



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

Monday, January 15, 2018, 2:00 p.m.

Council Chamber, City Hall

Committee Members:

Councillor C. Block, Councillor R. Donauer, Councillor B. Dubois, Councillor S. Gersher, Councillor Z. Jeffries, His Worship Mayor C. Clark (Ex-Officio)

Pages

1. CALL TO ORDER

2. APPOINTMENT OF CHAIR AND VICE CHAIR

City Council, at its Regular Business Meeting held on November 20, 2017 made the following appointments for 2018:

Standing Policy Committee on Transportation

- Councillor C. Block
- Councillor R. Donauer
- Councillor B. Dubois
- Councillor S. Gersher
- Councillor Z. Jeffries

The Committee is requested to appoint a Chair and Vice Chair for 2018. Councillor Donauer was appointed Chair for 2017 and Councillor Jeffries was appointed Vice Chair for 2017.

Recommendation

That the Standing Policy Committee on Transportation appoint a Chair and Vice Chair for 2018.

3. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented.

4. DECLARATION OF CONFLICT OF INTEREST

5. ADOPTION OF MINUTES

Recommendation

That the minutes of regular meeting of the Standing Policy Committee on Transportation held on December 5, 2017 be adopted.

6. UNFINISHED BUSINESS

7. COMMUNICATIONS (requiring the direction of the Committee)

7.1 Delegated Authority Matters

- 7.1.1 Development of the Swale - Response to Northeast Swale Watchers' 12 Points - Northeast Swale Working Group [Files CK 4131-5 and PL 4131-47] 5 - 8**

The Standing Policy Committee on Planning, Development and Community Services, at its meeting held on January 8, 2018, received the above report as information and resolved that copies of the January 8, 2018 report of the General Manager, Community Services Department be forwarded to the Standing Policy Committee on Transportation and the Saskatoon Environmental Advisory Committee for information.

Recommendation

That the information be received.

7.2 Matters Requiring Direction

7.3 Requests to Speak (new matters)

- 7.3.1 Ken Achs, President and CEO, Mid-West Development Corp - Snow Removal in the Downtown Core [File No. CK 6290-1] 9 - 9**

Attached is a letter from Ken Achs dated November 15, 2017. Mr. Achs has indicated he wishes to speak.

Recommendation

That the information be received.

8. REPORTS FROM ADMINISTRATION

8.1 Delegated Authority Matters

- 8.1.1 **Railway Grade Crossing Safety Improvements Update [Files CK 6170-1 and TS 6170-1]** 10 - 15

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 15, 2018, be received as information.

- 8.1.2 **Transportation Infrastructure Functional Planning Outline [Files CK 6001-1 and TS 6330-1]** 16 - 20

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 15, 2018, be received as information.

8.2 Matters Requiring Direction

- 8.2.1 **Dust Mitigation Pilot Study for Gravel Back Lanes [Files CK 6315-1 and PW 6315-1]** 21 - 23

Recommendation

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

That the Administration be directed to pursue alternative strategies to reduce dust from gravel back lanes.

- 8.2.2 **2017 Street Sweeping and Cleaning Pilot Study Update [Files CK 6315-3 and PW 6315-3]** 24 - 30

Recommendation

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

1. That the Administration be directed to continue with a risk-based Fall Sweep program design criteria; and
2. That the Administration be directed to pursue extension of the partnership with the Downtown Business Improvement District for the sweeping of bike lanes in 2018.

8.2.3 Sherwood Chevrolet Inc. – Access Bus Repair and Service - Blanket Purchase Order [Files CK 1402-1 and TR 7300-01]

31 - 32

Recommendation

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

1. That the Administration prepare a blanket purchase order with Sherwood Chevrolet Inc. for the repair and service of the City's Access Transit bus fleet for the next five years, with an upset limit of \$50,000 (including taxes) per year; and
2. That Purchasing Services issue the appropriate blanket purchase order.

8.2.4 Saskatoon Transit - Operator Uniform Jackets - Award of Contract [Files CK 1000-1 and TR 7301-12]

33 - 35

Recommendation

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

1. That the proposal submitted by Uniform Experts for the supply of Transit Operator Uniform Jackets, for a total estimated cost over two years of \$95,000 (including GST and PST) be approved; and
2. That Purchasing Services issue the appropriate blanket purchase order contract.

9. URGENT BUSINESS

10. OTHER

11. MOTIONS (Notice Previously Given)

12. GIVING NOTICE

13. IN CAMERA AGENDA ITEMS

14. ADJOURNMENT

Development of the Swale – Response to Northeast Swale Watchers’ 12 Points – Northeast Swale Working Group

Recommendation

1. That the report be received; and
2. That copies of this report be forwarded to the Standing Policy Committee on Transportation and the Saskatoon Environmental Advisory Committee for information.

Topic and Purpose

The purpose of this report is to provide an update on the progress in addressing concerns raised regarding development around the Northeast Swale.

Report Highlights

1. A Northeast Swale Working Group (Working Group) has been established to assess, prioritize, and direct discussions regarding issues that have been raised relating to the Northeast Swale (Swale).
2. The Working Group will create issue-specific sub-groups to review individual issues.
3. Issue-specific groups will report back to the Working Group, which will determine how best to act on discussions, including when and how to report back to City Council.
4. The Working Group is intended as a short-term, ad hoc group to address specific Swale issues that have been raised. Once these issues have been discussed and a plan has been proposed for addressing them, the Working Group will disband.

Strategic Goals

Existing and proposed measures to protect and enhance the Swale demonstrate the City of Saskatoon’s (City) Strategic Goals of Environmental Leadership and Sustainable Growth.

Background

During its March 13, 2017 Standing Policy Committee on Environment, Utilities and Corporate Services meeting, in response to the Development of the Swale – Response to Northeast Swale Watchers’ 12 Points report, the Committee resolved:

- “3. That the Administration bring together stakeholders in regards to the Northeast Swale (Swale) to continue the discussion about protection of the Swale. Stakeholders should include, but are not limited to, the City of Saskatoon, University of Saskatchewan, Meewasin Valley Authority, Saskatoon Environmental Advisory Committee, Municipal Heritage Advisory Committee and the Swale

Watchers. Stakeholders’ composition does not need to come back to Committee, but suggested starting points for initial discussion include integrated project management, long-term planning, financial implications, community engagement and communications.”

