



Additional Item on Page 40

PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION

Monday, January 12, 2015, 9:00 a.m.

Council Chamber, City Hall

Committee Members:

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

Pages

1. CALL TO ORDER
2. CONFIRMATION OF AGENDA
3. ADOPTION OF MINUTES
 - 3.1 Minutes of regular meeting of Standing Policy Committee on Transportation held December 8, 2014.
4. UNFINISHED BUSINESS
5. COMMUNICATIONS (requiring the direction of the Committee)
 - 5.1 Delegated Authority Matters
 - 5.2 Matters Requiring Direction
 - 5.3 Requests to Speak (new matters)
6. REPORTS FROM ADMINISTRATION
 - 6.1 Delegated Authority Matters
 - 6.2 Matters Requiring Direction
 - 6.2.1 Urban Transportation and Design: Getting Where We Need To Go - Conference Recommendations - University of Saskatchewan [File No. CK. 7000-1] 5 - 11

Recommendation

That the report of the General Manager, Community Services Department dated January 12, 2015, be forwarded to City Council for information.

6.2.2 Railway Delays [File No. CK. 6170-1] 12 - 17

Recommendation

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

That a committee be established between the City of Saskatoon and the Canadian National and Canadian Pacific Railways to develop solutions to reduce delays resulting from at-grade railway crossings.

6.2.3 Owner's Engineering Services Award for College Drive/McOrmond Drive Interchange and Highway 16/Boychuk Drive Interchange [File No. CK. 6000-1] 18 - 21

Recommendation

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

1. That the proposal submitted be awarded to the preferred proponent in two parts to allow for eligibility for potential Provincial and/or Federal funding;
2. That the proposal submitted by Stantec Consulting Ltd. for the Owner's Engineering Services for the College Drive/McOrmond Drive Interchange and the Highway 16/Boychuk Drive Interchange at a total estimated cost for Part A, to an upset limit of \$779,919 (including tax) be approved; and
3. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

6.2.4 Time Sheet Entry Sign Shop - Award of Contract [File No. CK. 261-1] 22 - 24

Recommendation

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

1. That the City enter into an agreement with Zybertech Construction Software Services for the development of a time sheet entry and detour coordination application at a cost of up to \$150,000 (including GST and PST); and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

6.2.5 New Flyer Industries – Supply of Proprietary Parts - Blanket Purchase Order [File No. CK. 1402-1] 25 - 27

Recommendation

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

1. That the Administration prepare a blanket purchase order with New Flyer Industries for the supply of proprietary parts exclusive to the New Flyer units for the next five years, for a total estimated cost of \$500,000 (not including taxes) per year; and,
2. That Purchasing Services issue the appropriate blanket purchase order.

6.2.6 Prevost/Nova Bus – Supply of Proprietary Parts - Blanket Purchase Order [File No. CK. 1402-1] 28 - 30

Recommendation

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

1. That the Administration prepare a blanket purchase order with Prevost/Nova Bus for the supply of proprietary parts exclusive to the Nova Bus units for the next five years, for a total estimated cost of \$400,000 (not including taxes) per year; and,
2. That Purchasing Services issue the appropriate blanket purchase order.

6.2.7 Annual Review of Parking Rates and Violations [File No. CK. 6120-3] 31 - 39

At the Special Meeting of City Council dealing with the 2015 Corporate Business Plan and Detailed Budget held on December 2, 3, and 9, 2014, a report of the General Manager, Transportation and Utilities Department was considered regarding the above and referred to the Standing Policy Committee on Transportation for review.

Recommendation

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

1. That effective April 1, 2015, the fine amount to be increased to \$50 for all offences in Bylaw No. 7200, The Traffic Bylaw which currently has the amount of \$40;
2. That effective April 1, 2015, the reduced penalty amount be increased to \$30 for all offences in Bylaw No. 7200, The Traffic Bylaw which currently have a reduced penalty amount of \$25 or less;
3. That effective April 1, 2015, the reduced penalty amount to be increased to \$50 for all offences in Bylaw No. 7200, The Traffic Bylaw which currently have a reduced penalty amount of \$40;
4. That effective April 1, 2015, the fine for all offences in Bylaw No. 7200, The Traffic Bylaw which are related to public safety be increased to \$200 with no reduced penalty allowed;
5. That effective April 1, 2015, the fine for all offences in Bylaw No. 7200, The Traffic Bylaw which are related to disabled person's loading areas be increased to \$200 with no reduced penalty allowed; and
6. That the City Solicitor be requested to prepare the appropriate bylaw amendment to Bylaw No. 7200, The Traffic Bylaw.

7. **URGENT BUSINESS**

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

9. **GIVING NOTICE**

10. **ADJOURNMENT**

Urban Transportation and Design: Getting Where We Need To Go – Conference Recommendations – University of Saskatchewan

Recommendation

That the report of the General Manager, Community Services Department, dated January 12, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide a response regarding recommendations received from the University of Saskatchewan School of Environment and Sustainability discussing urban transportation issues and solutions.

Report Highlights

1. The City of Saskatoon (City) received a list of recommendations from the University of Saskatchewan School of Environment and Sustainability which were developed at a conference entitled “Urban Transportation and Design: Getting Where We Need to Go.” The Administration reviewed the recommendations and concluded that the majority are currently being addressed through existing City projects/programs.
2. The Administration has identified three recommendations that are either out of the City’s jurisdiction or have yet to be addressed.

Strategic Goals

This report pertains to a number of Strategic Goals, though it is primarily focused on the goal of Moving Around given that most of the recommendations relate directly to transportation and transportation infrastructure. The Strategic Goals of Sustainable Growth, Asset and Financial Sustainability, Environmental Leadership, Economic Diversity and Prosperity, and Quality of Life are also reflected in some of the recommendations.

Background

During its September 15, 2014 meeting, the SPC on Transportation received a letter containing a list of recommendations from the University of Saskatchewan School of Environment and Sustainability (see Attachment 1). These recommendations were developed at a January 2014 networking conference entitled “Urban Transportation and Design: Getting Where We Need to Go.” The SPC resolved:

“that the matter be forwarded to the Administration for a report back on the recommendations contained in the letter, as the items are reviewed.”

Report

Review of Recommendations

The Administration has reviewed the list of recommendations contained in the letter, considering current planning initiatives and existing programs. Attachment 2 includes a table with all recommendations, their associated Strategic Goal(s), and a “Response” column identifying whether and how each recommendation is being addressed by the City.

Recommendations Not Currently Being Addressed

The Administration has noted that three recommendations are currently not being addressed:

- a. Conduct a market analysis to determine at what cost people will change their transportation choices (e.g. from single occupancy vehicles to other modes of transportation).
- b. Lead by example and champion active and public modes of transportation (Councillors, Mayor, and Administrators). The Eco Pass program aims to encourage public transportation usage by City employees by subsidizing a percentage of the cost of a pass.
- c. Work with the provincial government to reinstitute rail service between Saskatoon and Regina given the growth (and desired future growth) of both cities. This initiative is out of the City’s jurisdiction and would be better led at a provincial level.

Communication Plan

The Executive Director of the School of Environment and Sustainability requested a response detailing the status of the proposed recommendations. The Administration will send a response letter with the information contained in this report.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications as a result of this report.

Due Date for Follow-up and/or Project Completion

Follow-up is not required as this report is intended as information.

Public Notice

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

Attachments

1. Letter from the University of Saskatchewan School of Environment and Sustainability
2. Recommendation and Response Table

Report Approval

Written by: Jonathan Derworiz, Planner, Long Range Planning
Chris Schulz, Senior Planner, Long Range Planning
Reviewed by: Alan Wallace, Director of Planning and Development
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/CP/2015/TRANSPORTATION – Urban Transportation and Design – Getting Where We Need To Go – Conference
Recommendations – University of Saskatchewan/ks
BF108-14

Letter from the University of Saskatchewan School of Environment and Sustainability

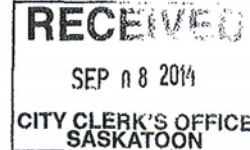


School of Environment and Sustainability
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7000-1
 5.2.1

September 3, 2014

Standing Policy Committee on Transportation
 Saskatoon City Council
 City Clerk's Office
 2nd Floor, City Hall
 222 3rd Avenue North
 Saskatoon, SK S7K 0J5



To the Standing Policy Committee on Transportation:

On January 24, 2014, a sustainability networking conference entitled "Urban Transportation and Design: Getting Where We Need to Go" was hosted in Saskatoon. The conference brought together a diverse group of stakeholders and provided both the presenters and attendees the opportunity to discuss urban transportation issues and solutions for our city. Through facilitation and small group discussions, many recommendations were made for the City of Saskatoon (below).

The City of Saskatoon's vision to create wealth and prosperity states: "By planning for balanced growth, providing transportation alternatives and building places that bring people together, the city has become healthier, more integrated, more accessible and more attractive" (Strategic Plan 2013-2023, pg. 13). The perspectives, ideas, and solutions that came forward at the conference reflect this vision and a number of the City's other strategic priorities.

Conference Recommendations:

- Work with the provincial government to secure funding for municipal transportation projects and infrastructure, particularly focused on active and public transportation.
 - *Strategic Goals: Moving Around; Sustainable Growth; Asset and Financial Sustainability*
- Improve and/or develop guidelines and policies to ensure that services and infrastructure for multiple modes of transportation are required in new and existing developments.
 - *Strategic Goals: Moving Around; Sustainable Growth*
- Improve connectivity and access between neighbourhoods, destinations, and amenities using roads, bike lanes, bus routes, sidewalks and pathway networks.
 - *Strategic Goals: Moving Around; Sustainable Growth*
- Ensure that roads, sidewalks, bike paths, and bridges are adequately cleared to allow for safe, reliable and timely transportation for pedestrians, cyclists, transit users, drivers, and those who have limited mobility.
 - *Strategic Goal: Moving Around*
- Improve the transit system by: including more frequent service; adding more direct routes; creating transit hubs or Park-and-Go locations in neighbourhoods outside of Circle Drive; running buses in a more timely and efficient matter; increasing comfort on buses and at bus shelters; attracting a more diverse demographic of transit users; and offering more incentives for the public to use and/or try the transit system.
 - *Strategic Goal: Moving Around*
- Build a Bus Rapid Transit (BRT) system, dedicated bus lanes, dedicated cycling lanes, and high-occupancy vehicle lanes to improve and incentivize those modes of transportation.
 - *Strategic Goals: Moving Around; Sustainable Growth*
- Extend future BRT systems to outlying communities, such as Martensville and Warman.
 - *Strategic Goals: Moving Around; Economic Diversity and Prosperity*
- Conduct a market analysis to determine at what cost people will change their transportation choices (e.g. from single occupancy vehicles to other modes of transportation).
 - *Strategic Goals: Moving Around; Asset and Financial Sustainability*
- Increase transportation literacy in the city by discussing the issues, explaining potential solutions, high-

lighting the costs of maintaining the status quo, and promoting the benefits (e.g. cost and health) of non-automobile modes of transportation.

