



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

**Monday, November 10, 2014, 9:00 a.m.
Council Chamber, City Hall**

Pages

1. CALL TO ORDER
2. CONFIRMATION OF AGENDA
3. ADOPTION OF MINUTES
 - 3.1 Minutes of regular meeting of the Standing Policy Committee on Transportation held on October 14, 2014.
4. UNFINISHED BUSINESS
5. COMMUNICATIONS (requiring the direction of the Committee)
 - 5.1 Delegated Authority Matters
 - 5.1.1 Repaving of 4th Avenue North, October 2, 2014, Brent Penner, Executive Director, The Partnership [File No. CK. 150-1] 3 - 3

Recommendation
That the information be received.
 - 5.2 Matters Requiring Direction
 - 5.3 Requests to Speak (new matters)
6. REPORTS FROM ADMINISTRATION
 - 6.1 Delegated Authority Matters
 - 6.2 Matters Requiring Direction
 - 6.2.1 Automated Speed Enforcement - Photo Radar [File No. CK. 5300-8] 4 - 7

Recommendation
That the report of the General Manager, Transportation & Utilities Department dated November 10, 2014, be forwarded to City Council for information.

- 6.2.2 New School Zone for Willowgrove School and Holy Family School [File No. CK. 5200-5] 8 - 11**

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That a new school zone be installed for Willowgrove School and Holy Family School.

- 6.2.3 Inquiry Councillor A. Iwanchuk (January 7, 2013) Options and Costs - Comprehensive Snow Clearing and Removal [Files CK 6290-1 & x1700-1] 12 - 19**

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated November 10, 2014, be forwarded to City Council during 2015 Business Plan and Budget deliberations.

- 6.2.4 Snow and Ice - 2014 Program [File No. 6290-1] 20 - 26**

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
1. That the information be received; and
2. That the Administration be directed to approach the winter of 2014/2015 as outlined in this report.

7. URGENT BUSINESS

8. ADJOURNMENT



ADDITIONAL AGENDA ITEM

STANDING POLICY COMMITTEE ON TRANSPORTATION

MONDAY, NOVEMBER 10, 2014

2. Confirmation of Agenda

The following attached letters have been received regarding item 6.2.1.:

- Alfred and Sharon Schmidt, dated November 7, 2014;
- Maryann Behme, dated November 7, 2014;
- Bob Francois, dated November 8, 2014;
- Thomas Powell; dated November 8, 2014; and
- Moir Haug, dated November 8, 2014.

Recommendation

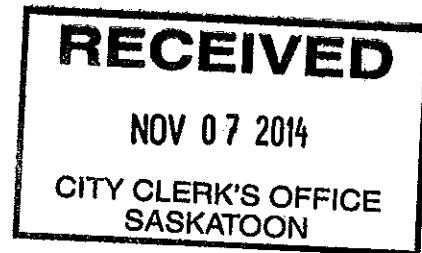
1. That the letters from Alfred and Sharon Schmidt, Maryann Behme, Bob Francois, Thomas Powell, and Moir Haug be added to today's agenda and considered with item 6.2.1; and
2. That the agenda be confirmed as amended.

From: CityCouncilWebForm
Sent: November 07, 2014 4:14 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Alfred and Sharon Schmidt
313-2101 Preston Ave. S,
Saskatoon, Saskatchewan
S7J 4B5



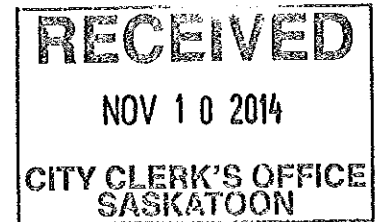
EMAIL ADDRESS:

sharon.ss45@gmail.com

COMMENTS:

Well, we sure hear enough about the coming of the traffic cameras. We are all for this as we are nearly driven over every day by cars that pass like we are standing still. It seems the only ones complaining are the people getting caught by a camera which is really amusing. We find it difficult to understand, if we are doing the speed limit on either Circle Drive (using cruise control), how in the heck does the traffic that is way back behind catch up to us and pass. It is really unreal how fast the traffic is. You are guaranteed to be run over no matter where you drive. Heaven forbid that you and the car beside you are doing the speed limit, the ones following or trying to run you over are having a coronary. On Circle Drive south, you are passed on either the left or right at the bridge cause there are 3 lanes at this point. It really is frustrating and we are hoping the cameras catch enough of these fast drivers. Counselman Pat Lorje is out to lunch if she thinks that more police cars will help. They are never where they need to be to catch these drivers. Cameras are the real answer and we sure hope it works out. It would be nice to see lots of cameras in the city to help control the speeding vehicles.

From: CityCouncilWebForm
Sent: Friday, November 07, 2014 11:27 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Maryann Behme
101-910 Heritage View
Saskatoon, Saskatchewan
S7H5S4

EMAIL ADDRESS:

mbehme@sasktel.net

COMMENTS:

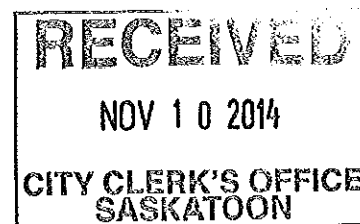
City Council:

This will probably be ignored but I am giving you my opinion on photo radar and incidentally red-light cameras. I see nothing wrong with the photo radar if it cuts down speeding. I don't use Circle Drive as majority of people drive so much over speed limit that I don't feel safe. By schools and I drive by one frequently, I find the majority of vehicles drive at or almost at the 30km speed.

I would like to see more red-light cameras. There are many, many times when I am sitting at a green light while 3-4 vehicles are going through a red-light. I find the worst are along Taylor at Kingsmere intersection and also McKercher intersection. There should be more along 8th street also. You can call it a money-grab or what you like but if these actually make people slow down or stop at red lights then I am all for it. I am guessing that the majority of people and this includes councillors who are against them are more than likely some of the offenders. I know there are times when I am going 55 in a 50km zone and when I see that I have to touch brakes. But I am very vigilant in school zones often driving closer to 25 than 30. However I am more than likely in the minority in this issue. Just my opinion. Take it or leave it.

