



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

Monday, December 8, 2014, 9:00 a.m.

Council Chamber, City Hall

Committee Members:

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

Pages

1. CALL TO ORDER

1.1 Call to Order

1.2 Confirmation of Chair and Vice-Chair

At the August 19, 2014 meeting of the Standing Policy Committee on Transportation, the following motions were passed by the Committee:

1) That Councillor Clark be appointed Chair of the Standing Policy Committee on Transportation until December 2015 subject to Councillor Clark's continued membership on the Committee and confirmation of the appointment at the Committee meeting following the organizational meeting in 2014; and

2) That Councillor Donauer be appointed as Vice Chair of the Standing Policy Committee on Transportation until December 2015 subject to Councillor Donauer's continued membership on the Committee and confirmation of the appointment at the Committee meeting following the organizational meeting in 2014.

City Council, at its organizational meeting held on November 24, 2014, confirmed the following appointments for 2015:

Standing Policy Committee on Transportation

Councillor Clark
Councillor Davies
Councillor Donauer
Councillor Hill
Councillor Loewen

The Committee is now asked to confirm the appointment of Councillor Clark as Chair for 2015 and Councillor Donauer as Vice-Chair for 2015.

2. CONFIRMATION OF AGENDA

3. ADOPTION OF MINUTES

3.1 Minutes of regular meeting of Standing Policy Committee on Transportation held November 10, 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

6.1.1 Standing Policy Committee on Transportation - Outstanding List [File No. CK. 225-78] 5 - 9

Recommendation

That the direction of Committee issue.

6.2 Matters Requiring Direction

6.2.1 Disabled Parking and Communications to Council - James Boswell (January 26, 2012) - Use of Handicapped Parking Placards [File No. CK. 6120-4] 10 - 12

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated December 8, 2014, be forwarded to City Council for information.

6.2.2 Communications to Council - Yvonne Trainer (September 8, 2012) - Street Closures for Special Events [Files CK. 205-1 and x6295-1] 13 - 16

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated December 8, 2014, be forwarded to City Council for information.

6.2.3	Condition of Paved Local Streets - Koyl Avenue [File No. CK. 6315-1]	17 - 21
	Recommendation	
	That the report of the General Manager, Transportation & Utilities Department dated December 8, 2014, be forwarded to City Council for information.	
6.2.4	Residential Parking Permit Expansion and Creation [File No. CK. 6120-4-2]	22 - 28
	Recommendation	
	That the Standing Policy Committee on Transportation recommend to City Council:	
	1. That a Limited Residential Parking Permit Program be implemented on both the 400 block of Avenue C South, and the 400 block of Avenue D South in the Riversdale neighbourhood;	
	2. That the Pleasant Hill Limited Residential Parking Permit Program be expanded to include the 300 block of Avenue P South;	
	3. That the Varsity View Residential Parking Permit Program be expanded to include the 800 block of Temperance Street, the 100 block of Albert Avenue, the 500 block of Saskatchewan Crescent East and the 500 and 600 blocks of 12th Street East; and	
	4. That the City Solicitor be requested to prepare the amendments to Bylaw No. 7862 – Residential Parking Program Bylaw, 1999.	
6.2.5	Secondary Truck Routes [File No. CK. 6320-1]	29 - 32
	Recommendation	
	That the report of the General Manager, Transportation & Utilities Department dated December 8, 2014, be forwarded to City Council for information.	
6.2.6	Idylwyld Drive - Circle Drive Functional Design Study Report [Files CK. 6330-1 and x6001-1]	33 - 37
	Recommendation	
	That the Standing Policy Committee on Transportation recommend to City Council:	
	1. That the information be received; and	
	2. That the Administration report back by December 2020 regarding the feasibility and cost of constructing a Single Point Urban Interchange at this location.	
6.2.7	Update Report - Transit Digital Program [Files CK. 7300-1, x261-20 and x1402-1]	38 - 41
	Recommendation	
	That the report of the General Manager, Transportation & Utilities Department dated December 8, 2014, be forwarded to City Council for information.	

7. URGENT BUSINESS
8. MOTIONS (Notice Previously Given)
9. GIVING NOTICE
10. ADJOURNMENT

SPC on TRANSPORTATION – OUTSTANDING PUBLIC

UPDATED DECEMBER 2, 2014

Asset & Financial Management

Meeting Date	File No.	Subject	Actions/Status	Due-Date/Follow-Up
April 7, 2014	307-4	Permanent Taxi Licenses – Tendering of Licenses at Market Value	That the Administration contact other municipalities and Saskatchewan Urban Municipalities Association to determine if they would support the amendment to <i>The Cities Act</i> to allow for tendering of taxi licenses at market value.	Saskatchewan City Mayors' Caucus passed a resolution at the May 2014 meeting requesting an amendment to <i>The Cities Act</i> to provide additional options to cities for issuing of new taxi licenses to be dealt with for the fall session. Follow-up: Fall 2015

Community Services

Meeting Date	File No.	Subject	Actions/Status	Due-Date/Follow-Up
PO May 12, 2009	6120-1	Communications to Council From: Lisa Labrecque Date: April 21, 2009 Subject: Secure Downtown Parking for Cyclists	Referred to the Administration for a report.	
CC Jan. 20, 2014	6000-5	Bicycle Program Update – Feasibility of Protected Bike Lanes	2) that the Administration report back with options (short-term and long-term) for mitigating on-street parking loss resulting from the pilot project, including: - expanding angle parking along 23 rd Street between 3 rd Avenue and Spadina Crescent - incentives for the construction of parking structures; and - the development of an application which identifies available parking capacity	

SPC on TRANSPORTATION – OUTSTANDING PUBLIC

UPDATED DECEMBER 2, 2014

			<p>downtown in real time;</p> <p>3) that the Administration provide further information regarding the traffic flows along 4th Avenue and the anticipated performance of changing from two lanes in either direction, to one lane in either direction with a turning lane; and</p> <p>4) that a parking study be conducted at the same time</p>	
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Transportation & Utilities

Meeting Date	File No.	Subject	Actions/Status	Due-Date/Follow-Up
CC Sept 14/09	6315-1	Proposed Policy C07-021 Walkway Maintenance	2) that the Administration report back in one year as to the success of the program and whether there were adequate funds available.	
CC Nov. 21, 2011	7300-1	Transit Research Studies – Best Practices – Transit Ridership and System Improvement (Transit Administration)	Administration report further in one year, particularly with respect to the recommendations outlined in report of the General Manager, Utility Services Department dated October 24, 2011.	<p>The Administration has advised that this matter will be covered in Shaping Saskatoon, Growing Forward (former IGP).</p> <p><i>It is being recommended that this matter be removed from the outstanding list.</i></p>
PO Dec. 13/11	6150-1	Communications to Council From: Marlene Galbraith Date: October 27, 2011 Subject: Safety of Pedestrian Tunnels	December 5, 2011 report submitted to Committee. Referred back to the Administration for a further report.	December 8, 2014