In addition, the Standing Policy Committee on Transportation recommended the following at its August 15, 2017 and September 11, 2017 meetings, respectively:

- a) that the issue of the future of Lowe Road be referred to the Swale stakeholder group and the Administration for report back; and
- b) that discussion about the speed limit on McOrmond Drive from Central Avenue to Wanuskewin Road be referred to the Northeast Swale stakeholder committee before the speed is determined.

Report

Working Group

In response to a request from the Standing Policy Committee on Environment, Utilities and Corporate Services to bring together stakeholders to continue the discussion regarding protection of the Swale, the Administration has developed a framework for how this Working Group would function. The development of this framework was based on discussions with Councillor Gersher and Louise Jones (of the Swale Watchers). The group’s inaugural meeting took place Thursday, November 30, 2017, and the group confirmed the format and direction proposed by the Administration.

The Working Group consists of representatives from the Meewasin Valley Authority, the Swale Watchers, City Council, the University of Saskatchewan, and the City. This group will:

- a) act as a steering committee to address issues related to the Swale;
- b) review and prioritize issues that have been raised; and
- c) identify appropriate experts and stakeholders to be brought together to determine the best way to address the issues.

Issue-Specific Groups

A series of meetings will be coordinated by the Working Group to address individual issues or groups of issues that fall under a common theme. The meetings will be coordinated by the Working Group, but will feature a broader mix of experts and stakeholders, including City staff. These meetings will:

- a) provide a forum for open dialogue on the relevant issue;
- b) review relevant existing decisions, policies, and plans;
- c) assess if the issue needs to be addressed; and
- d) recommend how best to address the issue.

Reporting Back

Once issue-specific groups have met and completed a review of an issue, the Working Group will determine the appropriate way to report back or support action on the issue. This could include requesting direction on further action from City Council, or providing information reports noting if an issue has been resolved and no further action is required.

Short-Term Group

The intent of the Working Group is to be a short-term, ad hoc group brought together to provide a forum for discussion and direction on how best to address specific issues that have been raised regarding the Swale. Once these issues have been addressed, the intent is for the group to be dissolved.

Public and/or Stakeholder Involvement

Representatives from the Meewasin Valley Authority, the Swale Watchers, the University of Saskatchewan, and the City are included in the Working Group, as an ad hoc steering committee. Additional stakeholders and experts will be included as needed for issue-specific discussions.

Communication Plan

Each representative in the Working Group will be reporting back to the respective group(s) being represented. If specific changes are proposed, formal communication with affected groups and relevant stakeholders will occur.

Financial Implications

Costs associated with this project consist solely of staff time. It is estimated that this process will involve up to 20 stakeholder meetings, and the associated preparation and follow up needed to support and report on those meetings. The cost of this staff time does not have an identified funding source, but would be borne by existing operating budgets.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

It is expected to take 8 to 12 months to review and report back on the identified issues.

Public Notice

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

Report Approval

Written by: Tyson McShane, Senior Planner, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2018/PD/PDCS – Development of the Swale – Response to NE Swale Watchers’ 12 Points – NE Swale Working Group/lc



November 15, 2017

His Worship, Mayor Charlie Clark
and members of City Council
City Hall
222 3rd Avenue North
Saskatoon SK S7K 0J5

Via email city.clerks@saskatoon.ca

Dear Mayor Clark and Council members:

Re: Snow Removal in the Downtown Core

We are a responsible landlord in Saskatoon. We take pride in all of our properties and maintain them to a very high standard both in summer and winter. I fully support the City's snow removal policy for sidewalks particularly in the downtown core.

The concern I have is that the current bylaw for commercial sidewalk snow removal is not enforced universally in the downtown core. Mid-West spends thousands of dollars on snow removal but in a lot of cases, our neighbours do nothing.

I think that the City could sub all sidewalk snow removal in the downtown core to a private contractor. It will cost less and the work will be done more timely and will take less time and money than it takes to enforce the current bylaw. Property owners currently have the cost to remove snow, so with a larger private contractor doing all of the sidewalks, it should cost less and have a whole core looking better and being much safer than we are experiencing with the current policy.

Yours truly,


Ken Achs
President and CEO

midwest@mwdc.ca

KA/lp

c: City of Saskatoon Infrastructure Services Department *via email* transportation@saskatoon.ca



Railway Grade Crossing Safety Improvements Update

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 15, 2018, be received as information.

Topic and Purpose

This report provides the results of the railway grade crossing safety assessments and outlines the next steps and obligations required under Transport Canada's new Grade Crossing Regulations (GC Regulations) and Grade Crossing Standards (GC Standards), as well as anticipated costs for compliance.

Report Highlights

1. Transport Canada's GC Regulations require road authorities and railway companies to complete required crossing upgrades by November 2021.
2. Safety assessments were completed at 45 active grade crossings within Saskatoon.
3. A four-year work plan has been developed to make the required safety improvements.

Strategic Goal

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

Background

In November 2014, Transport Canada (through the Railway Safety Act) introduced new GC Regulations in an effort to improve safety at federally-regulated at-grade railway crossings. The regulations apply to both public and private crossings.

City Council at its meeting held on June 13, 2016, received a report from the General Manager, Transportation & Utilities Department, to provide information on New Grade Crossing Rail Regulations – Roles and Responsibilities. As part of the report, the Administration committed to providing a report that outlines the proposed safety improvements, schedule, and cost estimates.

There are two key deadlines with specific requirements outlined in the regulations.

1. Road authorities and railway companies are required to share critical information regarding existing crossings by November 2016. This work is complete.
2. Road authorities will be required to meet the safety standards at their existing railway crossings by November 2021, including:
 - Conducting safety assessment at each crossing; and

- Undertaking the required upgrades and/or construction to address the identified deficiencies which may include, but are not limited to, signage, crossing surfaces, sightlines and warning systems.

In 2017, safety assessments were completed at the 42 active railway grade crossings listed in Attachment 1. Three additional crossings were assessed in previous years.

Report

Safety Assessment Process

Each grade crossing was evaluated against the new mandatory requirements defined by the following documents:

- Railway Safety Act
- GC Regulations
- GC Standards

In conjunction with the new mandatory requirements, the following published standards and guidelines were utilized to identify best practices and optional improvements for future consideration:

- Transport Canada, Pedestrian Safety at Grade Crossing Guide;
- Transportation Association of Canada Geometric Design Guide for road and rail approaches; and
- The Manual of Uniform Traffic Control Devices for Canada for pavement markings and signage.

