



**PUBLIC AGENDA  
STANDING POLICY COMMITTEE  
ON TRANSPORTATION**

**Tuesday, October 14, 2014, 9:00 a.m.  
Council Chamber, City Hall**

	<b>Pages</b>
<b>1. CALL TO ORDER</b>	
<b>2. CONFIRMATION OF AGENDA</b>	
<b>3. ADOPTION OF MINUTES</b>	
<b>3.1 Minutes of Regular Meeting of the Standing Policy Committee on Transportation held on September 15, 2014.</b>	<b>4 - 12</b>
<b>4. UNFINISHED BUSINESS</b>	
<b>5. COMMUNICATIONS</b>	
<b>5.1 Delegated Authority Matters</b>	
<b>5.2 Matters Requiring Direction</b>	
<b>5.2.1 Speeding and Increased Traffic Flow on Glasgow Street, Sean Coleman [File No. CK. 6320-1]</b>	<b>13 - 28</b>
<b>Recommendation</b>	
That the direction of Committee issue.	
<b>5.2.2 Pedestrian Safety - Safety Lights on School Bus, Sarah Kerner [File No. CK. 5200-1]</b>	<b>29 - 29</b>
<b>Recommendation</b>	
That the direction of Committee issue.	
<b>5.3 Requests to Speak (new matters)</b>	
<b>6. REPORTS FROM ADMINISTRATION</b>	
<b>6.1 Delegated Authority Matters</b>	

## 6.2 Matters Requiring Direction

- 6.2.1 **Bicycle Program Update (Cycling Advisory Group Membership, Active Transportation Plan Terms of Reference, Cycling Program Initiatives) [Files CK. 6000-5 and CK. 5300-5-5]** 30 - 36

### Recommendation

That the report of the General Manager, Community Services Department dated October 14, 2014 be forwarded to City Council for information.

- 6.2.2 **Parking Meter Upgrade Project - Status Update [File No. CK. 6120-3]** 37 - 42

### Recommendation

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

1. That the expansion of parking meters as outlined in the report of the General Manager, Transportation and Utilities Department, dated October 14, 2014 be approved; and
2. That the Administration report further on changes to Bylaw No. 7200, The Traffic Bylaw, to implement the Parking Meter Upgrade Project.

- 6.2.3 **2015 Neighbourhood Traffic Management Reviews [File No. CK. 6320-1]** 43 - 46

### Recommendation

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

That the eight neighbourhoods selected for 2015 traffic reviews, as part of the Neighbourhood Traffic Management Program, include Adelaide-Churchill, Avalon, Confederation Park, Greystone Heights, Lakeview, Meadowgreen, Montgomery Place, and Mount Royal.

- 6.2.4 **Inquiry - Councillor P. Lorje (June 18, 2012) - Possibility of Installing Traffic Circle Avenue H and 17th Street [File No. CK. 6350-1]** 47 - 52

### Recommendation

That the Standing Policy Committee on Transportation submit the report of the General Manager, Transportation & Utilities Department to City Council for information.

- 6.2.5 Building Better Roads - 2014 Year End Review [File No. CK. 6315-1]** 53 - 56

**Recommendation**

That the report of the General Manager, Transportation & Utilities Department dated October 14, 2014, be forwarded to City Council for information.

- 6.2.6 Capital Project #2407 - IS North Commuter Parkway and Traffic Bridge - De-Scoping Ladder [File No. CK. 6050-10 and CK. x6050-8]** 57 - 60

**Recommendation**

That the report of the General Manager, Transportation and Utilities Department dated October 14, 2014, be forwarded to City Council for information.

- 7. URGENT BUSINESS**
- 8. MOTIONS (Notice Previously Given)**
- 9. GIVING NOTICE**
- 10. IN CAMERA SESSION (Optional)**
- 11. ADJOURNMENT**



**PUBLIC MINUTES**

**STANDING POLICY COMMITTEE ON TRANSPORTATION**

**MONDAY, SEPTEMBER 15, 2014, AT 9:00 A.M. COUNCIL CHAMBERS**

**PRESENT:**

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

**ALSO PRESENT:**

Councillor P. Lorje  
Councillor Z. Jeffries at 10:30 p.m.  
General Manager, Transportation & Utilities J. Jorgenson  
Solicitor C. Yelland  
Deputy City Clerk S. Bryant  
Committee Assistant J. Fast

**1. CALL TO ORDER**

The Chair called the meeting to order.

**2. CONFIRMATION OF AGENDA**

Moved by His Worship the Mayor,

1. That Dave Palsat, Principal Consultant, Pavement Infrastructure Technologies, Tetra Tech be heard during consideration of agenda item 4.1; and
2. That the agenda be confirmed as amended.

**CARRIED**

### 3. ADOPTION OF MINUTES

Moved by Councillor Hill,

That the minutes of public meeting of the Standing Policy Committee on Transportation held on August 19, 2014, be adopted.

**CARRIED**

### 4. UNFINISHED BUSINESS

#### 4.1 New Pavement Design Guidelines

*[Deferred matter from August 19, 2014 meeting]*

*[File No. CK. 6000-1]*

Director of Major Projects Gutek reviewed the report and answered questions of the Committee.

Mr. Dave Palsat, Principal Consultant, Pavement Infrastructure Technologies, Tetra Tech, provided a powerpoint presentation and noted that the method recommended is widely used in Canada and the United States.

Moved by Councillor Donauer,

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

1. That the new pavement design guidelines as outlined in the following report be approved;
2. That the new guidelines be finalized and implemented for all development after January 1, 2015; and
3. That the Administration provide a report to Committee on warranty options and facts.

**CARRIED**

### 5. COMMUNICATIONS *(requiring the direction of the Committee)*

#### 5.1 Delegated Authority Matters

There were no Delegated Authority Matters.

## **5.2 Matters Requiring Direction**

### **5.2.1 Urban Transportation and Design: Getting Where We Need To Go – Conference Recommendations, Toddi Steelman, Executive Director, School of Environment and Sustainability, University of Saskatchewan** [File No. CK. 7000-1]

Moved by His Worship the Mayor,

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

**CARRIED**

## **6. REQUESTS TO SPEAK *(new matters)***

There were no requests to speak.

## **7. REPORTS FROM ADMINISTRATION**

### **7.1 Delegated Authority Matters**

There were no Delegated Authority Matters.

### **7.2 Matters Requiring Direction – Report to Council**

#### **7.2.1 Update Report – Transit and School Board Discussions** [Files CK. 7300-1, WT. 7300-1]

General Manager, Transportation and Utilities Department Jorgenson reviewed the report with the Committee.

Moved by His Worship the Mayor,

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

That the report of the General Manager, Transportation & Utilities Department dated September 15, 2014, be forwarded to City Council for information.

**CARRIED**

**7.2.2 Funds Dedicated to the Traffic Safety Reserve**  
[Files CK. 6320-1, TS. 1815-1]

General Manager, Transportation and Utilities Department Jorgenson reviewed the report and together with Director of Transportation Gardiner answered questions of the Committee.

Moved by Councillor His Worship the Mayor,

1. That at the time this matter is before City Council, the Administration provide additional information on administrative costs (including policing) and the impact of photo radar on traffic safety;
2. That the Standing Policy Committee on Transportation recommend to City Council:
  - a) That the City of Saskatoon's portion of the revenue generated from the Automated Speed Enforcement (commonly known as photo radar) program be dedicated to the Traffic Safety Reserve; and
  - b) That the City Solicitor be requested to prepare the amendments to Bylaw No. 6774, Capital Reserve Bylaw.

**CARRIED**

**7.2.3 Communication to Council – Blair Wooff – undated – Limited Residential Parking Permit Program**  
[File CK. 6120-4-2]

General Manager, Transportation and Utilities Department Jorgenson reviewed the report and together with Director of Transportation Gardiner and Parking Services Manager Haughn answered questions of the Committee.

Moved by Councillor Hill,

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

1. That a Limited Residential Parking Permit Program be implemented on the 200 – 400 blocks of 25<sup>th</sup> Street West; and
2. That the City Solicitor be requested to prepare the amendments to Bylaw No. 7862, Residential Parking Program Bylaw, 1999.

**CARRIED**

**7.2.4 Strategic Traffic Safety Action Plan**  
[File CK. 6320-1]

General Manager, Transportation and Utilities Department Jorgenson reviewed the report and together with Director of Transportation Gardiner answered questions of the Committee.

Councillor Jeffries entered the meeting at 10:30 a.m., during consideration of the above matter.

Moved by Councillor Hill,

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

1. That the Strategic Traffic Safety Action Plan be received; and
2. That the Strategic Traffic Safety Action Plan provide input into the decision making in the delivery of Transportation programs and projects.

**CARRIED**

**7.2.5 Municipal Impound Lot Update – Hours of Operation**  
[File CK. 6120-6]

General Manager, Transportation and Utilities Department Jorgenson reviewed the report and together with Director of Transportation Gardiner answered questions of the Committee.

Moved by His Worship the Mayor,

That the Standing Policy Committee on Transportation recommend to City Council during 2015 Business Plan and Budget deliberations:

1. That the Municipal Impound Lot continue Saturday hours of operation from 11:00 a.m. to 4:00 p.m. for vehicle retrievals; and
2. That the current hours of operation Monday to Friday, 8:00 a.m. to 7:00 p.m. be modified to 8:00 a.m. to 8:00 p.m.

**CARRIED**



**7.2.6 Partnership with Saskatchewan Government Insurance**  
[File CK. 6320-1]

General Manager, Transportation and Utilities Department Jorgenson reviewed the report and answered questions of the Committee.

Moved by His Worship the Mayor,

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

1. That the City of Saskatoon and Saskatchewan Government Insurance enter a formal agreement regarding collaborating on delivering cost-effective road safety projects within the City of Saskatoon; and
2. That the City Solicitor prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

**CARRIED**

**7.2.7 Parking Restriction - Millar Avenue between 51<sup>st</sup> Street and 60<sup>th</sup> Street**  
[Files CK. 6120-2, TS. 6120-3]

General Manager, Transportation and Utilities Department Jorgenson reviewed the report and together with Director of Transportation Gardiner answered questions of the Committee.

Moved by Councillor Donauer,

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.

**CARRIED**

**7.2.8 Communications to Council – Ilsa Arnesen – December 3, 2013  
Pedestrian Safety – 20<sup>th</sup> Street between Avenues M and P**  
[File CK. 6150-1]

General Manager, Transportation and Utilities Department Jorgenson reviewed the report and together with Director of Transportation Gardiner answered questions of the Committee.

Moved by Councillor Hill,

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

That an Active Pedestrian Corridor located at 20<sup>th</sup> Street and Avenue N be installed.

**CARRIED**

**7.2.9 Inquiry – Councillor Jeffries (December 2, 2013) Carpooling**  
[Files CK. 6330-1, WT. 7550-16]

General Manager, Transportation and Utilities Department Jorgenson reviewed the report and together with Manager of Education and Environmental Performance Jones answered questions of the Committee.

Moved by Councillor Hill,

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

That the option to subscribe to a ridesharing service such as Carpool.ca or Rideshark at an annual cost of \$17,000 be referred to the 2015 Business Plan and Budget deliberations.

**CARRIED**

**7.2.10 Pavement and Sidewalk Preservation Update**  
[Files CK. 6315-1, CS. 6315-1, CS. 1500-1]

General Manager, Transportation and Utilities Department Jorgenson reviewed the report and answered questions of the Committee.

Moved by His Worship the Mayor,

That the Standing Policy Committee on Transportation submit the report of the General Manager, Transportation & Utilities to City Council for information.