SPC on TRANSPORTATION – OUTSTANDING PUBLIC

UPDATED DECEMBER 2, 2014

Meeting Date	File No.	Subject	Actions/Status	Due-Date/Follow-Up
EC Dec. 12, 2011	6210-1	Disabled Parking	Referred to the Administration to report to Planning and Operations Committee.	Going with report below Early 2016 Part of the Comprehensive Parking Study. Status Update report provided – December 8, 2014
CC Feb. 6, 2012	6120-4	Communication to Council From: James Boswell Subject: Use of Handicapped Parking Placards	Referred to the Administration to report to Planning and Operations committee.	Going with report on Disabled Parking Early 2016 Part of the Comprehensive Parking Study. Status Update report provided – December 8, 2014
CC Aug. 15/12	6320-5	Median Closure and New Median Opening on Idylwyld Drive at 25th Street	3) that the matter be reviewed after one year to determine impact on traffic.	Sept.22/14 Update: January 2015
CC Sept9/13	6320-1	Nutana Neighbourhood Traffic Management Plan AND Inquiry – Councillor Clark (Sept. 12/11) Safety and Functionality – Main Street/Clarence Avenue Intersection	2) that the Administration be directed to conduct public consultation and report to the Administration and Finance Committee prior to any changes as a result of the Nutana Neighbourhood Traffic Management Plan Study.	Part of the Neighbourhood Traffic Management Plan March 2015
CC Feb. 10, 2013	6000-1	Capital Project #2236 – Stonebridge & Highway #11 Interchange	2) that the Administration be requested to provide a report to the A & F regarding the <u>status of the interchange reserve</u> ; and 3) that the Administration be requested to	

SPC on TRANSPORTATION – OUTSTANDING PUBLIC

UPDATED DECEMBER 2, 2014

Meeting Date	File No.	Subject	Actions/Status	Due-Date/Follow-Up
			report back to the A & F prior to going to tender for Capital Project 2236, regarding a funding strategy and the feasibility of including Ramp 3 as part of this project, and identifying potential savings to construct Ramp 3 at this time.	
CC Jan. 20/2014	6280-1	Inquiry – Councillor R. Donauer (Dec. 10/12) – Stop Signs – Whiteswan Drive and Pinehouse Drive	That the Administration be requested to complete a sound study at the Whitehouse Drive and Pinehouse Drive three-way stop location during the summer season, and report back to the Administration and Finance Committee with results and recommendations.	Sound study - fall of 2014.
Sept. 15/14	7000-1	Urban Transportation and Design: Getting Where We Need to Go – Conference Recommendations, Toddi Steelman, Executive Director, School of Environment and Sustainability, U of S	That the matter be forwarded to the Administration for a report back on the recommendations contained in the letter, as the items are reviewed.	Mid 2015
Sept. 15/14	6120-1	Parking Restriction – Millar Avenue between 51st Street and 60th Street	That the matter be referred back to the Administration for further public consultation with affected businesses, including the North Saskatoon Business Association, and report back to the Committee.	
CC Sept. 19/14	6000-1	New Pavement Design Guidelines	3. That the Administration provide a report to Committee on Warranty options and facts.	

SPC on TRANSPORTATION – OUTSTANDING PUBLIC

UPDATED DECEMBER 2, 2014

Solicitor

Meeting Date	File No.	Subject	Actions/Status	Due-Date/Follow-Up
Aug. 13, 2013	5000-1	Sidewalk Clearing Bylaw Enforcement	The Committee expressed interest in knowing where/who the infractions are reported through, and how many are being reported. RESOLVED: That the matter be referred back to the Administration for a further report.	To be addressed through the sidewalk clearing report

Disabled Parking AND Communications to Council – James Boswell (January 26, 2012) – Use of Handicapped Parking Placards

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated December 8, 2014, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to inform City Council regarding on-street metered parking options afforded to persons with a disability.

Report Highlights

On-street disability parking is provided in three different ways: 1) loading zone parking, 2) metered stall parking, and 3) City owned off-street metered parking lots. The scope of the Comprehensive Downtown Parking Study includes a review of the current program.

Strategic Goal

This report supports the Strategic Goal of Quality of Life as it improves the quality of life for those affected.

Background

The Saskatoon Accessibility Advisory Committee, at its meeting held November 25, 2011, expressed the need for increased enforcement of disabled parking spaces. It was resolved that the matter of possibly increasing fines for disabled parking infractions with no reduction for early payment be referred to Executive Committee for consideration.

The Executive Committee, at its meeting held on December 12, 2011, resolved that the letter from the Saskatoon Accessibility Advisory Committee be referred to the Administration to report to the Planning and Operations Committee.

City Council, at its meeting held on February 6, 2012, considered a letter from James Boswell expressing concerns regarding the all day parking of vehicles that are displaying a valid handicap placard, in conjunction with a valid disabled parking permit issued by the City of Saskatoon. City Council passed a motion that the information be received and that the matter be referred to the Administration for consideration and response to the writer.

Report

Currently, Bylaw No. 7200 – The Traffic Bylaw allows for accessible on-street parking for disabled persons in the City of Saskatoon in three different ways:

- Any vehicle displaying a valid disabled parking placard issued from the Saskatchewan Abilities Council, may park in a loading zone for the length of time allowed by the signed time limit for the block.
- Any vehicle displaying a valid disabled parking placard issued from the Saskatchewan Abilities Council, and a valid City of Saskatoon disabled parking permit, may, without payment, park at any metered stall for a period greater than the signed time limit for the block.
- Any vehicle displaying a valid disabled parking placard issued from the Saskatchewan Abilities Council, and a valid City of Saskatoon disabled parking permit, may, without payment, park in any stall in a City owned off-street metered parking lot. In addition, some lots have designated parking stalls for disabled parking.

The City of Saskatoon Disabled Person's Parking Permits are available for purchase at an annual cost of \$20 plus tax.

In conjunction with the ongoing Comprehensive Downtown Parking Study, there will be a review of current and best practices for providing a viable parking program for person's with a disability. The report, including recommendations, is expected to be completed by December of 2015.

Public and/or Stakeholder Involvement

Transportation reports are provided annually to the Accessible Advisory Committee regarding disabled persons parking.

Environmental Implications

Providing parking opportunities for person's with a disability reduces vehicles circling the block looking for available parking which then reduces greenhouse gas emissions.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The Comprehensive Downtown Parking Study is expected to be completed by December 2015.

Public Notice

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

Report Approval

Disabled Parking AND Communications to Council – James Boswell (January 26, 2012) – Use of Handicapped Parking Placards

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

TRANS PH – Disabled Parking AND CC – James Boswell (January 26- 2012) – Use of Handicapped Parking Placards

Communications to Council – Yvonne Trainer (September 8, 2012) - Street Closures for Special Events

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated December 8, 2014, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information on the City's procedure for closing streets for special events and a review of the Provision of Civic Services Program.