- *Strategic Goal: Moving Around*
- Lead by example and champion active and public modes of transportation (Councillors, mayor, and administrators).
 - *Strategic Goal: Moving Around*
- Collaborate with and consider input from community organizations that are focused on improving transportation in the city.
 - *Strategic Goals: Moving Around; Quality of Life*
- Work with stakeholders to create a more comprehensive Drivers Ed. curriculum that includes more information on the rights, rules and safety of other road users, such as cyclists, pedestrians, and transit users.
 - *Strategic Goals: Moving Around; Quality of Life*
- Work with businesses to provide facilities for active commuters (e.g. showers, secure bike racks), offer incentives for transit (e.g. discounted bus passes), and promote ride shares and carpooling to reduce single-occupant vehicle use.
 - *Strategic Goals: Moving Around; Economic Diversity and Prosperity*
- Work with the provincial government to reinstitute rail service between Saskatoon and Regina, given the growth (and desired future growth) of both cities.
 - *Strategic Goals: Moving Around; Economic Diversity and Prosperity*
- Develop innovative parking policies and techniques (e.g. downtown parking permits; graduated parking fees dependent on location, time of day, and vehicle type; etc.).
 - *Strategic Goals: Moving Around; Asset and Financial Sustainability*
- Introduce new full-cost price mechanisms for infrastructure (e.g. toll bridges, road use taxes).
 - *Strategic Goals: Moving Around; Asset and Financial Sustainability*
- Provide greater fiscal transparency on the moneys spent on transportation infrastructure, including the variance between amounts spent on automobiles compared to other forms of transportation.
 - *Strategic Goals: Moving Around; Asset and Financial Sustainability*
- Design communities as "urban centres" that provide adequate public amenities, complete streets, and a variety of housing types.
 - *Strategic Goals: Sustainable Growth; Quality of Life*
- Initiate, celebrate and examine the results of innovative transportation pilot projects. Evaluate the potential for these projects to be implemented on a greater scale.
 - *Strategic Goal: Moving Around*
- Adopt new technologies for efficiency and effectiveness (e.g. GPS, smart phone apps, electric car plug-ins, lane switches, social marketing).
 - *Strategic Goals: Environmental Leadership; Moving Around*

We kindly ask the Standing Policy Committee on Transportation to provide an update on the status of these recommendations. We wish to inform the community on what progress has already been made, highlight Saskatoon's successes, and better understand the areas that need further attention. We would also welcome feedback on how citizens, organizations and community stakeholders can get more involved in supporting City of Saskatoon initiatives in the area of urban transportation and design.

We look forward to hearing from you.

Sincerely,



Toddi Steelman, PhD
Executive Director

Recommendation and Response Table

Recommendation	Strategic Goal	Final Response
Work with the provincial government to secure funding for municipal transportation projects and infrastructure, particularly focuses on active and public transportation	Moving Around, Sustainable Growth, Asset and Financial Sustainability	Growing Forward Shaping Saskatoon (GFSS) will make recommendations for a new transit system that provides a broader range of services, including Bus Rapid Transit (BRT). Support from upper levels of government may be needed to assist with implementation of BRT. This will be determined after the Plan to 500,000 is tabled in early 2016.
Improve and/or develop guidelines and policies to ensure that services and infrastructure for multiple modes of transportation are required in new and existing developments	Moving Around, Sustainable Growth	As part of GFSS, the City is developing a Long-Term Transit Plan, an Active Transportation Plan, and a Complete Streets Policy. These initiatives will contain recommendations for policies, programs, and infrastructure that will provide for all modes of transportation in both future and existing developments.
Improve connectivity and access between neighbourhoods, destinations, and amenities using roads, bike lanes, bus routes, sidewalks, and pathway networks	Moving Around, Sustainable Growth	This issue is being addressed through the Sector Plan process to, among other things, re-think the function, role, and connectivity of arterial roadways, highways, and expressways as the city develops. These have previously served as barriers between neighbourhoods.
Ensure that roads, sidewalks, bike paths, and bridges are adequately cleared to allow for safe, reliable, and timely transportation for pedestrians, cyclists, transit users, drivers, and those who have limited mobility.	Moving Around	Enhanced snow clearing is being addressed through a series of annual budget increases (started in 2014), which will allow the City to increase the level of snow clearing throughout Saskatoon roads, sidewalks, and trail system.
Improve the transit system by: including more frequent service; adding more direct routes; creating transit hubs or Park-and-Go locations in neighbourhoods outside of Circle Drive; running buses in a more timely and efficient matter; increasing comfort on buses and at bus shelters; attracting a more diverse demographic of transit users; and offering more incentives for the public to use and/or try the transit system.	Moving Around	GFSS is developing a Long-Term Transit Plan with the goal of making transit more attractive and accessible to more people. The Long-Term Transit Plan will focus on enhancing the customer experience by including a broader range of services to meet the needs of more people in a convenient, comfortable, and reliable manner.
Build a Bus Rapid Transit (BRT) system, dedicated bus lanes, dedicated cycling lanes, and high-occupancy vehicle lanes to improve and incentivize those modes of transportation.	Moving Around, Sustainable Growth	These are all currently initiatives which are underway. A BRT plan is being developed as part of the GFSS project, which includes consideration for dedicated bus lanes and High Occupancy Vehicle lanes, and a new Protected Bikeway Demonstration Project is being discussed in the community. The Active Transportation Plan is expected to consider the feasibility and suitability of a range of cycling and pedestrian infrastructure, including dedicated cycling lanes throughout the city.
Extend future BRT systems to outlying communities such as Martensville and Warman.	Moving Around, Economic Diversity and Prosperity	BRT is not likely feasible for many years outside Saskatoon. However, the City is looking at the feasibility of partnerships to provide some level of regional commuter transit service to outlying communities as part of a new Long-Term Transit Plan (GFSS project) and the Planning For Growth (Regional Plan) Project.
Conduct a market analysis to determine at what cost people will change their transportation choices (e.g. from single occupancy vehicles to other modes of transportation).	Moving Around, Asset and Financial Sustainability	A market analysis to determine cost preference is not being completed.
Increase transportation literacy in the city by discussing the issues, explaining potential solutions, highlighting costs of maintaining the status quo, and promoting the benefits (e.g. cost and health) of non-automobile modes of transportation.	Moving Around	This is communicated through various open houses, meetings, and other means currently. Examples include the Neighbourhood Traffic Management initiative and protected bike lane initiative (both on www.shapingsaskatoon.ca), and the GFSS project (www.growingfwd.ca). In addition, the City will be looking to adopt a multi-year approach to Transit Service Planning that will incorporate a large amount of public engagement.
Lead by example and champion active and public modes of transportation (Councillors, Mayor, and Administrators).	Moving Around	The City is a participant in the Eco Pass Program. This initiative provides City staff with an optional subsidized bus pass and is intended to encourage public modes of transportation.
Collaborate with and consider input from community organizations that are focused on improving transportation in the city.	Moving Around, Quality of Life	Community Consultation on significant civic issues is now a standard part of the City's Business Plan. Public Engagement is now enhanced with the new Shaping Saskatoon website which utilizes social media and other more traditional forms of communication - http://shapingsaskatoon.ca/ . The City maintains ongoing relationships with individuals and organizations with an interest in improving transportation in the city, both informally, and through two advisory committees: the Traffic Safety Committee, and the Cycling Advisory Group. Additional stakeholder engagement activities (e.g. participation in the Active Transportation Plan), is targeted on a project-specific basis.
Work with stakeholders to create a more comprehensive Drivers Education Curriculum that includes more information on the rights, rules, and safety of other road users, such as cyclists, pedestrians, and transit users.	Moving Around, Quality of Life	The City is currently in the process of developing an Active Transportation Plan, which has the potential for the capacity to encourage programs such as this.

