasibility of installing permanent protected bike lanes, including understanding the construction and maintenance costs.

The first phase of the demonstration project (23<sup>rd</sup> Street) was implemented in 2015 and is currently being evaluated.

#### Capital Costs

At the time of the March 2015 report, costs for construction had been estimated at \$225,000 for all aspects of the demonstration project. The total costs for design, installation and communication of the first phase (23<sup>rd</sup> Street) of the project implemented in 2015 was \$120,000. Based on these costs, it is estimated that the installation of protected bike lanes on 4<sup>th</sup> Avenue will be approximately \$105,000 for a total construction cost of \$225,000. There are sufficient capital funds to proceed with the 4<sup>th</sup> Avenue protected bike lanes in 2016.

#### Maintenance Costs

At the time of project approval, street maintenance costs for the project had not been determined. Administratively it was decided that the best approach to quantifying costs was to contract the service through a competitive bidding process. The contract was structured so that the bidder was required to provide a price for snow removal for a light, moderate and heavy snow event. The level of service was established to mirror the street snow removal standards and the number of each type of event was estimated from previous years' snow event data. Funding for street maintenance was not included in either the project budget or street maintenance budgets.

## Protected Bike Lane Demonstration Project Update

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A tender package was prepared for the removal of snow in the bike lanes and the work was bundled with snow clearing and removal from the downtown transit terminal. Pricing was separated in order to clearly identify the costs of each task. The contract was awarded to the low bidder, however at the time of the first snow event, the contractor failed to perform any work and the contract was terminated. City forces performed the work for that first snow event as a contract was formed with the next lowest bidder.

The level-of-service standard for the clearing of bike lanes was originally proposed to mirror that of the adjacent roadway. After the first snow event, it became clear that a standard that more closely resembled sidewalk clearing was needed because people needed to walk across the bike lanes to access their parked vehicles. Maintaining the bike lanes to a clear pavement standard (no tolerance for packed snow or snow accumulation) increased the frequency of cleaning to each snowfall rather than being discretionary based on the amount of snowfall.

Snow removal costs for the bike lanes are estimated to total \$80,000 to the end of winter 2016. Additionally, there will need to be a street sweeping contract for 2016 which is estimated to be \$30,000. These costs can be funded from the 2016 Public Works street maintenance budgets, based on a lower than average expenditures year to date in the Snow and Ice Program, but will need to be budgeted for in subsequent years.

The current contract for snow removal in the protected bike lanes and transit terminal was awarded at a value of \$76,886. Policy A02-027 – Corporate Purchasing Policy requires that all contract extensions that exceed 25% of the original contract price be approved by City Council. The current estimate of costs for both bike lane and transit terminal clearing is \$125,000. Administration is requesting that this contract be extended to \$125,000 including taxes.

### **Options to the Recommendation**

The Committee could recommend not to proceed with the second phase of the bike lanes (4<sup>th</sup> Avenue). This is not being recommended as this would only serve to provide a partial evaluation of the benefits of bikelanes in the Downtown and would not provide a north-south route.

### **Public and/or Stakeholder Involvement**

Extensive consultation and engagement has occurred with the community and stakeholders with respect to this project.

### **Communication Plan**

Additional communication will occur prior to the installation the protected bike lanes on 4<sup>th</sup> Avenue. Engagement with the downtown stakeholders will also be undertaken to ensure open communication with stakeholders and City staff.

## Protected Bike Lane Demonstration Project Update

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### Financial Implications

Now that actual costs for maintenance are known, in order to fully account for maintenance costs, the 2017 operating budgets for street maintenance will include an increase of \$150,000 for snow removal and street sweeping in 2017.

### Other Considerations/Implications

There are no policy, financial, environmental, Privacy, or CPTED implications or consideration.

### Due Date for Follow-up and/or Project Completion

The evaluation period will conclude at the end of 2016. At that time, a report will be prepared to outline the learnings of the project and to recommend next steps.

### Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

### Report Approval

Written by: Don Cook, Long Range Planning Manager, Planning and Development Division, Community Services Department

Reviewed by: Alan Wallace, Planning and Development Director, Community Services Department  
Angela Gardiner, Transportation Director, Transportation and Utilities Department

Approved by: Alan Wallace, Acting General Manager, Community Services Department  
Jeff Jorgenson, General Manager, Transportation and Utilities Department

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## MV-1 Fully Accessible Transit Supervisor Van - Purchase Order

### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the Administration prepare a purchase order with Capitol Motors from Edmonton Alberta for the supply of two MV-1 accessible vans for an estimated cost of \$134,000; and
2. That Purchasing Services issue the appropriate purchase order.

### Topic and Purpose

The purpose of this report is to request that City Council approve a purchase order to Capitol Motors for the supply of two MV-1 fully accessible Transit Supervisor vans.

### Report Highlights

1. A purchase order is recommended to purchase two MV-1 fully accessible Transit Supervisor vans.
2. Capitol Motors of Edmonton is the closest dealer that can provide the purpose built vehicles like this on the market.
3. Benefits of the purpose built vehicles versus conversions include a better, more comfortable, ride and no invasive frame and suspension modification.
4. The initial cost of the MV-1 is higher than the cost of a new van plus the cost of the conversion; however, long-term operating costs and overall life cycle costs are reduced.

### Strategic Goal

This report supports the Strategic Goal of Moving Around by allowing Saskatoon Transit a higher ability to assist people with mobility issues.

### Report

#### Purchase Order is Recommended

Saskatoon Transit is seeking the purchase of two MV-1 accessible vans which will allow Transit Supervisors to better perform their duties while expanding service to clients with reduced mobility. These vans will allow mobility challenged people to be transported in cases where they were unable to board a conventional transit bus. These vans may also be used to transport other customers without the mobility challenges that for whatever reason, could not board a bus.

After searching for, and speaking with several municipalities and accessible coach carriers, it was discovered that the only purpose built accessible van on the market is the MV-1. Being a purpose built vehicle means that the original frame, body structure and suspension, all designed by the OEM, has not been modified, removed, or altered in any way to achieve the accessibility desired.

## MV-1 Fully Accessible Transit Supervisor Van - Purchase Order

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### Purpose Built vs. Conversions

Although the cost of a conversion van would be lower by \$5,000 to \$9,000 than the purchase of an MV-1, conversion vans are not the desired vehicle in this industrial application. The structure and suspension of conversion vans are extensively altered to allow the ramp system to be added. Although conversions are appropriate for personal use, the MV-1 is the preferred vehicle for implementation as a continuous-use transit vehicle.

Compared to conversion vans, the MV-1 is being sought because these vans are the only accessible vans built intentionally for this purpose. Also, the increased capital cost will be offset by the reduced maintenance costs and increased in service time expected from these vans.