Report Highlights

1. The process for facilitating special events is administered under the Provision of Civic Services (POCS) Program and involves a group filling out an application, submitting it for approval, and holding the event in compliance with any requirements of the City.
2. Facilitation of the street closure is done to minimize the impact to adjacent property owners and the travelling public, balanced with allowing the event to proceed.

Strategic Goal

This report supports the Strategic Goal of Quality of Life by focusing on services that are of high importance to our citizens.

Background

City Council, at its meeting held on September 17, 2012, considered the letter from Yvonne Trainer (Attachment 1) with respect to street closures for special events. The event referred to in the letter is the yearly Broadway Street Fair which does not require police assistance. Council passed a motion that the matter be referred to the Administration to report to the Planning and Operations Committee.

Report

Provision of Civic Services

Council Policy C03-026, Provision of Civic Services outlines the criteria for providing civic services at no charge, or at a reduced charge, for special events meeting the criteria. In January 2013, the program was reviewed as part of a Grants Administration Audit and a number of recommendations were made to improve the process. The Administration is working towards implementing those recommendations and will be reporting to the Standing Policy Committee on Finance in 2015.

Street Closures for Special Events

Requests for street closures for special events are currently managed by the Transportation Division to ensure coordination with other street closures impacting travel through the city. In addition, many other civic divisions are involved with special events and have a role in facilitating the event.

As part of the review of the POCS Program, the current process for facilitating special events will be reviewed in order to find efficiencies and streamline the process for all stakeholders.

Public and/or Stakeholder Involvement

As the POCS is reviewed, impacted stakeholders will be engaged and the public will be notified of any improvements to the process.

Communication Plan

Currently, road closures related to special events are communicated through the following methods:

- Service Alerts & Social Media: if the closures are taking place along important routes or will have significant impact to traffic flows.
- Daily Road Report: if the closures are taking place along important routes or will have significant impact to traffic flows. The Daily Road Report is sent to a list of subscribers and is also used by media in their traffic report sections.
- Road Restrictions & Construction Map: any road closure related to City business (including special events where the City coordinates closures) are input here. This map is a reference tool used both internally and externally (media and general public).
- Public Service Announcement (PSA): if a special event is expected to have a city-wide impact on traffic flows, a PSA is issued.

A communication plan will be developed to communicate any changes made to the current process. The audiences will include the general public and targeted stakeholders.

Some of the communication methods may include: notices (i.e. mailed postcard style) to festival organizers and other entities that hold special events annually, an email notification to the City's special event partners, updates to the City website, updates to special event forms and applications, a PSA, and an ad in The StarPhoenix City Pages.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

A further report will be presented in 2015 outlining changes to the POCS Program and how it pertains to special events.

Public Notice

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

Attachment

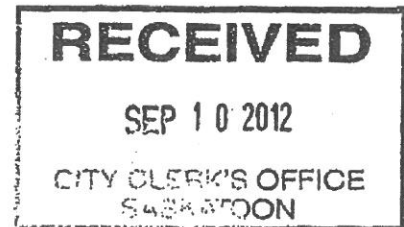
1. Letter – Yvonne Trainer (September 8, 2012) – Street Closures for Special Events

Report Approval

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

TRANS CF – Communications to Council – Yvonne Trainer (September 8, 2012) - Street Closures for Special Events

From: CityCouncilWebForm
 Sent: September 08, 2012 11:45 AM
 To: City Council
 Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Yvonne Trainer
 #8 920 4th Ave. N
 Saskatoon
 Saskatchewan
 S7K 2N6

EMAIL ADDRESS:

ytrainer@hotmail.com

COMMENTS:

I am writing to you about the persistent problems on Broadway Ave. Today, Sept. 8, I drove across the bridge to Broadway planning to have a quiet breakfast and go to some yard sales, do shopping etc. Instead, I had to detour about ten times, because the entire Broadway area was closed off so that a bunch of people dressed in lime green could jump up and down. I finally parked the car, because it was early morning, the sun was directly in my eyes and it was as though everyone had lost their senses. People on Broadway were caught up in the mood and I suspect half drunk in many cases. I got out of my car and this group of people surrounded me, wearing these green suits. They rained in age from about 30-60. The one guy kept leaping up and down in front of me. I told him I didn't appreciate his behavior, and he just kept leaping in front of me. I turned ot walk away, tripped over crap boards etc. they had pt on the sidewalk, hurt both knees, my shoulder, and hand. I have no idea how I'm going to walk to work at SIAST on Tues. as I have to walk blocks and blocks--bad enough on damaged knees at the best of times and worse now, because people on Broadway were acting "stupid" and rude. I asked one what was going on there, and why they were blocking the roads. She said if you don't like it move. i have lived in Alberta, Manitoba and now here. I am sick of being told to move by people who are behaving like three year olds. I have a right to live in any city in this country, under the universal charter of human rights, and I should have a right to safety on the streets etc. I was here for 13 months before finding a short-term contrat that is actually out of another city. I have never met so many rude people in my life. If Saskatoon is going to have these constant street parties, then why are the police not controlling them, and why is the city not making sure that the sidewalks are properly kept clear of crap that people can all over. It will likely be weeks before the pain goes out of my hand, arm, and knees. it's time people faced reality in this city, and started acting like adults rather than three year old children. Please post police on Broadway to put a stop to harrassment by the very people running these events, and please put some safety codes for the sidewalks there in place.

Condition of Paved Local Streets – Koyl Avenue

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated December 8, 2014, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information regarding the current status of Koyl Avenue.

Report Highlights

1. Koyl Avenue is located in the Airport Industrial neighbourhood and extends from 45th Street to 47th Street.
2. Prior to 2013, Koyl Avenue was pothole ridden and considered in very poor condition state.
3. During the spring of 2013, Koyl Avenue received a blade-level asphalt surface treatment, and the roadway is now considered to be, in good, to very good condition state.
4. The road will be monitored and rated amongst all other roadways for future treatments. When a treatment is warranted, it will be addressed either through the City's maintenance program or the asset preservation program.
5. The City has put in place a funding strategy to appropriately fund roadway maintenance and rehabilitation. As such, a Local Improvement approach is not recommended.

Strategic Goal

The work completed on bettering the condition of Koyl Avenue, during the spring of 2013, supports the Strategic Goal of Moving Around.

Background

During consideration of the Inquiry – Former Councillor G. Penner (May 14, 2012) – Condition of Paved Local Streets – Koyl Avenue AND Communications to Council – Everett J. Kearley, Millenium III Group of Companies (May 10, 2012) – Condition of Koyl Avenue report, the Planning and Operations Committee, at its meeting held on April 16, 2013 resolved:

“that the matter be referred to the Administration for further reporting on possible options to address the condition of Koyl Avenue, including funding by adjacent property owners with repayment by the City at a later date and a Local Improvement Program.”