Maryann Behme

From: CityCouncilWebForm
Sent: Saturday, November 08, 2014 8:49 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Bob Francois
69 Columbia Dr
Saskatoon, Saskatchewan
S7K 1E7

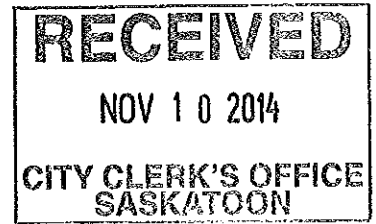
EMAIL ADDRESS:

rvfrancois@sasktel.net

COMMENTS:

About 4 or 5 years ago the city of Phoenix and it's surrounding cities such as Mesa, Scottsdale, Tempe, and so on, installed photo radar on all it's expressways. This was done after a policeman was killed during a traffic stop. They have since removed all of them. They found they impeded traffic flow more than it controlled it. There were more rear end collissions, and so on. It did not reduce the number of serious accidents. I hope Saskatoon is not letting SGI do this on their own and there has been a lot of comparative research done both for and against. Also, I am not in favour of SGI making the rules for our province. First they have a monopoly on vehicle insurance, they set the rates and change them at will. No competition. Now they want to make the traffic laws. Time to rethink who is running this province. The city can take a step against this happening. I hope you choose to do so.

From: CityCouncilWebForm
Sent: Saturday, November 08, 2014 1:28 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Thomas Powell
219 Swan Crescent
Saskatoon, Saskatchewan
S7J 5B4

EMAIL ADDRESS:

tompowell@sasktel.net

COMMENTS:

I have yet to hear even one logical reason for the City of Saskatoon to reject photo radar.

Some people suggest that photo radar is a cash grab by senior governments. This argument is completely ridiculous. "If you don't do the crime you don't have to pay the fine." It is as simple as that. Speeding is a crime. Speeding is taking a lethal weapon and handling it in an unsafe manner which endangers the lives of all with whom the road is shared. Persons who knowingly break the law by speeding ought to be caught and penalized.

I am tired of being practically run over while obeying the speed limit by some other driver who thinks I ought to go the speed he/ she wants to go. I am tired of being cut off by some law breaker weaving in and out of traffic lanes because he/ she thinks it is okay to break the law by speeding.

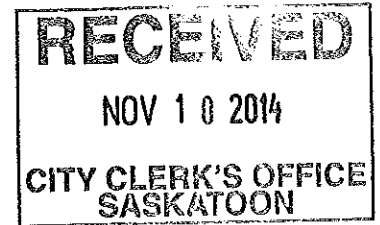
I am tired of having insurance rates go up because some drivers insist on breaking the law by driving considerably faster than the posted speed limit, or faster than road conditions allow.

It is odd to me that we do not complain when business owners install security cameras to catch the law breakers who might break into their store. Why is that acceptable yet it is not acceptable to put cameras on our major roads to catch law breakers out there?

People simply have to get the message that driving faster than the posted speed limit is breaking the law and endangers everyone else on the road. It seems that catching and fining the speeders is the only way these law breakers will get the message. So, go ahead and take the pictures of all law breakers, including those on our highways and streets.

5300-8

From: CityCouncilWebForm
Sent: Saturday, November 08, 2014 2:19 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Moir Haug
626 Wakaw Bay
Saskatoon, Saskatchewan
S7J 4A9

EMAIL ADDRESS:

mhaug@mjrsinvestments.com

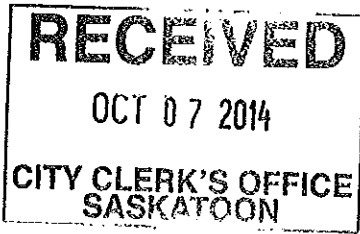
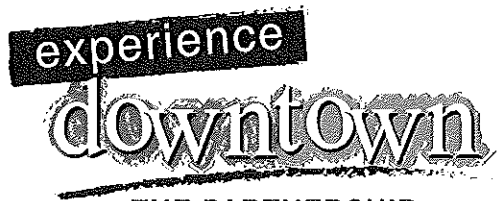
COMMENTS:

I have resided/worked in the City of Saskatoon for over 40 years and come to know it pretty well. During that time, I have seen the City grow and prosper. I travel on the minor and major roads daily. And, while I see the occasional minor traffic infraction, I don't see the need for photo radar. To begin with, I thought that the idea was just a ploy by SGI to make money. I do realize that they are concerned with safety too, but, in my opinion the numbers/problem do not warrant the cost/intrusion. I also see no indication that the Circle Drive locations being picked are based solely on safety. It is sad to see Saskatoon becoming a City where "Big Brother" plays an increasing role.

At the same time our police department is asking for a significant increase in its budget. I might have thought that with photo radar coming into effect, the police budget would be reduced or at least held, but, I guess that is too much to ask.

I sincerely hope the Council will reconsider its plan to introduce photo radar.

Regards



THE PARTNERSHIP
Saskatoon Downtown Business Improvement District

October 2, 2014

His Worship the Mayor and Members of City Council
Office of the City Clerk
City of Saskatoon
2nd Floor, City Hall
222 3rd Avenue North
Saskatoon, SK S7K 0J5

His Worship the Mayor and Members of Council,

I wanted to take an opportunity to say thank you on behalf of the downtown district for the repaving work on 4th Avenue that was recently completed. Our organization views downtown as a focal point for our community, and an area that visitors to our city typically see when they are here. It is fundamentally important to have infrastructure that is well maintained and 'welcoming' for everyone.

We look forward to continued improvement to downtown infrastructure over the coming years as the city moves forward with efforts to improve and enhance existing roadways.

Sincerely,

Brent Penner
Executive Director
The Partnership, Saskatoon Downtown Business Improvement District

Automated Speed Enforcement – Photo Radar

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated November 10, 2014, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information on the Automated Speed Enforcement (ASE) program also recognized as photo radar.

Report Highlights

1. Circle Drive corridor and school zones in Saskatoon were selected due to safety concerns and/or difficulty in enforcing in these areas.
2. The program will be a two-year pilot project and will be implemented in two phases.
3. The ASE project is led by Saskatchewan Government Insurance (SGI) with assistance from Saskatoon Police Service (SPS) and City of Saskatoon (City).
4. ASE programs in other jurisdictions have shown reductions in speed-related collisions.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing safer roads for all road users, and optimizing the flow of people and goods in and around the city.

Background

In 2013, the Provincial Government set up an All Party Special Traffic Safety Committee that conducted extensive public consultation directed at enhancing public safety in Saskatchewan. As part of its recommendations, the committee supported SGI implementing an ASE pilot project in Saskatchewan.