### **Options to the Recommendation**

The supply of these accessible vans could be tendered. However, with one supplier the final outcome would be the same. Alternatively, the City could allow a conversion van to be supplied in a tender.

### **Financial Implications**

Funds for the purchase of MV-1 accessible vans are available under Capital Project # 0671, TR – Auxiliary/Vehicle Equipment Project from prior year's budget (GL #14-1575-274).

### **Other Considerations/Implications**

There are no public and/or stakeholder involvement, communication, policy, environmental, Privacy, or CPTED implications or considerations.

### **Due Date for Follow-up and/or Project Completion**

A follow-up report is not required.

### **Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

### **Report Approval**

Written by: Paul Bracken, Maintenance Manager  
Reviewed by: James McDonald, Director of Saskatoon Transit  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities

TRANS PB - MV-1 Fully Accessible Transit Supervisor Van - Purchase Order

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## Capital Project #2236 – Stonebridge & Highway 11 – Budget Adjustment

### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:  
That a budget adjustment in the amount of \$832,000 be approved for Capital Project #2236 – Stonebridge & Highway 11 Interchange from the Interchange Reserve.

### Topic and Purpose

This report provides an update on the status of Capital Project #2236 – Stonebridge & Highway 11 Interchange. Additional funding of \$832,000 is estimated to be required to cover the City's contribution to the projected final cost.

### Report Highlights

1. Construction of the Stonebridge & Highway 11 interchange is in accordance with the Neighbourhood Concept Plan. Construction began in 2015 with completion estimated for fall 2016.
2. The estimated cost to complete the project is \$22,525,570.
3. The interchange design has been modified to address concerns raised by adjacent residents.

### Strategic Goal

This project supports the Strategic Goal of Moving Around by providing adequate access to newly developed neighbourhoods that contributes to the overall development of an integrated transportation network.

### Background

Dream Development (Dream) publicly tendered the construction of the interchange at Stonebridge & Highway 11 in accordance with the Development and Servicing Agreement approved by City Council. Through a contract with Dream, the engineering design and construction is being managed by AECOM. The tender closed on March 26, 2015 with six bids submitted, and with City Council approval of the City's portion of funding, Dream awarded the project to the lowest qualified bid, Graham Construction and Engineering LP.

The total estimated project cost, at the time the tender was awarded, was \$20,862,000.

### Report

#### Construction Update

As of February 2016, the installation of the piles, piers, concrete girders and embankment construction required for ground settlement has been completed, the



overall project progress is at approximately 55%. The outstanding work to be completed in 2016 includes: lighting, embankment construction, concrete deck installation and road construction. The project is estimated to be complete and open to the public in fall of 2016, barring unforeseen circumstances or weather delays.

#### Increased Project Cost

During embankment construction, a design error was detected which underestimated the quantity of embankment material in the original tender. Revised quantity estimates will add \$1,758,775 to the project cost.

The design requires the height of a portion of the sound attenuation berm along Highway 11 to be modified to construct the southbound ramp into Stonebridge. The ramp itself is designed to provide sound attenuation from the highway traffic, and the design of the Jersey barrier along the ramp has been modified to mitigate the tire noise from vehicles on the ramp. Additional funding is also required for a higher level of traffic accommodation during construction to ensure safe and efficient passage of vehicles.

The total increase of construction cost is projected to be \$1,998,570. The project had an original contingency of \$1,000,000, to be used for differentiations in quantities or unforeseen construction costs. Based on the construction progress to date and the remaining risks, the contingency will be reduced to \$665,000, allowing \$335,000 of the contingency to be used toward the increased construction costs identified to date.

The increase cost of the overall project is estimated to be \$1,663,570, for a total projected project cost of \$22,525,570. This increase will be jointly funded by Dream and the City, and Dream has acknowledged and agreed to fund their portion of this increase.

#### Resident Concerns

Some residents of the east side of the 700 and 800 blocks of Sutter Crescent have expressed concern with the form and nature of the interchange. Particular concerns include:

1. Visual impact of the interchange ramp upon their privacy, particularly the fear of vehicle occupants looking in residents' windows;
2. Visual impact of the interchange ramp from their windows and rear yards, especially the high-slope embankments and the aesthetics of the finished ground treatment;
3. Loss of the berm height adjacent to the highway and the potential for increased highway noise;
4. Increased traffic noise and vibration during construction; and
5. Unaware that an interchange was planned for construction at this location.

The following measures have been undertaken to address residents' concerns:

- The 810 millimetre Jersey barrier curb has been extended further north along the ramp an additional 40 metres.

- Sound modelling was completed for existing and projected traffic volumes upon completion of the interchange. The final design meets all current policy thresholds for noise mitigation and is consistent with other interchange designs throughout the city.
- Confirmation that the Neighbourhood Concept Plan, as presented to the public and approved by City Council, included plans for an interchange to be constructed to connect Victor Road and Highway 11.

Profiles were also developed to evaluate the visual impact of the interchange based on the line of sight from rear yards on Sutter Crescent (Attachment 1) to simulate the visual impact of a vehicle on the ramp. The most significant visual impact was identified near the south east corner of Sutter Crescent where the elevation of the ramp will be approximately 5 metres above the elevation of the rear property line. In this area, the ramp will be approximately 40 metres to 55 metres away from the rear property line.

### **Options to the Recommendation**

The Administration and Dream investigated alternatives for the final ground treatment between the rear property lines of a portion of Sutter Crescent, and the ramp embankments to address concerns from adjacent residents regarding the aesthetics of the interchange. Approximately 180 spruce trees that are approximately 3 metres in height and can reach 10 metres, planted in two rows, is an option to mitigate the visual impact of the interchange for the residents of Sutter Crescent. The estimated capital cost is \$150,000 and there would be a Parks' operating impact.

This option is not recommended for the following reasons:

- Salt spray from wheels of ramp traffic and winter snow removal may kill some trees, requiring ongoing replacement;
- Trees planted on embankment slopes are easily stressed in dry years, requiring ongoing replacement; and
- Trees planted in ditch bottoms are stressed by poor drainage, requiring ongoing replacement.

### **Public and/or Stakeholder Involvement**

Extensive public consultation regarding the Stonebridge neighbourhood was undertaken at the time the Neighbourhood Concept Plan was being considered. This consultation included neighbourhood discussion on access and the configuration of the Stonebridge & Highway 11 interchange.

Since construction began, some residents on Sutter Crescent voiced concerns. Consultation has occurred with these residents throughout the construction phase of the project. Residents were invited to participate at two events held (Wednesday, July 29, 2015 and Monday, November 2, 2015), and ongoing project updates were emailed to residents as project milestones were reached.

A final meeting with residents will be organized near to the start of construction in the spring.

### Communication Plan

Communication plan will provide regular updates to the neighbourhood Community Association and residents during the construction phase of the project, and will be available on social media and the City's website.