Report

History and Location of Koyl Avenue

Koyl Avenue is located in the Airport Industrial neighbourhood and extends from 45th Street to 47th Street. This roadway was constructed in 1947 by the Federal Government and later transferred to the City.

Surfacing Treatment

During the spring of 2013, the Public Works division carried out a blade-level surfacing treatment to Koyl Avenue from 45th Street to 47th Street. This treatment corrected the condition and ride quality of the road as well as added additional structure.

Upon visual inspection of this roadway in 2014, the treatment is holding up well and is considered to be in, good, to very good condition state. Attachment 1 provides a visual of Koyl Avenue's current condition.

Koyl Avenue Rated amongst other Roads for Future Treatment

Moving forward, Koyl Avenue is considered as treated and will be monitored and rated amongst all other roadways for future treatments. When a future treatment is warranted, it will either be addressed through the City's maintenance program which maintains roadways in a safe condition, or the asset preservation program which treats longer segments of roadways.

Local Improvement Program

The City has significantly increased funding for roadway rehabilitation over the past three years. A Local Improvement program is a funding strategy alternative which would see adjacent property owners contribute financially to roadway rehabilitation of their street. Because a strategy for increasing base funding for roadway preservation and rehabilitation is in place, a Local Improvement strategy for roadway repairs is not required.

Communication Plan

A communication plan is not required at this point on the condition of the roadway. Communications priorities will be assessed if required in the future.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No due date for follow-up.

Public Notice

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

Attachment

1. 2014 Photos of Koyl Avenue

Report Approval

Written by: Mitchell Parker, Manager, Asset Preservation for Roads
Reviewed by: Rob Frank, Manager, Preservation Services
Reviewed by: Mike Gutek, Director of Major Projects
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities

TRANS MP – Condition of Paved Local Streets – Koyl Avenue

2014 Photos of Koyl Avenue



2014 Photos of Koyl Avenue



Residential Parking Permit Expansion and Creation

Recommendation

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

1. That a Limited Residential Parking Permit Program be implemented on both the 400 block of Avenue C South, and the 400 block of Avenue D South in the Riversdale neighbourhood;
2. That the Pleasant Hill Limited Residential Parking Permit Program be expanded to include the 300 block of Avenue P South;
3. That the Varsity View Residential Parking Permit Program be expanded to include the 800 block of Temperance Street, the 100 block of Albert Avenue, the 500 block of Saskatchewan Crescent East and the 500 and 600 blocks of 12th Street East; and
4. That the City Solicitor be requested to prepare the amendments to Bylaw No. 7862 – Residential Parking Program Bylaw, 1999.

Topic and Purpose

The purpose of this report is to obtain approval for the creation of a new Limited Residential Parking Permit (LRPP) Program to be implemented on the 400 blocks of both Avenue C South and Avenue D South, as well as to obtain approval for expansions to the Pleasant Hill and Varsity View Residential Parking Permit (RPP) Programs.

Report Highlights

1. Petitions were received from the affected residents in Riversdale and a new LRPP is recommended.
2. Petitions were received from affected residents in Pleasant Hill. An expansion of the Pleasant Hill LRPP is recommended.
3. Petitions were received from affected residents in Varsity View. An expansion of the Varsity View RPP is recommended.

Strategic Goal

This report supports the Strategic Goal of Quality of Life as it will improve the quality of life for those affected.

Background

City Council, at its meeting on November 7, 2011, considered a letter from Elliot Boyko requesting permit parking for the 400 block of Avenue C South. City Council passed a motion that the information be received and that the matter be referred to the Administration for consideration and response to the writer.

In 2013, City Council approved an amendment to Policy C07-014 – Residential Parking Permit Program to include the residential areas within 150 metres of the Central Business District and River Landing boundary.

Residential Parking Permit Expansion and Creation

Report

Riversdale LRPP Creation

Residents on the 400 block of Avenue C South and the 400 block of Avenue D South have submitted a petition to create an LRPP Program to address the increasing influx of parking in front of their residences, due to their proximity to the Central Business District and River Landing. An LRPP would provide residents who live in the zone the ability to purchase an annual permit for \$15, to allow the zone residents' vehicles to be parked on the street for a period longer than the two-hour posted parking restriction.

The results of the petitions are shown in the below table:

Riversdale	Resident Addresses	Number of Signatures	Percentage of Support
400 block Avenue C South	16	12	75%
400 block Avenue D South	38	30	79%

Considering the confirmed parking shortage on these blocks and the results of the petition, the Administration has confirmed that this location meets the requirements as set out in Section 3.3 (a-e) of Policy C07-014 – Residential Parking Permit Program and is recommending that an LRPP Program be created and implemented on the 400 block of Avenue C South and the 400 block of Avenue D South from Monday to Friday (8:00 a.m. to 4:00 p.m.). Attachment 1 outlines the area to be included in the LRPP zone. Enforcement within the zone would occur on a complaint driven basis as set out in the Policy.

Pleasant Hill RPP Expansion

Residents on the 300 block of Avenue P South have submitted a petition to be included in the Pleasant Hill LRPP Program as a result of the increasing influx of transient parking in front of their residences due to their proximity to St. Paul's Hospital. An LRPP would provide residents who live in the zone the ability to purchase an annual permit for \$15 to allow the zone residents' vehicles to be parked on the street for a period longer than the two-hour posted parking restriction.

The results of the petition are shown in the below table:

Pleasant Hill	Resident Addresses	Number of Signatures	Percentage of Support
300 Avenue P South	18	10	56%

The Administration has confirmed that this location meets the requirements as set out in Section 3.3 (a-e) of Policy C07-014 – Residential Parking Permit Program and is recommending that the Pleasant Hill LRPP be expanded to include the 300 block of Avenue P South from Monday to Friday (8:00 a.m. to 4:00 p.m.).

Attachment 2 outlines the area to be included in the LRPP zone. Enforcement within the zone would occur on a complaint driven basis as set out in the Policy.

Residential Parking Permit Expansion and Creation

Varsity View RPP Expansion

Residents on the 800 block of Temperance Street, the 100 block of Albert Avenue, the 500 block of Saskatchewan Crescent East and the 500 and 600 blocks of 12th Street East have submitted petitions. These petitions request to be included in the Varsity View RPP Program as a result of the increasing influx of transient parking in front of their residences, due to their proximity to the University of Saskatchewan and the Cental Business District. Inclusion into the Varsity View RPP would provide residents who live in the zone the ability to purchase an annual permit for \$25, to allow the zone residents' vehicles to be parked on the street for a period longer than the two-hour posted parking restriction.