Recommendation	Strategic Goal	Final Response
Work with businesses to provide facilities for active commuters (e.g. showers, secure bike racks), offer incentives for transit (e.g. discounted bus passes), and promote ride shares and carpooling to reduce single occupant vehicle use.	Moving Around, Economic Diversity and Prosperity	New incentives have recently been adopted which provide financial and development bonuses for developers who provide facilities for active transportation. Incentive program for housing, offices, and structured parking all offer additional "points" in the incentive program for these elements. While not extensive, these incentives will be periodically reviewed and others may be added over time. GFSS (through the Active Transportation Plan and Long-Term Transit Plan) is anticipated to examine facilities for active commuters and means to increase transit ridership.
Work with the provincial government to reinstitute rail service between Saskatoon and Regina given the growth (and desired future growth) of both cities.	Moving Around, Economic Diversity and Prosperity	This issue hasn't been discussed recently, but would be better led at a provincial level.
Develop innovative parking policies and techniques (e.g. downtown parking permits; graduated parking fees dependent on location, time of day, and vehicle type; etc.).	Moving Around, Asset and Financial Sustainability	A new Comprehensive Downtown Parking Strategy is being developed. The City has recently contracted a qualified parking consultant and formed a steering committee to look at how Saskatoon can provide better parking options in the short-, medium-, and long-term in the city centre area (downtown plus Broadway, Riversdale, and City Park to Queen Street). The study will be wrapped up in late 2015, and recommendations will be presented to City Council.
Introduce new full-cost price mechanisms for infrastructure (e.g. toll bridges, road use taxes).	Moving Around, Asset and Financial Sustainability	A Financing Growth Study is underway and nearing completion. By early 2015, City Council will receive the results of this study which looks at innovative and best-practices for funding future growth as part of the Growth Plan to 500,000.
Provide greater fiscal transparency on the moneys spent on transportation infrastructure, including the variance between amounts spent on automobiles compared to other forms of transportation.	Moving Around, Asset and Financial Sustainability	Fiscal transparency is provided each and every year in the City's annual Operating and Capital Budget processes. Full public review and disclosure is provided and all decisions are made publicly. If any individual, group, or organization wishes to undertake a further analysis dealing with the comparison between expenditures for private and public transportation, they may do so.
Design communities as "urban centres" that provide adequate public amenities, complete streets, and a variety of housing types.	Sustainable Growth, Quality of Life	Saskatoon's current development standard is to develop "comprehensive" and complete neighbourhoods. The latest neighbourhood designs include employment areas, shopping, and a wide variety of housing and lot configurations, including affordable housing. The GFSS project includes development of a Complete Streets Policy as a component of the project scope.
Initiate, celebrate, and examine the results of innovative transportation pilot projects. Evaluate the potential for these projects to be implemented on a greater scale.	Moving Around	A physically separated Bikeway Demonstration Project has been proposed and may be implemented in May 2015, subject to City Council approval. Also in 2015, the City will complete an Active Transportation Plan, which may include other demonstrations.
Adopt new technologies for efficiency and effectiveness (e.g. GPS, smart phone apps, electric car plug-ins, lane switches, social marketing).	Environmental Leadership, Moving Around	The City is preparing for the unveiling of a new corporate website which will feature a variety of digital initiatives and social marketing. An opendata platform is being implemented as well, which will allow for Transit GPS and smart phone apps to be developed with ease.

Railway Delays

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That a committee be established between the City of Saskatoon and the Canadian National and Canadian Pacific Railways to develop solutions to reduce delays resulting from at-grade railway crossings.

Topic and Purpose

The purpose of this report is to provide information regarding delays that are currently being experienced for at-grade railway crossings throughout the city and present a strategy to work with the railway companies to develop a solution to address the concerns.

Report Highlights

1. Delays as a result of at-grade railway crossings are significant throughout the city. Emergency response is affected by delays at railway crossings.
2. Discussions are underway to re-establish emergency and pedestrian access to the Montgomery neighbourhood via the Dundonald railway crossing.
3. Cost sharing for railway improvements is outlined in the respective Crossing Agreement.

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

City Council at its meeting held on August 21, 2014, received a report from Fire Chief Dan Paulsen outlining the impact of delays at railway crossings on emergency response. The report also outlined the operating guidelines for at-grade public crossings per the *Canadian Rail Operating Rules - TC O-0-167 (CROR)*.

Report

Railway Crossing Delays

Railway transportation continues to grow within the country as a viable means of moving raw materials and goods. As cities grow around these networks of railways, there is the inevitable meeting of vehicle traffic and trains. It is cost prohibitive and in some cases, physically not feasible to consider grade separation for all existing or planned level crossings, so there will be interruptions of vehicle traffic.

Railway Delays

The City has traffic signal pre-emption systems installed at five locations throughout the city. The traffic signals at these locations are linked to the railway warning systems to ensure coordination.

Data collected from three of these crossings outlines the number of times that the railway crossing occupancy has exceeded five minutes since the end of August 2014, as shown in Attachment 1. The data shows that during this time period, the crossing at Idylwyld Drive and 25th Street has the most number of occurrences of trains blocking traffic for more than five minutes, but that the incidents at 11th Street and Dundonald have longer individual delays. The longest delay during the observed time period was at the 11th Street crossing at a length of 42 minutes.

Transport Canada's CROR outlines that trains cannot occupy, in a stationary position, an at-grade crossing for a period of more than five minutes. While delays observed in the city are not necessarily a result of stationary trains, the impacts are similar resulting in increased congestion, delayed emergency response and have a negative impact on the environment.

Throughout the city, Fire stations are strategically positioned to allow emergency responses from multiple directions to minimize delays; however, specific areas of the city remain limited. To address the position and the number of railway crossings in the south-west portion of the city, the Saskatoon Fire Department has developed a deployment strategy to specifically address delay issues. This is done by utilizing three separate stations with four access points into the south-west area to ensure that all combinations of blocked railway crossings have been addressed.

Emergency access to the south-west portion of the city will be by 11th Street West, Circle Drive South, Fairlight Drive, and Highway 7 West. Updated radio communications will alert responders to the best point of access. If Highway 7 is the only access, it is anticipated that the response will be an additional three minutes. Other emergency services have similar impacts on response times when railway crossings are blocked.

The Administration has been in discussions with both the Canadian National (CN) and Canadian Pacific (CP) Railways informally, and is recommending that a formal committee be developed with representatives from the City, CN Railway and CP Railway to identify solutions that are mutually acceptable. Once developed, the committee will approach senior levels of government for funding to implement the various solutions.

Dundonald Avenue Railway Crossing

As part of the Circle Drive South project, an agreement with CN Railway was signed to temporarily close the at-grade railway crossing on Dundonald Avenue to facilitate the addition of a second rail line across the road allowance. The agreement was to remain in place until a permanent solution is mutually agreed upon.

Railway Delays

The Administration has approached CN Railway requesting re-establishment of the railway crossing for pedestrians and emergency vehicles. Discussions are planned for early 2015 to determine the future role of this crossing.

Funding Options for Improvements

Responsibilities surrounding the maintenance and upgrades of existing railway crossings are outlined in the respective Crossing Agreements. Typically, the responsibilities are split equally between the Road Authority and the respective Railway, but vary among the crossings. In addition, other senior government funding programs may contribute to the identified improvements at railway crossings. These funding options will be investigated and pursued upon identification of the solutions by the committee.

Environmental Impacts

Delays at railway crossings increase fuel use, greenhouse gas (GHG) emissions and air pollution associated with vehicle idling. Based on the number of delays exceeding five minutes during the observed time periods, the estimated annual GHG emissions at these three railway crossings, as a result of vehicle idling, are equivalent to the annual GHG emissions of 23,000 passenger vehicles.

Public and/or Stakeholder Involvement

Both CN and CP Railways will be invited to participate on the committee. Civic representation on the committee will include the Saskatoon Fire Department and the Transportation division. As the committee's work progresses, the general public may be invited to provide input on various solutions being considered.

Communication Plan

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

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 upon establishment of the joint committee.