Assessment Results

The assessments indicated that the grade crossings within Saskatoon have no significant deficiencies. However, minor deficiencies including poor sightlines due to overgrown vegetation, missing road signs and pavement markings, poor condition of the crossing and road surface, and inadequate warning systems were identified during the site inspections. In general, the deficiencies found at each grade crossing were typical and consistently present at each location.

The total estimated cost for the City to bring all crossings fully into compliance with GC Standards by 2021 is \$655,000. The cost estimate for the required upgrades was determined based on the provisions outlined in the GC Regulations, and may vary due to the uncertainty of cost-sharing with railway companies. The discussion of cost sharing for each crossing is underway with railway companies, and annual budget submissions from the Administration will include the required funding.

Furthermore, optional improvements were recommended based on Transportation Association of Canada's guidelines and the Manual of Uniform Traffic Control Devices for Canada to improve the level of safety for all road users (pedestrians, cyclists, and motorists) at the rail crossing. The total estimated cost of optional improvements is \$211,000. Where opportunities and budgets permit, optional improvements will be coordinated with the priority work.

Four-Year Implementation Plan

The GC Regulations define the timeline for when grade crossings must meet certain requirements. As stated in Section 58 of the GC Regulations, the standards set out in Part B of the GC Standards are considered to be basic requirements and will require immediate mitigation.

In addition, railway companies or road authorities have until 2021 to comply with other certain requirements defined in Sections 60 to 71 of the GC Regulations. Although some of these improvements are not required to be addressed immediately in the GC Regulations, they were categorized as such if it represented a safety concern.

According to the timeline required in GC Regulations and GC Standards, the recommended improvements are to be implemented from 2018 to November 2021 as shown:

Table 1 - Implementation Schedule and Cost

Required Timeline	Improvement Type	Estimated Cost
2018	<ul style="list-style-type: none">• Crossing Surface Repair• Vegetation Trimming• Signage Installation	\$150,000
2019-2021	<ul style="list-style-type: none">• Traffic Operations Study and Improvement• Warning System Upgrading	\$505,000
No Time Limit (Optional Improvements)	<ul style="list-style-type: none">• Road Approach Repair• Sidewalk Repair• Pavement Marking Painting	\$211,00

External Funding Opportunities

Transport Canada's Railway Safety Improvement Program provides federal funding to municipalities and railway companies to improve rail safety and reduce injuries and fatalities related to rail transportation. The Administration will continue to apply in 2018 for potential funding under this program.

Communication Plan

Traffic implications will be highlighted on the City of Saskatoon Road Restrictions and Construction Projects interactive map, as well as through Traffic Detour Service Alerts, City social media, and PSAs. The railway crossing safety improvements will be communicated via news release, the City website, and through community partners. Additional communications may be considered including onsite signage/sign boards and inclusion of messages in partner campaigns (e.g. road safety).

Financial Implications

Funding of \$150,000 is included for 2018 from Capital Project #1456 – Railway Crossing Safety Improvements to start remedying the safety deficiencies identified in the railway grade crossing safety assessments. Funding for rail safety programs is typically from the Traffic Safety Reserve.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The recommended improvements will be implemented annually from 2018 to 2021 during the construction season as outlined in this report. The Administration will report annually to provide an update on the implementation of the railway crossing safety improvement recommendations.

Public Notice

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

Attachments

1. Inventory of Railway Grade Crossings
2. Map - Railway Crossing Safety Improvements

Report Approval

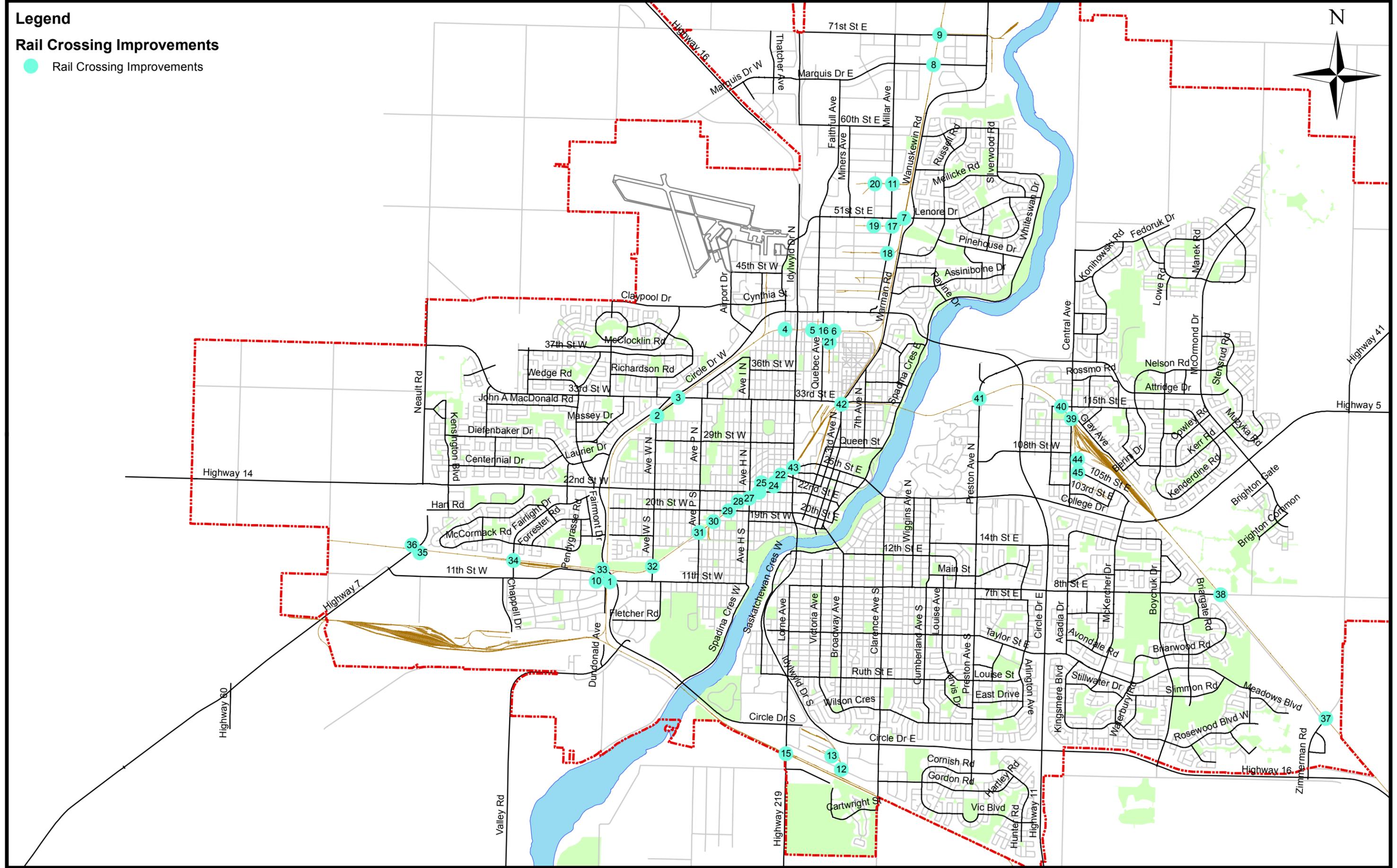
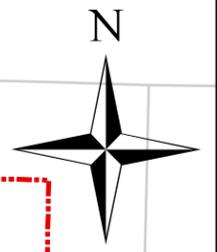
Written by: Yang Li, Transportation Engineer-in-Training, Transportation
Reviewed by: David LeBoutillier, Acting Engineering Manager, Transportation
Jay Magus, Acting Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS YL - Railway Grade Crossing Safety Improvements Update