The results of the petitions are shown in the below table:

Varsity View	Resident Addresses	Number of Signatures	Percentage of Support
833 - 851 Temperance Street	11	8	73%
100 Albert Avenue	15	12	80%
500 Saskatchewan Crescent	36	26	72%
500 12 th Street East	8	6	75%
600 12 th Street East	5	4	80%

The Administration has confirmed that this location meets the requirements as set out in Section 3.2 (a-e) of Policy C07-014 – Residential Parking Permit Program, and is recommending that the Varsity View RPP be expanded to include the 800 block of Temperance Street, the 100 block of Albert Avenue, the 500 block of Saskatchewan Crescent East and the 500 and 600 blocks of 12th Street East from Monday to Friday (8:00 a.m. to 4:00 p.m.). Regular enforcement will be provided as part of the existing Varsity View RPP. Attachment 3 outlines the area to be included in the RPP zone.

Public and/or Stakeholder Involvement

The residents impacted by the LRPP and RPP Programs were involved in the petition to create the program.

Communication Plan

Brochures outlining the details of the program, including information on where to purchase permits and the associated costs, will be provided to all places of residence that qualify for parking within the LRPP and RPP zones. The City's website will also be updated to reflect the addition of these areas. Additionally, Transportation will place signs around the perimeter of the newly demarcated parking zone to alert local residents, as well as those that regularly park in the neighbourhood, of the changes.

Policy Implications

The recommendations in this report are consistent with the requirements in the Council Policy C07-014 – Residential Parking Permit Program.

Residential Parking Permit Expansion and Creation

Financial Implications

RPP Programs have traditionally been revenue neutral, whereby the annual purchase price of the permit covers the costs to implement, administer and enforce the program. The cost of the parking permits for the LRPP and RPP programs in these areas will be \$15 and \$25 respectively, including all applicable taxes.

Environmental Implications

The implementation of and expansion to the above LRPP and RPP programs would reduce the frequency of drive by traffic searching for available parking spaces, which will reduce greenhouse gas emissions for this area.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Subject to approval, the program will be implemented by January 30, 2015.

Public Notice

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

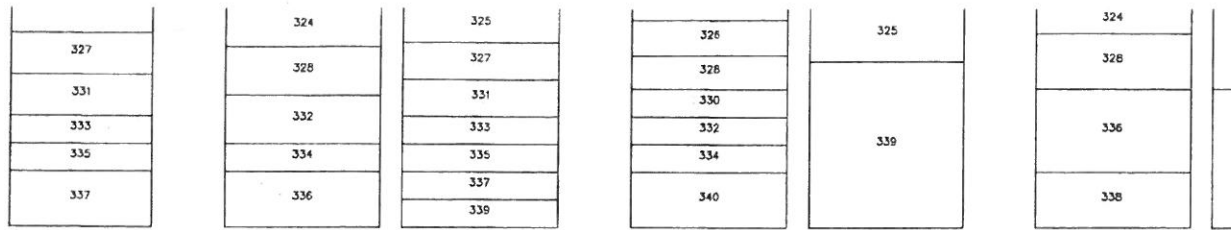
Attachments

1. Limited Residential Parking Permit Zone Riversdale
2. Residential Parking Permit Zone Pleasant Hill
3. Residential Parking Permit Zone Varsity View

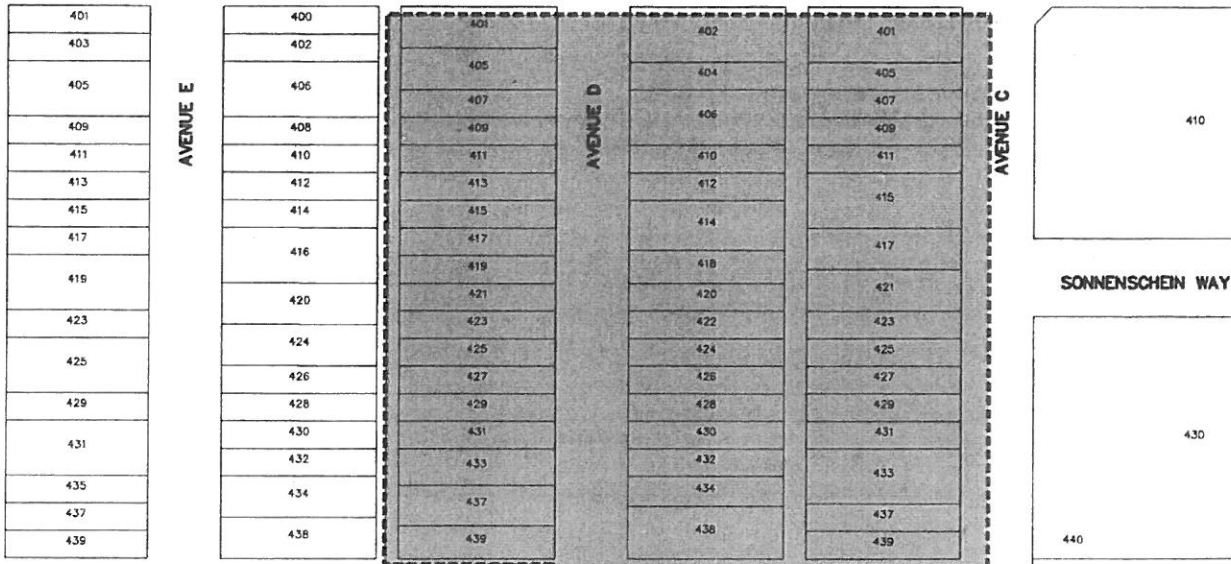
Report Approval

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

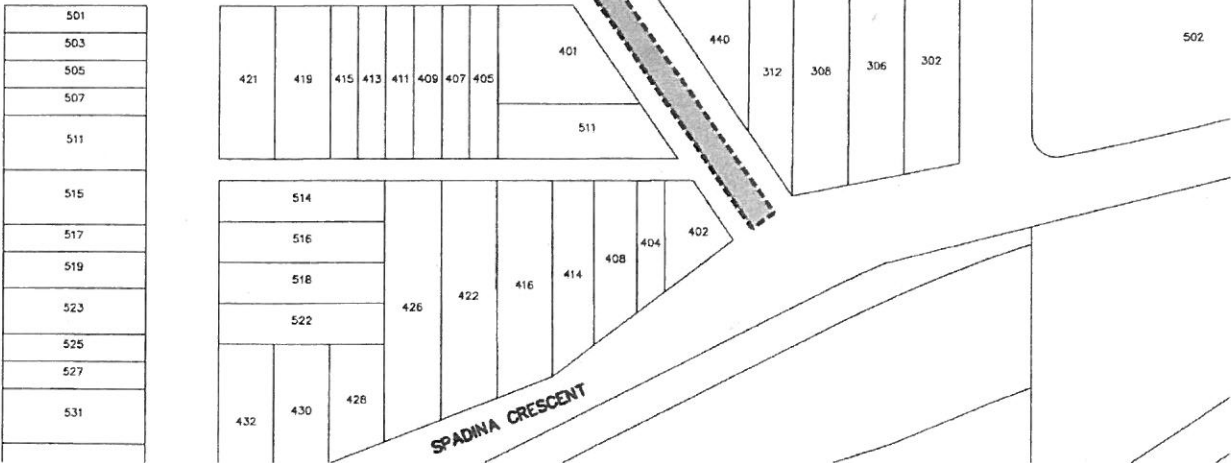
TRANS PH - Residential Parking Permit Expansion and Creation