Public Notice

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

Attachment

1. Railway Delays – Events Longer Than 5 Minutes (September to November 2014)

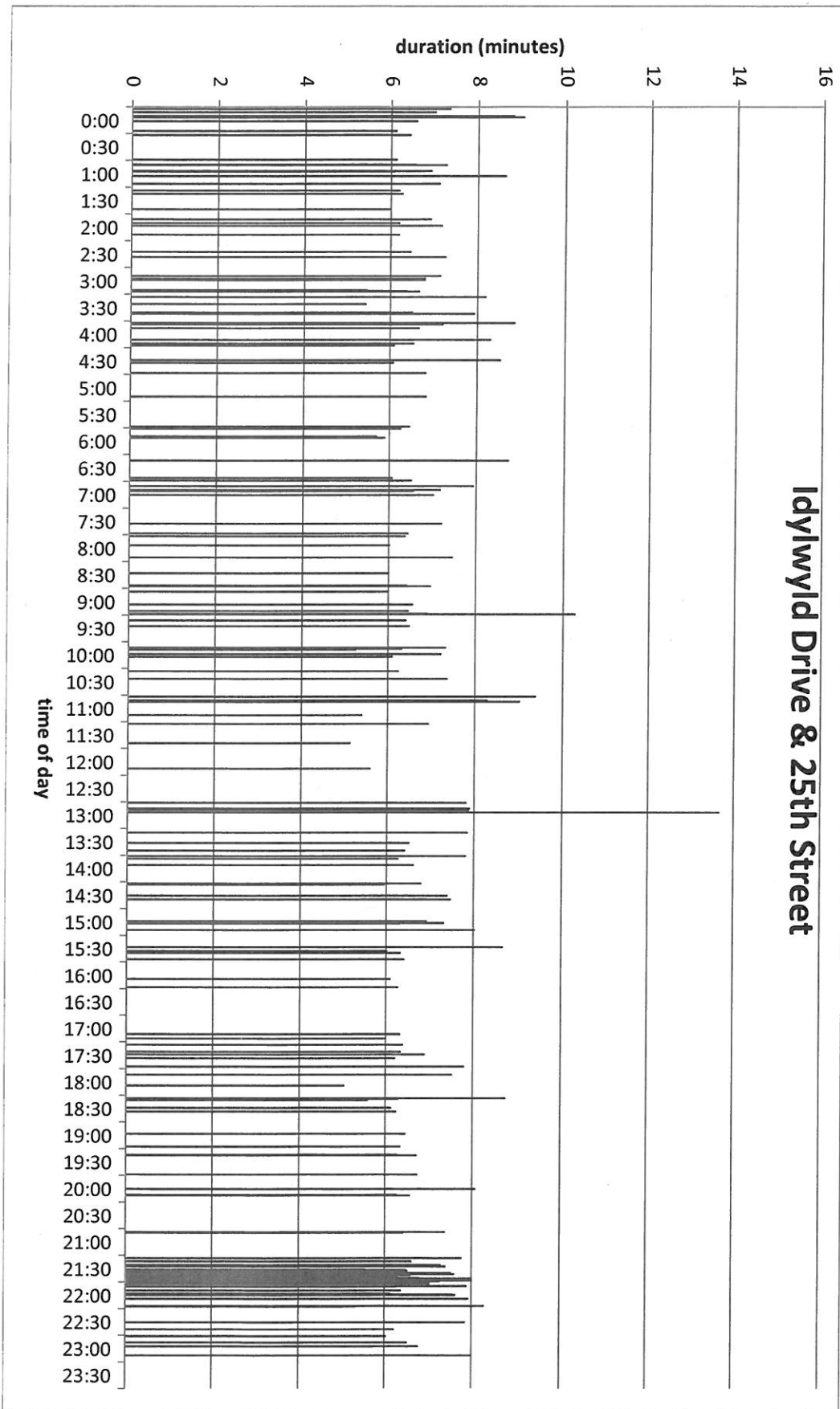
Report Approval

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

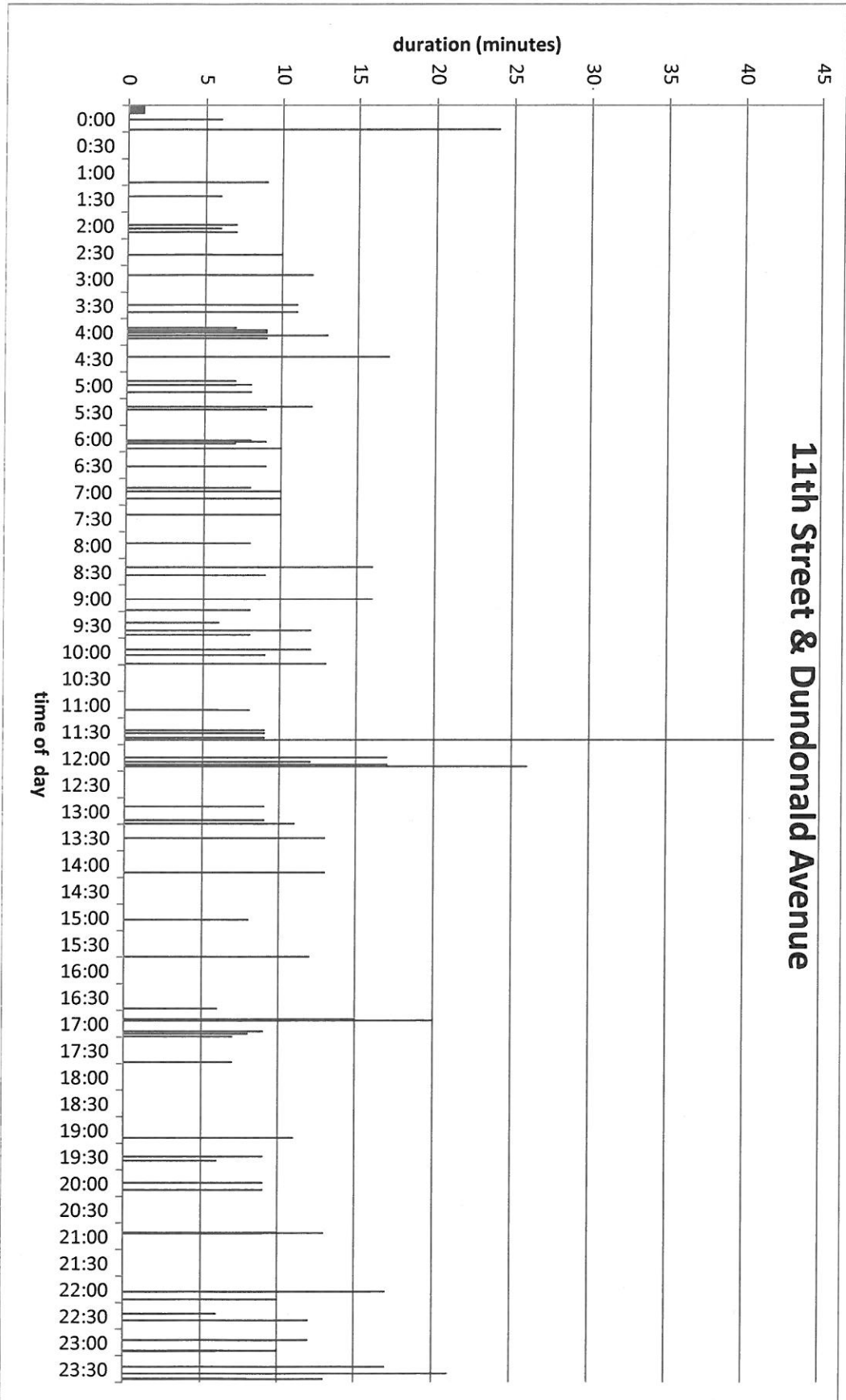
TRANS AG – Railway Delays

**Railway Delays – Events Longer Than 5 Minutes
(September to November 2014)**

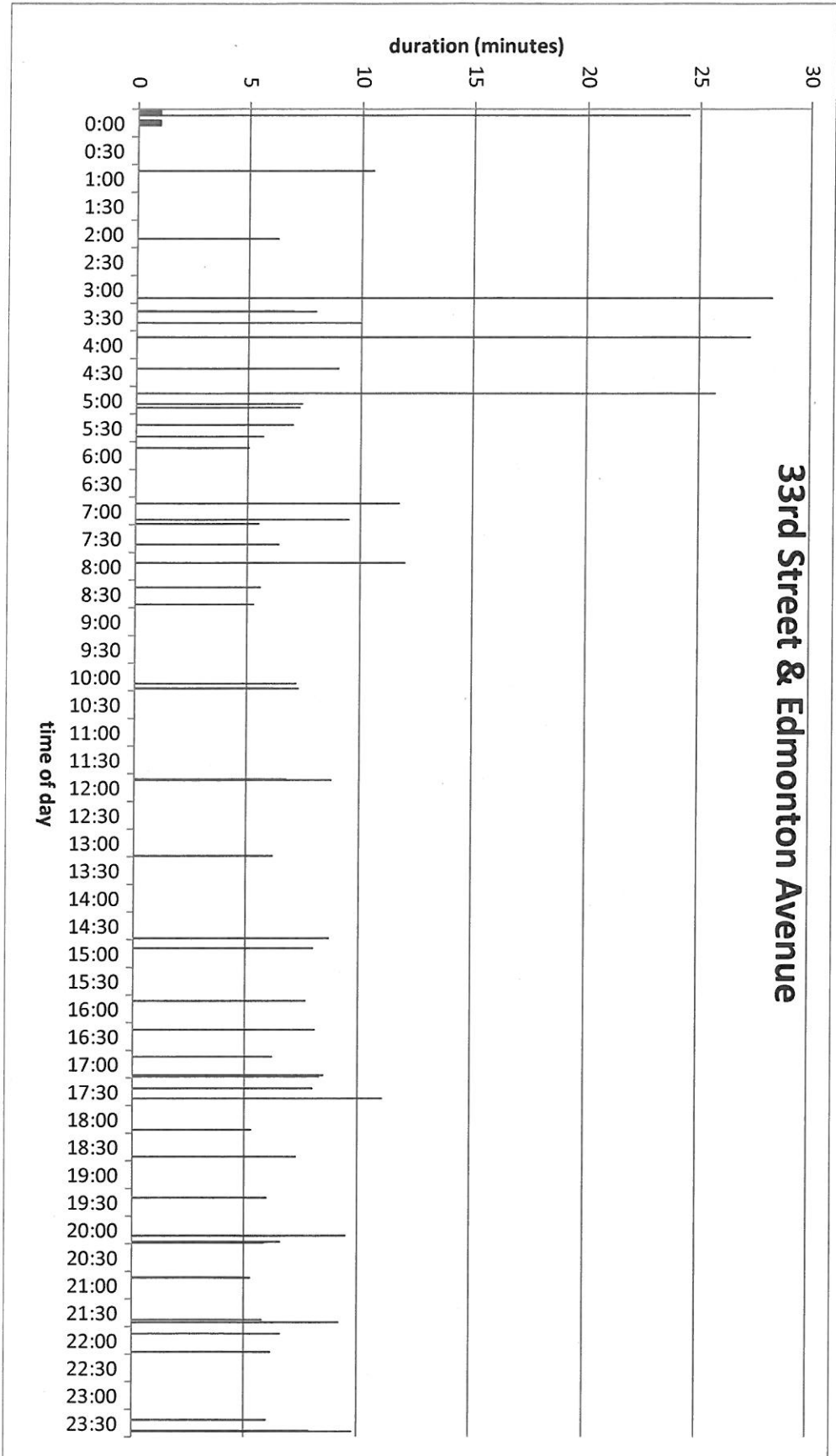
Idylwyld Drive & 25th Street



**Railway Delays – Events Longer Than 5 Minutes
(September to November 2014)**



**Railway Delays – Events Longer Than 5 Minutes
(September to November 2014)**



Owner's Engineering Services Award for College Drive/ McOrmond Drive Interchange and Highway 16/Boychuk Drive Interchange

Recommendation

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

1. That the proposal submitted be awarded to the preferred proponent in two parts to allow for eligibility for potential Provincial and/or Federal funding;
2. That the proposal submitted by Stantec Consulting Ltd. for the Owner's Engineering Services for the College Drive/McOrmond Drive Interchange and the Highway 16/Boychuk Drive Interchange at a total estimated cost for Part A, to an upset limit of \$779,919 (including tax) be approved; and
3. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

The purpose of this report is to obtain City Council approval to award Part A of the proposal submitted by Stantec Consulting Ltd. for the Owner's Engineering Services for the College Drive/McOrmond Drive Interchange and the Highway 16/Boychuk Drive Interchange.

Report Highlights

1. The City issued a Request for Proposal (RFP) to provide Owner's Engineering Services for the College Drive/McOrmond Drive Interchange and the Highway 16/Boychuk Drive Interchange. The City requested the proposals be submitted in two parts to allow for potential future eligibility for Provincial and/or Federal Funding.
2. The City received six proposals for the engineering services. An evaluation determined the highest scoring proposal was submitted by Stantec Consulting Ltd.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing additional infrastructure to improve traffic flows.

Background

City Council, at its meeting held on October 27, 2014, approved a budget adjustment in the amount of \$1 million for Capital Project #2016 – Boychuk Drive/Highway 16 Grade Separation, as well as a budget adjustment in the amount of \$1 million for Capital Project #2017 – McOrmond Drive/College Drive Grade Separation. The budget adjustments were requested to hire an Owner's Engineer for both projects.

Owner's Engineering Services Award for College Drive/McOrmond Drive Interchange and Highway 16/Boychuk Drive Interchange

Report

In order to expedite the delivery of these projects, a Design Build delivery method was selected and an Owner's Engineer is required to assist in the management of these projects.