Subsequently in 2013, the Government of Saskatchewan announced the implementation of a two-year ASE pilot project to slow drivers down through high speed, high collision, and high traffic volume areas throughout the province. In Saskatoon, five locations on Circle Drive and five school zones were selected for the implementation of the two-year provincial pilot project.

Other locations included in the project are Highway #1 East between Pilot Butte and White City, Highway #12 at Martensville, the Regina Ring Road, and Highway #1 near Moose Jaw. Cameras will also be used in school zones in Regina and Moose Jaw.

In January 2014, SGI presented the ASE project to the Saskatoon Board of Police Commissioners. This information was received by the Board, and in June 2014, the Board provided their support for a two-year pilot project.

Provincial legislation and regulation changes were also made to enable the pilot project based on the specific locations involved in the pilot project.

Report

Selected Locations for ASE

In 2013 alone, a total of 956 collisions occurred on Circle Drive resulting in 231 injuries and 2 deaths. Of these collisions, 57 of the injuries and 1 death were speed related according to the Police investigation. Speed enforcement on Circle Drive is hazardous due to the speed of traffic in close proximity to a police officer standing on the road. The introduction of the ASE program is a strategic tool in reducing the number of times this situation occurs.

Implementation of the ASE Pilot Project

Implementation of the pilot project will be done in two phases. The first phase will include installing one speed enforcement camera at one of the five high-risk locations on Circle Drive. The camera will be rotated through the five locations.

The second phase includes installing a camera in one of the selected five school zones. The Circle Drive cameras are anticipated to be installed in November 2014. The timing of the school zone cameras is not yet determined.

The five camera locations on Circle Drive include:

- Airport Drive
- Circle Drive South Bridge
- Preston Avenue
- Taylor Street
- 108th Street

The five school zone locations selected are:

- St. Michael Community School, located on 22 – 33rd Street East
- École Henry Kelsey School, on 16 Valens Drive (the camera will be installed on 33rd Street West)
- Brownell School, on 274 Russell Road
- École Canadienne-Française, on 1407 Albert Avenue (the camera will be installed on Clarence Avenue)
- Mother Teresa School on 610 Konihowski Road and Silverspring School on 738 Konihowski Road

Violations will be automatically processed and manually certified by SPS. Similar to manual enforcement, SPS will use their discretion while certifying violations. There will be a two-month warning period before tickets will be issued. This warning period will provide drivers a chance to adjust their driving behaviours.

During this time, drivers exceeding the speed limit will be mailed a warning ticket instead of an actual ticket. Large warning signs will be installed along Circle Drive to alert motorists, while regulatory signs will also be installed to remind motorists about the

photo speed enforcement. Clear signage will also be installed in the respective schools zones.

Project Led by SGI

SGI is leading the project for the province while SPS will be responsible for processing, reviewing and approving violations, as well as responding to enforcement related questions. The City will assist with installation and implementation of the program and will be responsible for site maintenance such as snow clearing adjacent to the cameras.

The impact of the program will be assessed by SGI, with input from SPS and the City, and the results published via an interim six-month report. A final evaluation of the project will be presented by SGI at the end of the two-year pilot period. If deemed effective and provincial legislation is modified to support a long-term program, City Council will have the opportunity to determine if the program will continue in Saskatoon. At that point, the City will have the option of purchasing the system and managing the program.

The Ministry of Justice will be responsible for collection of fines, court and prosecution services.

Benefits of ASE

Installation of photo speed enforcement has proven to prevent traffic collisions, injuries and deaths on roadways. It is also been proven as an effective way to reduce speeding and calming traffic in school zones. A 1996 British Columbia study showed a 26% reduction in fatal collisions and a 14% decrease in traffic collision injuries after the introduction of photo speed enforcement in high-risk areas. An evaluation of Winnipeg's use of photo speed enforcement in school, playground and construction zones in 2011 indicated there were a 24% decrease in speed-related injury crashes at camera intersections and a 13% decrease in property-damage-only crashes at camera intersections.

As per City Council's approval on September 29, 2014, any revenues from the ASE project over and above the program costs will be used to fund traffic safety improvements and initiatives in the city. The funds are used to improve safety in residential neighbourhoods and high collision locations throughout the city.

Public and/or Stakeholder Involvement

The City and SPS are working with SGI to ensure the successful implementation of this project.

Communication Plan

SGI is leading the program and will be coordinating overall, province wide communications. At the time of implementation in Saskatoon, the City will work with SGI and the SPS to ensure a Public Service Announcement is issued, informing motorists of the new enforcement system. SPS will be responsible for addressing

enforcement related questions and the City will answer any questions about the program's operations.

Information will be placed in The StarPhoenix City Pages around the time of implementation. ASE may also be considered as the subject of a 'Building Better Roads' update.

Financial Implications

SGI is responsible for all costs during the duration of the pilot project, including compensation for SPS for processing and the City for maintenance of the cameras.

There are no estimates of expected revenues as this is a new program in the province. The City's portion of the revenues from the ASE program will provide funding for the Traffic Safety Reserve and these funds will be used to support traffic safety programs and initiatives.

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 the outcome of SGI's evaluation following the completion of the two-year pilot project in the fall of 2016.

Public Notice

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

Report Approval

Written by: Lanre Akindipe, Traffic System Engineer, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

New School Zone for Willowgrove School and Holy Family School

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That a new school zone be installed for Willowgrove School and Holy Family School.

Topic and Purpose

This report requests approval from City Council to install a new school zone for Willowgrove School and Holy Family School in order to improve pedestrian safety.

Report Highlights

1. The installation of a new school zone to reduce speed at Willowgrove School and Holy Family School is recommended with both schools expected to open in January 2015.
2. Two Active Pedestrian Corridors are being installed in conjunction with the school zone.

Strategic Goal

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

Background

The school site is shared between the Saskatoon Public Schools, Greater Saskatoon Catholic Schools, and the City of Saskatoon. Willowgrove School and Holy Family School must open at the same time, with January 5, 2015 being the expected opening date for both schools.