20TH STREET



19TH STREET



SPADINA CRESCENT

 PROPOSED PERMIT ZONE

PLAN DESCRIPTION/REVISIONS		 City of Saskatoon Transportation & Utilities Department	APPROVED
4			 CHIEF ENGINEER
3		LIMITED RESIDENTIAL PARKING PERMIT ZONE RIVERSDALE	ENGINEER
2			PLAN NO. 260-0042-001r001
1	PROPOSED PERMIT ZONE		
DRAWN BY <u>T.J.L.</u>			
DATE <u>2014-NOV-07</u>			
SCALE : HOR. <u>N.T.S.</u> VERT. <u>-</u>			



- PROPOSED PERMIT ZONE
- PROPOSED PERMIT ZONE ADDITION/REMOVAL

PLAN DESCRIPTION/REVISIONS	
4	
3	
2	ADD 300 BLOCK OF AVENUE P SOUTH
1	BASE PLAN
DRAWN BY <u>JMR</u>	
DATE <u>2013-APR-24</u>	
SCALE : HOR. <u>NTS</u> VERT. _____	



**RESIDENTIAL PARKING PERMIT ZONE
PLEASANT HILL**

APPROVED	
GENERAL MANAGER	<i>Anglabaudine</i>
ENGINEER	
ENGINEER	
PLAN NO.	260-0041-001r002

Secondary Truck Routes

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated December 8, 2014, be forwarded to City Council for information.

Topic and Purpose

This report provides City Council with information regarding traffic impacts from Circle Drive South, current planning projects considering Canadian National Railway (CN) freight access, truck route changes, and the Administration's progress in reviewing and updating truck movement policy.

Report Highlights

1. The Administration presented a report to the Administration and Finance Committee on April 29, 2014, regarding traffic pattern changes resulting from the opening of the Circle Drive South project.
2. The Administration is assessing alternative access to the CN Freight Yard as part of two major studies.
3. The Administration presented a report to the Administration and Finance Committee on January 13, 2014 outlining changes to truck routes.
4. The Administration will recommend modifications to Bylaw No. 7200 – The Traffic Bylaw in a future report to the Standing Policy Committee on Transportation.

Strategic Goals

This report supports the Strategic Goal of Moving Around as truck movement policies ensure people and goods flow efficiently and safely throughout the city, while supporting the Goal of Continuous Improvement by improving customer service.

Background

During consideration of the Inquiry – Councillor Pat Lorje (August 14, 2013) Impact of Circle Drive South Truck Traffic AND Communications to Council – William Smith (October 1, 2009) Semi-trucks in the City report, City Council, at its meeting held on March 3, 2014 resolved:

- “1) that the Administration provide a further report once the traffic impacts from Circle Drive South are known; and
- 2) that the Administration enter into discussions with CN and Provincial Ministry of Highways regarding the possibility of extending freight yard road to exit directly onto Highway 7.”

During consideration of the Traffic Bylaw Modifications report, City Council, at its meeting held on March 30, 2009, resolved, in part:

Secondary Truck Routes

- “5) that the matter of specific locations for secondary truck routes be referred to the Administration for further review and report to Planning and Operations Committee.”

Report

Traffic Impacts from Circle Drive South

A report was presented to the Administration and Finance Committee on April 29, 2014, regarding traffic pattern changes resulting from the opening of the Circle Drive South project in August 2013. Report highlights are:

1. Changes to traffic patterns that have been observed are very similar to what had been expected.
2. Senator Sid Buckwold Bridge, Idylwyld Drive and 22nd Street West have seen the largest decreases in traffic volumes.
3. Overall river crossing volumes have remained constant, suggesting a re-distribution of trips.

CN Freight Yard Road to Exit Directly onto Highway 7

The Administration is assessing access to the CN Freight Yard as part of two major studies. Partnering with the Government of Saskatchewan Ministry of Highways and Infrastructure, and the Rural Municipality of Corman Park, the West Connector Route Feasibility Study will present options to accommodate traffic, including trucks, between Highway 16 and Circle Drive South. The Administration is also beginning to work on the Southwest Sector Plan which will examine transportation needs related to the CN Freight Yard. Both of these studies are planned for completion at the end of 2015.

Specific Locations for Secondary Truck Routes

A report was presented to the Administration and Finance Committee on January 13, 2014, outlining changes to truck routes throughout the City with the opening of Circle Drive South. Part of the changes were to remove Idylwyld Drive from the primary route system (long-haul route system) that was previously required to provide access in the absence of Circle Drive South. A portion of Avenue P was removed from the secondary route system (pick-up and delivery routes). Eighth Street will continue to be a pick-up and delivery route by providing access for vehicles delivering to locations along the route.

Future Modifications to Bylaw No. 7200 – The Traffic Bylaw

The Administration has completed a review of current bylaws and administrative policies governing truck movement to identify the need for updates or additions. Several key recommendations are:

1. Update Bylaw No. 7200 – The Traffic Bylaw to amend references and allowable vehicle configurations, weights and dimensions to match Provincial regulations (updated in 2014) to improve inter-jurisdictional compliance. In addition, a review of slow moving vehicles will be undertaken and restrictions may be recommended, if warranted.
2. Update the existing truck route brochure and create an online interactive map that better communicates vehicle restrictions. The map includes routes regulated

Secondary Truck Routes

as well as structure clearances, bridge maximum allowable weights, and any other restrictions.

The Administration is in the process of an internal review of the truck permitting process and over-dimensional vehicles accommodation, to identify opportunities, improve efficiency, and enhance customer service. The long-term goal is to provide access to an online permit application and payment options.

Public and/or Stakeholder Involvement

As the policy update progresses, internal and external stakeholders will be consulted. Engagement will include the North Saskatoon Business Association and representatives from major truck traffic generators in Saskatoon. Also involved will be the CN Freight Yard, Saskatoon Fire Department and Saskatoon Police Service.

Communication Plan

The communication plan will include notifying stakeholders and impacted parties of the bylaw changes as well as implementation of online tools. The methods used to reach key audiences may include:

- City website (including interactive maps or portals);
- Mail-outs, informational brochures;
- Key messages and answers to FAQs for City customer service staff;
- Road signage; and
- Presentations or participation at stakeholder events.

Policy Implications

The Administration will recommend modifications to Bylaw No. 7200 – The Traffic Bylaw in a future report to Standing Policy Committee on Transportation.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The Administration anticipates that the policy update, stakeholder consultation, and update of the truck route brochure will be completed by the end of 2015. A further report will be submitted at that time.