**CARRIED**

**8. URGENT BUSINESS**

There was no urgent business.

**9. ADJOURNMENT**

Moved by His Worship the Mayor,  
That the meeting be adjourned.

**CARRIED**

The meeting adjourned at 11:08 a.m.

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Councillor C. Clark, Chair

**In accordance with The Procedures and Committees Bylaw No. 9170, the following items will be submitted to the Regular Business Meeting of City Council scheduled for Monday, September 29, 2014:**

Consent Agenda

New Pavement Design Guidelines  
[File No. CK. 6000-1]

Update Report – Transit and School Board Discussions  
[Files CK. 7300-1, WT. 7300-1]

Communication to Council – Blair Wooff – undated – Limited Residential  
Parking Permit Program  
[File CK. 6120-4-2]

Strategic Traffic Safety Action Plan  
[File CK. 6320-1]

Partnership with Saskatchewan Government Insurance  
[File CK. 6320-1]

Communications to Council – Ilsa Arnesen – December 3, 2013  
Pedestrian Safety – 20<sup>th</sup> Street between Avenues M and P  
[File CK. 6150-1]

Pavement and Sidewalk Preservation Update  
[Files CK. 6315-1, CS. 6315-1, CS. 1500-1]

**RECEIVED**

SEP 26 2014

CITY CLERK'S OFFICE  
SASKATOON

TO: Mayor Don Atchison  
City Manager Murray Totland  
City Council members  
Planning Department Personnel

Most, if not all, of the residents of Glasgow Street and immediate surrounding areas are extremely concerned about the speeding and increased traffic flow along Glasgow Street. Because there are no stop signs, no speed limit signs and no other impediments to traffic along the straight stretch of Glasgow Street from Clarence Avenue to Young Crescent (approximately 1 Km), traffic along our street has increased in volume and speed and has become dangerous especially in the 700 block adjacent to Avalon Park. The community uses this park frequently after school hours as do the many school children in the area.

Drivers take advantage of the unimpeded roadway and use Glasgow Street as a 'quick' route to Clarence Avenue and the freeway access. Non-resident drivers avoid the controlled streets of Wilson Crescent and Ruth Street to travel along Glasgow to and from work, the Stonebridge shopping area and the off lease dog park. Speeds are most often well above the 50 Km City speed limit. This increased traffic flow and speedy travel has put the residents living along Glasgow, pedestrians and cyclists using our street and the many children, teenagers and adults using the Avalon park facilities at risk.

The traffic numbers and speed along Glasgow Street ebb and flow throughout all hours of the day and night and all days of the week.

We the undersigned, concerned citizens of Glasgow Street and surrounding area ask that the City of Saskatoon address this serious traffic concern and comply with the City's desire to "maintain the livability and environmental quality of our neighborhoods". We feel that a safer residential street may be encouraged by:

- installing speed limit signs
- decreasing the speed limit in the Park Zone to 30Km
- installing speed bump/humps
- narrowing the road and/or installing four way stops at the two crosswalks to the park
- installing pedestrian crossing lights

As a City that likes to be at the forefront of change and development, we are lagging behind other cities such as Calgary, Edmonton, London and New York in decreasing speeds city-wide and implementing 30Km speed limits not just in school zones but also along parks and other public spaces for the safety of all children and users.

We urge elected and non-elected City Officials to quickly address this issue before someone is seriously injured or is killed on our street.

Sincerely,

Refer to attachment for list of signatures of this letter



Sean Coleman

707 Glasgow St. S7J 0N83

Sean.coleman@airlinehotels.ca

306 260-0908

NAME

ADDRESS

SIGNATURE

Sean Coleman	707 Glasgow Street	[Signature]
Alana McLennan	122 Adolph Cres	[Signature]
DEAN HARTSOOK	1103 PATRICK TERR	[Signature]
Shikara Moss	1326-425 15 <sup>th</sup> Street E	[Signature]
Tracyee Wiebe	11002 Ave C N	[Signature]
<del>Shirley Wilson</del>	<del>126 Haight Cr</del>	<del>[Signature]</del>
Jan Coleman	126 Haight Cr	[Signature]
Jan Petersen	1918 hansen Ave	[Signature]
<del>Edgar Book</del>	"	<del>[Signature]</del>
Pat Wilson	2808 McConnell Ave	[Signature]
Alan Wilson	2808 M <sup>c</sup> Connell Ave	[Signature]
JEFF SMERECZANSKI	2329 McKinnon ave	[Signature]
Grant Nilson	2808 McConnell Ave	[Signature]
JAMES CONNOR	615 Mendel Cres	[Signature]
<del>Wendy</del> Brenda Sweeney	618 Mendel Cresc	[Signature]
SHIRLEY PFEIL	905 GLASGOW ST	[Signature]
RAY PFEIL	"	[Signature]
CORIENNE FABBRO	913 GLASGOW ST.	[Signature]
STEVE HISCOCK	915 GLASGOW ST	[Signature]
Donna Joan-Tapp	919 Glasgow St	[Signature]
Gary Tapp	919 Glasgow St	[Signature]
Metanie Ciona	921 Glasgow St	[Signature]

NAME

ADDRESS

SIGNATURE

Doreen Day	330 Mendel Lane	Doreen Day
BEN SCHUBERT	135 Mendel Cres	[Signature]
Sheila Fleischacker	131 Mendel Cres.	[Signature]
ANN BEHNKE	123 Mendel Forest.	Ann Behnke
Yvette Chartier	119 Mendel Cr	Y. Chartier
ROY GILLES	HT Mendel Cr.	[Signature]
Henry Dyck	107 Mendel Cres.	[Signature]
JEFF BODNAR	106 MENDEL CRES	[Signature]
Dennis Edwards	815 Mendel Cres	[Signature]
Diane Edwards	815 Mendel Cres	[Signature]
NATALIE BUSCH	811 MENDEL CRTS.	[Signature]
T. NEAL SHERRINGTON	811 MENDEL CRES.	[Signature]
[Signature]	803 Mendel Cres	[Signature]
Frieder Wagner	711 Mendel Cres.	Frieder Wagner
Howard Wagner	711 Mendel Cres.	[Signature]
Jane Isinger	607 Mendel Cres.	[Signature]
Tracy Muzzi	410 Mendel Cr	[Signature]
Derron Hoover	410 Mendel Cr	[Signature]
Dave Tyler	426 Mendel Cres.	Dave Tyler
Mary Tyler	426 Mendel cres.	Dave Tyler
Larry Turner	430 Mendel cres	[Signature]
RON SIBOIS	610 Mendel Cres	[Signature]

NAME

ADDRESS

SIGNATURE

Marietta Webster	26 McAshill cres.	<i>[Signature]</i>
<del>James Webster</del>	<del>26 McAshill cres.</del>	<del><i>[Signature]</i></del>
Thomas Webster	26 McAshill cres.	<i>James Webster</i>
Doug Cooper	102 Mendel cres.	<i>[Signature]</i>
Karen Dentuck	620 6th St.	<i>[Signature]</i>
Sharon Cooper	532 3rd Ave N	<i>[Signature]</i>
Ed. Cooper	102 Mendel Cres	<i>[Signature]</i>
A Webster	26 McAshill	<i>[Signature]</i>
DAVE CARROLL	114 Mendel cr.	<i>[Signature]</i>
MILYON TRICKET	118 Mendel cr	<i>[Signature]</i>
Cindy Pellerin	210 Mendel Green	<i>[Signature]</i>
Denise Pellerin	210 Mendel Green	<i>[Signature]</i>
Ann Barlas	214 Mendel Green	<i>[Signature]</i>
Vasilis Barlas	214 Mendel Green	<i>[Signature]</i>
Alexandra Barlas	214 Mendel Green	<i>[Signature]</i>
BRENT FOULGER	222 MENDEL GREEN	<i>[Signature]</i>
Jwe Ayde	305 MENDEL COVE	<i>[Signature]</i>
Pat Hart	310 Mendel Cove	<i>[Signature]</i>
Dawn Bessel	314 Mendel Cres Cove	<i>[Signature]</i>
Breanne Chaban	318 Mendel Cove	<i>[Signature]</i>
Doug Chaban	318 Mendel Cove	<i>[Signature]</i>
Hillary Hinds	322 Mendel Cove	<i>[Signature]</i>



NAME ADDRESS SIGNATURE

Mary Kalist	31 McAskill Cres.	M. KALIST
JEAN STEWART	29 McASKILL	J Stewart
Mark Stewart	29 McAskill	[Signature]
Lisa Wood	27 McAskill	[Signature]
[Signature]	25 - McASKILL	[Signature]
Crystal Teichroeb	23 McAskill	[Signature]
Tom Brossart	11 McAskill	[Signature]
Sharon Brossart	11 McAskill	[Signature]
Lebbie Keeerleke	9 McAskill	[Signature]
Ann Webster	5 McASKILL Cres	Ann Webster
Kelly Bader	4 McAskill Cres.	K. Bader
Georgia Boeckle	10 McAskill Cres	[Signature]
Karen Podiluk-Dahlgren	14 McAskill Cres	[Signature]
Karsten Podiluk	14 McAskill Cres.	[Signature]
ROBERT DAHLGREN	14 McAskill Cres	[Signature]
Glenda Hamm	740 8th Ave N	Glenda Hamm
FRANCIS FARDEN	740 8th Ave. No	[Signature]
JOLENE MOHE-SECORD	18 McASKILL	[Signature]
TERRY MANLEY	20 McAskill	[Signature]
Kevin Dunn	22 McAskill	[Signature]
Colin Haughian	24 McAskill	[Signature]
Nellea Webster	26 McAskill Cres	[Signature]

NAME

ADDRESS

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NAME	ADDRESS	SIGNATURE
Yvonne Hoaland	907 Glasgow Street	Yvonne Hoaland
Robert S. Semenov	222 Stechishin Cr (my Grandchildren Live on Glasgow)	Robert S. Semenov
Bonnie Semenov	222 Stechishin Cr	Bonnie Semenov
Bill Hoffman	437 Haviland Cres	Bill Hoffman
Bernadette Hoffmann	437 Haviland Cres	Bernadette Hoffmann
Patrick Keal	539 Mendel Terrace	Patrick J. Keal
Dorene Luster	2325 William Ave	Dorene Luster
Beth Ann Sherslobetoff	40 McAskill Cr.	Beth Ann Sherslobetoff
Arnold Petty	36 McASKILL CR	Arnold Petty
EMILIE VOLS	34 McASKILL CR	Emilie Vols
Debbie LaPointe	121-310 Mendel Cres.	Debbie LaPointe
Lorne Thomas	37 McAskill Cres.	Lorne Thomas
Veronica Thomas	32 Mc. Askill Cres.	Veronica Thomas
Kearne Thomas	32 McAskill Cres.	Kearne Thomas
Debbie Webster	28 McASKILL CRES.	Debbie Webster
Lyn Bessie McBinnis	211 Ave. F.S.	Lyn Bessie McBinnis
Carol Hill	315 Isabella STE	Carol Hill
Shirley L. Grady	19 McAskill Cres.	Shirley L. Grady
Carol Everett	17 McASKILL CRES	Carol Everett
Norm Everett	17 McASKILL CRES	Norm Everett
Audrey Yuzepski	15 McASKILL CRES	Audrey Yuzepski
Kari Weiman	13 McAskill Cres.	Kari Weiman