Inventory of Railway Grade Crossings						
Location #	Street	Railway Company	Year of Assessment	Year of Improvement		Optional Improvement
				2018	2019-2021	
1	11th St W, with gates	Canadian National Railway	2017	X	X	X
2	Ave W Pedestrian Crossing	Canadian National Railway	2017	X		X
3	33rd St	Canadian National Railway	2017	X	X	X
4	Ave C, between 39th St and 41st St	Canadian National Railway	2017	X		X
5	Ontario Ave	Canadian National Railway	2017	X		X
6	1st Ave N	Canadian National Railway	2017	X		X
7	51st St	Canadian National Railway	2017	X		X
8	Marquis Dr	Canadian National Railway	2015			
9	71st St	Canadian National Railway	2017	X		X
10	11th St W, without gates	Canadian National Railway	2017	X	X	X
11	Millar Ave, between Molaro Pl and 56th St	Canadian National Railway	2017	X	X	X
12	Melville St	Canadian National Railway	2017	X	X	X
13	Portage Ave	Canadian National Railway	2017	X		
14	Wanuskewin Rd	Canadian National Railway	2017	X	X	X
15	Lorne Ave (HWY 219)	Canadian National Railway	2017	X		X
16	Quebec Ave	Canadian National Railway	2017	X	X	X
17	Millar Ave, between 50th St and 51st St	Canadian National Railway	2017	X	X	X
18	Millar Ave, between 47th St and 48th St	Canadian National Railway	2017	X	X	X
19	Cleveland Ave, between 50th St and 51st St	Canadian National Railway	2017	X		
20	Cleveland Ave, between 52nd St and 56th St	Canadian National Railway	2017	X		
21	39th St E	Canadian National Railway	2017	X		
22	Ave C N, between 23rd St and 24th St	Canadian Pacific Railway	2017	X	X	X
23	23rd St	Canadian Pacific Railway	2017	X		X
24	Ave D N	Canadian Pacific Railway	2017		X	X
25	Ave F S	Canadian Pacific Railway	2017	X		X
26	22nd St W	Canadian Pacific Railway	2017	X		X
27	Ave H S	Canadian Pacific Railway	2017	X	X	X
28	Ave I S	Canadian Pacific Railway	2017	X		X
29	20th St W	Canadian Pacific Railway	2017		X	X
30	Ave N S	Canadian Pacific Railway	2017	X		X
31	Ave P S	Canadian Pacific Railway	2017	X	X	X
32	Ave W S	Canadian Pacific Railway	2017	X		X
33	Circle Dr Ramp	Canadian Pacific Railway	2017			X
34	Fairlight Dr	Canadian Pacific Railway	2017	X	X	X
35	Hwy# 7 EB/NB	Canadian Pacific Railway	2015			
36	Hwy# 7 WB/SB	Canadian Pacific Railway	2015			
37	Zimmerman Rd	Canadian Pacific Railway	2017	X		
38	8th St E	Canadian Pacific Railway	2017	X	X	X
39	Central Ave	Canadian Pacific Railway	2017	X		X
40	115th St	Canadian Pacific Railway	2017	X		X
41	Preston Ave	Canadian Pacific Railway	2017	X		X
42	3rd Ave N	Canadian Pacific Railway	2017	X		X
43	Idylwyld Dr	Canadian Pacific Railway	2017	X	X	X
44	107th St E	Canadian Pacific Railway	2017	X		
45	105th St E	Canadian Pacific Railway	2017	X		

Railway Crossing Safety Improvements - Attachment 2

Legend
Rail Crossing Improvements
● Rail Crossing Improvements



0 1.25 2.5 5 7.5 10 15 Kilometers

Transportation Infrastructure Functional Planning Outline

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 15, 2018, be received as information.

Topic and Purpose

This report provides an outline and proposed schedule of functional planning studies for major transportation infrastructure as a component of the development of the Road Network Plan.

Report Highlights

1. To plan for the improvement of transportation capacity, the Administration has begun a systematic functional planning program of Circle Drive.
2. A schedule and outline of upcoming functional planning studies is provided.

Strategic Goal

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

Background

The Standing Policy Committee on Transportation, at its May 8, 2017 meeting received a report providing information on the development of Saskatoon's Transportation Strategy. The purpose of the strategy, as outlined in Attachment 1, is to comprehensively unite previously prepared transportation engineering and planning documents and policies (as well as those yet to be developed) into an integrated framework to guide: implementation plans, annual budgets, program development, long-range financial plans, area and corridor transportation studies, and design or practice guidelines.

A component of the strategy is the development of a Road Network Plan to meet the City's transportation needs at a 500,000 population horizon. The plan will identify significant future infrastructure needs including grade separated interchanges and significant road widenings such as the widening of Circle Drive. An important step in the planning process for these projects is the preparation of a functional planning study.

Functional planning studies support many initiatives within Saskatoon's Transportation Strategy by evaluating the operation and safety of higher traffic roadways within the transportation system today and in the future. The studies provide valuable information that is used in budgeting processes, developing implementation plans, and protecting transportation corridors.