### Financial Implications

An additional allocation of \$832,000 is required from the Interchange Reserve for the City's share of the project in order to complete construction in 2016.

The Interchange Levy, with this additional allocation, is forecast to be in a deficit position by \$19,000,000. This is being offset by previously City Council approved funding from the Neighbourhood Land Development fund, to cash flow the pre-paid requirements until lot sales can replenish these reserves. This period is dependent on the absorption rates of lots likely to be in the range of ten years.

Below is a detailed breakdown of the projected project costs:

Costs	Itemization
\$22,525,570	Total Projected Project Cost
\$ 763,746	<ul style="list-style-type: none"><li>100% COS portion to provide flexibility for future access to the east</li></ul>
\$21,761,824	Net Projected Project Cost to be split between COS and Dream
\$10,880,912	<ul style="list-style-type: none"><li>Interchange Levy funding (50%) required</li></ul>
\$10,049,254	<ul style="list-style-type: none"><li>Current budget</li></ul>
\$ 831,658	<ul style="list-style-type: none"><li>Budget adjustment required</li></ul>

### Environmental Implications

The construction phase of this project will result in consumption of natural resources (fuel) and generation of greenhouse gas emissions. The overall impact on greenhouse gas emissions has not been quantified at this time, but will be included in annual reporting by the Administration.

### Other Considerations/Implications

There are no policy, privacy, or CPTED considerations or implications.

### Due Date for Follow-up and/or Project Completion

Completion of the interchange is planned for fall 2016.

### Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

### Attachments

1. Highway No. 11 and Victor Road Interchange – Plan/Profiles

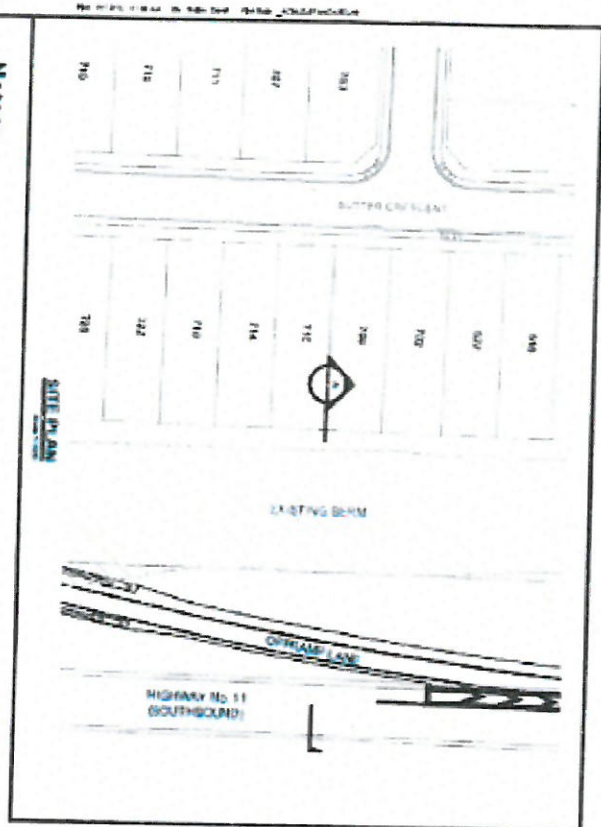
**Report Approval**

Written by: David LeBoutillier, Planning and Design Engineer, Transportation  
Todd Grabowski, Manager, Asset Preservation for Bridges

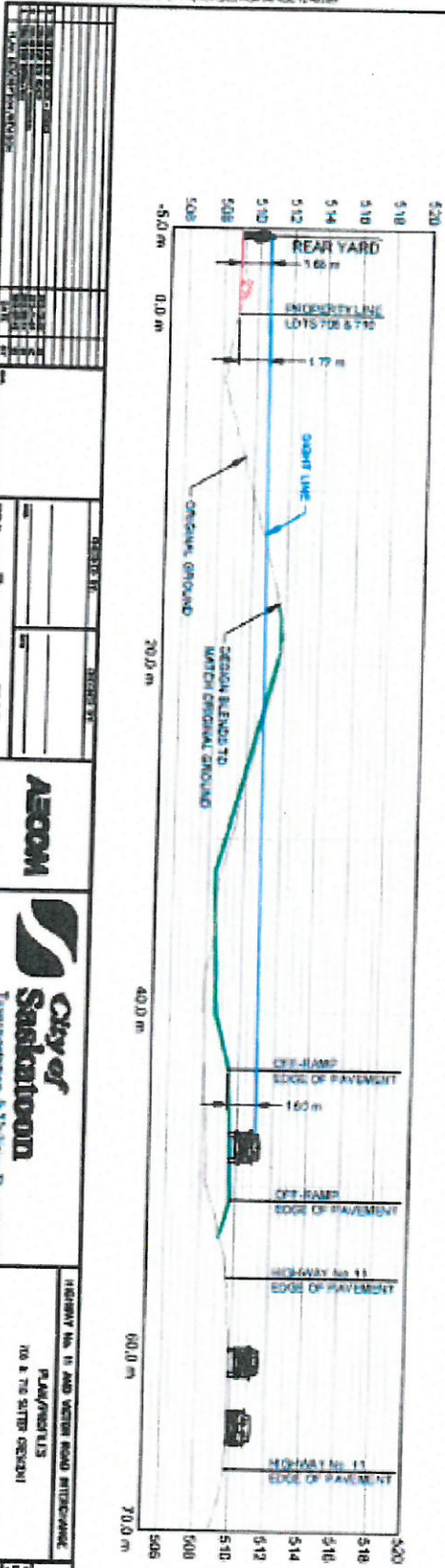
Reviewed by: Angela Gardiner, Director of Transportation

Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities  
Department

TRANS DL – CP2236 – Stonebridge & Highway 11 – Budget Adjustment.docx



- Notes:**
1. ASSUMED AVERAGE HEIGHT OF 1.83 M FOR RESIDENT WITH AN EYE LEVEL OF 1.62 M NEQUENT
  2. ASSUMED 2% DRAINAGE IN RESIDENT LANE
  3. ASSUMED RESIDENT STANDING 3.5 M AWAY FROM PROPERTY LINE