The City issued an RFP for Owner's Engineering Services for the College Drive/McOrmond Drive and Highway 16/Boychuk Drive Interchanges which closed on December 16, 2014. The City requested that the proposals be broken into two levels of work with detailed pricing for each component, to allow for possible eligibility for future Federal or Provincial Funding for Part B.

- Part A - All work up to financial close of the design build submission
- Part B - All work after financial close to construction completion

City Administration recommends awarding the preferred proponent the work in two phases, the intent is to award Part B after the City has ascertained potential Provincial and/or Federal Funding. Six proposals were received. After a comprehensive review, the proposal from Stantec Consulting Ltd. was determined to be the preferred proposal, from the evaluation criteria (Attachment 1) to be the highest scoring proposal, at a total estimated cost for Part A, to an upset limit of \$779,919.

<u>Part A Fee Proposal</u>	
Part A Base Fees	\$ 732,318
Part A PST Allowance (30% of 5%)	10,985
Part A GST(5%)	<u>36,616</u>
Sub-Total	\$ 779,919
GST Rebate (5%)	<u>(36,616)</u>
Net Cost to the City	<u>\$ 743,303</u>
<u>Part B Fee Proposal</u>	
Part B Base Fees	\$ 980,050
Part B PST Allowance (30% of 5%)	14,701
Part B GST (5%)	<u>49,003</u>
Sub-Total	\$1,043,754
GST Rebate (5%)	<u>(49,003)</u>
Net Cost to the City	<u>\$ 994,751</u>

Options to the Recommendation

An option would be to reject the proposal of Stantec Consulting Ltd. to perform the Owner's Engineering Services for the College Drive/McOrmond Drive and Highway 16/Boychuk Drive Interchanges, this option is not recommended.

Communication Plan

Project information and traffic restrictions impacting drivers and residents may be communicated through multiple channels including the news media, social media,

construction letters, service alerts and the City's website. If necessary, advertising in the City Pages may be used.

Financial Implications

There is sufficient funding available within Capital Project #2016 – Boychuk Drive/ Highway 16 Grade Separation and Capital Project #2017 – McOrmond Drive/Highway 5 Grade Separation to complete this work.

Environmental Implications

The recommendations will result in consumption of resources and associated generation of greenhouse gas emissions, once construction proceeds. The overall impact on greenhouse gas emissions is not known at this time.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The Administration will provide a follow-up report to City Council in April 2015 recommending award of Part B of the Owner's Engineering Services.

Public Notice

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

Attachment

1. Owner's Engineering Services Evaluation Criteria

Report Approval

Written by: Todd Grabowski, Manager, Asset Preservation for Bridges
Reviewed by: Mike Gutek, Director of Major Projects
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department

TRANS TG – OEA–College_McOrmond Interchange - Highway 16_Boychuk Interchange.docx

Owner's Engineering Services Evaluation Criteria

1.1.1 Evaluation Criteria

The City will review proposals which satisfy Mandatory Requirements in accordance with the criteria and scoring system outlined in Table 1.

Table 1: Evaluation Matrix

Qualifications and Technical Evaluation Criteria	Maximum Available Points
1. Project methodology and technical approach	20
2. Clear understanding of the project requirements	15
3. Qualifications of the designated project manager	15
4. Qualifications of the project personnel and relevant experience	15
5. Adaptability and flexibility of the proposal	5
6. Project schedule, milestones and controls	10
7. General quality of proposal, including completeness, readability and layout	10
TOTAL MAXIMUM AVAILABLE POINTS	90

1.1.2 Price Evaluation

All prices and amounts supplied by the proponent are deemed to be the basis of the proponent's offer and shall be binding on the proponent. Price evaluation will be completed in accordance with the scoring system outlined in Table 2.

Table 2: Price Evaluation

Price Evaluation	Maximum Available Points
Evaluation of rates and charges proposed for assigned staff	5
Evaluation of appropriateness of proposed work plan/hours	5

Time Sheet Entry Sign Shop – Award of Contract

Recommendation

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

1. That the City enter into an agreement with Zybertech Construction Software Services for the development of a time sheet entry and detour coordination application at a cost of up to \$150,000 (including GST and PST); and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

The purpose of this report is to obtain approval to enter into a contract with Zybertech Construction Software Services (Zybertech). The contract will result in a web-based application that will facilitate detour management, and include the digital capture of payroll and operational information in the existing automated time sheet entry system.

Report Highlights

1. Transportation is seeking to improve the detour management process including the capture of operational costs recorded, processed and invoiced through the Sage Timberline job costing system.
2. A contract with Zybertech is recommended to integrate with the existing Sage Timberline system.

Strategic Goals

This report supports the Strategic Goal of Continuous Improvement by modernizing civic government operations. Transportation and Utilities Business Administration is working towards having all employees submit time sheets through a web-based remote payroll data entry system that is fully integrated into the Sage Timberline payroll/job costing system, utilized by various divisions throughout the department and corporation. The automated capture of time sheet information will save approximately 200 hours of data entry per year, or approximately \$6,300 per year.

As well, implementation of the detour automation will ensure the complete capture and recovery of costs incurred in the detour process. The material quantity and costs as well as labor costs will be electronically captured to make invoicing more accurate as well as eliminating manual calculation of cost sheets. This could save the City approximately \$50,000 in labor costs associated with manual entry and calculation of invoices.

The recommendation in this report supports the four-year priority of pursuing opportunities to modernize civic government to reflect best practices, and changing demands. It supports the City's long-term strategy of increasing productivity by being

more efficient in the way we do business under the Strategic Goal of Continuous Improvement.

Background

Capital Project #1552 – Remote Data Entry was initially approved during the 2010 Capital Budget deliberations.

City Council, at its meeting held on May 10, 2010, approved a budget adjustment to fund a sole source proposal from Zybertech for \$20,000; the original estimate for the work was \$25,000 as approved in 2010 in Capital Project #1552 – Remote Data Entry. The project included development and implementation of a web-based remote payroll data entry application for integration with the Sage Timberline payroll/job costing system. Zybertech is the consultant who originally implemented and configured the system to meet the business needs. They are also the consultants who developed the web-based timesheet entry system with integration to Sage Timberline.

Report

Upgrades to the Detour Management Process

The Time Sheet Entry (TSE) Sign Shop interface will be an addition to the current TSE application developed for the City by Zybertech. The TSE Sign Shop application will be based on the existing TSE hourly platform, but will require modifications to ensure costing information is captured through the detour automation to automate the transfer of data required for daily time sheet entry. This will then interface with the existing processes that are used to ensure time is reported for payroll and costing purposes.

The goal is to provide an on-line application that can facilitate a mix of planned and scheduled detour work management. In addition to new controls and new user types added to the administration of the TSE, the application will provide new interfaces for detour request entry, graphical interface to schedule work, query boards to monitor progress, as well as daily time sheet completion. Further to planning of detours, Zybertech's proposal includes management tools for equipment and material rates. Detour costs associated with equipment and material rates, as well labour costs, will be directly linked to the Sage Timberline system for a complete and accurate recording of operational costs required for the recovery of costs both internal and external to the City.

Contract with Zybertech

The Administration is recommending that the City enter into an agreement with Zybertech to develop and integrate the TSE Sign Shop application.

Options to the Recommendation

A Request for Proposal process could be offered to potential suppliers; however, that process is not being recommended. Zybertech has the knowledge of the current TSE system development and integration to existing systems used for both job costing and payroll purposes. In addition, any changes to the backend of the existing system by a third party will nullify the maintenance support of the existing system.

Financial Implications

The scope of the project includes custom work yet to be fully defined. The upset cost of the contract will be \$150,000 including applicable taxes.

Contract Amount	\$142,857
GST (5%)	7,143
PST (5%)	<u>7,143</u>
Total Cost	\$157,143
GST Rebate (5%)	<u>(7,143)</u>
Net Cost to the City	<u>\$150,000</u>

Capital Project #2260 – Operational Management /Communications Design & Analysis has sufficient funding for this project.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The project is expected to be complete and implemented in early 2016.

Public Notice

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

Report Approval

Written by: Cory Funk, Traffic Operations & Control Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

New Flyer Industries – Supply of Proprietary Parts - Blanket Purchase Order

Recommendation

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

1. That the Administration prepare a blanket purchase order with New Flyer Industries for the supply of proprietary parts exclusive to the New Flyer units for the next five years, for a total estimated cost of \$500,000 (not including taxes) per year; and,
2. That Purchasing Services issue the appropriate blanket purchase order.

Topic and Purpose

The purpose of this report is to request City Council approve a blanket purchase order from New Flyer Industries for the supply of proprietary parts exclusive to the New Flyer units.

Report Highlights

1. A blanket purchase order is recommended to carry a stocking list for any daily maintenance issues.
2. New Flyer Industries is a major Original Equipment Manufacturer (OEM) supplier and is the exclusive distributor that can supply the required parts for the New Flyer units.
3. It is recommended that the Administration negotiate a multi-year blanket purchase order with New Flyer Industries.

Strategic Goal

This report supports the Strategic Goal of Continuous Improvement by standardizing parts for buses and establishing multi-year blanket purchase orders.

Report

Blanket Purchase Order is Recommended

Blanket purchase orders will allow Saskatoon Transit to reduce the administrative time spent raising and managing individual purchase orders. This approach will give the Administration the best opportunity to reduce unit costs and obtain the benefit of bulk pricing discounts by combining a number of smaller purchases into a single larger contract. Managing procurement under a single, larger Blanket Purchase Order will also enable New Flyer to lower their administrative costs.

New Flyer is the Only Authorized Distributer

Saskatoon Transit is required to carry a stocking list for any daily maintenance repairs as well as collision damage that are over the normal \$5,000 limit of a Departmental Purchase Order. New Flyer Industries is a major OEM supplier of proprietary parts

exclusive to the New Flyer units Saskatoon Transit currently has which include the models D40LF, D40LFR, and DE40LRF and D60LFR (Attachment 1).

Negotiate a Blanket Purchase Order

The Administration is recommending that the City negotiate directly with New Flyer Industries to obtain a blanket purchase order for Saskatoon Transit, for parts that are proprietary to New Flyer. By combining purchases into one contract, the City will have additional bargaining power and be able to take advantage of any available bulk purchasing discounts.