As outlined in Policy C07-015, Reduced Speed Zones for Schools, a reduced speed zone, with a speed limit of 30 kilometres per hour (kph), is to be installed at all elementary school sites and will be in effect between the hours of 8:00 A.M. to 5:00 P.M., Monday to Friday, September 1 to June 30. The length of the school zone will include the frontage of the school and any important crosswalks that will be used by pedestrians as part of their route to school.

Report

The new school zone for Willowgrove School and Holy Family School will be combined into one continuous reduced speed zone. The school zone will include the north intersection of Stensrud Road and Willowgrove Crescent, north and south intersections of Stensrud Road and Willowgrove Square, and the east intersection of Willowgrove Boulevard and Maguire Crescent (Attachment 1).

New School Zone for Willowgrove School and Holy Family School

Stensrud Road is classified as a major collector roadway, with two lanes of traffic, one in each direction. Willowgrove Boulevard is also classified as a major collector roadway, with two lanes of traffic, one in each direction, and near Willowgrove Square, Willowgrove Boulevard is a one-way couplet.

The Willowgrove Neighbourhood Concept Plan identified a need for enhanced crosswalks near the school sites and levies were collected from lot sales to fund this work. The Administration will be installing two Active Pedestrian Corridors in conjunction with the reduced speed school zone at Stensrud Road/Willowgrove Crescent and at Willowgrove Boulevard/Maguire Crescent. Both locations provide direct pedestrian connections into the park and school sites. Installation is underway and barring unforeseen circumstances, the corridors should be operational before the end of December 2014.

Public and/or Stakeholder Involvement

In February 2014, the Administration met with Saskatoon Public Schools and Greater Saskatoon Catholic Schools to discuss the new school zone for Willowgrove School and Holy Family School. Both school divisions supported the installation of the new school zone.

Communication Plan

A Public Service Announcement will be released to inform motorists of the new school zone. Social media message(s) will be utilized to communicate the changes. The City will collaborate with Willowgrove School and Holy Family School in the drafting and dissemination of messaging.

Policy Implications

The installation of the new school zone for Willowgrove School and Holy Family School is in accordance with Policy C07-015, Reduced Speed Zones for Schools.

Financial Implications

The cost to install the school zone signage is approximately \$1,000. Funding is available within approved Capital Project #1506 - Traffic Signing Replacement.

The cost of the Active Pedestrian Corridors is \$25,000 each and is funded through levies collected from lot sales in the Willowgrove neighbourhood.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If approved, the new school zone signage will be installed prior to the opening of the schools to allow time for drivers to adjust to the reduced speed zone.

New School Zone for Willowgrove School and Holy Family School

Public Notice

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

Attachment

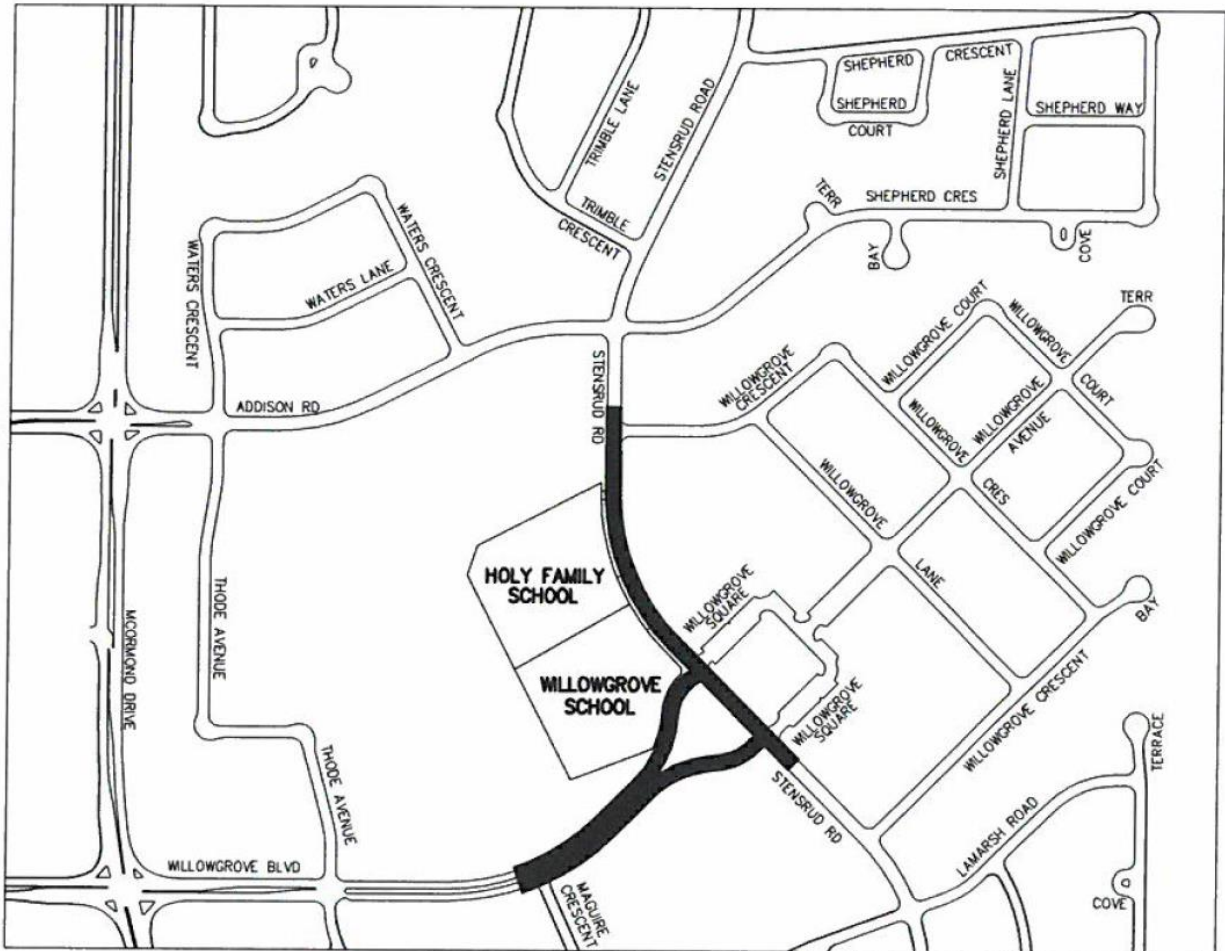
1. Proposed School Zone for Willowgrove School and Holy Family School

Report Approval

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

TRANS MF - New School Zone for Willowgrove School and Holy Family School.docx

PROPOSED SCHOOL ZONE FOR WILLOWGROVE SCHOOL AND HOLY FAMILY SCHOOL



Inquiry Councillor A. Iwanchuk (January 7, 2013) Options and Costs – Comprehensive Snow Clearing and Removal

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated November 10, 2014, be forwarded to City Council during 2015 Business Plan and Budget deliberations.