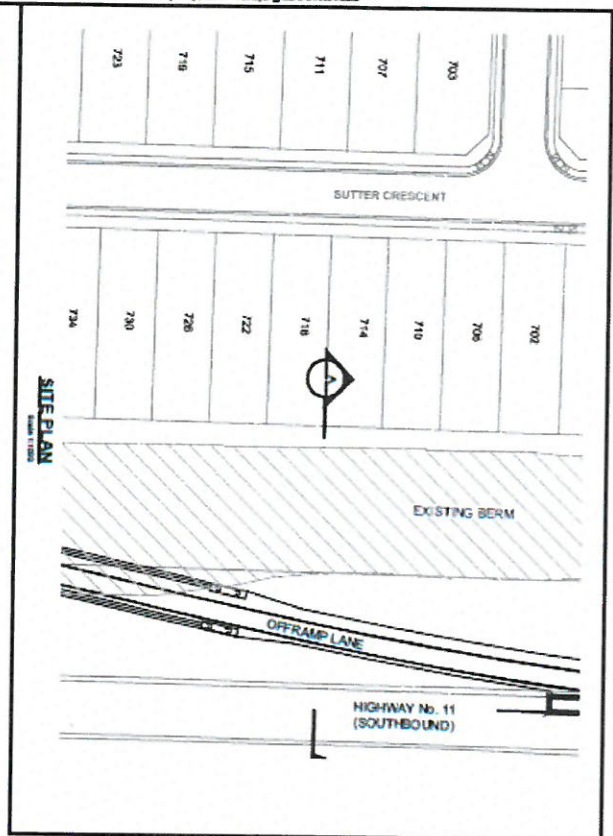
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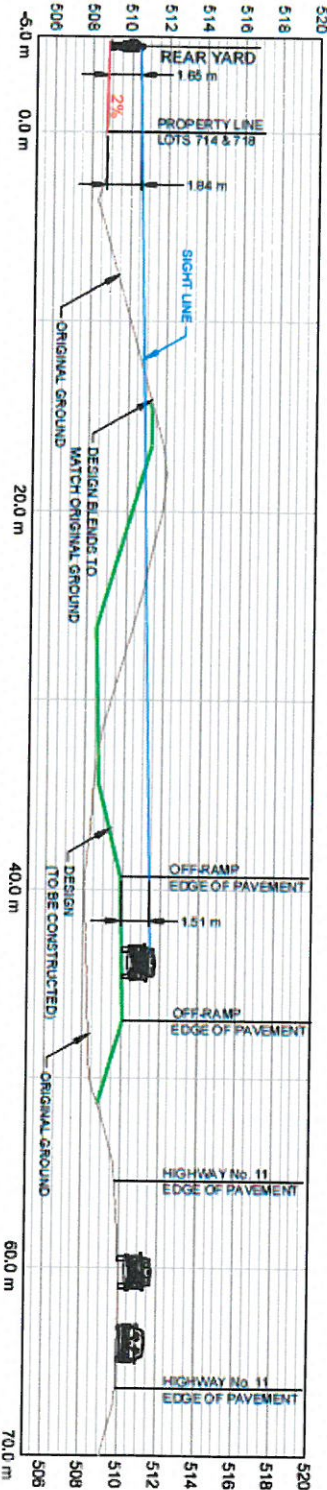
Highway No. 11 and Victor Road Interchange  
 PLAN/PROFILES  
 NO. 1 TO SITE DESIGN





**DRAFT**

- Notes:**
1. ASSUMED AVERAGE HEIGHT OF 1.8 m FOR RESIDENT WITH AN EYE LEVEL OF 1.65 m RESIDENT.
  2. ASSUMED 2% DRAINAGE IN RESIDENT YARD.
  3. ASSUMED RESIDENT STANDING 1.5 m AWAY FROM PROPERTY LINE.



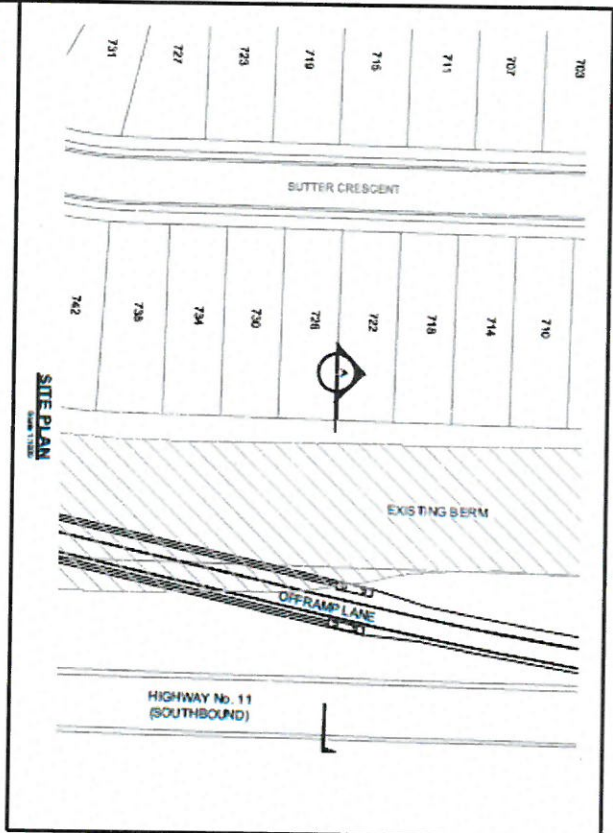
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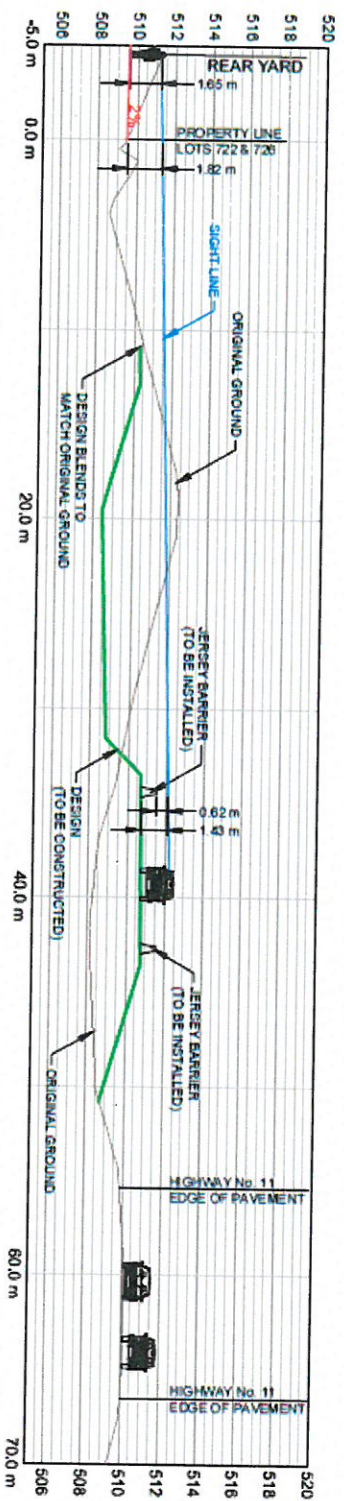
HIGHWAY No. 11 AND VECTOR ROAD INTERCHANGE  
 PLAN/PRIORITIES  
 714 & 718 BUTTER CRESCENT