## NAME

## ADDRESS

## SIGNATURE

NAME	ADDRESS	SIGNATURE
GARY PETERS	803-1825 M <sup>th</sup> HERCHER DR	Gary Peters
Ed Schornal	1407 BRIGHTSAND CRT	Ed Schornal
Doug Anderson	343 Brunst Cms	Doug Anderson
LORI POWELL	224 11 <sup>th</sup> St. East	Lori Powell
Edith De Bray	3,207 Keene Way	Edith De Bray
D. Gallagher	1237 McNaughton Ave	D. Gallagher
Lindsay Berglof	300 STREA Cms	Lindsay Berglof
Steve Johnson	810 Kendenburg Rd	Steve Johnson
Carl Wenzel	435 Devonshire Cms	Carl Wenzel
Cathy Coombs	1601-9 <sup>th</sup> Ave.	Cathy Coombs
IVY Encarnacion	150 East Hampton Blvd	Ivy Encarnacion
Myrmina Morley	#96-219 Grant Street	Myrmina Morley
Jannet TAM	214 Lindsay Pl	Jannet TAM
RALPH MCKINLEY	339 LASKY LN COVE	Ralph McKinley
Edwin Cawkwell	#120 521 23 <sup>rd</sup> St. East	Edwin Cawkwell
RAEEN BOWLES	#135 515 McWILLIE AVE	Raeen Bowles
Jennifer Wudrick	221 Dalhousie Cr.	Jennifer Wudrick
Shelbie Dietrich	103-410 Leedingham Way	Shelbie Dietrich
Rhonda Holtz	2814 Cumberland Ave S	Rhonda Holtz
Ben Kirilenko	5430x	Ben Kirilenko
True Neudorf	229 AVE. W No.	True Neudorf
Michelle Tecker	Apt 316B-815 Reed Road	Michelle Tecker

NAME

ADDRESS

SIGNATURE

Mohammad-Sadegh Alizadeh	42 McAskill Cres	<del>SB</del> J. J. J.
Mohammad-Razegh Alizadeh	42 McAskill Cres	<del>SB</del> M. M. M.
Walters Wesley	44 McAskill Cres.	Walters
GRANT WALTERS	44 McASKILL CRES	Grant Walters
Angus Gracie	2241 Mart Ave	Angus
Glen Gracie	2241 Albert Ave	Glen
KATHY GOOD	52 McASKILL CR	Kathy Good
Kaelyn Hackl	52 McASKILL CR	Kaelyn Hackl
GERHARD STUENE	54 - 11 -	Gerhard Stuenkel
D. Duchscher	58 McAskill Cres	D. Duchscher
Sandy Feschuk	62 McASKILL cres.	Sandy Feschuk
Nadine Sanche	64 McAskill Cresc.	Nadine Sanche
Terry Michayluk	66 McAskill Cres	Terry Michayluk
MARK REGISTER	68 McASKILL	Mark Register
PAUL FAVREAU	70 McAskill Cres	Paul Favreau
DENISE M. MICHAYLUK	72 McASKILL	Denise M. Michayluk
<del>Walter</del>	72 McAskill	Lin Michayluk
KEI VAUGHAN	811 Glasgow	Kei Vaughan
Pam Currie	275 Wrigley Cres.	Pamela C. Currie
Shaun Sanford	4006 Wilson Cres	Shaun Sanford
BORIS HILGREN	4 HARRISON CRES	Boris Hilgren
Alana Hilgren	4 HARRISON CRES	Alana Hilgren

NAME

ADDRESS

SIGNATURE

Rene Keller	#33 McAskill Cres	<i>Rene Keller</i>
George Andrez	35 n n	<i>George Andrez</i>
Norma Crosson	37 McAskill CR	<i>Norma Crosson</i>
JANEY PRICKETT	39 McAskill CR	<i>JANEY PRICKETT</i>
Denitta Hoffman	41 McAskill CR	<i>Denitta Hoffman</i>
Sarah Longpre	43 McAskill CR	<i>Sarah Longpre</i>
Nadine Smale	45 McAskill CR	<i>Nadine Smale</i>
Eugene Buetner	47 McAskill	<i>Eugene Buetner</i>
Italen Spafford	51 McAskill	<i>Italen Spafford</i>
Kelli Keays	55 McAskill Cres	<i>Kelli Keays</i>
Jackie Carter	705A Glasgow St.	<i>Jackie Carter</i>
Stephen C. Carter	705A Glasgow St.	<i>Stephen C. Carter</i>
Dianna Loucky	1204-315-5TH AVE.	<i>Dianna Loucky</i>
DWIGHT BENNING	31 NORMAN CRES	<i>Dwight Benning</i>
Keith Disney	39 Onimp place	<i>Keith Disney</i>
BARRY ENNIS	90 SERRICK CRES	<i>BARRY ENNIS</i>
Row Dutchak	3300 Regan Cres	<i>Row Dutchak</i>
BARRY CRAIG	3418 33 <sup>RD</sup> ST W.	<i>BARRY CRAIG</i>
WILLIE GRIFFITH	526 CARTER WAY	<i>WILLIE GRIFFITH</i>
LLOYD SCORAN	101 SPARKLING CRES	<i>LLOYD SCORAN</i>
Doug COLEY	1825 McKERCHER	<i>Doug COLEY</i>

NAME

ADDRESS

SIGNATURE

Rhoda Besse	803 Glasgow St	R. Besse
Stacy Klein	801 Glasgow St.	J White
David Elm	801 Glasgow St.	P. W.
Cheryl Besse	711 Glasgow St	C Besse
Cindy Loveridge	709 Glasgow St	Cloude
Justin Smith	2813 McConnell Ave	J. Smith
Barbara Peberdy	622 Glasgow St.	B Peberdy
BRIAN PEBERDY	622 Glasgow St.	B Peberdy
Lisa Peberdy	622 Glasgow St.	L Peberdy
Allan Hjette	618 Glasgow St.	Allan C. Hjette
Brenda Hjette	618 Glasgow St	Brenda Hjette
Carrie Rayat	614 Glasgow St.	Carrie Rayat
Dylan Rayat	614 Glasgow St	Dylan Rayat
Shirley Kulyk	606 Glasgow St.	S Kulyk
Elisabeth Reimer	517 Glasgow St	E Reimer
Henry Reimer	517 Glasgow St.	H Reimer
Chris Jerry	601 GLASGOW ST	C Jerry
Val Neohke	603 Glasgow St	V Neohke
Adelaide Ketzloff	605 Glasgow St	A Ketzloff
Sarah Carter	44 - Harrison Cres.	Sarah Carter
Alysa Van Hoff	703 Glasgow St.	A Van Hoff
Tyson Besse	711 Glasgow St	T Besse

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Joe Vanb Hof	703 Glasgow St	[Signature]
Louise Humbert	214 - McGilp View	[Signature]
Brett Peberdy	622 Glasgow St	[Signature]
Doug Humbert	214 m' Gilp View	[Signature]
Emily Humbert	214 McGilp View	[Signature]
Steve Brande	2811 MacEachern Ave	[Signature]
KAREN KOSMYNKA	2811 MacEachern Ave	[Signature]
Madeline Trefiak	2809 MacEachern Ave	[Signature]
Richard Trefiak	2809 MacEachern Ave	[Signature]
Donna Cone	2807 MacEachern Ave.	[Signature]
KEVIN CONE	2807 MacEachern Ave.	[Signature]
Anne Aalen	2803 MacEachern Ave	[Signature]
KAT SAWATSKY	2801 " " "	[Signature]
CAROLYN SAWATSKY	2801 " " "	[Signature]
Karl Harlid	703 Glasgow St	[Signature]
Billy Schulkarsky	2805 MacEachern	[Signature]
Brian Schulkarsky	2805 MacEachern	[Signature]
J. CANNON	2705 MacEachern	[Signature]
Royce Wilson	2703 MacEachern AVE	[Signature]
Tammy Wilson	2703 MacEachern Ave	[Signature]
Anne Schmidt	2701 MacEachern Ave	[Signature]
Joe Schmidt	2701 MacEachern Ave	[Signature]

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Sonny Kowbel

806 Glasgow St

[Signature]

Tracy Kowbel

806 Glasgow St

[Signature]

Paul Lopez

607 Glasgow St

[Signature]

Viola Meyer

2812 MacEachern Ave.

[Signature]

Susan Verity

423 Mendel Cres

[Signature]

Beverley Kobelzky

204 Cascade Str.

[Signature]

Cherie Kornelsen

2810 MacEachern Ave

[Signature]

HARRY DOERING

2806 MACEACHERN AVE

[Signature]

[Signature]

2809 MacEachern

[Signature]

Alle [Signature]

2802-MACEACHERN

[Signature]

HOWARD RUSTON

2710 MACEACHERN AVE

[Signature]

Lynne Wilson

2706 MacEachern Ave

[Signature]

Maureen Larson

2702 MacEachern Ave.

[Signature]

Ruth Klatt

614 Mendel Cres.

[Signature]

LORI MACK

206 McGillp View

[Signature]

[Signature]

14504 MACK 206 McGillp View

Rylee McCain

210 McGillp View

[Signature]

Allison Laxdal

218 McGillp View

[Signature]

Brett Zoerb

222 McGillp View

[Signature]

Angele Zoerb

222 McGillp View

[Signature]

Everhett Zoerb

222 McGillp View

[Signature]

Edison Gonzalez

2704 Broadway Av.

[Signature]



## NAME

## ADDRESS

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NAME	ADDRESS	SIGNATURE
Sid Homenuk	606 Glasgow St	C. H. D. R.
Shirley Kulyk	606 Glasgow St	Shirley Kulyk
GERMAINE RIAU	515 Glasgow St	G. RIAU
Norme Beck	507 Glasgow St	N. Beck
Rene Beck	507 Glasgow St	R. Beck
Jack Blum	#2 Pender Cres	Jack Blum
<del>Jack</del> Derek Blum	505 Glasgow St	Derek Blum
Mavis Scharbach	503 Glasgow St.	M. Scharbach
Neda Wilkinson	501 Glasgow St	N. Wilkinson
Trin Wilkinson	501 Glasgow St	Trin Wilkinson
<del>Daugh</del>	411 Glasgow St	Daugh
Rose Proctor	409 Glasgow St	Rose Proctor
Jede Gawley	405 Glasgow St.	J. G.
Tyler Gawley	405 Glasgow St.	T. G.
Jean Hollicky	403 Glasgow St.	J. Hollicky
Barb Barr	602 Glasgow St	Barb Barr
Glenn Barr	602 Glasgow St	Glenn Barr
Wally & Carol Duzda	2803 Broadway	Wally & Carol Duzda
Arnold & Agnes Kriese	2801 "	Arnold & Agnes Kriese
Scott + Erin Buzinsky	819 Wilson Cres.	S. Buzinsky
ERIC & KYNETTE CRELLIN	2705 BROADWAY AVE	Eric & Kynette Crellin
GREG SINNETT	2704 BROADWAY AVE	G. M. Sinnett