Topic and Purpose

This report provides information regarding enforcement of sidewalk snow clearing. Included are the Administration's current resources and levels of service, statistics from previous snow seasons, future operational improvements, as well as options to increase resources.

Report Highlights

1. The current level of service includes one Bylaw Inspector operating five days per week addressing approximately ten complaints per day. Snow concerns are directed through the Public Works Dispatch to improve tracking of concerns and operational efficiency.
2. Snow clearing statistics over the last seven snow seasons indicates the percentage of citizens who cleared their sidewalks after receiving a Bylaw Notice remains high.
3. A number of operational improvements have recently been implemented or are being explored. They include a communication blitz of all properties required to have their sidewalks cleared within 24 hours of a snowfall; continued utilization of parking Commissionaires; cooperation with the Partnership, and improved tracking of snow concerns.
4. The Administration has outlined a variety of optional resource increases for Council's consideration. Each option has pros and cons outlined, as well as the estimated cost of implementation.

Strategic Goals

This report supports the City of Saskatoon Strategic Goals of Continuous Improvement, Quality of Life and Moving Around. Enforcement of sidewalk clearing helps to provide quick and accurate responses to citizen calls; ensures that health and safety are a top priority; ensures a coordinated approach for the maintenance of properties; encourages walking and cycling; establishes service levels for the repair and maintenance of streets, and improves accessibility for wheelchair users and citizens with limited physical mobility.

Background

The following inquiry, in part, was made by Councillor A. Iwanchuk at the meeting of City Council held on January 7, 2013:

“Would the Administration please report on options and costs of a comprehensive snow clearing and removal system, to be presented to Council in time for the 2014 budget deliberations including, but not limited to:

6. Sidewalk clearing in commercial and residential areas.”

Report

Current Levels of Service and Operational Standard

The Administration submitted a report on sidewalk snow clearing on December 17, 2012, which outlined the current levels of service for enforcement. The highlights are summarized below:

- Currently one Bylaw Inspector operating five days per week;
- A single inspector is able to address approximately ten complaints per day; and
- Snow concerns were routed to go through Public Works Customer Service Centre to improve tracking of concerns and operational efficiency.

The December 17, 2012 report also outlined the current enforcement process flowchart (Attachment 1), as well as provided an operational standard which would act as a guideline for bylaw enforcement and a pictorial reference for what constituted a ‘cleared’ and ‘not-cleared’ sidewalk (Attachment 2).

Sidewalk Snow Clearing Statistics

The following table outlines the statistics for snow clearing over the last seven snow seasons. The ‘Compliance Percentage’ column indicates the percentage of citizens who cleared their sidewalks after receiving a Bylaw Notice, which remains relatively high.

Snow Season	Number of concerns received	Number of locations cleared by the City	Compliance Percentage
2007 / 2008	290	33	89%
2008 / 2009	218	13	94%
2009 / 2010	163	6	96%
2010 / 2011	417	21	95%
2011 / 2012	450	5	99%
2012 / 2013	1,229	75	94%
2013 / 2014	550	49	89%

Operational Improvements

Communication for properties in the “24 hour zone”:

During the 2012/2013 snow season, all of the property owners along 8th Street between Cumberland Avenue and Boychuk Drive were informed of their responsibility to keep the sidewalks adjacent to their properties clear. This increased level of communication resulted in improved compliance along 8th Street. Given the success on 8th Street, this

expanded communication strategy will be used for all areas covered by Schedule A of the bylaw to remind property owners of their responsibilities.

Commissionaire Utilization:

During the last two snow seasons, Commissionaires whose primary duty was parking meter enforcement, reported addresses requiring sidewalk clearing to the Public Works Dispatch line. This practice increased observation in the areas most heavily used by pedestrians and will continue in future snow seasons.

Coordination with “The Partnership”:

Discussions have been initiated with The Partnership (Downtown Business Improvement District) with an aim to increase coordination of sidewalk snow clearing efforts. The Partnership has indicated that their “Ambassadors” may be able to assist with either reporting non-compliant addresses or assist with physical removal of the snow.

In addition, discussions between Public Works and all Business Improvement Districts (BIDS) are in progress to coordinate the removal of snow on the streets with the required time frames for sidewalk clearing in those areas. In approved locations, snow from sidewalks will be pushed onto the roadway and placed adjacent to the curb and then removed by Public Works within 24 hours.

Snow Concern Tracking:

During the past two snow seasons, Public Works Customer Service Centre was utilized as a centralized input for sidewalk snow clearing concerns resulting in better tracking and more efficient follow up. For future snow seasons, the Administration will look at improving the data collected so that tracking of concerns by specific individuals or groups may be performed.

Options to the Recommendation

Several options have been considered for potentially increasing resources for sidewalk snow clearing enforcement including using commissionaires and outside contractors. These options range in scope and would have an impact on both cost and level of service provided to the public and are outlined below:

Description	Pros	Cons	Est. Cost
<ul style="list-style-type: none"> • Add 1 seasonal contract or staff position • ‘Complaint only’ level of service 	<ul style="list-style-type: none"> • Maintain service levels • Operational efficiency 	<ul style="list-style-type: none"> • Expected added cost 	\$40,000
<ul style="list-style-type: none"> • Add 12 seasonal contract or staff • ‘Proactive’ level of service 	<ul style="list-style-type: none"> • Increased service levels • Operational efficiency • Ticket revenue offsets cost 	<ul style="list-style-type: none"> • Expected added cost 	\$500,000
<ul style="list-style-type: none"> • Hire contractor(s) to clear all City sidewalks • Add City staff or consultants to prepare and manage contracts 	<ul style="list-style-type: none"> • No bylaw enforcement required 	<ul style="list-style-type: none"> • Added cost • Service provided would likely not be as good as what is currently provided by most individual property owners 	\$3,300,000 per clearing

Public and/or Stakeholder Involvement

During the past two snow seasons, meetings were held with various divisions and departments, including Public Works, Parks, Transportation, and Corporate Revenue in order to determine the impact of the options outlined in this report. The Administration also met with the Accessibility Committee to gain their insight and listen to their suggestions.