Functional planning studies include details of the planned transportation facilities such as:

- Right-of-way widths
- Number of driving lanes
- Type of intersection control (e.g. traffic signals or stop signs)
- Location and width of sidewalks, multi-use pathways, cycle tracks, and bike lanes
- Vertical grade review
- Stormwater requirements (urban with curb and gutter or rural with ditches)
- Property requirements
- Above ground utility conflicts
- Below ground utility corridors and constraints
- Access management
- Planning level cost estimate

Further detailed/construction designs will provide final cost estimates and details on specifications and standards prior to construction.

The Administration has systematically and strategically completed functional planning studies in advance of recently completed or ongoing construction projects, including the North Commuter Parkway, 51st Street and Warman Road intersection, Boychuk Drive at Highway 16 interchange, and McOrmond Drive at College Drive interchange.

Report

The Road Network Plan will outline the city's long-term transportation infrastructure needs and is currently being developed with inputs from the Growth Plan. The Growth Plan indicated that Circle Drive will require potential widening and improvements at, and between, existing interchanges and intersection locations to accommodate future traffic demands. Maintaining Circle Drive as a controlled access, high speed expressway facility that provides mobility for people and goods in and around the City is a key component of an efficient transportation system. Congestion on Circle Drive will promote short-cutting of drivers bypassing congestion bottlenecks on the expressway in favour of neighbourhood streets. To plan for the improvement of transportation capacity, the Administration has developed a systematic functional planning program of Circle Drive.

In addition to identifying the geometry of the infrastructure, each functional planning study will include stakeholder engagement and the development of a planning level cost estimate.

Two large benefits of completing this work will be the early identification of right-of-way requirements allowing strategic negotiation of property to occur as opportunity arises. Also, having completed studies allows the City to have detailed and timely submissions to federal and provincial funding programs as they become available.

The functional planning studies will be relatively large, ranging in cost from \$50,000 to \$200,000. Typically, they will be completed using external consulting engineers due to

Transportation Infrastructure Functional Planning Outline

the scale and complexity of project (traffic movements, structural requirements for overpasses, stormwater planning, environmental considerations, and identification of utility conflicts). The table below outlines the anticipated scope and schedule of studies over the next five years.

Scope of Projects	Timing
<ul style="list-style-type: none"> Widening of Circle Drive between Taylor Street and Preston Avenue Improvements to interchange at Highway 11 and Highway 16 (cloverleaf) 	Completed in Fall of 2017
<ul style="list-style-type: none"> Widening of Circle Drive from south of Clancy Drive to north of Laurier Drive Improvements to interchange at 22nd Street and Circle Drive Interchange plan at intersection of Clancy Drive and Circle Drive Interchange plan at intersection of Laurier Drive and Circle Drive 	2018
<ul style="list-style-type: none"> Widening of Circle Drive from north of Laurier Drive to north of Airport Drive Improvements to interchange at 33rd Street and Circle Drive Interchange plan at intersection of Airport Drive and Circle Drive 	2019
<ul style="list-style-type: none"> Widening of Circle Drive from north of Attridge Drive to south of 8th Street Improvements to interchange at Attridge Drive and Circle Drive Improvements to interchange at College Drive and Circle Drive Improvements to interchange at 14th Street and Circle Drive Improvements to interchange at 8th Street and Circle Drive 	2020
<ul style="list-style-type: none"> Widening of Circle Drive from south of 8th Street to south of Taylor Street Improvements to interchange at Taylor Street and Circle Drive 	2021

Active Transportation will be considered where appropriate. For example, active transportation facilities are not planned along Circle Drive, but will be considered at crossing points such as the 33rd Street or Taylor Street interchanges.

Planning level cost estimates of the recommended infrastructure improvements will be provided as a component of each study and funding strategies will be developed. In order to assist in managing the public's expectations, with each study the Administration will highlight that the timing of construction is unknown and the plans will require further refinement. The Administration will also reinforce the benefits of completing the planning work far in advance of construction (i.e. determining feasibility and property requirements, and potentially aligning with funding opportunities).

The intersection improvement program, which has recently improved the intersections of 22nd Street and Diefenbaker Drive, and 51st Street and Warman Road, will continue with the Administration undertaking reviews and functional planning work on intersections targeted for improvements, as outlined in Council Policy C07-024 Intersection Improvement Project Selection Process. It is anticipated that this work will be completed using existing staff.

Public and/or Stakeholder Involvement

At the time of each functional planning study, stakeholder consultation and public engagement will be incorporated into the work as appropriate.

Communication Plan

A communication plan tailored for each piece of the work will be developed during the initial stages of each project following award.

Financial Implications

Capital Project #2428 - TU – Functional Planning Studies, received \$200,000 of funding in 2018 from the Transportation Infrastructure Expansion Reserve to complete a functional planning study of Circle Drive between Clancy Drive and Laurier Drive. Similar levels of funding are proposed in future years. This level of funding will be sufficient to support the functional planning program outlined.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

A report summarizing the Circle Drive widening between Taylor Street and Preston Avenue, including the re-design of the Highway 11 at Highway 16 interchange (cloverleaf) will be provided to the Standing Policy Committee on Transportation in the first half of 2018. Additional reports will follow as the various studies are completed.

Public Notice

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

Attachment

1. Saskatoon’s Transportation Strategy – Supporting Plans and Policies

Report Approval

Written by: David LeBoutillier, Acting Engineering Manager, Transportation
Reviewed by: Jay Magus, Acting Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS DL - Transportation Infrastructure Functional Planning Outline.docx

Saskatoon's Transportation Strategy – Supporting Plans and Policies



Dust Mitigation Pilot Study for Gravel Back Lanes

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Administration be directed to pursue alternative strategies to reduce dust from gravel back lanes.

Topic and Purpose

The purpose of this report is to communicate the results of a pilot study in which dust mitigation chemicals were applied to gravel back lanes.

Report Highlights

1. A pilot study was completed and found the treatment was effective in reducing dust in back lanes for a short period; however, re-grading and re-application is required to maintain a safe driving surface.
2. Alternative strategies to achieve the objective of improving air quality are available and will be pursued.

Strategic Goals

This report supports the Strategic Goals of Quality of Life and Environmental Leadership through the betterment of air quality at a local level. This report also supports the Strategic Goal of Continuous Improvement by studying alternative methods to current operations.

Background

On September 19, 2016, City Council considered the response to Inquiry – Former Councillor C. Clark (May 24, 2016) Calcium Chloride Application Program for High Traffic Gravel Lanes and Public Driveways report, and resolved that the report be received as information.