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Dirk Morrison

2702 Broadway

*Dirk Morrison*

Connor Morrison

2702 Broadway

*Connor Morrison*

Jodi Smith

2701 Broadway Ave

*Jodi Smith*

Mark Besse

2710 Broadway Ave

*Mark Besse*

GREG SCHEBEL

2802 BROADWAY AVE

*Greg Schebel*

Rob Senger

2805 Broadway Ave

*Rob Senger*

Susan Klassoff

513 Glasgow St.

*Susan Klassoff*

Joyce Burr

511 Glasgow St.

*Joyce Burr*

Hazel Anna Stark

522 Wilson Cres.

*Hazel Anna Stark*

Alysa Antaya

2807 Broadway Ave

*Alysa Antaya*

Tonia Batten

2817 McConnell Ave

*Tonia Batten*

Roger Hounjet

2815 McConnell Ave

*Roger Hounjet*

Angelo Hounjet

2815 McConnell Ave

*Angelo Hounjet*

Larissa Brown

218 Mendel Green

*Larissa Brown*

Ron Brown

218 Mendel Green

*Ron Brown*

Erin Packet

911 Glasgow St.

*Erin Packet*

Ben Madry

705 Glasgow

*Ben Madry*

Chris Machue

705B Glasgow

*Chris Machue*

Markie W

2712 Clarence Ave

*Markie W*

Juliana W

510 Wilson Crescent

*Juliana W*

Steven Messert

2804 Clarence Ave

*Steven Messert*

Brad Cooper

16 Harrison Cres

*Brad Cooper*

NAME

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Wade Stover	921 Glasgow St	W Stover
Sandra Koubel	910 Glasgow St.	<del>Sandra Koubel</del>
Kevin Koubel	910 Glasgow St	Sandra Koubel
Spil Apeth	922 Glasgow	Spil Apeth
Yam apeth	922 Glasgow St	Yam apeth
<del>Tom Falbro</del>	913 Glasgow St	Tom Falbro
Elaine Janz	527 Mendel Terr	Elaine Janz
Madeleine Viczko	914 Glasgow St.	Madeleine Viczko
HELEN BEARE	902 Glasgow St	Helen Beare
EARL BEARE	" " "	Earl Beare
GENE SCHNEIDER	814 GLASGOW ST	Gene Schneider
Darlene Schneider	814 GLASGOW ST.	D. Schneider
KELLY KOSTYMIK	810 Glasgow St	Kelly Kostymik
Ashley Kostymik	810 Glasgow St.	Ashley Kostymik
Michelle Climentaga	901 Glasgow St.	M. Climentaga
Vicki Aragon	807 Glasgow St	Vicki Aragon
Ella Fulmes	60 McAshill Cres	Ella Fulmes
Kate Gerbrandt	312 7th St East	Kate Gerbrandt
Travis Inglis	402 Cumberland Ave N	Travis Inglis
Bud. BESSE	805 GLASGOW ST	Bud Besse
SHIRLEY BESSE	805 GLASGOW ST.	Shirley Besse
Larry Besse	903 Glasgow St	Larry Besse

*[Handwritten signature]*

NAME

ADDRESS

SIGNATURE

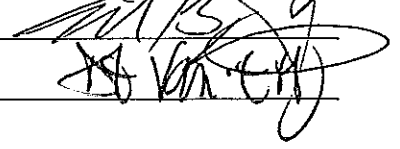
Monique Browey

622 MENDEL CRES



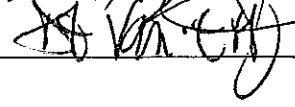
Mike Browey

622 Mendel Cr



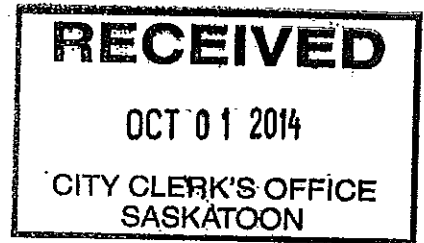
Dorothy VanHoff

703 Glasgow St



5200-1

From: CityCouncilWebForm  
Sent: October 01, 2014 12:34 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Sarah Kerner  
835 Rutherford way  
sasaktoon, Saskatchewan  
S7N 4x6

EMAIL ADDRESS:

supermom.sk18@gmail.com

COMMENTS:

How do I formally request the change of by law 7200 part V page 17 School Bus Safety Lights, where it states "Notwithstanding the Traffic Safety Act section 22 the driver shall NOT use the safety lights on the bus while operating within limits of the City of Saskatoon."

I ask you city council and board members, please explain this by law as it makes no sense to me.

I was outraged to learn it is against the law for a bus driver to act in the safety of a 5 year old boy (someone else's child I witnessed crossing the street). I watched as he had to cross the busy street of Central avenue without the assurance of a cross walk, stop sign, or bus stop safety light. I find myself holding back tears to learn that this is happening here in Canada. Why is council not acting in the interest of the cities most vulnerable citizens who also happen to be their most important investment?

Regards,  
Sarah Kerner

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## **Bicycle Program Update (Cycling Advisory Group Membership, Active Transportation Plan Terms of Reference, Cycling Program Initiatives)**

### **Recommendation**

That the the report of the General Manager, Community Services Department, dated October 14, 2014, be forwarded to City Council for information.

### **Topic and Purpose**

The purpose of this report is to provide information requested by City Council in the January 2014 meeting regarding the Cycling Advisory Group, Bicycle Program, cycling initiatives, and Active Transportation Plan (ATP) Terms of Reference.

### **Report Highlights**

1. A representative from Saskatoon Cycles has been invited to join the Cycling Advisory Group.
2. A steering committee has been established for the ATP project.
3. A Terms of Reference has been developed for the ATP project.
4. A summary of the 2014 initiatives of the Bicycle Program has been prepared.

### **Strategic Goal**

This report supports the City of Saskatoon's (City) Strategic Goal of Moving Around. The recommendations support the long-term strategy to develop an integrated transportation network that is practical and useful for vehicles, buses, bikes, and pedestrians.

### **Background**

On January 20, 2014, City Council resolved, in part:

“That the Administration report to the Administration and Finance Committee by April, 2014 regarding:

- a) representation from Saskatoon Cycles on the Cycling Advisory Group;
- b) a broader plan for the Bicycle Program;
- c) more detail on cycling initiatives to be undertaken in the next 12 to 24 months; and
- d) the terms of reference for a renewed approach to an overall Active Transportation Plan for the City.”

## **Report**

### Cycling Advisory Group (CAG) Membership

The CAG was formed by the Transportation Division to establish and maintain a dialogue with cyclists in the community to assist in the identification of programs, projects, and initiatives that would be the most effective to improving cycling conditions. The CAG meets on a monthly basis with the Administration to discuss cycling issues and review projects and programs.

The CAG was first established in 2009 with citizens selected from a widely-advertised application process. Citizen representatives reflect a broad cross section of our community, geographically and demographically. At the current time, there are representatives from the community, the Transportation, Planning and Development, and Parks Divisions, the Saskatoon Police Service, and the Meewasin Valley Authority (MVA).

The CAG was formed prior to the formation of Saskatoon Cycles. Saskatoon Cycles is an advocacy organization with the following mission:

“Saskatoon Cycles advocates for a city in which cycling is a viable, year-round, mode of transportation that is safe and convenient for all ages.”

Although the Administration communicates with Saskatoon Cycles on a regular basis, the sharing of information could be improved by having regular contact. To that end, Saskatoon Cycles has been invited to provide a representative to the CAG on an on-going basis. A representative of Saskatoon Cycles has been attending CAG meetings since July 2014.

### Active Transportation Plan

Capital Project No. 2551 – Active Transportation Plan was created and funded in 2014 for the development of a vision and strategic plan in order to fulfill the active transportation goals of the Corporate Strategic Plan.

A 14-member steering committee has been established to prepare a Request for Proposals (RFP) and steer the project through its entirety. The Active Transportation Steering Committee (ATSC) is composed of 11 representatives from various civic departments and sections, as well as representatives from the Saskatoon Health Region, MVA, and a resident expert in the field of healthy communities.

The intent in forming a steering committee early in the process was to:

- i) instill ownership of the ATP throughout civic departments and external organizations;
- ii) foster partnerships with key stakeholders; and
- iii) obtain valuable input from those with local knowledge to inform the process and project.

**Bicycle Program Update  
(Cycling Advisory Group Membership, Active Transportation Plan Terms of Reference, Cycling  
Program Initiatives)**

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A project Terms of Reference (see Attachment 1) has been prepared, including a proposed schedule.

Cycling Program Initiatives

The 2014 Bicycle Program initiatives were established by the Administration in consultation with the CAG and as directed by City Council. These initiatives and a brief description are listed in Attachment 2.

**Public and/or Stakeholder Involvement**

The CAG is involved in identifying the priorities in this program.

**Communication Plan**

The ATP project includes extensive community engagement and communications efforts to be further articulated through the RFP submissions.

**Other Considerations/Implications**

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

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

The Administration prepares an annual report on the Bicycle Program.

**Public Notice**

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

**Attachments**

1. Active Transportation Plan – Terms of Reference
2. 2014 Bicycle Program Initiatives

**Report Approval**

Written by: Don Cook, Manager, 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/2014/Transportation – Bicycle Program Update – Cycling Advisory Group Membership, Active Transportation Plan Terms of Reference, Cycling Program Initiatives/ks



## Active Transportation Plan - Terms of Reference

### Project Purpose

Saskatoon strives to be an active, healthy, and safe city where residents and visitors benefit from convenient options for moving around. We envision improved streetscapes, interconnected street and trail networks, and complete neighbourhoods that encourage active transportation choices, manage congestion, and ensure people can move easily around the city throughout the year.

A practical and innovative Active Transportation Plan (ATP) will be essential in achieving this desired state in Saskatoon. The ATP will be a community-guided plan that expands the existing active transportation network, while increasing connectivity, promoting safe routes from all corners of the city, and increasing the share of residents and visitors of Saskatoon that choose to live more actively through their transportation choices.

### Project Objectives

- a. Discover why and to what degree active transportation is important to residents and stakeholders by gaining a comprehensive understanding of the public's needs, concerns, perceptions, and desires for the future state of active transportation in Saskatoon.
- b. Promote and conduct robust and transparent community engagement, providing opportunities for all residents and stakeholders of Saskatoon, including those who are typically underrepresented, to increase their understanding of active transportation, gather input, and identify support for proposed strategies. Effective communication tools should be used to garner interest and participation in engagement events, as well as letting the community know their input has been heard and is valued.
- c. Determine the current state of active transportation in Saskatoon by looking at how current infrastructure, programs, bylaws, and policies support or hinder active transportation in Saskatoon.
- d. Identify potential opportunities to improve connectivity, accessibility, and safety of active transportation options, and develop and recommend strategies that will shift active transportation in Saskatoon from its current state to the desired future state.
- e. Identify potential opportunities to increase awareness of, garner support for, and encourage participation in active transportation, and develop and recommend programs and strategies that will shift active transportation in Saskatoon from its current state to the desired future state.
- f. Develop an integrated Active Transportation Network Plan that is continuous and complimentary of the existing on- and off-road networks, addresses the needs for

both recreational users and commuters, and accounts for future capacity requirements given Saskatoon’s growth potential.

- g. Establish an implementation plan that prioritizes short-, medium-, and long-term strategies; outlines the cost for the associated strategies; identifies potential partnerships; and possible options/methods for funding.
- h. Develop an evaluation strategy that identifies specific performance measures with which the City of Saskatoon (City) and other potential implementation partners can monitor progress and evaluate the success of the implementation plan.

**Schedule:**

<b>DATE/WEEK</b>	<b>MILESTONE</b>	<b>AUDIENCE</b>
<b>October 2014</b>		
28	Release RFP	External
<b>December 2014</b>		
5	RFP Closes	External
5 – 19	Review & Evaluate Submissions	Internal
<b>January 2015</b>		
1 <sup>st</sup> week	Draft and Prepare Report for Award of RFP	Internal
<b>February 2015</b>		
2 <sup>nd</sup> week	Report for Award of RFP to Transportation Committee	External
4 <sup>th</sup> week	Report for Award of RFP to Council	External
<b>March 2015</b>		
1 <sup>st</sup> week	Start-Up Meeting with Consultant	External
<b>March 2016</b>		
3 <sup>rd</sup> week	ATP Completed	External

## 2014 Bicycle Program Initiatives

### Protected Bike Lanes Demonstration Project – In Progress

- **Description:** Undertake the preparation of a feasibility study for the installation of protected bike lanes as a demonstration project in downtown Saskatoon. Feasibility report presented in May. City Council requested a detailed study and public engagement report for fall 2014.