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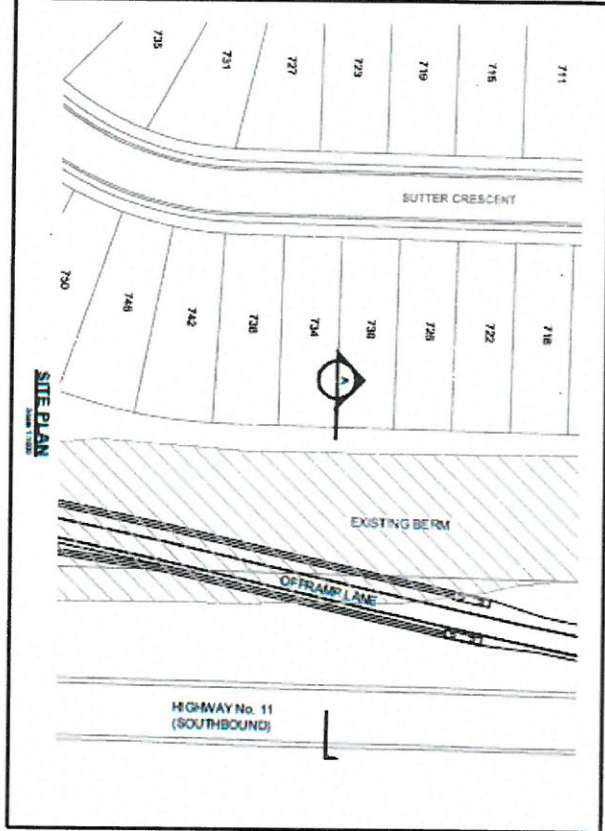
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- Notes:**
1. ASSUMED AVERAGE HEIGHT OF 1.8 m FOR RESIDENT WITH AN EYE LEVEL OF 1.65 m RESIDENT.
  2. ASSUMED AVERAGE HEIGHT OF 1.8 m FOR RESIDENT WITH AN EYE LEVEL OF 1.65 m RESIDENT.
  3. ASSUMED RESIDENT STANDING 7.5 m AWAY FROM PROPERTY LINE



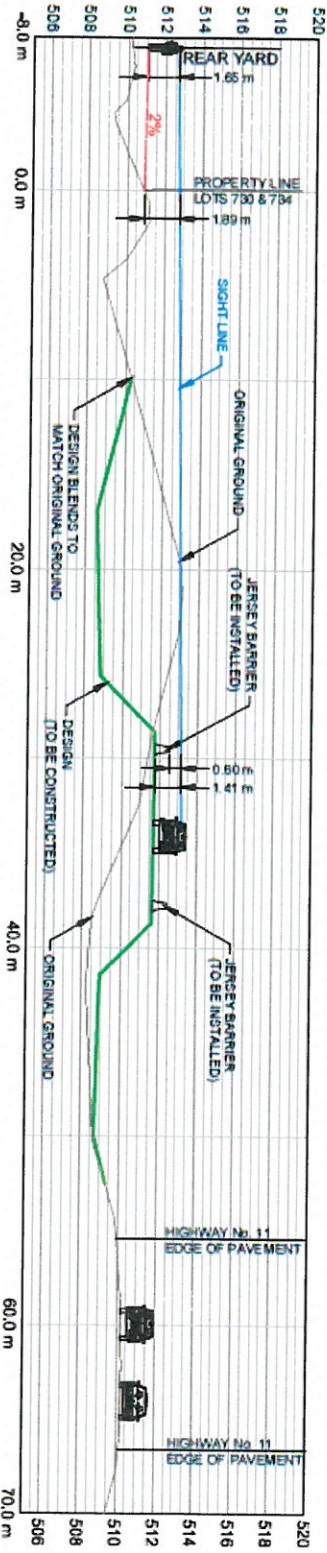
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PROJECT LOCATION: 722 & 726 SUTTER CRESCENT		DATE: 16/12/11	
PROJECT DESCRIPTION: HIGHWAY No. 11 AND VICTOR ROAD INTERCHANGE		DATE: 16/12/11	
PROJECT OWNER: CITY OF SAAKATOON		DATE: 16/12/11	
PROJECT MANAGER: SAUKATIAH		DATE: 16/12/11	
PROJECT ENGINEER: SAUKATIAH		DATE: 16/12/11	
PROJECT CHECKER: SAUKATIAH		DATE: 16/12/11	
PROJECT APPROVER: SAUKATIAH		DATE: 16/12/11	
PROJECT REVIEWER: SAUKATIAH		DATE: 16/12/11	
PROJECT DESIGNER: SAUKATIAH		DATE: 16/12/11	
PROJECT DRAFTER: SAUKATIAH		DATE: 16/12/11	
PROJECT PLOTTER: SAUKATIAH		DATE: 16/12/11	
PROJECT PRINTED: SAUKATIAH		DATE: 16/12/11	
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**DRAFT**

- Notes:**
1. ASSUMED AVERAGE HEIGHT OF 1.8 m FOR RESIDENT WITH AN EYE LEVEL OF 1.65 m RESIDENT.
  2. ASSUMED 2% DRAINAGE IN RESIDENT YARD
  3. ASSUMED RESIDENT STANDING 7.5 m AWAY FROM PROPERTY LINE



NO.	REVISION	DATE	BY	CHECKED BY	DATE	BY	SCALE	PROJECT NO.	PROJECT NAME	PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT STATUS
1	ISSUED FOR PERMITS - 2011											
2	ISSUED FOR PERMITS - 2011											
3	ISSUED FOR PERMITS - 2011											
4	ISSUED FOR PERMITS - 2011											

DESIGNED BY:	CHECKED BY:	DATE:	BY:

PROJECT NO.	PROJECT NAME	PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT STATUS

DATE:	BY:	CHECKED BY:	DATE:

PROJECT NO.	PROJECT NAME	PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT STATUS

