



REVISED PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION

Tuesday, June 2, 2015, 9:00 a.m.

Council Chamber, City Hall

Committee Members:

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

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

1. That the Request to Speak from Troy Larmer, representing United Cabs, be added to Item 7.2.1 and Item 7.2.2 and that the speaker be heard;
2. That the Request to Speak from Andy Livingston, Saskatchewan Human Rights Commission, be added to Item 7.2.1 and that the speaker be heard;
3. That the Request to Speak from Malik Draz, Comfort Cabs USW Local 2014 be added to Item 7.2.1 and the speaker be heard;
4. That the Request to Speak from Mark Gill, Comfort Cabs USW Local 2014 be added to Item 7.2.1 and the speaker be heard;
5. That the Request to Speak from Ken Achs, President, Mid-West Development (2000) Corp be added to Item 7.2.3 and the speaker be heard;
6. That the Request to Speak from Robert Clipperton, Bus Riders of Saskatoon, be added to Item 7.2.6 and the speaker be heard; and
7. That the agenda be confirmed as amended.

3. DECLARATION OF PECUNIARY INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of regular meeting of Standing Policy Committee on Transportation held on May 11, 2015 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.2 Matters Requiring Direction

6.3 Requests to Speak (new matters)

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

- 7.1.1 Request for Encroachment Agreement - 120 2nd Avenue North [File No. CK. 4090-2] 6 - 10**

Recommendation

1. That the proposed encroachment at 120 2nd Avenue North, Lot 44 INCL Block 150, Plan 99SA32572, be recognized;
2. That the City Solicitor be requested to prepare the appropriate encroachment agreement, making provision to collect the applicable fees; and
3. That His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal and in a form that is satisfactory to the City Solicitor.

- 7.1.2 Update on the Comprehensive Downtown Parking Strategy [Files CK. 6120-5 and PL. 4130-22-7] 11 - 17**

Recommendation

That the information be received.

7.2 Matters Requiring Direction

- 7.2.1 *Accessible Taxi Service - 2014 Annual Report [Files CK. 307-4 and AF. 307-1]* 18 - 31**

Requests to Speak

-Troy Larmer, representing United Cabs

-Andy Livingston, Saskatchewan Human Rights Commission

-Malik Draz, Comfort Cabs USW Local 2014

-Mark Gill, Comfort Cabs USW Local 2014

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council that an increase to the cap on temporary accessible taxi licences by five (5) to twenty-one (21) be approved.

7.2.2 *Seasonal Taxis [Files CK. 307-4 and AF. 307-1]*

32 - 38

A Request to Speak has been added to this item from Troy Larmer.

Recommendation

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

1. That a total of twenty-four (24) seasonal licences be approved for distribution to drivers for the September to June months of 2015/16, 2016/17, and 2017/18 by lottery using criteria as outlined in Part VI of Bylaw 9070, The Taxi Bylaw, 2014;
2. That the seasonal licence fee be equal to the annual licence fee of \$375; and
3. That the City Solicitor be requested to prepare the appropriate Bylaw amendments.

7.2.3 *Communications to Council – Mid West Development (2000) Corp. (October 30, 2008) – Parking in the Broadway Area [File No. CK. 6120-1]*

39 - 43

A Request to Speak has been added to this item from Ken Achs, President, Mid-West Development (2000) Corp.

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated June 2, 2015, be forwarded to City Council for information.

- 7.2.4 Crash Attenuator – Award of Contract – Blanket Purchase Order [Files CK. 1000-1 and TS. 1000-13] 44 - 46**

Recommendation

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

1. That the City enter into an agreement with Guardian Traffic Services Ltd. to provide maintenance services for crash attenuators over a three year period at an upset cost of \$78,750 (including taxes) in the first year; and
2. That Purchasing Services issue the appropriate purchase order.

- 7.2.5 Corridor Study Selection Process AND Inquiry Councillor Olauson-Traffic Conditions McKercher-8th Street to Boychuk [Files CK. 6320-1 and TS. 6320-1] 47 - 55**

Recommendation

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

1. That the Administration be directed to draft a policy pertaining to the selection of corridors requiring transportation functional planning studies based on the selection process outlined in this report; and
2. That the policy be reviewed upon approval of City Council of the Active Transportation Master Plan and Growing Forward! Shaping Saskatoon Plan (Growth Plan).

- 7.2.6 *Saskatoon Transit Fleet Renewal Strategy [Files CK. 1402-1 and TU. 7300-1] 56 - 69***

A Request to Speak has been added to this item from Robert Clipperton.