Communication Plan

Snow clearing and removal communications are incorporated into the winter version of the Building Better Roads communication plan. The communications plan will include print advertising, radio ads, promotion through news media and updates to the City's website and Building Better Roads microsite.

Direct communication to specific areas regarding snow clearing and removal requirements will also be incorporated to inform businesses and residents of the associated responsibilities.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The Administration will report the sidewalk clearing enforcement statistics on an annual basis.

Public Notice

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

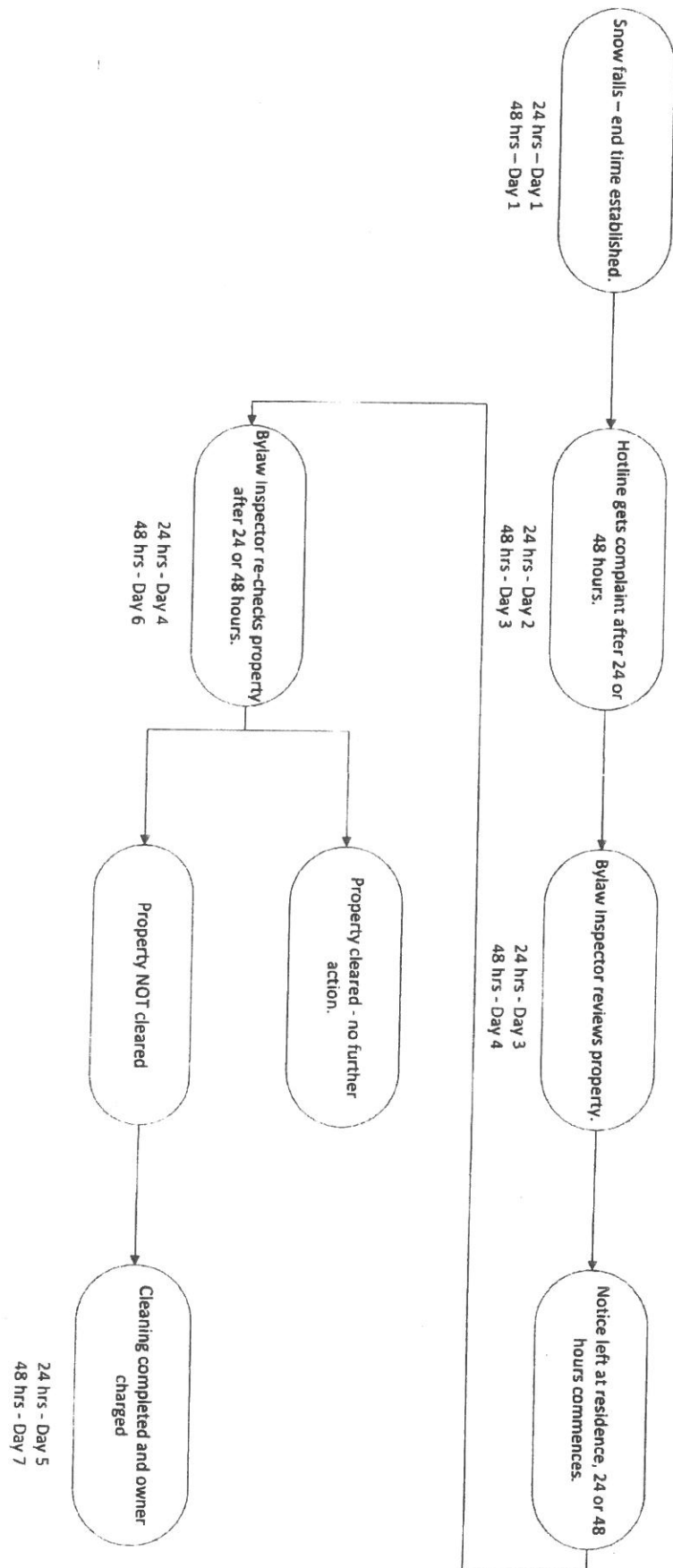
Attachments

1. The Sidewalk Clearing Bylaw, 2005 (No. 8463) Flowchart
2. Sidewalk Snow Clearing – Pictorial Reference

Report Approval

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

The Sidewalk Clearing Bylaw, 2005 (No. 8463)



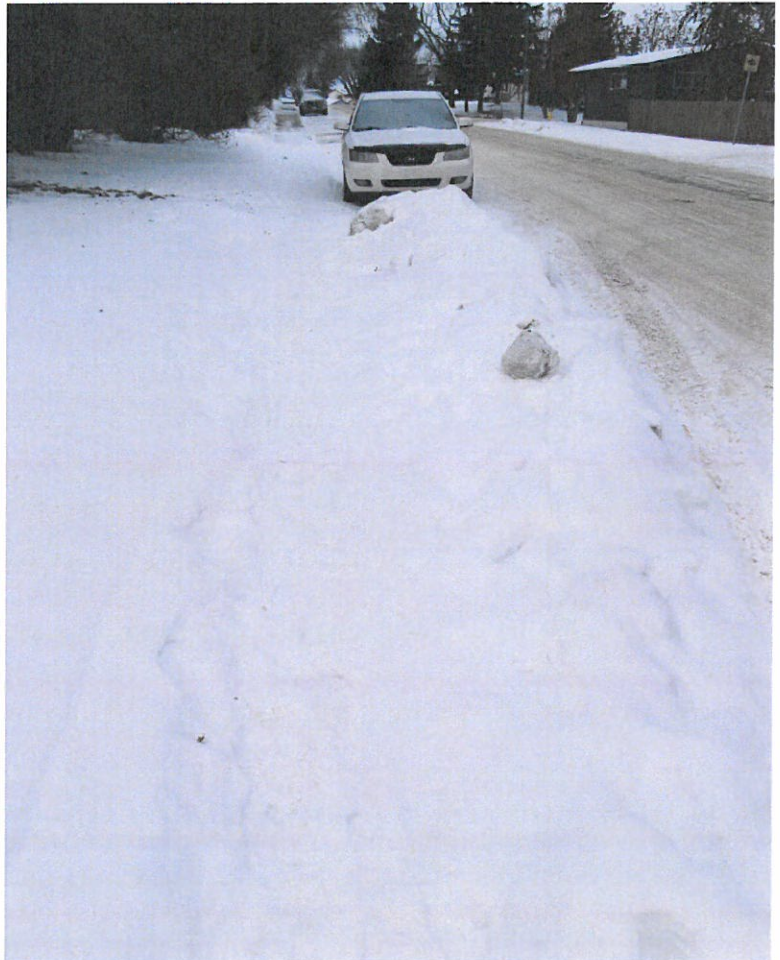
SIDEWALK SNOW CLEARING – PICTORIAL REFERENCE