On April 4, 2017, City Council considered the Dust Mitigation on Gravel Streets and Lanes report which provided an update on the initiative, and requesting that \$50,000 be redirected from the Earth Streets cost centre to undertake a pilot study on the use of dust mitigation chemicals in gravel back lanes. It was resolved, in part:

- “2. That the Administration be directed to proceed with a pilot study to evaluate dust mitigation on gravel streets and back lanes.”

Report

Pilot Study Results

The 2017 pilot study was conducted in August and September. Locations were selected based on technical considerations and dust-related complaints. Once the chemical was applied, weekly follow up inspections were completed to document the effectiveness of the treatment.

The primary benefit of the treatment was a temporary improvement to local air quality. It was also determined that no significant changes to contractor equipment were necessary to perform the work. However, it was observed that the treatment did not ultimately last as long as it typically does on rural roads, and in all cases, the lanes needed to be graded within a few weeks of application to maintain a safe driving surface. In order to see lasting positive impacts on air quality due to dust mitigation, the treatments would need to be applied regularly.

Considering the frequency of service required and size of the gravel back lane network, it is estimated that the incremental cost of creating a network level back lane dust palliation program is approximately \$2,000,000 per year.

Alternative Strategies to Improve Air Quality

One contributing factor to dust in gravel back lanes is the type of gravel used to surface lanes. Current commodity prices are unique in that contract prices for traffic gravel are lower than traditional maintenance base gravel. As such, the City is in a good position to test a new specification for gravel lane rehabilitation without negatively affecting the ability to deliver programs on budget. Traffic gravel has a lower percentage of fine material that ultimately becomes dust when driven on.

As such, all lane reconstructions in 2018 will be completed with low-fines traffic gravel as a wearing surface. This will result in a longer lasting improvement to air quality than chemical dust mitigation treatments, and in 2018, will not impact program costs. Considering the material characteristics, it is not expected that there will be operating impacts to the overall conditions of back lanes.

This strategy does not completely eliminate dust and, if continued, it will take time to renew all back lanes in the city with this new gravel specification. In future years, the costs of traffic gravel in relation to base gravel will be analyzed to determine what the long-term costs of this dust reduction strategy will be.

Options to the Recommendation

Alternately, City Council could direct Administration to:

1. Increase the operating budget and chemically treat all back lanes as required to improve local air quality for all citizens at an incremental cost of \$2,000,000 per year. This was rejected due to the significant budgetary impact, as well as environmental concerns around soil and water quality;
2. Create and fund a dust mitigation strategy that recommends different dust suppression tactics with different traffic volumes and lane uses; or
3. Continue with the current back lane level of service that does not include dust mitigation.

Public and/or Stakeholder Involvement

Notices were delivered to all adjacent residents inviting feedback on the levels of dust throughout the pilot study. Very little feedback was received, but was generally in

support of improved dust mitigation and regular grading to ensure safe condition of the lane.

Environmental Implications

Air quality should be improved by moving to a traffic gravel wearing surface when completing lane rehabilitations. The decision to avoid using dust mitigation chemicals means that no further impacts to water or soil quality will occur.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

There is no follow up to this report.

Public Notice

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

Report Approval

Written by: Barrett Froc, Operations Engineer, Municipal Engineering Services
Reviewed by: Brandon Harris, Director of Roadways & Operations
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS BF – Dust Mitigation Pilot Study for Gravel Back Lanes.docx

2017 Street Sweeping and Cleaning Pilot Study Update

Recommendation

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

1. That the Administration be directed to continue with a risk-based Fall Sweep program design criteria; and
2. That the Administration be directed to pursue extension of the partnership with the Downtown Business Improvement District for the sweeping of bike lanes in 2018.

Topic and Purpose

The purpose of this report is to provide City Council with results of the street sweeping pilot studies including changes to the Comprehensive Street Cleaning for Drainage Improvement program (i.e. the Fall Sweep) and the 2017 Downtown Business Improvement District (DTN YXE) Sweeper partnership.

Report Highlights

1. The risk-based Fall Sweep program design provided defensible sweeping boundaries and resulted in a greater quantity of debris being picked up per kilometer swept.
2. The DTN YXE sweeping partnership pilot was deemed successful and is recommended for extension.

Strategic Goals

This report supports the Strategic Goals of Continuous Improvement and Environmental Leadership by increasing efficiency in the way that the City monitors and maintains drainage systems; as well as, improving the quality of storm water run-off into the river and reducing dust to improve air quality. The recommendations also support the long-term goal to reduce the gap in funding required to rehabilitate and maintain City infrastructure under the Strategic Goal of Asset and Financial Sustainability.

Background

On April 24, 2017, City Council considered the 2018 Fall Sweep Program Design Options report and resolved:

“That the Administration be directed to identify street sweeping areas using a risk-based design model, rather than the current neighbourhood design model for the 2018 Fall Sweep Program as outlined in the report of the General Manager, Transportation & Utilities Department dated April 4, 2017.”

On March 24, 2017, City Council resolved that the report Central Business District Sidewalk and Bike Lane Sweeping Pilot Study in which a pilot study would be conducted in 2017 to determine the long-term feasibility of the City partnering with the

Downtown Business Improvement District (DTN YXE) for bike lane and sidewalk sweeping, be received as information.

Report

Fall Sweep Program Service Level Performance

The 2017 Fall Street Sweep program utilized a tree density and flood risk design philosophy as opposed to neighbourhood boundaries while selecting areas for sweeping. Based on the available data, streets with higher tree density were identified and ranked to be swept. In many instances, the neighbourhood boundary corresponds with the tree density due to the development year, including Buena Vista, Caswell Hill, City Park, Holiday Park, King George, Mayfair, Nutana and Riversdale. The majority of Exhibition and Varsity View neighbourhoods were swept with full sections left out. North Park and Westmount neighbourhoods were removed for 2017.

By designing the program based on tree density, debris pickup during the sweep improved from 12 tonnes per linear kilometer to 14 tonnes per linear kilometer. As such, the streets selected for sweeping in 2017 had a higher density of debris, and therefore, provided better flood risk reduction per kilometer swept. Through an analysis of at-risk properties, the 2017 Fall Street Sweeping program decreased the spring flood risk of 231 properties.

The Customer Service Centre monitored the number of calls for street sweeping during the program. This resulted in 37 calls consisting of both a complaint and information nature.