### 33<sup>rd</sup> Street Multi-Use Pathway (Campus Connector) Project – In Progress

- **Description:** Proceed with the design and construction of Phase 3 of a multi-use pathway from the University of Saskatchewan to SIAST Kelsey Campus. Phase 3 to be built along the south side of 33<sup>rd</sup> Street between 3<sup>rd</sup> Avenue and Ontario Avenue. Design work is complete and tender package is being prepared. Construction to commence in spring 2015.

### Blairmore Bikeway – In Progress

- **Description:** Undertake a project evaluation of the Blairmore Bikeway that was established in 2012 as a continuous east-west route that extends from downtown to the Blairmore suburban development. Evaluation report is currently being prepared for presentation in early 2015.

### Bike Education Program - Complete

- **Description:** The continuation of the current Bike-Safe Program aimed at Grade 3 students through the public and separate school systems is seen as a high priority.

### Downtown Bicycle Friendly Program - Complete

- **Description:** Improve visibility of cyclists and cycling in the Downtown, Riversdale, and Broadway Business Improvement Districts (i.e., Sharrows, “Walk Bike” markings, store-front posters).

### Bike Parking – Public Rack Program - Ongoing

- **Description:** On-going program to install bike racks on city streets outside of the BID areas on a request basis.

### Bike Parking – Civic Facilities – In Progress

- **Description:** Undertake an inventory of bicycle parking for the public and employees at all civic facilities and work sites. Inventory has been completed. Report to follow.

### Bicycle Bylaw Review - In Progress

- **Description:** Undertake a review of The Bicycle Bylaw which was enacted in 1984. Stakeholder consultation has been completed. Report and bylaw preparation to be developed for early 2015.

### Cycling Guide - Complete

- **Description:** Update and distribute a map that rates every road in Saskatoon, from novice to intermediate and expert, and provides suggested routes and facilities.

### **Safety Pathway - In Progress**

- **Description:** Complete Phase I of a multi-use pathway from Downtown to the western neighborhoods of Saskatoon. Phase I is located along the Canadian Pacific railway within the boundaries of the Caswell Hill neighbourhood. **Phase I (Idylwyld Drive to Avenue D) completed in this year.**

### **Bicycle Counting Program – Ongoing to October**

- **Description:** Week long bike counts at many locations throughout the City.

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## Parking Meter Upgrade Project – Status Update

### Recommendation

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

1. That the expansion of parking meters as outlined in this report be approved; and
2. That the Administration report further on changes to Bylaw No. 7200, The Traffic Bylaw to implement the Parking Meter Upgrade Project.

### Topic and Purpose

The purpose of this report is to provide an information update as to the status of the Parking Meter Upgrade Project including metered locations, timed parking zones, extending meter time, meter hooding, handicap parking and the implementation plan.

### Report Highlights

The Parking Meter Upgrade addresses the following: meter hooding and disabled programs, zoned parking, extended meter time, delineation of stalls, mailing violation tickets, and on-street turnover with additional metered parking.

### Strategic Goals

The recommendations in this report support the Strategic Goal of Asset and Financial Sustainability as the Parking Meter Upgrade includes implementation of the Licence Plate Recognition technology. This improves efficiencies, increases revenues and reduces reliance on residential property taxes, while supporting the long-term strategy of upgrading parking infrastructure.

This report also supports the Strategic Goals of Economic Diversity and Prosperity, and Continuous Improvement, 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. The Parking Meter Upgrade features will provide improved customer service.

### Background

At its meeting held on June 23, 2014, City Council adopted a report from the General Manager of the Transportation & Utilities Department awarding a contract to upgrade the existing parking meters to Cale Systems Inc.

### Report

The Parking Meter Upgrade has been designed to address parking issues, while providing convenience for the general public. Aside from moving to a multi-space meter, in place of the single-space meter, the length of stay and overall parking configuration remain the same.

The upgrade is able to accommodate the current meter hooding and disabled parking programs with only a slight variation to the way these spaces are accessed. Aside from additional payment options, several advantages resulting from the Parking Meter Upgrade include:

- The ability to move during a parking session;
- Saving on costs realized by not repainting stall lines;
- Opportunity to move towards the mailing out of parking tickets;
- Additional meter locations; and
- A relatively short implementation plan.

Attachment 1 outlines the benefits and opportunities presented with the installation of the new meters.

In addition, as part of the parking meter upgrade, the Administration is recommending the expansion of parking meters to additional locations throughout the City, as shown in Attachment 2. This expansion will assist in ensuring the turnover of parking stalls and provide revenue to the City.

The installation of new meters will begin in November, and is expected to occur over a six to eight week time period. The new parking meter system is expected to be operational by the end of December 2014.

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

The Parking Committee, which is comprised of the Broadway Business Improvement District, Riversdale Business Improvement District and the Partnership, as well as representatives of internal stakeholders including Revenue, Planning and Development, Urban Design and Transportation are aware of the implementation plan and support the direction. The Parking Committee is also supportive of the proposed additional meter installations, and in fact further locations are being considered and will be brought forward at a later date.

### **Communication Plan**

An extensive Communication Plan has been developed to create awareness and educate the public about the Parking Meter Upgrade project. The plan will utilize the signage in the field, the City's website, as well as social media to create awareness.

### **Financial Implications**

The cost of expanding the existing metered areas, as proposed in this report, was included in the contract that was awarded to Cale Systems Inc. at a cost of up to \$5,355,000. Payment for the system includes an up-front payment of \$525,000, with the additional cost repaid from incremental revenues over the next five years. Adequate funding is available in Capital Project #1518 – Parking Meter Purchases for the initial cost.

**Other Considerations/Implications**

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

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

The Administration will present a report by December 2014 on changes required to Bylaw No. 7200, The Traffic Bylaw to enable enforcement of the new parking meter system. The new parking meter system is planned to be operational by the end of 2014.

**Public Notice**

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

**Attachment**

1. New Parking Meter Information
2. Parking Meters - Showing Existing and Proposed

**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 – Parking Meter Upgrade Project – Status Update.docx

## **New Parking Meter Information**

### Timed Parking Zones

The Parking Meter Upgrade, similar to the current system will also have the capabilities of various times parking zones (30 minutes, 90 minutes, 120 minutes, 180 minutes and 9 hour off-street lots). The beneficial factor of the Parking Meter Upgrade is the ability to identify each meter by using GPS coordinates and assigning the appropriate signed time limit. The existing time restrictions will be reviewed as part of the Comprehensive Parking Study which is currently underway. The new meter system is flexible to accommodate changes to the existing timed restrictions.

### Extending Meter Time

Currently, customers may choose to purchase a short period of time at any meter, with the option to return to the meter and bump up or extend their parking session, as long as the vehicle does not exceed the signed time limit for the block. The Parking Meter Upgrade will have an enhanced functionality as customers will have the ability to add paid parking time by adding their license plate from any meter station, up to the signed time limit on the respective block where the vehicle is parked. Enforcement will occur through the use of LPR technology to confirm payment and monitor parking longer than the signs allow.

### Meter Hooding

Meter hooding is a service currently provided to facilitate special events, hotel parking, building maintenance, construction, food trucks and weddings. To temporarily reserve the space, canvas or plastic hoods are placed over the required meters and the customer is charged for the days the metered spaces are required. With the Parking Meter Upgrade, charges will be based on the use of space per block.

Where there is parallel parking, the current fee per stall will be converted to 6 meter increments and where there is nose-in or angle parking, the fee will be based on 2.5 meter increments. These increments are the standard lengths for parallel, nose-in and angled parking stalls found in metered areas today.

Temporary signage will be used to delineate the reserved areas.

### Handicap Parking

Currently any vehicle displaying a valid handicap placard, from any jurisdiction, may occupy a general loading zone or designated handicap loading zone for up to the maximum signed time limit. To park longer than the signed time limit, the City offers a permit program, whereby, the placard holder may apply for an unrestricted parking permit and upon displaying their placard and permit sticker, their vehicle may occupy any metered space longer than the signed time limit. With the Parking Meter Upgrade, the qualified permit holder will be provided with a smart card to initiate a parking session. The smart card will provide unlimited parking for the user for the remainder of that day. In addition, the few designated stalls that currently exist will remain unchanged.



### Zoned Parking

The use of Pay-by-Plate multi-space technology provides the ability for a vehicle to pay for parking and relocate elsewhere within the city, as the payment is tied to the vehicle, not a stall. Once payment has been made for a specific license plate, the vehicle will have the ability to relocate until the session expires. The vehicle will need to ensure that they are not parked longer than the signs allow for a specific block.

### Delineation of stalls

With Pay-by-Plate multi-space technology, many municipalities have experienced a higher number of vehicles parked on a specific block. With the Parking Meter Upgrade, the Administration is not planning to delineate stalls and will monitor the number of vehicles parking per block. If it is observed that there is a reduced number of vehicles per block than current, and thus reduced parking availability, parking stalls can be repainted at any time.

### Issuance of Tickets

The Parking Meter Upgrade functionality allows for notices of violation to be mailed to registered owners thus increasing efficiency. However, The Cities Act requires notices of violation to be served either by attaching them to related property (i.e. the car in violation) or by sending through registered mail. To issue tickets by registered mail is cost prohibitive and would have an operational impact of \$1 Million per year. As a result, tickets will continue to be issued immediately upon violation. The Administration will pursue changes to The Cities Act to provide tickets to be mailed directly without the requirement for registered mail. However, City Council should be aware that a decision of whether to make this amendment is entirely at the discretion of the Province.

### Additional Parking Metered Areas

The Administration has identified several locations where the addition of metered parking would ensure turnover of on-street parking. These locations currently have signed time limits, and due to new development, redevelopment or recent streetscape initiatives would benefit by progressing to paid parking or converting to angle parking. Attachment 1 outlines expanded meter locations that will be included as part of the initial phase of implementation.

In addition, the Parking Committee has identified a desire to further expand the use of parking meters. Upon completion of the initial expansion, a review of parking availability will be undertaken in 2015 to determine the merits of a secondary expansion. A further report will outline options for a second expansion.

### Implementation Plan

All pay stations with the Parking Meter Upgrade will be solar powered; therefore, the installation is simply bolting each unit to a sound surface such as a sidewalk or concrete pad. Upon delivery by the vendor, the new meters will be warehoused and thoroughly tested prior to installation. The introduction of the new meters will be done progressively in smaller zones, and the existing single-space meters in the initial start-up areas will be hooded, the removal occurring once "go live status" has been achieved.



PLAN DESCRIPTION/REVISIONS	
4	ADDED PROPOSED & ANGLE/NOSE IN PARKING
3	ADDED PROPOSED & ANGLE/NOSE IN PARKING
2	ADDED PROPOSED & ANGLE/NOSE IN PARKING
1	
DRAWN BY <u>BAJ</u>	
DATE <u>2011-AUG-02</u>	
SCALE : HOR. <u>NTS</u> VERT. <u>NTS</u>	



**City of Saskatoon**  
Infrastructure Services Department

PARKING METERS  
SHOWING EXISTING AND PROPOSED

APPROVED	
GENERAL MANAGER _____	
ENGINEER _____	
ENGINEER <i>Angela Bordinier</i>	
PLAN NO. <u>260-0040-002r004</u>	

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## 2015 Neighbourhood Traffic Management Reviews

### Recommendation

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

That the eight neighbourhoods selected for 2015 traffic reviews, as part of the Neighbourhood Traffic Management Program, include Adelaide-Churchill, Avalon, Confederation Park, Greystone Heights, Lakeview, Meadowgreen, Montgomery Place, and Mount Royal.