The Administration will adopt the following operational standard of a 'clear sidewalk' both as a guideline for the level of service provided by Parks and Public Works sidewalk clearing crews and also as a method by which to better enforce the bylaw as it pertains to the community:

“A ‘cleared sidewalk’ is one in which there is visible evidence that effort has been taken to clear the sidewalk subsequent to the most recent snow event and has a cleared path width of at least 1.2 metres. Cleared sidewalks will be free of any loose snow or debris and must not present a hazard nor be a hindrance to pedestrian traffic regardless of their mobility. A packed surface is acceptable as long as the aforementioned conditions are met and the packed thickness does not exceed 3cm.”

The following pictures are a visual representation of what the Administration would consider a 'clear compliant sidewalk' as well as a 'non-compliant sidewalk'.

The adjacent picture is an example of a non-compliant sidewalk. There is no visible evidence that any effort has been taken to clear the sidewalk. The pedestrian path (which has been packed only by foot traffic) is a little more than 0.5m in width and uneven would cause significant difficulty for those with mobility challenges.



The adjacent picture is another example of a non-compliant sidewalk. While there is evidence that there may have been an attempt to clear a path with a snow blower (evident by uniform width and the apparent tire tracks running along either side of the cleared path). The cleared path, which is only approximately 0.8m in width, remains uneven and would cause significant difficulty for those with mobility challenges.



The adjacent picture is an example of a cleared compliant sidewalk. There is clear evidence that there has been an attempt to clear a path with a snow blower as is evident by uniform width which is approximately 1.2m. While there is some packed snow, the areas showing clear concrete is less than 3cm thick.



The adjacent picture is another example of a cleared compliant sidewalk. Again, there is clear evidence that there has been an attempt to clear a path with a width which is at least 1.2m. While there is some packed snow, the areas showing clear concrete is less than 3cm thick.



The adjacent picture is another example of a cleared compliant sidewalk. Again, there is clear evidence that there has been an attempt to clear a path which is the width of the entire sidewalk. There is very little snow on the surface of concrete.



Snow and Ice – 2014 Program

Recommendation

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

1. That the information be received; and
2. That the Administration be directed to approach the winter of 2014/2015 as outlined in this report.

Topic and Purpose

The purpose of this report is to summarize the plans for Snow and Ice management for the 2014-2015 winter.

Report Highlights

1. During the winter months, staff are ready 24/7 to salt, sand, and treat with other chemicals high-traffic streets, overpasses and bridges. Following a snow event priority streets will be graded, including removal on bridges and overpasses, and Business Improvement Districts.
2. Following an extreme snowfall where vehicles must be removed from priority streets for grading, a snow route parking ban will be declared on “Green Circle” routes. Once these are nearing completion, a declaration will be made for “Blue Square” routes.
3. During the first 72 hours of a snow event, snow grading will be permitted in school zones on a limited basis. Removal will be scheduled for evenings or weekends.
4. Snow removal will occur on residential streets where snow windrows present significant driving and parking restrictions due to narrow road width and storage issues.
5. City-wide neighbourhood grading will be initiated as late as possible in the season, and once the snow pack reaches 15 centimetres (6 inches).
6. The City will operate four temporary snow storage sites, one in each quadrant of the city, for public and private use.
7. The Snow Angel program will be promoted to recognize people in their communities who go above and beyond to help out this winter, celebrating the neighbours who make Saskatoon a great place to live.

Strategic Goals

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

Background

During the Standing Policy Committee on Transportation meeting held on October 14, 2014, the General Manager of Transportation & Utilities Department

committed to providing information about the snow and ice programs for the 2014-2015 winter.

Report

Snow Operations During and Following a Snow Event

The City is ready 24/7 to sand and salt streets during a snow event. This year, the City will also use a technique called pre-wetting which involves spraying a salt brine or other chemical on the sand before it is applied to the roadway. The treated aggregate will adhere to the surface, and improve traction, even in extreme cold conditions when dry sand is blown off the driving surface by vehicles. It will be applied to Circle Drive and other priority high-traffic streets first, followed by other streets that are experiencing icing issues. An anti-icing pilot program will also be implemented, which involves direct application of liquid chemical to the roadways before a snow event. The chemical acts as a bond-breaker, which will enable snow clearing equipment to remove subsequent ice accumulations on high-speed roadways.

Snow grading contracts have been altered for this coming winter. The city will be broken up into four contract areas rather than two, in addition to the area inside the Circle Drive perimeter which is graded by City forces. This approach is expected to result in reduced costs. Following a snow event, contractors are activated to grade priority 1 to 3 streets in their area as indicated in Attachment 1.

Limited daytime grading in school zones on priority streets will be permitted only during the first 72 hours of a snow event. Removal around school zones will be done during evening or weekend hours, and removal areas have been expanded.

Once priority streets are graded, snow removal will occur on the remaining Business Improvement District streets.

Snow accumulation along the edges of Circle Drive, bridges and overpasses will be regularly monitored and removed. When removal occurs, the 'snow train' system will be used for maximum effectiveness and the safety of operators and drivers.

Snow Route Parking Ban

Following a significant snowfall where vehicles must be removed from priority streets for effective grading, a "Green Circle" snow route parking ban will be declared. Drivers will be notified a minimum of 8 hours in advance for each route. For example, a declaration may be made at 7:00 a.m. to take effect at 6:00 p.m., or at 3:00 p.m. to take effect at 11:00 p.m. This will enable the media and City to adequately distribute the information, and will also give citizens appropriate time to move their vehicles. As the end of the "Green Circle" snow route declaration approaches, the "Blue Square" snow route will be announced.