Public Notice

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

Report Approval

Written by: Marina Melchiorre, Infrastructure Engineer, Transportation
Reviewed by: Jay Magus, Engineering Section Manager, Transportation
Angela Gardiner, Director of Transportation

Secondary Truck Routes

Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS MM – Secondary Truck Routes.docx

Idylwyld Drive – Circle Drive Functional Design Study Report

Recommendation

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

1. That the information be received; and
2. That the Administration report back by December 2020 regarding the feasibility and cost of constructing a Single Point Urban Interchange at this location.

Topic and Purpose

This report provides an update on the recommendations arising from an earlier report to City Council dated February 13, 2012, regarding the Circle Drive and Idylwyld Drive Interchange Functional Plan.

Report Highlights

1. The February 2012 report identified five recommendations for additional reporting. Updates to those recommendations are provided within this report.
2. The completion of the South Bridge has improved the level of service at this interchange, and the completion of the North Commuter Parkway Project will further improve its performance.

Strategic Goals

This report supports the Strategic Goal of Moving Around.

Background

In February 2012, the Administration reported to City Council the results of a functional planning study completed for the interchange of Circle Drive and Idylwyld Drive. At that time, City Council adopted, in part:

- “2) that the Administration report further with respect to the funding and/or timing of the implementation of the recommendations from the Idylwyld Drive – Circle Drive Functional Design Study – Final Report, as outlined in the report of the General Manager, Infrastructure Services Department dated February 13, 2012.”

Report

There were five recommendations identified in the report. The recommendations, along with their status, are presented below.

Recommendation One

That the Administration, in conjunction with the Province, update the long range transportation planning studies for Perimeter Highway to function as the preferred commercial vehicle (truck) route.

The Administration continues to work with the Saskatchewan Ministry of Highway and Infrastructure on the planning of the Perimeter Highway. In addition, the Administration, partnering with the Ministry and the Rural Municipality of Corman Park, will commence the West Connector Route Feasibility Study. This work will determine the feasibility of a West Connector Road within and near the western edge of the City. The Expression of Interest is currently open to industry. This study is expected to be completed by the end of 2015.

Recommendation Two

That the Administration investigate the potential to improve Warman Road and 51st Street corridors in the short-term, as a means to relieve the operational problems being experienced at the Circle Drive/Idylwyld Drive interchange and the Circle Drive North Corridor, between Avenue C and Millar Avenue.

Since the earlier report investigating the functional needs at the interchange at Circle Drive and Idylwyld Drive, the City has advanced the delivery of the North Commuter Bridge at Marquis Drive. The North Commuter Parkway Project will open in 2018, and, will result in significant improvements to both the distribution of turning vehicles and actual volumes of vehicles using the interchange at Circle Drive and Idylwyld Drive.

The opening of Circle Drive South in 2013 also resulted in significant changes in both the distribution of turning vehicles and actual volumes of vehicles using this interchange. Overall, there has been an improvement in the level of service at the interchange. There remain movements, however, that continue to operate poorly, including southbound thru and left-turn movements, eastbound left-turns and northbound left-turns. Details of the analysis are included in Attachment 1.

Recommendation Three

That the Administration creates a capital budget submission to undertake short-term ramp improvements at the Circle Drive/Idylwyld Drive interchange including:

- *Widening the southbound exit ramp to adequately separate the left and right turning traffic and converting the southbound shared through a left-turn lane to dedicated left-turn lanes; and*
- *In conjunction with the above, eliminate the local access on both southbound ramps.*

Given the emergence of new initiatives since 2012, this design work will not proceed until after the North Commuter Parkway Project opens.

In order to inform decisions made regarding accesses on roads throughout the City, the Administration is developing Access Management Guidelines. The Access Management Guidelines will be based on peer reviews and best practices and will:

- Assist the planning of vehicular access for development or redevelopment of land parcels;

- Guide the location, type, and configuration of accesses in consideration of factors such as safety, adjoining land use, traffic and transit operations, convenience, roadway character, and adjoining roadway classification; and
- Be used by Administration, the land development industry, and landowners that wish to create or modify access to a parcel of land.

The Administration will complete developing these Guidelines by March 31, 2015, and recommends waiting until this technical document is in place in order to best inform decisions made regarding access management.

Recommendation Four

That the Administration undertake further investigations into the design of a “Single Point Urban Interchange” at the Circle Drive/Idylwyld Drive interchange, including refining preliminary costs estimates associated with the construction of these works and relocating existing utilities and if appropriate, incorporating these works into a single capital plan.

The Administration has completed a preliminary feasibility assessment of the existing structure for conversion to the proposed Single Point Urban Interchange.

The estimated construction cost is \$11.9 Million, not including the design of the detour and traffic accommodation plan to support traffic operations during construction. This capital investment is not currently included in the City’s priority list for major projects, and the Administration recommends that this location be evaluated for upgrade upon completion of the North Commuter Parkway Project.

Recommendation Five

That the Administration continues to monitor and assess the effects on traffic patterns arising from the completion of the south bridge and alternate routing.

The Administration continues to monitor traffic operation at this interchange as part of the regular monitoring program of the transportation network.

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

No further reporting is required.

Public Notice

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

Attachment

1. Traffic Analysis Summary

Report Approval

Written by: David LeBoutillier, Planning and Design Engineer, Transportation
Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS DL - Idylwyld Drive – Circle Drive Functional Design Study.docx

Traffic Analysis Summary

Interchange Operating Conditions – Prior to Circle Drive South

Movement		AM Peak Hour			PM Peak Hour		
		Traffic Volumes	Operating Conditions		Traffic Volumes	Operating Conditions	
			LOS	Delay (s)		LOS	Delay (s)
EB	Left	230	E	70.5	173	F	98.1
	Through-Right	2,002	A	2.4	1,937	A	3.7
WB	Left	114	D	44.9	216	F	87.9
	Through-Right	1,283	A	6.3	1,816	A	7.5
NB	Left	197	F	124.1	205	F	110.3
	Right	202	F	117.9	203	F	97.5
SB	Left	314	E	70.2	411	F	95.1
	Through	13	E	70.2	8	F	94.3
	Right	47	C	22.8	57	C	29.6
Intersection Summary		4,402	C	24.2	5,026	C	28.0

Interchange Operating Conditions – After Circle Drive South Opening

Movement		AM Peak Hour			PM Peak Hour		
		Traffic Volumes	Operating Conditions		Traffic Volumes	Operating Conditions	
			LOS	Delay (s)		LOS	Delay (s)
EB	Left	230	E	72.4	169	F	98.1
	Through-Right	1,878	A	2.4	1,052	A	2.6
WB	Left	111	D	41.0	43	D	36.0
	Through-Right	1,041	A	4.7	1,683	A	5.6
NB	Left	115	E	71.6	134	E	71.7
	Right	161	E	71.5	193	C	21.2
SB	Left	305	E	68.0	184	E	55.4
	Through	6	E	68.0	7	E	55.3
	Right	33	C	23.2	43	B	18.4
Intersection Summary		3,880	B	18.6	3,508	B	15.8

How to read the table? A simple approach to measuring the capacity at an intersection is to *measure delay in seconds*. The software used to analyze the intersection calculates an average delay to each lane based on the number of vehicles moving through the intersection, and the permitted movement from the lane (i.e. only left turn, versus shared left turn or through). This 'average delay' then corresponds with a Level of Service, or LOS (the shorter the delay the better the LOS, and the longer the delay the worse the LOS). The LOS can range from A to F. Generally, the City prefers to avoid LOS and E or F. However, a LOS of E or F does not simply indicate, or trigger, improvements. Other considerations include: the number of vehicles performing the movement with a LOS E or F, intersection spacing, classification of the road, availability of alternate routes, pedestrian accommodation, access management, type of adjacent land use, future development in the area, and of course cost.