### Topic and Purpose

This report identifies the eight neighbourhoods selected for traffic reviews in 2015. The traffic reviews are intended to address local traffic concerns such as speeding, shortcutting, pedestrian accommodation, and parking.

### Report Highlights

The eight neighbourhoods selected for traffic reviews include Adelaide-Churchill, Avalon, Confederation Park, Greystone Heights, Lakeview, Meadowgreen, Montgomery Place, and Mount Royal based on the number and severity of concerns received, collision history, coordination with neighbourhoods selected for Local Area Plans, and even distribution among Wards.

### Strategic Goal

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

### Background

City Council, at its meeting held on August 14, 2013, approved a new process within the Neighbourhood Traffic Management Program. This process includes a strategy to review concerns on a neighbourhood-wide basis by engaging the community and stakeholders in first identifying specific traffic issues, and secondly, developing joint recommendations that address the issues.

Eight neighbourhood-wide reviews that were initiated in 2014 include Varsity View, Westmount, Brevoort Park, Holliston, Haultain, Hudson Bay Park, Caswell Hill, and City Park.

### Report

Neighbourhoods were prioritized based on the following criteria:

- Number of outstanding concerns (1 point per concern);
- Number of temporary traffic calming devices in place (1 point per device); and
- Collisions (0 points for low, 1 point for medium, 2 points for high).

Coordination with the Local Area Planning (LAP) group was also required. Meadowgreen and Montgomery Place are currently undergoing the LAP process; therefore, there is benefit to combine these efforts.

After prioritizing the neighbourhoods, the Administration further revised the list in order to ensure a distribution throughout the City. This process results in the following neighbourhoods selected for 2015 traffic reviews:

- Adelaide-Churchill (Ward 7);
- Avalon (Ward 7);
- Confederation Park (Ward 3);
- Greystone Heights (Ward 8);
- Lakeview (Ward 9);
- Meadowgreen (Ward 2);
- Montgomery Place (Ward 2); and
- Mount Royal (Ward 4).

Areas including Willowgrove, Hampton Village, and Stonebridge were also identified as high priority neighbourhoods. However, as these neighbourhoods are still being developed and connecting roads and infrastructure are still being constructed, traffic characteristics are expected to change. The Administration is recommending that these neighbourhoods are to be reviewed in 2016 or later. Speeding concerns in these and other neighbourhoods will be addressed through the Speed Management Program through use of speed radar signs, and educational/awareness campaigns.

The prioritization and summary of distribution among the neighbourhoods is illustrated in Attachment 1.

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

Public meetings will be held for each of the eight neighbourhoods, including an initial meeting with residents and stakeholders to identify specific traffic concerns and potential improvements, and a second meeting to present a neighbourhood draft traffic plan for discussion. A third meeting may be required if significant changes of the traffic plan are requested.

Residents and business owners who cannot attend the meetings will be able to provide feedback via the City of Saskatoon's online neighbourhood traffic concerns form, Shaping Saskatoon.ca website, or by phone, email, or mail.

The City of Saskatoon's internal agencies will review the traffic plan and provide feedback.

### **Communication Plan**

Residents and stakeholders in each neighbourhood will be invited to attend both meetings. The meeting invitations will be provided as follows:

- A flyer delivered to each residence in the neighbourhood;
- Through the Shaping Saskatoon.ca website;

- Through requesting the neighbourhood community associations to post the information on their website or Facebook page; and
- By notifying the appropriate Councillor.

The collection of issues and potential improvements will be completed through the following:

- The Shaping Saskatoon.ca website;
- Written submissions at the meetings;
- Written notes taken by the Administration at the meetings; and
- Written, verbal, and e-mail submission to the Administration.

### **Financial Implications**

The resources required to undertake the neighbourhood traffic reviews mentioned in this report is estimated at \$80,000, and will be submitted for approval as part of the 2015 Preliminary Corporate Business Plan and Detailed Budget under Capital Project #1512 – Neighbourhood Traffic Management funded from the Traffic Safety Reserve.

### **Environmental Implications**

Neighbourhood traffic reviews are expected to have positive greenhouse gas emissions implications, as the tendency is to reduce total vehicle mileage in an area by reducing speeds and improving conditions for walking, cycling and transit use.

### **Other Considerations/Implications**

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

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

An annual report of the strategies and programs completed for each year will be provided to City Council.

### **Public Notice**

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

### **Attachment**

1. Neighbourhood Prioritization List

### **Report Approval**

Written by: Jay Magus, Engineering Manager, Transportation  
Justine Nyen, Traffic Safety Engineer, Transportation

Reviewed by: Angela Gardiner, Director of Transportation

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



## Neighbourhood Prioritization List

Neighbourhood	# of Concerns	Temporary	Collisions	TOTAL SCORE	Ward	Councillor
Stonebridge	19	1	1	21	7	Loewen
Hampton Village	11	4	1	16	4	Davies
Adelaide-Churchill	12			12	7	Loewen
Mount Royal	9	2	1	12	4	Davies
Willowgrove	8	2	1	11	10	Jeffries
Riversdale	1	5	2	8	2	Lorje
Avalon	6		1	7	7	Loewen
Confederation Park	7			7	3	Iwanchuk
Lakeview	5	1	1	7	9	Paulsen
Sutherland	5	1	1	7	1	Hill
Buena Vista	6			6	6	Clark
Dundonald	5	1		6	4	Davies
Greystone Heights	3	3		6	8	Olauson
Grosvenor Park	6			6	6	Clark
Montgomery Place	6			6	2	Lorje
Queen Elizabeth	5		1	6	7	Loewen
Wildwood	4		2	6	9	Paulsen
Briarwood	4		1	5	8	Olauson
College Park	3		1	4	8	Olauson
Lakeridge	2	2		4	9	Paulsen
Meadowgreen	2	1	1	4	2	Lorje
Pleasant Hill	2		2	4	2	Lorje
Eastview	2	1		3	7	Loewen
Fairhaven	2		1	3	3	Iwanchuk
Massey Place	2	1		3	4	Davies
Silverspring	2	1		3	10	Jeffries
Arbor Creek	2			2	10	Jeffries
Erindale		2		2	10	Jeffries
Evergreen	1		1	2	10	Jeffries
Exhibition	1		1	2	7	Loewen
Nutana SC			2	2	7	Loewen
Parkridge	1	1		2	3	Iwanchuk
Richmond Heights	2			2	1	Hill
Silverwood Heights		1	1	2	5	Donauer
Westview	1	1		2	4	Davies
King George		1		1	2	Lorje
Lawson Heights	1			1	5	Donauer
North Park		1		1	1	Hill
Pacific Heights	1			1	3	Iwanchuk
River Heights			1	1	5	Donauer
College Park East				0	8	Olauson
Forest Grove				0	1	Hill
Holiday Park				0	2	Lorje
Nutana Park				0	7	Loewen
Rosewood				0	9	Paulsen
The Willows				0	7	Loewen
Varsity View	<b>Neighbourhoods Reviewed in 2014</b>				6	Clark
Brevoort Park					8	Olauson
City Park					1	Hill
Caswell Hill					2	Lorje
Hudson Bay Park					1	Hill
Kelsey-Woodlawn					1	Hill
Mayfair					1	Hill
Westmount					4	Davies
Haultain					6	Clark
Holliston					6	Clark
Nutana					6	Clark

## Review Distribution among Wards

Ward	Councillor	2014	2015	2016	TOTAL
1	Hill	4	0		4
2	Lorje	1	2		3
3	Iwanchuk	0	1		1
4	Davies	1	1	1	3
5	Donauer	0	0		0
6	Clark	4	0		4
7	Loewen	0	2	1	3
8	Olauson	1	1		2
9	Paulsen	0	1		1
10	Jeffries	0	0	1	1

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## **Inquiry – Councillor P. Lorje (June 18, 2012) - Possibility of Installing Traffic Circle Avenue H and 17<sup>th</sup> Street**

### **Recommendation**

That the Standing Policy Committee on Transportation submit the report of the General Manager, Transportation & Utilities Department to City Council for information.

### **Topic and Purpose**

This report provides information in response to an inquiry regarding the feasibility of installing a traffic circle/roundabout at the intersection of Avenue H and 17<sup>th</sup> Street.

### **Report Highlights**

1. The intersection of Avenue H and 17<sup>th</sup> Street is currently a four-legged intersection controlled by a four-way stop.
2. The assessment included reviewing daily traffic volumes, traffic diversion strategies, geometry implications, and long-term planning initiatives.
3. A roundabout is not recommended by the Administration. Traffic volumes have been significantly reduced since the opening of the Circle Drive South Bridge; a roundabout is not a typical traffic diversion strategy; a roundabout would restrict the movement of larger vehicles (i.e. transit bus through the intersection); and the opportunity exists to examine the intersection in a larger neighbourhood context through the King George/Holiday Park Neighbourhood Traffic Management program.

### **Strategic Goal**

This report supports the Strategic Goal of Moving Around by providing safe facilities for pedestrians, cyclists, and drivers.

### **Background**

The following inquiry was made by Councillor P. Lorje at the meeting of City Council held on June 18, 2012:

“Will the Administration please report on the possibility of installing a traffic circle at Avenue H and 17<sup>th</sup> Street to encourage traffic to use 17<sup>th</sup> Street rather than 11<sup>th</sup> Street when travelling to and from downtown and the west end of the city.

The goal would be to discourage the traffic from using 11<sup>th</sup> Street between Avenue H and P, thus minimizing traffic in the residential areas of King George and Holiday Park.

Suggestions for any other traffic calming installations in the area would also be appreciated.”

## **Report**

### Existing Conditions & Roadway Classification

The intersection of Avenue H and 17<sup>th</sup> Street is a four-legged intersection under a four-way stop condition, which is as part of the temporary detour for the closure of Avenue H to accommodate the Water Treatment Plant expansion.

Roadway classification defines:

- Avenue H is a Minor Arterial roadway and terminates at 11<sup>th</sup> Street to the south, and 33<sup>rd</sup> Street to the north.
- 17<sup>th</sup> Street is classified as a Local Road roadway and terminates at Spadina Crescent to the east and Avenue P to the west.
- 11<sup>th</sup> Street is classified as a Minor Arterial roadway between Avenues H and P, and a Major Arterial roadway between Avenue P and Fairlight Drive.

### Assessment of Existing Conditions

To assess the feasibility of a roundabout at the intersection, the following items were reviewed:

- Daily traffic volumes;
- Traffic diversion strategies;
- Geometric implications; and
- Long-term planning initiatives.

### Roundabout is not Recommended

The installation of a roundabout at the intersection of Avenue H and 17<sup>th</sup> Street is not recommended for the following reasons:

1. The Circle Drive South project has attracted traffic away from the 17<sup>th</sup> Street and Avenue H route by providing a higher level-of-service for drivers. Traffic data, specifically weekday peak hour and daily traffic volumes, were collected in August 2012, and March 2014. The data comparison is illustrated in Table 1.