During the 2018 Business Plan and Budget meeting held on November 27 and 28, 2017, the Street Sweeping and Cleaning Service Level was approved by City Council. Table 1 summarizes the City’s performance on those service levels to date.

Table 1: Street Sweeping and Cleaning Service Level Performance

Programs within Service Line	Customer Performance Measures	2017 Performance	On Target
Comprehensive Street Cleaning for Drainage	No-Parking signs posted no less than 36 hours in advance of sweep.	No-Parking signs were posted no less than 36 hours in advance of sweep.	Yes
	Relocate and fine less than 1,000 vehicles per year	564 tickets were issued during the 2017 Fall Street Sweeping program.	Yes
	Vehicle locations available within Find My Vehicle App within 5 minutes of relocation	Zero complaints about vehicle location availability on the Find My Vehicle App.	Yes

Lessons learned were documented throughout the program and areas of improvement for a better program design. This includes refined tree canopy data, GIS mapping for ease of creating work packages, and improved public communication of the schedule.

DTN YXE Partnership for Sweeping Bike Lanes

The pilot study consisted of the City re-tasking a small sweeper to be operated by DTN YXE to clear debris from bike lanes and sidewalks to meet or exceed the current

level of service. The City's contribution to the pilot was in the provision of the equipment, fuel, and servicing while DTN YXE provided the labour.

Fuel costs for the year were approximately \$2,000, and the sweeper was paid for with the replacement funding for another small sweeper that was underutilized. Future state suggests fuel costs will continue to be the direct incremental costs to the sweeping program.

DTN YXE reported that the 2017 partnership pilot was a success and the City-provided air sweeper performed well. After addressing some mechanical challenges early in the pilot, the machine's performance met expectations, and pedestrians and bike lane users were generally pleased with maintenance levels. For details regarding the program, see Attachment 1, Tennant 636 Air Sweeper – Pilot Project Report 2017 provided by DTN YXE.

One of the customer performance measures within the Street Sweeping and Cleaning service line is that debris from Business Improvement Districts will be removed once per month from June to September. Under the terms of the service agreement between the City and DTN YXE, the bike lanes were required to be swept at least six times over the course of the summer and fall of 2017. DTN YXE reports that the lanes were swept no less than two times per week for a total of 37 complete cleanings; this vastly exceeded the City's minimum level of service resulting in cleaner bike lanes, curbs, sidewalks and lower levels of dust in the air. A total of 286.75m³ of debris, and a further 3000 bags of leaves were collected from the downtown Saskatoon streets and sidewalks.

The Downtown sweeping pilot study provided excellent value to citizens. Other Business Improvement Districts have expressed interest in a similar arrangement and the Administration will be discussing options to create new partnerships moving forward.

Options to the Recommendation

City Council may direct the re-instatement of a neighbourhood boundary-based fall sweep design. This is not recommended as the risk-based design model provides better flood risk reduction.

City council may direct the termination of the DTN YXE partnership. This is not recommended as the partnership provides good value for the citizens with minimal investment.

Public and/or Stakeholder Involvement

All Saskatoon Business Improvement Districts were informed on the nature of the DTN YXE pilot and on the results achieved.

Communication Plan

Streets were posted with yellow No Parking signs at least 36 hours in advance of street sweeping to notify drivers and residents. Street sweeping activities were promoted broadly through Public Service Announcements, social media channels, and at

saskatoon.ca/sweeping. Street Sweeping service alerts were used to communicate the changes to the program.

Additional advertising included a video demonstrating fall sweep to communicate the program changing to a risk-based design instead of neighbourhood boundaries. The video was shared through social media to reach as many City of Saskatoon residents as possible. The video proved itself successful through a fair number of view counts.

Environmental Implications

The Fall Street Sweep program and the DTN YXE partnership pilot both target a decrease in the amount of leaves and debris entering the South Saskatchewan River via the storm water system, and diminish the risk of flooding of property and surrounding infrastructure. Additionally, frequent street sweeping results in better air quality for adjacent land users.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

There is no follow up to this report.

Public Notice

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

Attachment

1. Tennant 636 Air Sweeper – Pilot Project Report 2017 (prepared for the City of Saskatoon by the Downtown Saskatoon Business Improvement District)

Report Approval

Written by: Shukwia Tajik, Engineering Intern, Municipal Engineering Services
Reviewed by: Brandon Harris, Director of Roadways & Operations
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TENNANT 636 AIR SWEEPER

PILOT PROJECT REPORT 2017

This report is prepared for City of Saskatoon by the Downtown Saskatoon Business Improvement District for the use of the Tennant 636 Air Sweeper on the streets, sidewalks and Bike Lanes within the Downtown Saskatoon boundaries during 2017.



Under the terms of the service agreement between the City of Saskatoon and Downtown Saskatoon, it was required of Downtown Saskatoon to operate the sweeper in the bike lanes for the purpose of keeping them clean and free of debris for a total of 6 occurrences during the spring, summer and fall of 2017.

This task was completed no less than 2 times per week for a total of 37 complete sweepings. In all a total of 286.75m³ of debris and a further 3000 bags of leaves were collected from the Downtown Saskatoon streets and sidewalks.



LESSONS LEARNED

THINGS THAT WENT WELL:

Dumping – coordination between City of Saskatoon and DOWNTOWN SASKATOON for a site to dump waste

Cleaning – City yards wash stand

Brush replacement – City yards brush shop

Refueling – city fuel pumps

Maintenance - C o S - V & E, efficient and expedient service on regular scheduled maintenance keeping the machine on the street

Operations – once the machine nuances were discovered, the machine performed at or above expectations, operator comfort and ease of operation, operator noticed many subsequent issues ie: broken poles, signs missing/damaged, damaged bullards

Pedestrian/bike traffic – little to zero negative reaction to machine operating, general public seemed genuinely impressed and pleased to see the machine cleaning

Public interest – operators noticed members of the general public wanted to and did take pictures of the machine operating

THINGS THAT WENT NOT SO WELL:

Machine operation – Tennant mechanic did not know the machine well enough to fix major issues

Training – initial training from Tennant was inadequate

Repairing – parts availability contributed to longer downtime periods

SUMMARY

As mentioned earlier, once we had the machine dialed in, it performed well. While it cannot serve as a “spring cleaning” machine, it does very well in maintaining the streets on a regular occurring basis. Unfortunately it had some significant periods of down time that is directly attributable to the availability of qualified Tennant service personnel. He was located out of Regina which required some coordination in getting him to the machine to repair it.