Options to the Recommendation

The supply of the materials could be individually sole sourced. New Flyer Industries would be the exclusive distributor of all New Flyer certified parts and components. The Administration believes that the most advantageous approach for the City is to negotiate a larger order directly with the supplier to minimize overhead and obtain the best pricing available.

Financial Implications

Funds are available in the combined maintenance programs of the Saskatoon Transit approved 2015 (and future) operating and capital budgets.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

This blanket purchase order should be in place by February 1, 2015, with an option to extend the blanket for four years, provided the supplier provides acceptable pricing and maintains status as the sole supplier of New Flyer parts.

Public Notice

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

Attachment

1. New Flyer Industries Letter Dated September 16, 2014 – Sole Source Components

Report Approval

Written by: Paul Bracken, Maintenance Manager
Reviewed by: Bob Howe, Director of Saskatoon Transit
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department



September 16, 2014

Jack Mochoruk
Saskatoon Transit

SUBJECT: SOLE SOURCE COMPONENTS

Dear Mr. Mochoruk:

New Flyer Industries Canada ULC is an original equipment manufacturer of customized heavy duty transit buses and therefore also the exclusive distributor of New Flyer aftermarket parts. Many customized components such as body/chassis, suspension, windows, etc. are either manufactured by New Flyer or procured from vendors under proprietary agreements and specifically manufactured from New Flyer Engineering drawings. Such procured/manufactured parts can only be purchased through New Flyer's Aftermarket Parts organization.

New Flyer's proprietary vendor agreements strictly limit the sale of these items to and through the OEM bus manufacturer. No other aftermarket parts distributor has access to these proprietary items.

Best Regards,

Amy Biebrich, CGA
Contracts Manager, Parts Organization
New Flyer Industries Canada ULC

**Headquarters/
Winnipeg Facility**
711 Kernaghan Ave.
Winnipeg, Manitoba
R2C 3T4 Canada
Ph: (204) 224-1251

Aftermarket Facility
630 Kernaghan Ave.
Door 76
Winnipeg, Manitoba
R2C 5G1 Canada
Ph: (204) 982-8400

**New Product
Development**
630 Kernaghan Ave.
Winnipeg, Manitoba
R2C 5G1 Canada
Ph: (204) 224-1251

**Crookston
Facility**
214 5th Ave. SW
Crookston, Minnesota
56716 USA
Ph: (218) 281-5752

**St. Cloud
Facility**
6200 Glenn Carlson Dr.
St. Cloud, Minnesota
56301 USA
Ph: (320) 203-0576

www.newflyer.com

Prevost/Nova Bus – Supply of Proprietary Parts - Blanket Purchase Order

Recommendation

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

1. That the Administration prepare a blanket purchase order with Prevost/Nova Bus for the supply of proprietary parts exclusive to the Nova Bus units for the next five years, for a total estimated cost of \$400,000 (not including taxes) per year; and,
2. That Purchasing Services issue the appropriate blanket purchase order.

Topic and Purpose

The purpose of this report is to request City Council approve a blanket purchase order from Prevost/Nova Bus for the supply of proprietary parts exclusive to the Nova Bus units.

Report Highlights

1. A blanket purchase order is recommended to carry a stocking list for any daily maintenance issues.
2. Prevost/Nova Bus is a major Original Equipment Manufacturer (OEM) supplier and is the only company that can supply the required parts for the Nova Bus units.
3. It is recommended that the Administration negotiate a multi-year blanket purchase order with Prevost/Nova Bus.

Strategic Goal

This report supports the Strategic Goal of Continuous Improvement by standardizing parts for buses and establishing multi-year blanket purchase orders.

Report

Blanket Purchase Order is Recommended

Blanket purchase orders will allow Saskatoon Transit to reduce the administrative time spent raising and managing individual purchase orders. This approach will give the Administration the best opportunity to reduce unit costs and obtain the benefit of bulk pricing discounts by combining a number of smaller purchases into a single larger contract. Managing procurement under a single, larger Blanket Purchase Order will also enable Prevost/Nova Bus to lower their administrative costs.

Prevost/Nova Bus is the Only Authorized Distributer

Saskatoon Transit is required to carry a stocking list for any daily maintenance repairs as well as collision damage that are over the normal \$5,000 Departmental Purchase Order limit. Prevost/Nova Bus is a major OEM supplier of proprietary parts exclusive to the Nova Bus vehicles (Attachment 1).

Negotiate a Blanket Purchase Order

The Administration is recommending that the City negotiate directly with Prevost/Nova Bus to obtain a blanket purchase order for Saskatoon Transit, for parts that are proprietary to Prevost/Nova Bus. By combining purchases into one contract, the City will have additional bargaining power and be able to take advantage of any available bulk purchasing discounts.

Options to the Recommendation

The supply of the materials could be individually sole sourced. Prevost/Nova Bus is the exclusive distributor of all Nova Bus certified parts and components. The Administration believes that the most advantageous approach for the City is to negotiate a larger order directly with the supplier to minimize overhead and obtain the best pricing available.

Financial Implications

Funds for this purchase are available in the combined maintenance programs of the Saskatoon Transit approved 2015 (and future) operating and capital budgets.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

This blanket purchase order should be in place by February 1, 2015 with an option to extend the blanket for four years, provided the supplier provides acceptable pricing and maintains status as the sole supplier of Nova Bus parts.

Public Notice

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

Attachment

1. Prevost Letter Dated November 14, 2014

Report Approval

Written by: Paul Bracken, Maintenance Manager
Reviewed by: Bob Howe, Director of Saskatoon Transit
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

PREVOST.

November 14, 2014

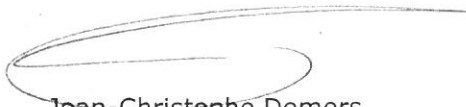
Mr. Jack Mochoruk
Stores Supervisor
Saskatoon Transit
315 Avenue C North
Saskatoon, Saskatchewan S7L 1J3

Dear Mr. Mochoruk,

This is to confirm that Prevost is the official supplier for Nova Bus OEM parts to repair their buses.

Should you need further information, do not hesitate to contact us.

Sincerely yours,



Jean-Christophe Demers
Customer Service Manager
418-609-5269
jean-christophe.demers@volvo.com

Annual Review of Parking Rates and Violations

Recommendation

1. That effective April 1, 2015, the fine amount to be increased to \$50 for all offences in Bylaw No. 7200, The Traffic Bylaw which currently has the amount of \$40;
2. That effective April 1, 2015, the reduced penalty amount be increased to \$30 for all offences in Bylaw No. 7200, The Traffic Bylaw which currently have a reduced penalty amount of \$25 or less;
3. That effective April 1, 2015, the reduced penalty amount to be increased to \$50 for all offences in Bylaw No. 7200, The Traffic Bylaw which currently have a reduced penalty amount of \$40;
4. That effective April 1, 2015, the fine for all offences in Bylaw No. 7200, The Traffic Bylaw which are related to public safety be increased to \$200 with no reduced penalty allowed;
5. That effective April 1, 2015, the fine for all offences in Bylaw No. 7200, The Traffic Bylaw which are related to disabled person's loading areas be increased to \$200 with no reduced penalty allowed; and
6. That the City Solicitor be requested to prepare the appropriate bylaw amendment to Bylaw No. 7200, The Traffic Bylaw.

Topic and Purpose

This report provides information on the annual rate review of parking meter rates and penalties for parking violations.

Report Highlights

1. A comparison of the parking meter rates indicate the City of Saskatoon's present rate of \$2 per hour is the same as Regina and Winnipeg's rates, and are lower than other Canadian cities. No increase is recommended at this time.
2. A comparison of expired meter penalties across Canada indicates that the present fine of \$50 for an expired meter violation is in line with what most cities of a comparable size are charging. No increase is recommended.
3. The discounted penalty for an expired meter violation in the City of Saskatoon is lower than what Canadian cities of a comparable size are charging. An increase is recommended.
4. The violation rates for parking in a disabled person's space, in comparison to Canadian cities of comparable size, indicates the City of Saskatoon's present minimum and maximum amounts are lower than what other Canadian cities are currently charging. An increase is recommended.
5. The proposed changes for parking violations prompted a review of fines for other violations within Bylaw No. 7200, The Traffic Bylaw. A number of recommended changes will bring more consistency to the penalty structure.

Strategic Goals

This report supports the Strategic Goal of Asset and Financial Sustainability as revenues from parking meters and parking violations reduce reliance on residential property taxes, and creates deterrence for violations. This report also supports the Strategic Goal of Economic Diversity and Prosperity as the Administration is working collaboratively with economic development authorities and local businesses to promote Saskatoon as a great place to live, work, and raise a family.

Background

The Executive Committee, at its meeting held on April 16, 2012, during consideration of a report of the General Manager, Infrastructure Services Department, dated March 22, 2012, regarding Penalties for Parking Violations resolved, in part:

- “3) that the matter of parking penalties be reviewed in the spring of 2013 and annually thereafter.”

Bylaw No. 7200, The Traffic Bylaw, outlines the penalties for parking at an expired meter; parking within a ticket controlled space; parking within a ticket controlled space when time purchased has expired; and parking longer than traffic signs allow.

The current penalty for such violations is \$50, with a discounted penalty of \$20, if paid within 14 days. This penalty was last reviewed in 2012 when the discounted penalty was increased from \$10.

Rates related to parking meter hooding will be addressed in a separate report.

Report

Parking Meter Rates Comparison

The present parking meter rate of \$2 per hour in Saskatoon has been in effect since January 1, 2010.

As part of the annual review of local parking meter rates, the Administration has identified that the parking meter rate at the University of Saskatchewan is \$2 per hour, and the surface lot operated by the Saskatoon Health Region (located at St Paul's Hospital) is currently \$3 per hour.

A review of other Canadian cities with a population of over 750,000 indicates an average hourly rate of \$4. When compared with cities with a population of less than 750,000, the average parking meter rate is \$2 per hour. Therefore, the current parking meter rate in Saskatoon of \$2 per hour is in line with rates charged by Canadian cities of a similar size, as illustrated in Attachment 1.