Table 1 – Traffic Data Review

Roadway	Actual Traffic Volumes (vehicles/day)		% change
	2012	2014	
17 Street	4,300	2,900	32% reduction
Avenue H	4,900	3,800	22% reduction

This redistribution of traffic to Circle Drive South has the same end result of diverting traffic at the intersection of Avenue H and 17<sup>th</sup> Street, but at a much larger scale and benefit.

2. A roundabout is not typically considered a traffic diversion strategy. A review of Transportation Association of Canada (TAC)'s Geometric Design Guide for Canadian Roads, December 2011, indicates that the application of roundabouts:
  - Signify a change in road classification;
  - Emphasize the transition from rural to urban environment;



- Accommodate very sharp changes in route direction;
  - Provide a greater measure of safety;
  - Replace existing all-way stop control; and
  - Accommodate locations with low/medium traffic volumes, instead of signals.
3. At this location, extensive re-working of the existing curbs and storm sewer would be required in order to install the roundabout. Attachments 1 and 2 show sample vehicles (garbage truck and bus respectively) attempting to utilize the intersection. The need for curb and storm sewer relocation does not affect the possibility of installing a roundabout at this location, but does impact the cost should City Council choose to install a roundabout at this location.
4. Transportation has committed to completing King George/Holiday Park Neighbourhood reviews as part of the Neighbourhood Traffic Management Program. In addition, Transportation has also committed to a corridor planning study in 2015 for 11<sup>th</sup> Street between Avenue H and Circle Drive. These transportation planning projects will address existing and future traffic volumes, include significant stakeholder engagement, and will generate short and long-term plans. The intersection of Avenue H and 17<sup>th</sup> Street will be reviewed through these studies.

The benefit of addressing the intersection through these studies provides two opportunities:

- If traffic is diverted, the impact to other roads can be assessed.
- Stakeholders can be engaged throughout the process.

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

Residents and stakeholders in the area will be invited to attend an initial meeting to discuss the issues as part of an overall neighbourhood traffic study or the 11<sup>th</sup> Street Corridor Planning Study. Residents and stakeholders will be engaged throughout these studies and will have input into the final recommendations for improvements. Changes to the road network resulting from these studies will be announced to the public.

### **Communication Plan**

Any changes to the road network resulting from these future planning studies will be announced to the public through tools such as the website, Community Association newsletter and engagement subscribers list. Additional communications may be considered as part of the neighbourhood traffic plan and 11<sup>th</sup> Street Corridor study.

### **Other Considerations/Implications**

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

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

The Administration will provide two reports, one upon completion of the 11<sup>th</sup> Street Corridor Planning Study, and another as part of the Traffic Management Program for the Neighbourhood Traffic Calming Program.

**Public Notice**

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

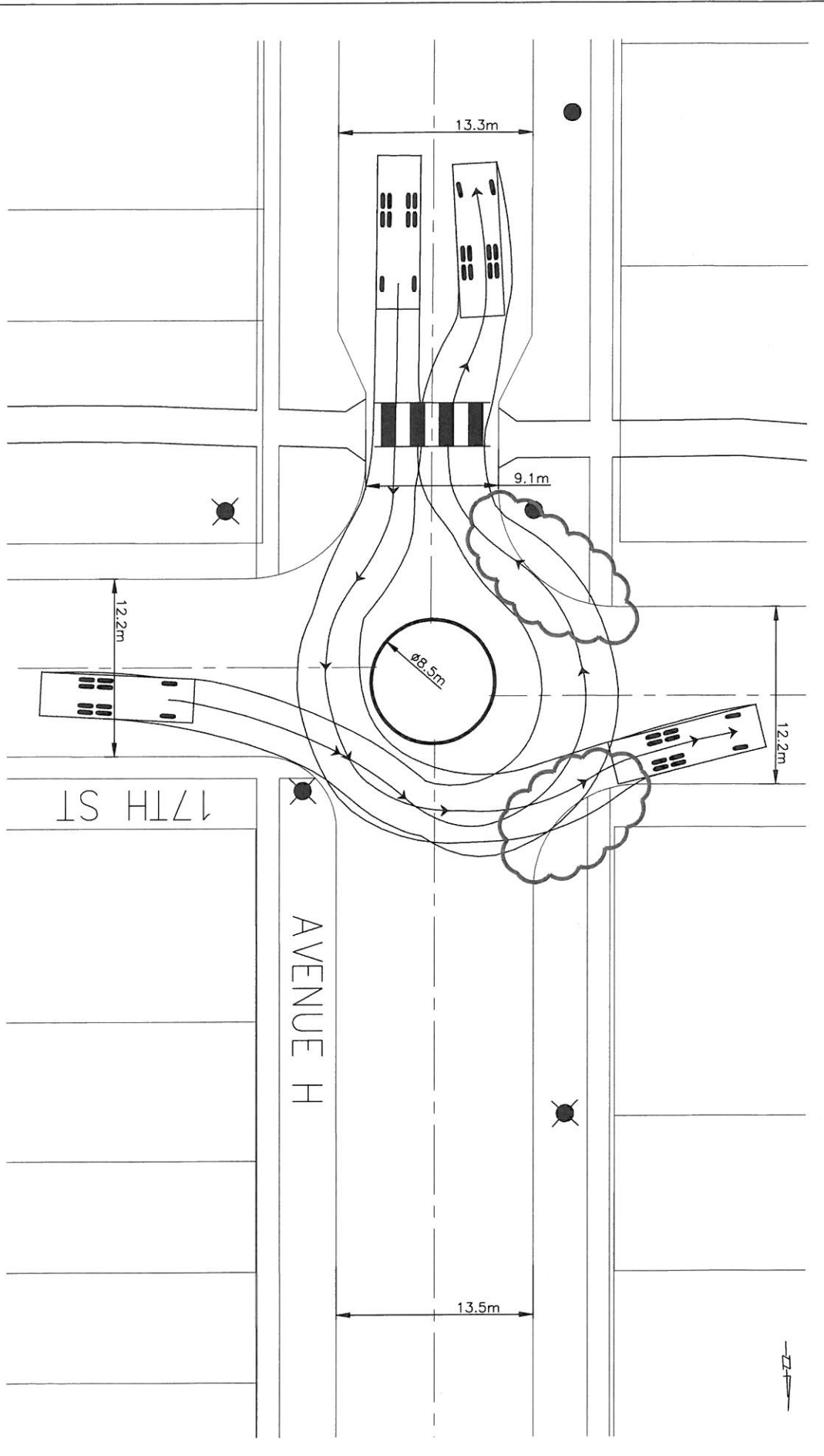
**Attachments**

1. Garbage Truck
2. City Bus (Showing Current Route; Can't Go Through; Can't Make Left Turn)

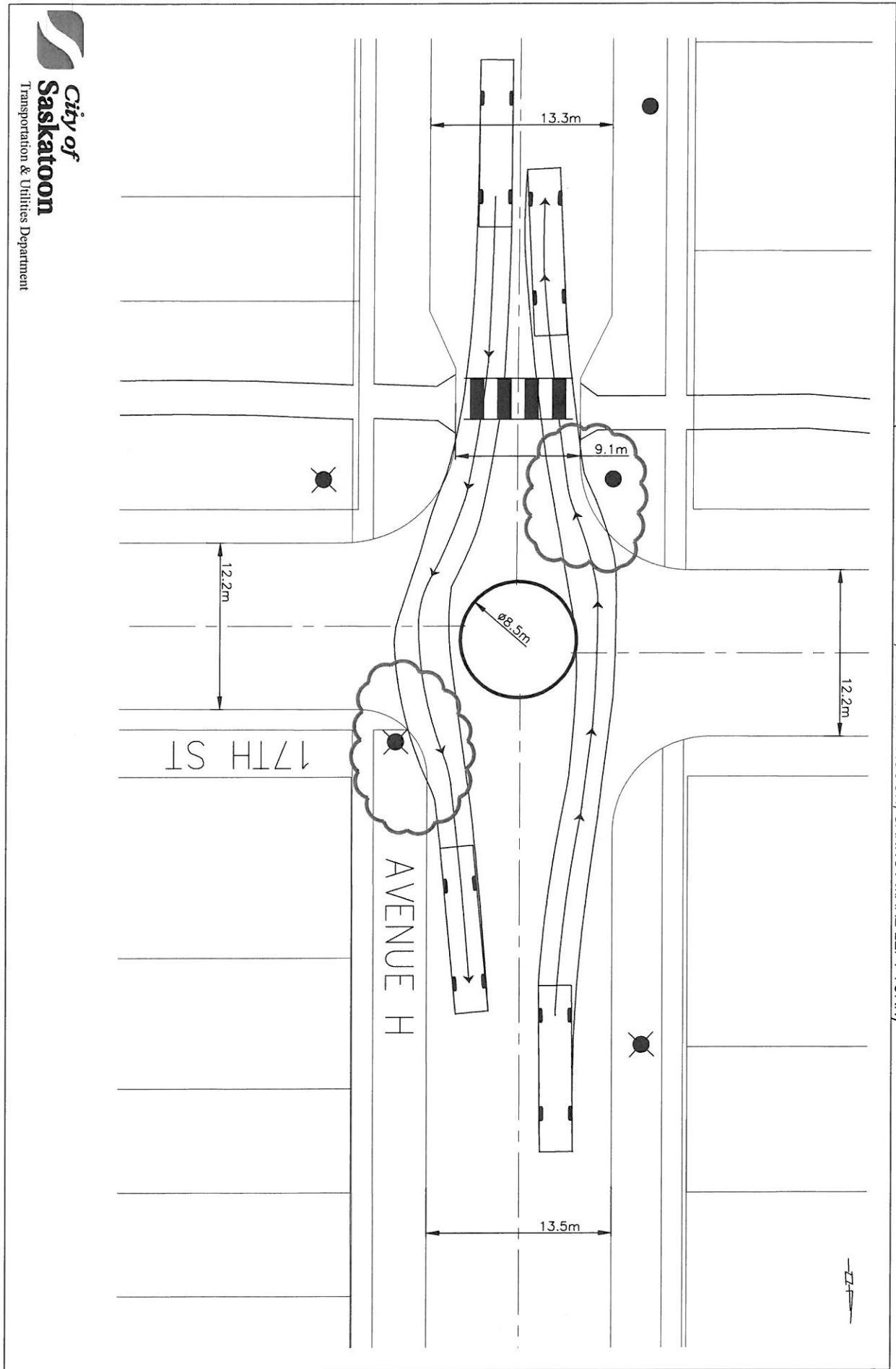
**Report Approval**

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

TRANS JN – Inquiry Councillor P. Lorje (Jun 18-12) - Possibility of Installing Traffic Circle Avenue H and 17<sup>th</sup> Street.docx



GARBAGE TRUCK



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## Building Better Roads – 2014 Year End Review

### Recommendation

That the report of the General Manager, Transportation & Utilities Department dated October 14, 2014, be forwarded to City Council for information.

### Topic and Purpose

The purpose of this report is to provide a review of the repair, maintenance, construction and communication programs as part of the 2014 Building Better Roads initiative.

### Report Highlights

1. The success of the 2014 Building Better Roads program is reviewed as the summer road construction season comes to an end.
2. Building Better Roads communication activities were successfully executed through a variety of channels and new tools were used.
3. Increased funding will contribute to dramatically improving the condition, safety and longevity of the roads through the winter phase of Building Better Roads and in the 2015 program.

### Strategic Goals

This report supports the Strategic Goals of Continuous Improvement, Asset and Financial Sustainability, Quality of Life, and Moving Around.

### Background

In September of 2014, a report was provided to Standing Policy Committee on Transportation titled the *2015 Pavement and Sidewalk Preservation Update*, which indicated that a review of the 2014 Building Better Roads program would be provided.