Update Report – Transit Digital Program

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated December 8, 2014, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information on the Transit Digital Program, including the Intelligent Transportation System and the new Transit Microsite.

Report Highlights

1. At the May 21, 2013, City Council meeting, it was adopted to implement a full-scale installation of ITS units in the majority of the Saskatoon Transit fleet. On December 2, 2013, City Council also approved a new Transit Microsite to be developed in conjunction with the main City website project.
2. The Transit Microsite is currently in the development process with a planned launch before the end of January 2015.
3. It is necessary to upgrade the internal software that Saskatoon Transit uses for operation in order to implement a new customer trip planner and move towards real-time mapping. The 'go live' date for this is December 8, 2014.
4. An improved *Click & Go* online service will be launched in late December 2014. Transit users will have a more intuitive trip planner, an updated interface and mobile capability.
5. The real-time mapping enhancement for the upgraded trip planner is expected to be launched by January 31, 2014, and the Transit microsite will be launched mid February 2015.

Strategic Goals

This report supports the Strategic Goal of Continuous Improvement through continually increasing and improving Saskatoon Transit communications and engagement with the citizens of Saskatoon. It also supports the Strategic Goal of Moving Around by implementing Customer Service tools to increase Transit ridership.

Background

At the May 21, 2013, City Council meeting, it was adopted to implement a full scale installation of ITS units in the majority of the Saskatoon Transit fleet. This project also included a complete upgrade to the internal technology architecture and customer facing upgrades, such as a new Trip Planner including real-time information. On December 2, 2013, City Council also approved a new Transit Microsite to be developed in conjunction with the main City website project.

Report

Saskatoon Transit is leading a number of Service Saskatoon digital initiatives. Each of these initiatives supports providing services based on citizen's needs. These initiatives are as outlined below:

Transit Microsite Development & Engagement (November – December 2014)

The Transit Microsite is currently in the development process with a planned launch before the end of January 2015. The Transit site will link to and from the new City of Saskatoon website. Public engagement for the Transit site began on November 26 and will continue until December 10. This is a critical component to ensure the site is built to meet the needs of Transit customers.

Trapeze Software Upgrade (December 8, 2014)

Trapeze is the internal software that Saskatoon Transit uses for all facets of operation, including route planning, fleet management, customer service, payroll etc. Upgrading the Trapeze software from Version 8 to Version 13 is necessary in order to move towards real-time mapping. Staff have successfully tested the individual software pieces of this upgrade. A testing environment is now operational, and they are working on a fully integrated system test to make sure the individual pieces work together. The 'go live' date for this upgrade is December 8, 2014.

New & Improved Click & Go (late December 2014)

An improved *Click & Go* online service will be launched in late December 2014. Transit users will have a more intuitive trip planner and updated interface. The new trip planner will also be mobile compatible, with functionality similar to an app, but without the customer having to download an app to access it. This upgrade does not include the 'real-time' functionality. During this phase, communications will focus on the upgraded Click & Go and introduce the real-time piece as 'coming soon'. From a customer service perspective, transit users will have an opportunity to become comfortable with the new trip planner prior to the launch of the new Transit microsite.

Real-Time Mapping Enhancement (January 31 2015)

This phase will add the real-time component to our new upgraded trip planning software. Barring any unforeseen issues in the Trapeze upgrade and the new trip planner launch, the real-time component for Transit trip planning will be launched by January 31 2015. This upgrade will allow customers to see where their bus is in real-time.

Launch of the Transit Microsite (mid February 2015)

The Transit Microsite will be launched by mid February 2015. The launch of this website is dependent on the main City website launch in late January 2015.

Real-Time Open Data

This phase of the project is currently in the contract stage with the vendor. An update on this phase will be provided as we progress through each of the above stages.

Public and/or Stakeholder Involvement

Public engagement and stakeholder involvement has been conducted with each of the 2 projects related to this report.

Financial Implications

There are no financial implications associated with this updated report. The ITS project is funded through the approved capital budget P2320 – Transit Dart System Improvement Project and the Transit microsite through P2323 – Transit Ridership Initiative Project.

Communication Plan

The communications plan for the two projects in this report will take a phased approach, based on the launch timelines for each of the components listed in this report. Residents will be informed through a mixed media approach, including print, web and radio advertising, social media, news releases and through announcements on buses.

Communications for the new Transit microsite and real-time mapping enhancement will be developed in late December/early January.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Project completion information is included in the report above.

Public Notice

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

Attachment

1. Sample Trip Planner

Report Approval

Written by: Alysha Hille, Marketing Manager, Saskatoon Transit
Reviewed by: Bob Howe, Director of Saskatoon Transit
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

Trans AH – Update Report – Transit Digital Program

Existing Click & Go Trip Planner

Plan A Trip

To plan your next trip follow steps 1 through 4 below. Examples have been provided to help guide you. For further instructions on submitting your request, see our [Help files](#)

1 Starting From where? [Help](#)
 Use an address, intersection, landmark or bus stop number.
 Examples: "3130 Laurier" or "Clarence & Taylor" or "Market Mall" or "5501"

- or - -- Select from Landmarks--

2 Going To where? [Help](#)
 Use an address, intersection, landmark or bus stop number.
 Examples: "3130 Laurier" or "Clarence & Taylor" or "Market Mall" or "5501"

- or - -- Select from Landmarks--

3 Enter a Date/Time for departure or arrival [Help](#)
 Date: 11-20-2014 [Select Date](#) Time: 8:17 am pm
 Direction: Departure Arrival

4 Options [Help](#)
 Sort Results by
 Fare

[Clear All / Reset Form](#)

New & Improved Click & Go Trip Planner

Contact Us | Help

Trip Planner

FROM:

Enter Address, Intersection or Landmark
[Reverse](#)

TO:

Enter Address, Intersection or Landmark

WHEN: Depart Arrive
 Date: 11-20-2014
 Time: 8:15 am

Advanced Options:
 Sort by Trip Time

[Route Schedules](#)
[Bus Stop Schedules](#)
[Landmarks](#)

Sample only the final version may slightly vary