Penalties for Expired Meter Violations

Effective June 1, 2012, the reduced penalty amount for parking at an expired meter; parking in a ticket controlled space; parking within a ticket controlled space when time purchased has expired; and parking longer than traffic signs allow was increased to \$20. The ultimate goal of managing parking is finding a balance between parking meter

Annual Review of Parking Rates and Violations

rates and its associated penalties in order to provide a reduction to time limit violations. This increase was to provide more of a deterrent to long-term parking and encourage parking stall turnover in metered areas.

The current discounted rate of \$20 for violations associated with parking at an expired meter does not appear to be discouraging the extended time vehicles are parked at metered spaces. With the daily rate for parking at a meter at \$18 there is little incentive to pay for parking beyond the risk of potentially receiving more than one parking ticket.

The following table indicates no significant decrease in expired meter violations despite the recent increase in the discounted penalties:

	2009	2010	2011	2012	2013
Park at expired meter	84,503	81,462	99,510	110,040	109,829

A comparison of expired meter violation amounts across a number of Canadian cities indicates that, for a city comparable to Saskatoon, the average minimum penalty amount for an expired meter violation is \$30 and the average maximum penalty amount for an expired meter violation is \$55.

It is the Administration's recommendation that the current \$50 penalty is appropriate when compared to the current parking meter rates. However, the discounted penalties should be increased to \$30 for parking at an expired meter; parking in a ticket controlled space; parking within a ticket controlled space when time purchased has expired, and parking longer than traffic signs allow. This would provide more of an incentive to pay for parking rather than risk of receiving a ticket.

Disabled Parking Violations

The Administration conducted a comparison of disabled person's parking violations across a number of Canadian cities, as illustrated in Attachment 2.

This comparison indicates that the average fines for violations in other municipalities are a minimum of \$200, and a maximum of \$275. The City of Regina recently increased their penalty for parking in a disabled person's area to \$200 with no reduced penalty allowed.

The Administration's opinion is that the current violation amounts, with a minimum of \$40 and a maximum of \$100, for parking in a disabled person's parking area, does not reflect the average rates charged by Canadian cities of a similar size and location, and does not provide enough of a deterrent.

An increase to the fine amount of \$200, with no reduced penalty allowed, would bring Saskatoon in line with rates charged by Canadian cities of a similar size and location, while providing more of a deterrent for the violation.

Annual Review of Parking Rates and Violations

A review of the current strategy for on-street parking for persons with disabilities within time limited metered areas, will be subject of a further report.

Discounted Penalties for Bylaw No. 7200, The Traffic Bylaw Violations

A review of offences within Bylaw No. 7200, The Traffic Bylaw identified a number of penalties and discounted penalties that are inconsistent with the amounts charged by other Canadian cities of a comparable size. To align the penalty amounts, the Administration is recommending the following changes within Bylaw No. 7200, The Traffic Bylaw:

- that \$30 fine amounts be increased to \$50;
- that \$40 fine amounts be increased to \$50;
- that \$10 reduced penalty amounts be increased to \$30;
- that \$20 and \$25 reduced penalty amounts be increased to \$30;
- that \$40 reduced penalty amounts be increased to \$50;
- that fine amounts for public safety related offences be increased to \$200 with no reduced penalty amount available; and
- that the penalty amount for a disabled person's loading area offence be increased to \$200 with no reduced penalty amount available.

Attachment 3 contains further details that indicate the affected offences from Bylaw No. 7200, The Traffic Bylaw.

Options to the Recommendation

Council could choose to leave rates as they are, or set the rates at a different amount than recommended by the Administration.

Public and/or Stakeholder Involvement

There is no public or stakeholder involvement required at this time.

Communication Plan

The Partnership, Riversdale Improvement District and Broadway Improvement District have been advised of the recommendations included in this report.

Any changes to parking ticket rates would be communicated to city residents. Communication methods may include: news release/PSA, advertisement in The StarPhoenix City Pages, social media, updates to website information, and notices (i.e. stickers, posters) at point-of-parking. This topic may also be considered as part of the Building Better Roads Campaign.

Parking tickets will be updated to include the revised penalties for parking meter and disabled parking violations. To increase awareness of the revised penalties, information will be provided through the news media, social media and on the City of Saskatoon website.

Financial Implications

If reduced penalty amounts for parking meter violations were to be increased to \$30, it is anticipated that parking meter revenue would increase and the number of parking tickets would decrease. The goal of parking penalties is to accomplish compliance with parking stall usage/payment with a minimum number of violations occurring. However, if there is no decrease in the number of expired meter tickets issued, then the annual revenues may increase by approximately \$1.1M.

Environmental Implications

The increase in vehicle turnover at metered stalls may cause an overall increase in greenhouse gas emissions. Alternatively, an increase in the minimum amount for an expired meter violation may also encourage other options such as walking, cycling or Transit ridership.

Other Considerations/Implications

There is no policy, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

A further report will be provided to address parking meter hooding rates in early 2015. Any changes to parking meter rates or penalties for parking violations would be reviewed and reported annually.

Public Notice

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

Attachments

1. Comparison of Meter Rates and Expired Meter Penalties
2. Comparison of Parking Violations, Rates for Disabled Person's Parking Area
3. Review of Penalty Offences & Reduced Penalty Offences in Bylaw No. 7200, The Traffic Bylaw

Report Approval

Written by: Phil Haughn, Parking Services Manager, Transportation
Reviewed by: Jay Magus, Acting Director of Transportation
Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager Transportation & Utilities
Department

Budget Review PH - Annual Review of Parking Rates and Violations

Comparison of Meter Rates and Expired Meter Penalties

City	Max Hourly Meter Fee (\$/hr)	Expired Meter Penalty (lowest payment option)	Expired Meter Penalty (highest payment option)	Cost of 9h of Metered Parking
Vancouver	\$6.00	\$35.00	\$105.00	\$54.00
Calgary	\$4.50	\$40.00	\$75.00	\$40.50
Edmonton	\$3.50	\$50.00	\$50.00	\$31.50
Toronto	\$3.50	\$30.00	\$30.00	\$31.50
Ottawa	\$3.00	\$40.00	\$60.00	\$27.00
Victoria	\$2.50	\$20.00	\$40.00	\$22.50
Regina	\$2.00	\$35.00	\$55.00	\$18.00
Saskatoon	\$2.00	\$20.00	\$50.00	\$18.00
Winnipeg	\$2.00	\$30.00	\$60.00	\$18.00
Halifax	\$1.50	\$20.00	\$25.00	\$13.50
Hamilton	\$1.50	\$19.00	\$24.00	\$13.50
Average	\$2.91	\$30.82	\$52.18	\$26.18

**Comparison of Parking Violation Rates
For Disabled Person's Parking Area**

City	Disabled Parking Violation (lowest payment option)	Disabled Parking Violation (highest payment option)
Saskatoon	\$40.00	\$100.00
Vancouver	\$50.00	\$150.00
Halifax	\$100.00	\$250.00
Victoria	\$130.00	\$150.00
Winnipeg	\$150.00	\$300.00
Calgary	\$200.00	\$300.00
Regina	\$200.00	\$200.00
Edmonton	\$250.00	\$250.00
Hamilton	\$300.00	\$450.00
Ottawa	\$350.00	\$450.00
Toronto	\$450.00	\$450.00
Average	\$201.82	\$277.27

**Review of Penalty Offences & Reduced Penalty Offences
Bylaw No. 7200, The Traffic Bylaw**

\$30 penalty offences – increase to \$50:

14(1) Erasing chalk mark from tire

\$40 penalty offences – increase to \$50:

26 Splashing pedestrian

28 Obstructing the flow of traffic within an intersection

30 Driving within sidewalk area

33 Opening motor vehicle doors

35(1) Inconveniencing pedestrians

36 Hitchhiking

37(1) Jaywalking

38 Pedestrian using freeway/expressway

56(6) Improper display of parking permit

\$10 reduced penalty offences – increase to \$30:

10(1) Parking over 300mm from curb

14 Parking over 36 hours

56(6) Improper display of parking permit

\$20 reduced penalty offences – increase to \$30:

3(2) Barricaded street

10(2) Angle parking

10(3) Right angle parking

10(4) One-way street parking next to curb

10(5) Stall boundaries

10(6) Parking at an expired meter

10(6.1) Parking within pay station zone stall

10(6.2) Parking in pay station zone when time purchased has expired

10(6.3) Failing to properly display ticket in ticket controlled zone

10(6.4) Parking in ticket controlled zone when time purchased has expired

11 Parking longer than traffic signs allow

18 Park in loading zone longer than time allowed

19 Unlicensed vehicle on street

21(1) Over length vehicle in pay parking stall

21(3)(a) Parking recreational vehicle for more than 36 hours

21(3)(d) Parking unlicensed RV on street

21(4) Detached trailer

22 Additional penalty two hours after previous penalty

23 Vehicle repair on street

24(1) Driving or parking in parks

33 Opening motor vehicle doors

34 Semi-trailer backed to curb

35(1) Inconveniencing pedestrians

36 Hitchhiking

37(1) Jaywalking

38 Pedestrian using Freeway or Expressway

38.2 Skateboarding (\$25 reduced penalty)

38.3 Stunting (\$25 reduced penalty)

\$40 reduced penalty offences – increase to \$50:

13 Stop in prohibited location/manner

Safety related offences – increase to \$200 with no reduction:

21(3)(b) Failure to block tires of detached RV

21(3)(c) Parking RV in hazardous manner

25(1) Park in fire lane

Disabled person's loading area – increase to \$200 with no reduction:

25(2) Parking in a disabled person's parking area



ADDITIONAL ITEMS
STANDING POLICY COMMITTEE
ON TRANSPORTATION

Monday, January 12, 2015, 9:00 a.m.

Council Chamber, City Hall

Committee Members:

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

Pages

2. CONFIRMATION OF AGENDA

2.1 *University Bridge Rehabilitation [File No. CK. 6050-7]*

Recommendation

That the agenda for January 12, 2015, be amended by adding the above matter, outlined as Urgent Business Item 7.1.

7. URGENT BUSINESS

7.1 *University Bridge Rehabilitation [File No. CK. 6050-7]*

2 - 7

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 12, 2015, be forwarded to City Council for information.