### Report

Saskatoon's unprecedented 2014 summer road construction season is coming to a close with over \$50 million spent maintaining and repairing more roads than ever before. The 2014 program was made possible by the 2.92% property tax increase dedicated to roadway and sidewalk preservation, combined with a significant base funding increase and a one-time capital contribution of \$9 million made possible by land development.

Building Better Roads includes the following programs:

- Construction Projects (Roadway Preservation and Rehabilitation)
- Sidewalk Repair and Reconstruction
- Spring / Summer Pothole Blitz
- Back Lane Maintenance and Reconstruction
- Line Painting

- Spring / Summer / Fall Street Sweeping
- Traffic Detours – Know Before You Go!
- Work Zone Safety
- Snow and Ice

2014 Building Better Roads Highlights

Program		2014	2013
Construction Projects (Roadway Preservation and Rehabilitation)	\$23.8 million invested in road and sidewalk preservation and rehabilitation	Approximately 200 lane kilometres of road were preserved and rehabilitated	78 lane kilometres resurfaced
Sidewalk Repair and Reconstruction		6 kilometres of sidewalks rehabilitated	1.7 kilometres rehabilitated
Spring/Summer Pothole Blitz		An estimated 3,300 tonnes of asphalt was used to repair 188,000 potholes	
Back Lane Maintenance and Reconstruction		More than 400 kilometres of gravel back lanes were graded	
		13 kilometres of gravel back lanes rebuilt	12 kilometres of gravel back lanes rebuilt
		2.45 kilometres of paved back lanes rehabilitated	
Line Painting		870 kilometres of edge, centre and lane lines were painted	
		27 kilometres of durable markings applied	11.2 kilometres applied
Spring/Summer/Fall Street Sweeping	The first full City-wide curb-to-curb street sweep was carried out in 8 weeks	Included 61 residential neighbourhoods, 96 school zones and 10 industrial and suburban centres	

Other key differences in this year’s program include night and 24-hour work, which allowed the City to plan construction projects more efficiently to reduce the amount of time high-traffic roads were closed for construction. This resulted in a reduced impact to drivers, residents and businesses. The City also implemented an entirely new process for collecting data in respect to the condition of the roadways. This new process allows the condition of the roadways to be assessed on a more objective basis when selecting the roads requiring treatment, resulting in better decisions when prioritizing roads.

With more than double the amount of work this year compared to last, the amount of work zones also increased. This year, there were no major safety incidents reported by road crews and contractors.

#### 2014 Building Better Roads Communication Highlights

Communication activities for Building Better Roads were executed through the media, road restriction service alerts, the microsite, social media, paid radio and print advertising, Mayor and Councillor weekly updates, targeted communication tools specific to construction activities around residential and commercial properties, and construction and maintenance signage. The mix of communication activities created maximum public exposure and understanding of road repair, maintenance and construction programs.

New communication tools used this construction season included the Report-a-Pothole map, the Road Restrictions and Construction Projects interactive map and the Building Better Roads microsite. In total, there were 11,000 hits and 4000 locations reported on the Report-a-Pothole map, 6,500 visits were made to the Road Restrictions and Construction Projects Map.

#### Winter and 2015 Season of Building Better Roads

This year was the start of better roads in Saskatoon. Increased funding will contribute to dramatically improving the condition, safety and longevity of the City's roads. The Administration will bring forward, as part of the 2015 Business Plan and Budget deliberations, a dedicated road levy tax increase of 2.92% to be proposed as the second year of a three-year phase in to build the annual investment base into road and sidewalk preservation.

Throughout the winter phase of Building Better Roads, the programs will continue to focus on the condition and safety of the roads through plowing, grading and sanding. Communications will focus on educating the public on the City's snow and ice programs through earned media tactics, snow and ice updates following a snow event, the microsite, social media, paid advertising, Mayor and Councillor weekly updates, targeted communication tools for residents adjacent to a snow route and signage as necessary.

The 2015 Building Better Roads program will continue to see dramatic improvements to Saskatoon's road network. The following is a summary of major planned road repair, maintenance and construction locations.

- Downtown
  - 3<sup>rd</sup> Avenue between 22<sup>nd</sup> Street and 25<sup>th</sup> Street
  - 22<sup>nd</sup> Street between Idylwyld Drive and 4<sup>th</sup> Avenue
- Freeways
  - 22<sup>nd</sup> Street from Circle Drive overpass to Hart Road and all associated ramps
  - Multiple interchange ramp locations adjacent to roadway work on Circle Drive

- Major Arterials
  - Taylor Street from Weyakwin Drive to Brundell Road
  - Lorne Avenue from Jasper Avenue to Taylor Street
  - Warman Road from Primrose Drive to Lenore Drive
  - Wanuskewin Road (North Bound only) from Lenore Drive to Fire Hall
  - Avenue P from 22<sup>nd</sup> Street to 29<sup>th</sup> Street
- Local Neighbourhood Streets
  - The 2015 program will also include numerous neighbourhood streets for road preservation and rehabilitation

**Public and/or Stakeholder Involvement**

No specific engagement activities have occurred as part of the review of the 2014 Building Better Roads program.

As the 2015 Building Better Roads communication plan is developed, the goal will focus on having continual conversation to familiarize Saskatoon residents with the City’s Road plan and to inform citizens of each construction and maintenance project and how these projects will affect how they move around.

**Communication Plan**

The review of the 2014 Building Better Roads Program will be communicated to the public through the news media, the City’s website and the Building Better Roads microsite.

**Other Considerations/Implications**

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

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

A follow up report is not required.

**Public Notice**

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

**Report Approval**

Written by: Colleen McKee, Communications and Marketing Manager for Transportation and Utilities  
Reviewed by: Angela Gardiner, Director of Transportation  
Chris Hallam, Director of Construction & Design  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department



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## Capital Project #2407 – IS North Commuter Parkway and Traffic Bridge – De-Scoping Ladder

### Recommendation

That the report of the General Manager, Transportation & Utilities Department dated October 14, 2014, be forwarded to City Council for information.

### Topic and Purpose

The purpose of this report is to provide the Standing Policy Committee on Transportation with information regarding the selected de-scoping ladder for the P3 Request for Proposals for the North Commuter Parkway and Traffic Bridge Project.

### Report Highlights

1. A de-scoping ladder must be established to mitigate the risk of a failure to award the project in the event that all of the financial proposals result in pricing above the City's affordability threshold.
2. In the event the affordability threshold is exceeded by all proposals on the base project scope, the project cannot be awarded unless a de-scoping ladder is used to reduce the project scope to within the City's affordability threshold.
3. Based on the recommendations of the City's advisory team for the project, a de-scoping ladder representing at least 15% of the total project capital value is necessary to be built into the RFP document.
4. A prioritized four-level de-scoping ladder is presented in this report.

### Strategic Goal

The construction of the North Commuter Parkway supports the Strategic Goal of Moving Around as it will optimize the flow of people and goods in and around the city.

### Background

At its meeting on March 31, 2014, City Council approved that the North Commuter Parkway and Traffic Bridge project use a P3 delivery model, subject to the City's approval of a funding application to PPP Canada. Upon receiving funding approval from PPP Canada, and before the procurement process commences, the Administration was to report further on the final funding plan.

At its meeting on June 9, 2014, City Council approved the funding plan for the project and that Administration may proceed with the Request for Qualifications stage of procurement.

The P3 Request for Qualifications was issued on July 21, 2014 and closed on September 10, 2014. Three proponents were shortlisted for the P3 Request for Proposals stage on October 3, 2014.

## Report

The North Commuter Parkway project team has been working to complete the P3 Request for Proposals (RFP) document for the project. A major component of this work is the need to identify a list of potential de-scoping items to mitigate the risk of a failure to award the project in the event that all of the financial proposals result in pricing above the City's affordability threshold. The project will be awarded to the lowest net present value financial proposal from all compliant technical proposals. In the event the affordability threshold is exceeded by all proposals, the project cannot be awarded unless a de-scoping ladder is used to reduce the project scope to within the City's affordability threshold.

For all proposals with compliant technical proposals, de-scoping of the project would only occur if all associated financial proposals for the base scope are above the City's established affordability threshold. In this event, the price proposals for scope reduction level one would be applied. If all price proposals are still above the City's established affordability threshold at scope reduction level one, the price proposals for scope reduction level two would be applied. This process is repeated until one or more price proposal fall below the affordability threshold, and the project awarded to the proposal with the lowest net present value at the associated scope reduction level.

Based on the recommendations of the City's advisory team for the project, a de-scoping ladder representing at least 15% of the total project capital value is necessary to be built into the RFP document.

### De-Scoping Item Prioritization

As the financial proposals must include a complete financial analysis for the various scope reduction levels if the affordability threshold is exceeded at any level, it is important that the de-scoping ladder be established into logical bundles of items to limit the number of steps to the ladder. Therefore, the de-scoping ladder has been prioritized as follows:

- 1) Scope Reduction Level One (estimated total capital cost \$4,500,000 to \$5,500,000)
  - Delete above-ground infrastructure for traffic signals at intersections for future development.
  - Delete construction of water main and sewage forcemain crossings of the Northeast Swale in conjunction with new roadway construction.
  - Delete pedestrian ramps from walkways on Traffic Bridge into Rotary Park.
- 2) Scope Reduction Level Two (estimated total capital cost \$5,860,000 to \$7,160,000)
  - Delete sound attenuation infrastructure adjacent to existing Attridge Drive.
  - Delete all proposed walkways, bikeways and multi-use pathways adjacent to Central Avenue and McOrmond Drive.
- 3) Scope Reduction Level Three (estimated total capital cost \$13,510,000 to \$16,510,000)

- Delete sound attenuation infrastructure adjacent to existing Central Avenue.
  - Delete twinning of existing Central Avenue between Attridge Drive and Fedoruk Drive, including rehabilitation of existing traffic lanes.
- 4) Scope Reduction Level Four (estimated total capital cost \$10,230,000 to \$12,510,000)
- Delete all associated off-bridge roadway, pathway and retaining wall improvements associated with the Traffic Bridge.
  - Build only the first two lanes of Central Avenue between Fedoruk Drive and McOrmond Drive.

### **Financial Implications**

This report outlines the de-scoping strategy that will be used in the RFP to ensure that the project can be awarded within the project budget established as part of the funding plan which was approved by City Council on June 9, 2014.

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

Stakeholder involvement will be required at various stages of the project. Community events will be planned in order to engage and educate the citizens. The Administration will coordinate with applicable stakeholders as necessary.

### **Communication Plan**

A communications agency has been retained through the Technical Advisor for the project, and a phased-in communications plan has been developed for the life of the project. Various community events will be planned in order to engage and educate the citizens. Regular project updates will be provided to City Council by the Project Manager, be posted to the website, and more broadly to the general public through the media.

### **Safety/Crime Prevention Through Environmental Design (CPTED)**

A preliminary CPTED review was completed at the Committee's September 5, 2013, meeting. Additional CPTED reviews will be undertaken on staged design submissions during the detailed design period.

### **Other Considerations/Implications**

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

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

The Administration is currently operating on a realistic target completion date for the North Commuter Parkway project of October 2018.

### **Public Notice**

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

**Report Approval**

Written by: Dan Willems, Special Projects Manager, Major Projects  
Reviewed by: Mike Gutek, Director of Major Projects  
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities  
Department

TRANS DW – Capital Project 2407 – IS North Commuter Parkway and Traffic Bridge – Descoping Ladder