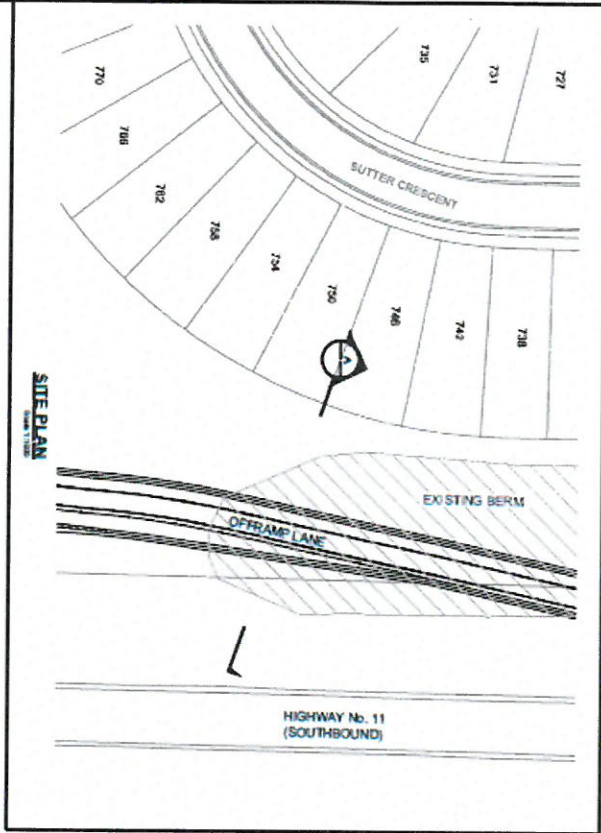
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**City of Saskatoon**  
Transportation & Utilities Department

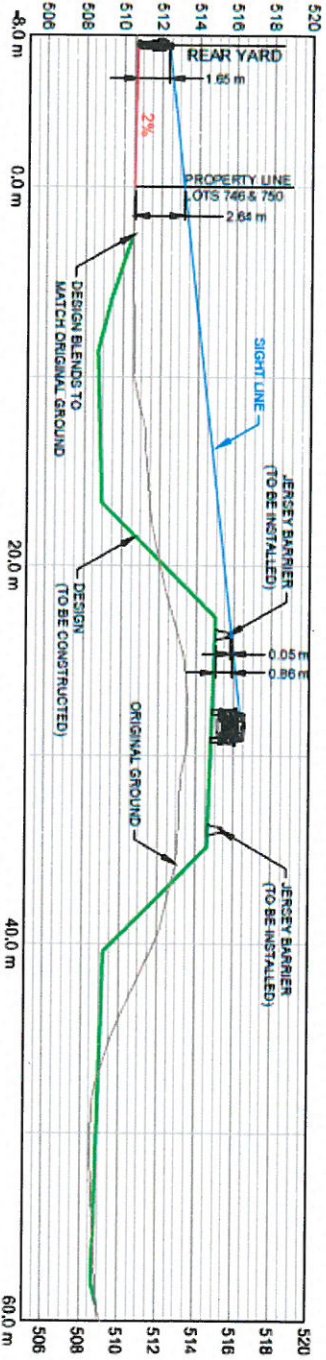
HIGHWAY No. 11 AND VICTOR ROAD INTERCHANGE  
PLAN/PROFILES  
730 & 734 SUTTER CRESCENT







- Notes:**
1. ASSUMED AVERAGE HEIGHT OF 1.8 m FOR RESIDENT WITH AN EYE LEVEL OF 1.65 m RESIDENT.
  2. ASSUMED 2% DRAINAGE IN REAR YARD.
  3. ASSUMED RESIDENT STANDING 7.5 m AWAY FROM PROPERTY LINE.



**DRAFT**

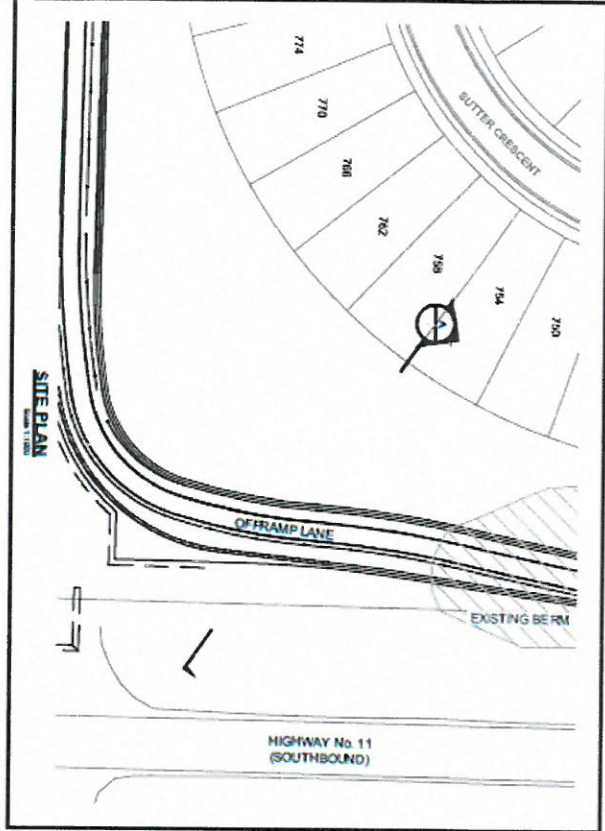
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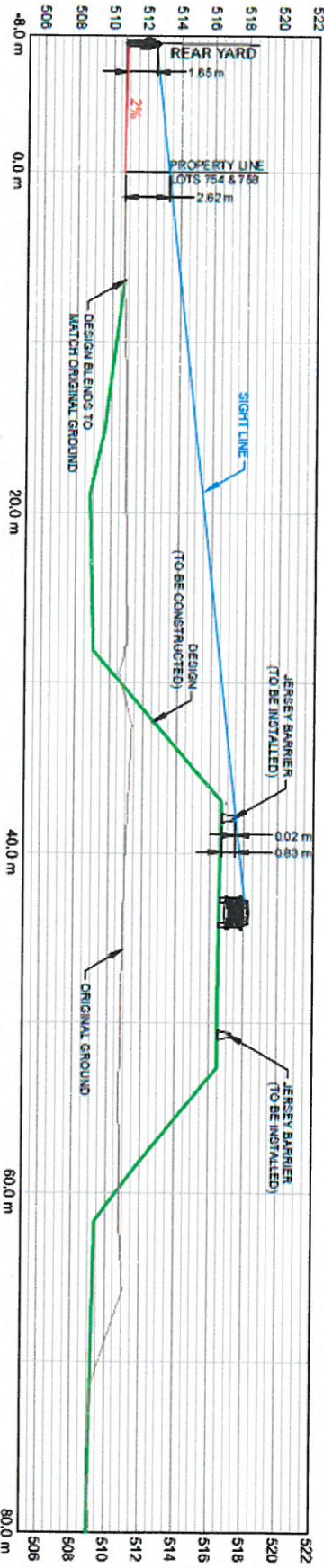
City of Saskatoon  
Transportation & Utilities Department