University Bridge Rehabilitation

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 12, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information on the rehabilitation of the University Bridge project planned for 2015.

Report Highlights

1. The work will be completed during the 2015 construction season, and the deck work that impacts traffic is expected to occur between May 1, and August 30, 2015.
2. The tender allows extended work hours and a site rental to ensure the project is delivered in the most efficient and effective manner that industry can provide for this type of project.
3. The tender documents require a single lane eastbound traffic lane be maintained from 6:00 a.m. – 8:00 p.m., Monday to Friday, with full closure allowed on weekday nights (8:00 p.m. - 6:00 a.m.) and 24 hours a day on weekends.
4. Advanced signage and traffic control timing are being finalized and will be communicated to internal and external stakeholders.
5. The full communications plan will be implemented starting in January 2015 to inform the public and stakeholders about the necessity of bridge rehabilitation, and to communicate project details and schedule.
6. Suggested alternate routes for commuters will be included in the communications strategy.

Strategic Goals

The preservation and maintenance of the City of Saskatoon bridges and structures supports the City of Saskatoon Strategic Goals of Asset and Financial Sustainability and Moving Around.

Background

The University Bridge is a four-lane concrete arch and girder bridge constructed in 1916. The new concrete deck was built in 1972 with special lightweight concrete with a new waterproof membrane and asphalt riding surface. In 1985, the waterproof membrane and asphalt riding surface were replaced. The 1998/1999 rehabilitation replaced the sidewalks on both sides and the spandrel walls between the deck and the main arches.

In January 2013, City Council approved an Award of Engineering Services to CH2M HILL Canada Limited (CH2M HILL), a bridge engineering consultant, for the University

Bridge condition assessment, rehabilitation design and preparation of Contract Documents. This action resulted from the 2012 deck testing report on the University Bridge.

Report

CH2M HILL identified the major rehabilitation items recommended for repair. The City is tendering the rehabilitation of the University Bridge with construction to occur during the 2015 construction season. The project details, schedule, traffic restrictions and traffic impacts are outlined below:

Scope of Work

The general scope of the repairs that were identified and recommended through engineered design is as follows:

- Removal and disposal of asphalt, waterproofing membrane and top 10mm of deck concrete
- Removal and replacement of pier deck joints
- Partial Depth deck and abutment repairs
- Column and deck strengthening
- Remove, repaint and reinstall the corroding pedestrian handrail
- Supply and installation of concrete overlay strengthening the deck and providing a concrete driving surface
- Seal concrete arches, and abutments to protect the concrete from corrosion and damage from freeze thaw cycle

Project Schedule

The tender allows extended work hours and includes a site rental clause to ensure the project is delivered in the most efficient and effective manner that industry can provide for this type of project.

Work on the bridge deck that directly affects traffic is expected to occur between May 1, and August 30, 2015. The remaining contract work completion and demobilization from site is expected to occur by September 15, 2015. The City will be able to provide more detailed project timelines once the contractor provides the schedule and projected site rental days. The tender is expected to close January 28, 2015, after which more information will be presented to the Standing Policy Committee on Transportation in an additional report.

The contractor will be permitted to perform 24 hour work. During hours outside 7 a.m. to 10 p.m., the contractor will be required to minimize noise levels to typical traffic background noise. The intent of this clause is to allow for overnight work, while restricting specific tasks that have the highest noise impact to residents. The Engineer will be responsible for determining if a specific task impact is beyond the acceptable levels.

The tender includes a charge rate of \$10,000 per calendar day that traffic is impacted. This creates a scenario where once construction starts, the contractor is incentivized to

complete earlier than they provided, which would translate into a bonus. A late completion means the contractor would incur site rental charges, which therefore reduces the City's overall cost of the project as the consequence of this situation.

It is important to note that these kinds of projects can be subject to significant variations in schedule and cost. Quantity estimates have been made using the best information available from non-destructive testing. There is a possibility that a contractor could complete the estimated work quantities in less than the four-month period allotted. There is also a possibility that once demolition begins, the required work is more extensive than anticipated, which could increase project cost and duration. The Administration will keep the Standing Policy Committee on Transportation and the public updated as the project commences.

Traffic Restrictions

The tender for the University Bridge rehabilitation requires one-way single lane eastbound traffic to be maintained Monday to Friday from 6:00 a.m. to 8:00 p.m. and for a single walkway to remain open at all times during construction. This approach represents a balance between providing the contractor access to the majority of the bridge surface, thus reducing costs and schedule, while still providing traffic conveyance during construction.

The contract work may require full bridge closure for relatively short periods during specific work tasks. The contractor, with advanced notice, will have the opportunity to maintain the single eastbound lane for traffic, or close the bridge to allow for work, outside the specified single lane hours.

Contractors have been invited to also include, along with their primary bid, an alternate price and schedule for a scenario where they are able to fully close the structure during construction. Once the tender has closed and the successful contractor has been selected based on their base bid including partial closure, the Administration will bring forward a report to the Standing Policy Committee on Transportation recommending whether or not to consider the alternate bid. The City will have the option to select the alternative bid within 30 days after contract award.

Transportation is finalizing the city-wide advanced signage plan for both options and will provide the information and project updates to all internal and external stakeholders.

Traffic Impacts

A preliminary traffic assessment was completed to evaluate the impact of the traffic restrictions. This assessment outlines 13 conclusions. The recommendations from this preliminary assessment are as follows:

1. A detailed traffic study is being completed by the Transportation division. This study will provide details regarding the required traffic signal retiming, the traffic queue lengths, etc.
2. A detailed traffic management plan will be finalized that details the type and location of traffic control devices, and a communication plan outlining how the

public will be informed of the traffic impacts from the project. The traffic management plan will use the traffic study as input when finalizing detour routing, and alterations to permitted movements at intersections.

3. Once the traffic accommodation plan is physically in place, the Transportation division will monitor traffic conditions and adjust signal timings, and suggest detour revisions, if required.

Using the City's VISUM Transportation Model, a travel time comparison was made between the baseline condition (normal bridge operations) and with a single lane open in the eastbound direction only for two scenarios. The results are as follows:

- Erindale to City Hall in the AM, currently approximately 16:00 minutes (via University Bridge), will increase to 20:30 minutes (via Broadway Bridge) during the project.
- City Hall to Erindale in the PM, currently approximately 19:45 minutes (via University Bridge), will increase to 20:30 minutes (via Circle Drive North Bridge) during the project.
- Ashworth Holmes area of Caswell Hill to U of S Main Campus in the AM, currently approximately 14:00 minutes (via University Bridge), will increase to 15:40 minutes (via University Bridge with one eastbound lane) during the project.
- U of S Main Campus to the Ashworth Holmes area of Caswell Hill in the PM, currently approximately 13:00 minutes (Via University Bridge & 25th Street), will increase to 18:45 minutes (via Wiggins Avenue, 8th Street East & Senator Sid Buckwold Bridge) during the project.

The above travel times are not absolute, but are only used to provide a general sense of expected delays.

Additional 2015 Bridge Related Projects

- *Attridge Drive Lane Addition - Central Avenue to Circle Drive Northbound Ramp:*
The City will be adding a westbound lane on Attridge Drive from Central Avenue connecting to the Circle Drive Northbound Ramp. This work is anticipated to be completed during the 2015 construction season.
- *Highway 16 over Highway 11 Rehabilitation:*
The City will be repairing key elements in the Highway 16 over Highway 11 eastbound and westbound overpasses. The construction is planned for the 2015 season and is expected to be 3 to 4 months. The contract includes the installation of a traffic crossover to allow for complete access to the repair elements, while accommodating traffic on the other associated structure.
- *Highway 11 and Victor Road Interchange Construction:*
Dream Development will be constructing an interchange at Highway 11 and Victor Road for the Stonebridge development.
- *Idylwyld Drive North to Highway 16 Westbound Rehabilitation:*
The Ministry of Highways and Infrastructure's (MHI) Idylwyld Drive North to Highway 16 westbound overpass requires rehabilitation. The work is expected to be completed during the 2015 or 2016 construction season, depending on MHI timelines for tendering the project work. The rehabilitation

will require a full lane closure on the overpass and the construction duration is estimated to be 2 to 3 months.

Options to the Recommendation

The alternative bid will be brought forward to the Standing Policy Committee on Transportation for consideration at the appropriate time.

Public and/or Stakeholder Involvement

The Administration will work with stakeholders during the planning stages and throughout the project. Objectives are to ensure stakeholders understand the potential impacts to them, and that the Administration understands their issues and concerns.

A meeting was held on December 19, 2014 for internal stakeholders to ensure all were informed and get an understanding of specific needs to mitigate construction impacts and consider changes to services to accommodate citizens as much as possible.

An extensive list of external stakeholders has been compiled. Stakeholders will be invited to attend information meetings in January and early February. Project details will be provided at that time and the Administration will be available to respond to concerns and questions. Stakeholders will have the opportunity to sign up for regular project updates via email in order to be informed as construction details evolve, such as timelines, closures, or changes to traffic routes, which occur with construction projects with this level of complexity.

Communication Plan

A detailed communications plan has been developed to prepare for the upcoming University Bridge construction. The full communications plan will be implemented in stages beginning in January, to educate the public and stakeholders about the necessity of bridge rehabilitation, communicate project details and impact, and inform drivers of alternate routes. Communications will occur prior to the project commencing, throughout construction and once the project is complete. Communication tools include news releases, social media messaging, advertisements, City website, and signage along traffic routes. Communications for this project will also integrate into the overall Building Better Roads initiative.

Financial Implications

Capital Project #1527 – University Bridge Rehab was approved in the 2015 Budget in the amount of \$8,000,000.

Environmental Implications

The activities relating to the rehabilitation of the University Bridge are associated with consumption of resources and resulting greenhouse gas emissions. The overall impact on greenhouse gas emissions has not been quantified at this time.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The Administration will provide further project information to City Council in March 2015.

Public Notice

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

Report Approval

Written by: Todd Grabowski, Manager, Asset Preservation for Bridges
Reviewed by: Rob Frank, Manager, Asset Preservation Section
Reviewed by: Mike Gutek, Director of Major Projects
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS TG - University Bridge Rehabilitation