Recommendation

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

1. That Saskatoon Transit set as its target an average fleet age of 7 years to be achieved by 2020 in order to meet the current Canadian industry average, and;
2. That funding in the amount of \$4,950,000 be made from available gas tax funds and be transferred to Capital Project 583 – TR-Replace/Refurb Buses for the purchase of 10 new low-floor buses.

8. URGENT BUSINESS

9. MOTIONS (Notice Previously Given)

10. GIVING NOTICE

11. IN CAMERA AGENDA ITEMS

12. ADJOURNMENT

Request for Encroachment Agreement – 120 2nd Avenue North

Recommendation

1. That the proposed encroachment at 120 2nd Avenue North, Lot 44 INCL Block 150, Plan 99SA32572, be recognized;
2. That the City Solicitor be requested to prepare the appropriate encroachment agreement, making provision to collect the applicable fees; and
3. That His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal and in a form that is satisfactory to the City Solicitor.

Topic and Purpose

The purpose of this report is to seek permission for a future encroachment for the portions of the building located at 120 2nd Avenue North.

Report Highlights

1. The proposed encroachment area is 6.66 square metres.
2. The building rear exit stair will extend onto the rear alleyway by up to 1.02 metres.

Strategic Goals

This report supports the City of Saskatoon's (City) Strategic Goals of Sustainable Growth and Quality of Life by ensuring that designs of proposed developments are consistent with planning and development criteria and that these designs do not pose a hazard for public safety.

Background

Building Bylaw No. 7306 states, in part, that:

“The General Manager of the Community Services Department shall not issue a permit for the erection or alteration of any building or structure the plans of which show construction of any kind on, under or over the surface of any public place until permission for such construction has been granted by Council.”

Report

The owner of the property located at 120 2nd Avenue North has requested permission to allow an encroachment (see Attachment 1). As shown on the Site Plan (see Attachment 2), the proposed new rear exit stair will encroach onto the alleyway located at the rear of 120 2nd Avenue North by up to 1.02 metres. The total area of the proposed encroachment is approximately 6.66 square metres; therefore, will be subject to an annual charge of \$50.00.

Request for Encroachment Agreement – 102 2nd Avenue North

Public and/or Stakeholder Involvement

There is no public or stakeholder involvement.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations. No communication plan is required.

Due Date for Follow-up and/or Project Completion

There is no follow-up report planned.

Public Notice

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

Attachments

1. Request for Encroachment Agreement dated May 7, 2015.
2. Copy of Site Plan Detailing Proposed Encroachment.

Report Approval

Written by: Tanda Wunder-Buhr, Commercial Permit Supervisor, Building Standards
Reviewed by: Daisy Harington, Senior Building Code Engineer, Building Standards
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\DS\2015\TRANSPORTATION – Request for Encroachment Agreement – 120 2nd Avenue North\kt



BUILDING STANDARDS
222-3rd AVE NORTH, SASKATOON, SK S7K 0J5

THIS IS NOT AN AGREEMENT

ENCROACHMENT AGREEMENT APPLICATION

RECEIVED

MAY 07 2015

SECTION A – PROJECT INFORMATION (to be completed for ALL ENCROACHMENT AGREEMENT APPLICATIONS)
(Please note the approval process may take up to 12 weeks dependent on City Council Meeting Schedule)

CITY OF SASKATOON
COMMERCIAL PERMIT OFFICER
Revision

TYPE OF ENCROACHMENT	New Proposed <input checked="" type="checkbox"/>
-----------------------------	--

PROJECT INFORMATION	Site Address 120 2 nd Avenue North
	Legal Description (Lot/Block/Plan) Lot 44 BIK 150 Plan 99SA32572

APPLICANT	Contact Name Troy Miller	Company Name (if applicable) Bottega		
	Address 120 2 nd Ave N	City Saskatoon	Province Sask	Postal Code S7K 2B2
	Phone Number (incl. Area Code) 306.250.5996	Email Address bottega.trattoria@gmail.com	MAIL or EMAIL	

OWNER	Contact Name (Official Name that will appear on the Agreement) Syed Shah	Company Name (if applicable) 101191060 Sask. Ltd.		
	Address 120 2 nd Ave N.	City Saskatoon	Province Sask	Postal Code S7K 2B2
	Phone Number (incl. Area Code) 306.716.1700	Email Address shah50@shaw.ca	MAIL or EMAIL	

SECTION B – SUBMISSION REQUIREMENTS (to be completed for ALL ENCROACHMENT APPLICATIONS)