In conclusion, I would highly recommend continuing on with the program either with this machine or something similar.

Prepared and submitted by:

Gordy Ouellette, Operations Manager

Downtown Saskatoon Business Improvement District

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Sherwood Chevrolet Inc. – Access Bus Repair and Service - Blanket Purchase Order

Recommendation

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

1. That the Administration prepare a blanket purchase order with Sherwood Chevrolet Inc. for the repair and service of the City's Access Transit bus fleet for the next five years, with an upset limit of \$50,000 (including taxes) per year; and
2. That Purchasing Services issue the appropriate blanket purchase order.

Topic and Purpose

The purpose of this report is to request City Council approval for a blanket purchase order with Sherwood Chevrolet Inc. for the repair and service of the City's Access Transit bus fleet.

Report Highlights

1. A blanket purchase order is the procurement approach that is best suited for the purchase of proprietary service.
2. Sherwood Chevrolet Inc. is the only company in Saskatoon that can provide the required engine repair and service for the majority of the Access Transit buses.
3. It is recommended that the Administration negotiate a multi-year blanket purchase order with Sherwood Chevrolet Inc.

Strategic Goal

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

Report

Blanket Purchase Order is Recommended

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

Sherwood Chevrolet Inc. is the Only Supplier

Saskatoon Transit is required to maintain and repair Access Transit buses on a regular and an emergency basis with a goal of minimizing down time and creating the least amount of disruption to the City of Saskatoon's Access Transit service. Sherwood Chevrolet Inc. is the only supplier that can accommodate the physical size of the Access buses in their shop for service.

Sherwood Chevrolet Inc. is the only shop in Saskatoon that the Administration is aware of that currently has the Chevrolet specific training to work on the newer style vehicles systems. Saskatoon Transit will continue to explore the use of other shops pending proper training documents can be provided, and will only extend the blanket purchase order each year if they remain the sole supplier.

Negotiate a Blanket Purchase Order

The Administration is recommending that the City negotiate directly with Sherwood Chevrolet Inc. to obtain a blanket purchase order for Saskatoon Transit, for the repair and service that can only be provided by a Chevrolet dealer. By combining purchases into one contract, the City will be able to take advantage of any available bulk purchasing discounts.

Options to the Recommendation

The repair work could be individually sole sourced instead of the proposed Blanket Purchase Order. Sherwood Chevrolet Inc. is the only service provider able to accommodate the buses for the Access Transit bus fleet. The Administration believes that the most advantageous approach for the City is to negotiate directly with the supplier to obtain the best pricing available.

Financial Implications

Funds for this purchase are available in the maintenance program of the Saskatoon Transit approved 2018 Operating Budget and will be subject to funding approval in future years.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

This blanket purchase order should be in place by February 1, 2018 with an option to extend the blanket for four years, provided the supplier provides acceptable pricing and maintains status as the sole supplier.

Public Notice

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

Report Approval

Written by: Paul Bracken, Maintenance Manager, Saskatoon Transit
Reviewed by: James McDonald, Director of Saskatoon Transit
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

Saskatoon Transit – Operator Uniform Jackets – Award of Contract

Recommendation

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

1. That the proposal submitted by Uniform Experts for the supply of Transit Operator Uniform Jackets, for a total estimated cost over two years of \$95,000 (including GST and PST) be approved; and
2. That Purchasing Services issue the appropriate blanket purchase order contract.

Topic and Purpose

The purpose of this report is to request City Council approval to award a contract to Uniform Experts, for the provision of Saskatoon Transit Operator Uniform Jackets.

Report Highlights

1. A Request for Proposal (RFP) was advertised on October 16, 2017 and four proposals were received.
2. The proposal from Uniform Experts was rated as superior and met the specifications as outlined in the Terms of Reference.

Strategic Goal

This report supports the Strategic Goal of Asset and Financial Sustainability through the procurement of quality items for a competitive price.

Background

Saskatoon Transit provides jackets to its Operators through a uniform issue. The most recent contract ended on April 30, 2017 and a new contract is required.

Report

Saskatoon Transit Operator Jackets

Through the course of their duty, Saskatoon Transit Operators work in a variety of weather conditions. As part of the negotiated uniform issue, a variety of jackets are available for purchase with points allocated to each employee.

An RFP was advertised

The purpose of this RFP was to invite interested proponents to prepare and submit competitive proposals for providing Operator Jackets to Saskatoon Transit.

A Terms of Reference was developed and an RFP was advertised on October 16, 2017 on SaskTenders. The tender closed on November 9, 2017 and four proposals were received as follows:

- Uniform Experts – Mississauga, (ON)

Saskatoon Transit – Operator Uniform Jackets – Award of Contract

- Midwest Sportswear Workwear & Safety – Saskatoon, (SK)
- Martin & Levesque Inc. – Levis, (QC)
- B&H Canvas Ltd. – Saskatoon, (SK)

The Evaluation Committee was comprised of three staff members from Saskatoon Transit and one staff member from TU Business Administration.

The RFP was evaluated upon the following criteria:

Price	40
Sizing	10
Useful Life/ Quality	20
Lead Time	20
Business References	10
Total	100

Following a systematic evaluation of all proposals, the Administration rated the proposal from Uniform Experts as superior and confirmed it met the specifications defined in the Terms of Reference. Uniform Experts provides uniform jackets and other apparel to various municipalities in Canada.

Options to the Recommendation

There are no options as the recommended proponent, Uniform Experts, was the highest rated vendor for the described in the RFP.

Financial Implications

The total estimated cost of the clothing tendered over the two year period is \$95,000 (including GST and PST). The first year's funding is included in the 2018 Operating Budget, and the second year will be subject to funding approval.

Year One Pricing	\$42,793.00
Year Two Pricing	42,793.00
GST (5%)	4,279.00
PST (6%)	<u>5,135.00</u>
Total Cost	\$95,000.00
GST rebate (5%)	<u>(4,279.00)</u>
Total Net Cost to the City	<u>\$90,721.00</u>

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

There is no follow-up required.

Public Notice

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

Report Approval

Written by: Michael Moellenbeck Operations Manager, Saskatoon Transit
Reviewed by: James McDonald, Director of Saskatoon Transit
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS MM - Saskatoon Transit – Operator Jackets – Award of Contract