Highway No. 11 and Victoria Road Interchange

PLAN/PROFILES  
746 & 750 SUTTER CRESCENT



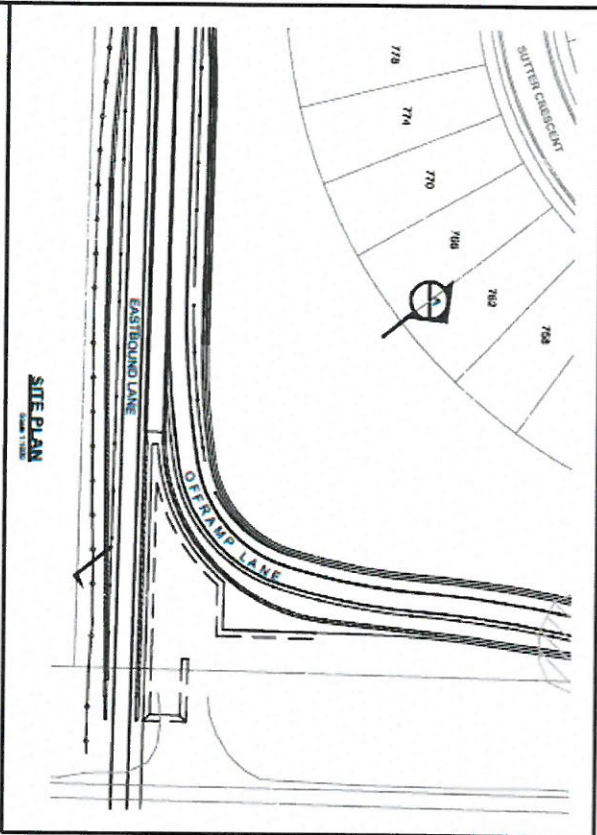
- Notes:**
1. ASSUMED AVERAGE HEIGHT OF 1.8 m FOR RESIDENT WITH AN EYE LEVEL OF 1.65 m RESIDENT.
  2. ASSUMED 2% DRAINAGE IN RESIDENT YARD
  3. ASSUMED RESIDENT STANDING 7.5 m AWAY FROM PROPERTY LINE



<table border="1"> <tr> <td>DATE</td> <td>BY</td> <td>CHKD BY</td> <td>APP'D BY</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	DATE	BY	CHKD BY	APP'D BY					<table border="1"> <tr> <td>DATE</td> <td>BY</td> <td>CHKD BY</td> <td>APP'D BY</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	DATE	BY	CHKD BY	APP'D BY					<table border="1"> <tr> <td>DATE</td> <td>BY</td> <td>CHKD BY</td> <td>APP'D BY</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	DATE	BY	CHKD BY	APP'D BY					<table border="1"> <tr> <td>DATE</td> <td>BY</td> <td>CHKD BY</td> <td>APP'D BY</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	DATE	BY	CHKD BY	APP'D BY				
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HIGHWAY No. 11 AND VICTOR ROAD INTERCHANGE PLAN/PRIORITIES 754 & 758 BUTTER CRESCENT																																			
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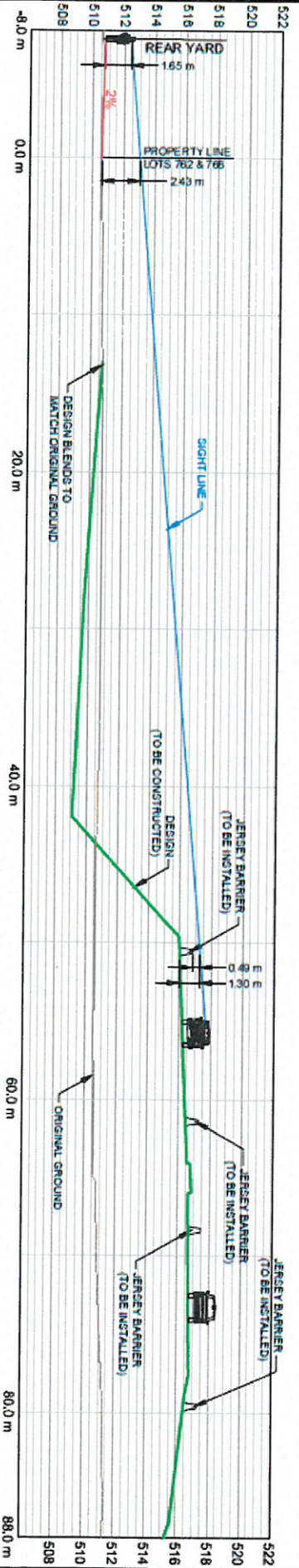
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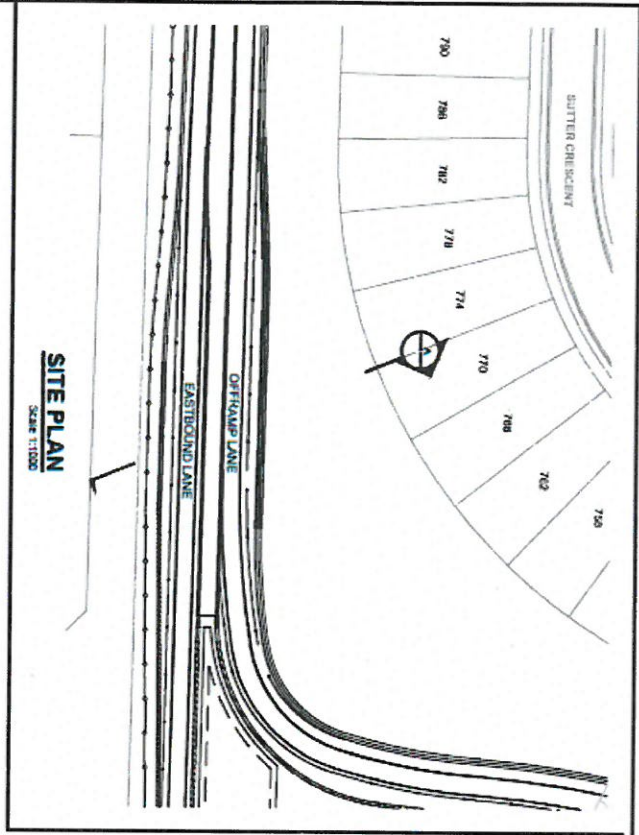
**SITE PLAN**  
SCALE 1:1000

- Notes:**
1. ASSUMED AVERAGE HEIGHT OF 1.8 m FOR RESIDENT WITH AN EYE LEVEL OF 1.65 m RESIDENT.
  2. ASSUMED 2% DRAINAGE IN RESIDENT YARD.
  3. ASSUMED RESIDENT STANDING 7.5 m AWAY FROM PROPERTY LINE