Snow routes are marked with permanent No Parking Snow Route signs, with a metal plate indicating if it's the "Green Circle" or "Blue Square" snow route. Violators may receive a \$100 parking ticket and be relocated. Snow will be left in piles, called

windrows, along the side of the street or on the boulevards where available. Windrows are removed from some priority 1 and 2 streets periodically throughout the winter.

Enhanced School Zone Snow Removal

School zones require additional consideration. Snow windrows can present hazards for drop-off and pick-up times and if a student attempts to climb them. During these times, this area can become congested and visibility is reduced with exhaust during cold weather.

Windrow removal will be performed outside of school hours, typically at night. Windrows will be removed more frequently within the school zones especially for the drop-off and parking areas in front of the school and, in some cases, across the street. The target locations for this enhanced program fall within the areas identified by the roadway traffic signs as the 'school zone'. School frontages are the primary areas for this and common areas of access and/or traffic congestion will also be included.

City-wide Neighbourhood Grading

During the winter of 2013/2014, city-wide neighbourhood grading was bolstered to reduce the risk of severe rutting during warm weather. The work was initiated in January, at a snow pack depth of between 3 and 4 inches. The program was halted due to the impact of a short-duration extreme warm weather event that turned the snowpack into ice, making grading difficult and making it impossible to stack snow in reasonable windrows. The City instead shifted focus to snow removal on narrow streets, which was well received by citizens.

This winter, the Administration recommends that it be directed to address removal on narrow streets once sufficient snow accumulation occurs, as opposed to full neighbourhood grading.

City-wide neighbourhood grading will be initiated after the roadway snowpack is a minimum of 15 centimetres (6 inches). The intent is to perform this program later in the season to reduce the time that windrows adversely affect parking. Also, if the snow pack turns to ice at any point during the winter, the City will only grade areas where problematic rutting has occurred. Icepack tends to melt slowly and evenly in the spring, so if it is not causing significant driving problems it will be left to melt on its own. In contrast, snowpack can turn to slush and freeze unevenly, causing quickly deteriorating driving conditions.

There is risk associated with this approach. Leaving snowpack on residential streets until the full 6-inch level is met, and as late as possible in the season, increases the risk that the snowpack turns to ice at some point before it is graded. Also, a late-season storm will shift focus to higher priority streets, and by the time cleanup is complete it may be too late to grade residential streets.

Six inches of snowpack will result in rutting deeper than six inches during melting conditions. However, the spring conditions that occurred in 2013 are not typical. That

was a rare combination of extreme snowpack depth, followed by a period of significant melting, followed by an extended period of unseasonably cold temperatures in late spring.

Considering all factors including resident's frustration with windrows last winter, the approach outlined above is recommended by the Administration. The approach is suggested as a balance of risks and service.

Snow Storage Sites

The City will operate four snow storage sites, one in each quadrant of the city, for public and private use. The Wanuskewin Drive, Valley Road and Central Avenue sites will remain the same as previous years and remain open 24/7. The Valley Road temporary site will move further north on the same property to accommodate the construction preparations for the Civic Operations Centre. Land development on McOrmond Road requires the southeast site to be relocated to 8th Street for up to two years until permanent land is acquired.

In order to reduce the noise impact to adjacent residents, a new tailgate slamming policy will be monitored and enforced at the Valley Road and 8th Street East snow storage sites; and the 8th Street East site will have restricted hours of daily operation from 7:00 a.m. to 10 p.m. only.

Recognizing Residents through the Snow Angel Program

The Snow Angel program will be promoted again this year to recognize people who go above and beyond to help out this winter, celebrating the neighbours who make Saskatoon a great place to live. Residents can nominate a Snow Angel online or by mailing in the name and phone number of a person who helped them, describing how their Snow Angel has brightened their day.

Public and/or Stakeholder Involvement

School boards and Business Improvement Districts will be engaged with regular communications around the changes to the snow removal program and schedules.

Briarwood neighbourhood and Heritage Crescent residents attended a public information meeting about the temporary 8th Street snow storage site. Montgomery neighbourhood residents were notified of the Valley Road snow storage site changes as part of a Civic Operations Centre project update.

Communication Plan

The winter phase of Building Better Roads, including plowing, grading and sanding of city roads will continue to focus on maintaining roads in good winter driving condition.

Communications activities throughout the winter include regular advertising to educate residents on snow and ice management operations, the new snow route parking ban program, scheduled snow grading, and to promote the Snow Angel program. Residents

and visitors can also learn about these programs on the City website, and by following social media channels.

Snow & Ice Updates will be issued by 6:30 a.m. and 4:00 p.m. daily for the first 72 hours following a snow event to report the snow grading status of high traffic streets, bridges and overpasses. Weekly updates will be provided to City Councillors and posted to the Building Better Roads website to report on the progress of snow and ice management programs.

A revised online interactive map will be launched which shows the status of priority street grading after a snow event, identifies the two snow route networks, and provides the schedule for neighbourhood grading when applicable.

Important bylaw and safety reminders for residents will be incorporated within these program communications:

- The Sidewalk Clearing Bylaw requires residents and businesses to shovel their sidewalk following a snow event so people can safely pass by.
- Large equipment used for snow and ice management is on the road at all times of the day and night. The equipment moves slowly and drivers should use extreme caution when following and passing, for everyone's safety.
- Drivers are reminded to allow more time to get to their destination, keep a safe distance from other vehicles, to be aware of road conditions and drive accordingly.
- Extreme cold road conditions combined with ice crystals in the air settle and cause bridges, overpasses and streets to be more slippery than in usual winter driving conditions.
- Residents are reminded that it is illegal to push snow onto the street because it interferes with snow grading operations and can be a driving hazard.

Snow haulers who subscribe to the Snow Storage update emails were provided with advance notice of the no tailgate slamming policy, as were the contractors who were invited to submit tenders for this year's snow maintenance. The policy will also be indicated through on site signage. Additional snow storage site updates will continue throughout the season through PSAs and email for subscribers.

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.

Attachment

1. Contract Maintenance Areas

Report Approval

Written by: Karen Grant, Communications Consultant
Pat Hyde, Director of Public Works

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

TRANS KG – Snow and Ice – 2014 Program

Contract Maintenance Areas

PRIORITIES FOR STREET MAINTENANCE PROGRAMS

- Priority 1
- Priority 2
- Priority 3
- Industrial
- Dept. of Hwys

- Contract Area 1
- Contract Area 2
- Contract Area 3
- Contract Area 4