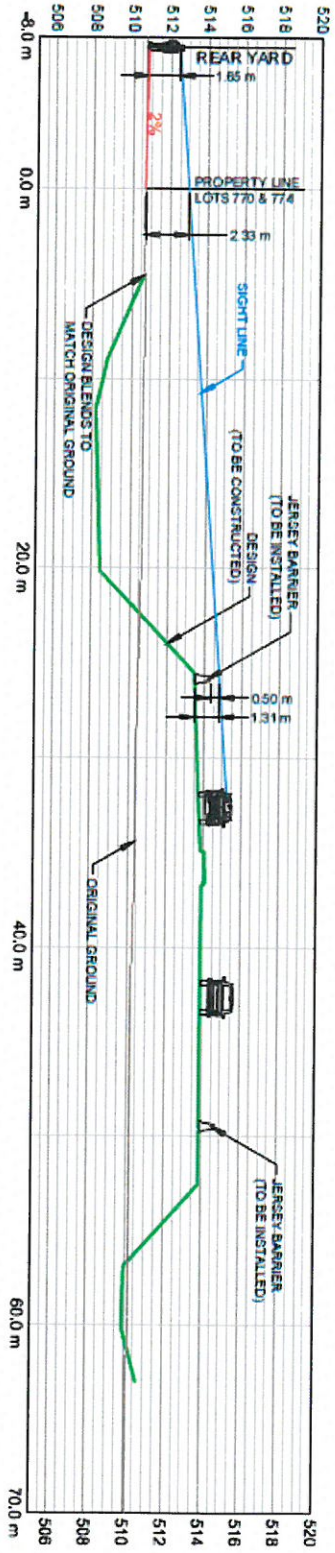


**DRAFT**

PLAN NUMBER/VERSION _____		SHEET NO. _____		SHEET TOTAL _____			 City of Saskatoon Transportation & Utilities Department	HIGHWAY No. 11 AND VICTOR ROAD INTERCHANGE PLAN/PROFILES 762 & 765 SITES DESIGN		DATE _____	
DRAWN BY _____	CHECKED BY _____	DATE _____	DATE _____	DATE _____	DATE _____			PROJECT NO. _____	DRAWN BY _____	CHECKED BY _____	DATE _____



- Notes:**
1. ASSUMED AVERAGE HEIGHT OF 1.8 m FOR RESIDENT WITH AN EYE LEVEL OF 1.65 m RESIDENT.
  2. ASSUMED 2% DRAINAGE IN RESIDENT YARD
  3. ASSUMED RESIDENT STANDING 7.5 m AWAY FROM PROPERTY LINE

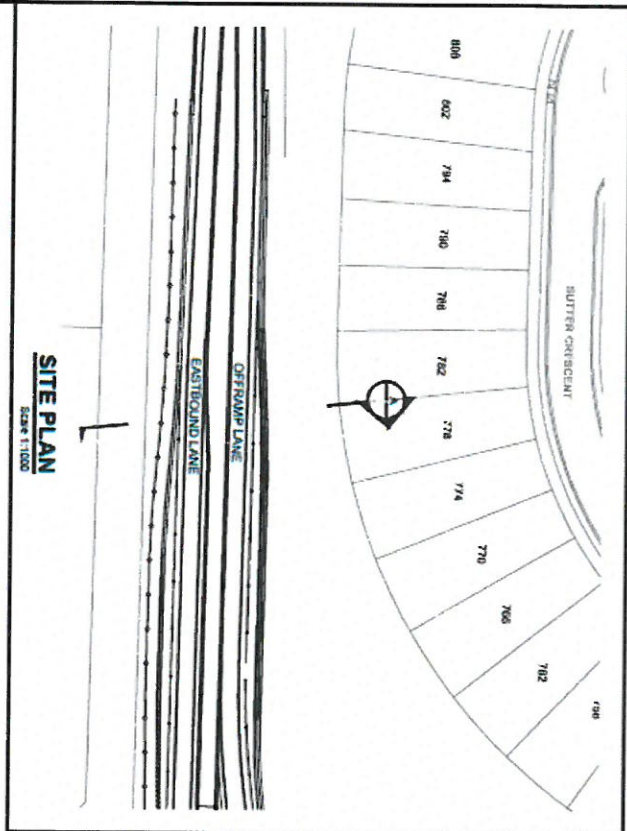


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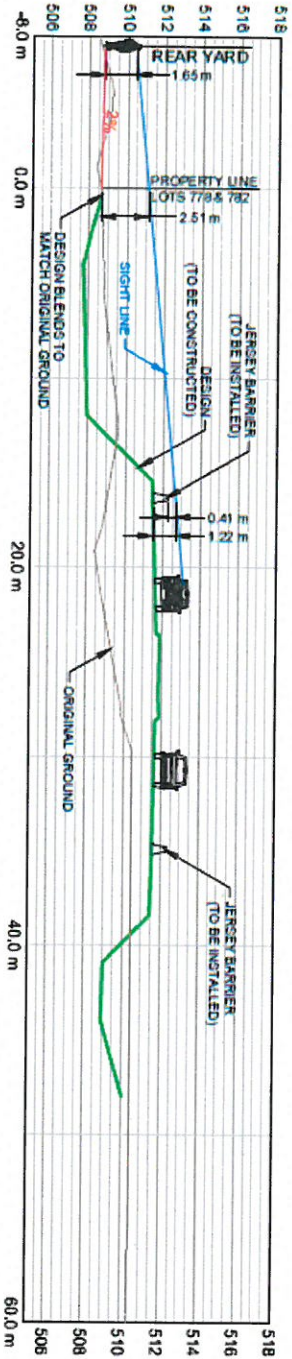
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Highway No. 11 AND VICTOR ROAD INTERCHANGE  
PLAN/PROFILES  
770 & 774 SUTHER CREEK





- Notes:**
1. ASSUMED AVERAGE HEIGHT OF 1.8 m FOR RESIDENT WITH AN EYE LEVEL OF 1.65 m RESIDENT.
  2. ASSUMED 2% DRAINAGE IN RESIDENT YARD
  3. ASSUMED RESIDENT STANDING 7.5 m AWAY FROM PROPERTY LINE



<p>APPROVED BY: _____</p> <p>DATE: _____</p>	<p>APPROVED BY: _____</p> <p>DATE: _____</p>	<p>APPROVED BY: _____</p> <p>DATE: _____</p>	<p>APPROVED BY: _____</p> <p>DATE: _____</p>	<p>APPROVED BY: _____</p> <p>DATE: _____</p>	<p>APPROVED BY: _____</p> <p>DATE: _____</p>	<p>APPROVED BY: _____</p> <p>DATE: _____</p>	<p>APPROVED BY: _____</p> <p>DATE: _____</p>	<p>APPROVED BY: _____</p> <p>DATE: _____</p>	<p>APPROVED BY: _____</p> <p>DATE: _____</p>
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Highway No. 11 AND VICTOR ROAD INTERCHANGE  
PLAN/PRIORITIES  
779 & 782 SUTHER CRESCENT

<p>DATE: _____</p> <p>BY: _____</p>	<p>DATE: _____</p> <p>BY: _____</p>	<p>DATE: _____</p> <p>BY: _____</p>
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