ENCROACHMENT AGREEMENT APPLICATION REQUIREMENTS		Submitted	Received (office use only)
<input type="checkbox"/>	Application Fee	An Encroachment Application Fee of \$100.00 is required to be submitted at the time of application	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Existing Encroachment	Current Real Property Report/Surveyor's Certificate that clearly outlines the encroaching areas, including detailed dimensions of all areas that encroach onto City of Saskatoon Property	<input checked="" type="checkbox"/> received May 19/15
<input checked="" type="checkbox"/>	Proposed Future Encroachment	Detailed drawings of the proposed encroaching areas including detailed dimensions of all areas that will encroach onto City of Saskatoon Property. (Once construction is complete, an updated Real Property Report/Surveyor's Certificate will be required to confirm the area of encroachment.)	<input checked="" type="checkbox"/>

Upon receipt of the request, the Building Standards Division of the Community Services Department will request approvals from the necessary Departments and Divisions, including Development Services, Building Standards, Transportation & Utilities and any other Department or Division as deemed necessary, depending on the type of encroachment. Upon receipt of the various approvals and that there are no objections to the request; the application will be forwarded to the next available Development & Community Services Committee meeting for their approval. Once the Development & Community Services Committee has approved, the application will be forwarded to the next available City Council meeting for their approval. Once City Council has approved, the City Clerks office will advise the applicant of Council's decision and will prepare the agreement. Please note that encroachment agreement requests may take up to 12 weeks to process and is dependent on City Council Meeting Schedule.

Assuming the encroachment is approved, an annual fee will be applied to the tax notice. This fee is based on the area of encroachment, and is calculated at \$3.25 per square meter. The current minimum fee is \$50.00

DECLARATION & SIGNATURES	I DO HEREBY DECLARE:		
	<ul style="list-style-type: none"> That the issuance of an Encroachment Agreement does not relieve the owner and authorized agents from complying with the requirements of the 2010 National Building Code of Canada, as amended and within the scope of the Uniform Building and accessibility Standards Act. That the submission of this application does not give permission for encroachment of any portion of the building, and that appropriate building permits are required to be obtained prior to the construction of the encroachment. 		
	I certify that I have read and agree to abide by the conditions above, and all information contained within this application is correct.		
		May 6/15	Application Received By
	Applicant Signature	Date	Date Received

Last updated November 2014

RECEIVED
MAY 19 2015
Building Standards Branch

BOTTEGA RESTAURANT

SECOND FLOOR LOUNGE DEVELOPMENT

DRAWING LIST:

ARCHITECTURAL

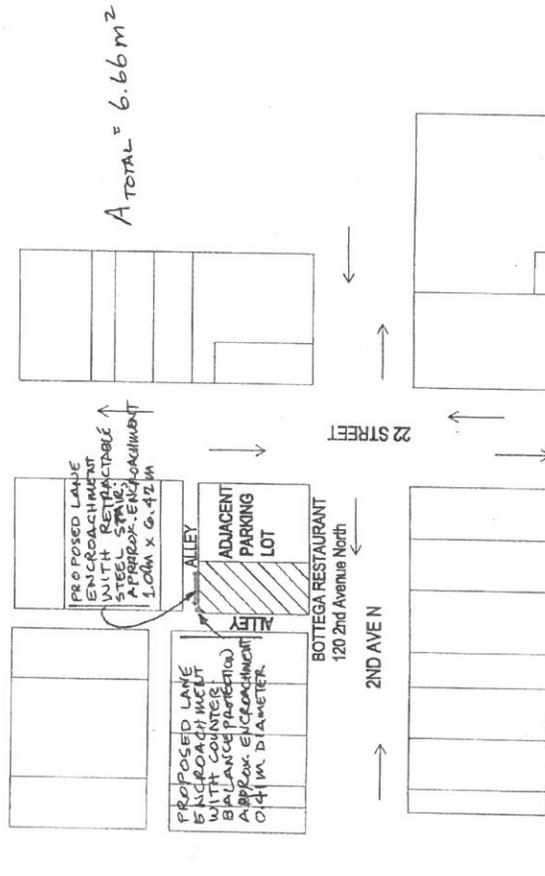
- A-1.0 SITE /KEY PLAN
- A-2.0 BASEMENT PLAN
- A-2.1 MAIN FLOOR PLAN
- A-2.2 2nd FLOOR PLAN
- A-4.1 EXIT STAIR PLAN and DETAILS
- A-4.2 DETAILS
- A-5.1 SPECIFICATIONS

STRUCTURAL

- S-1 STRUCTURAL
-2nd FLOOR PLAN

ELECTRICAL

- E-2.0 ELECTRICAL -BASEMENT PLAN
- E-2.1 ELECTRICAL -MAIN FLOOR PLAN
- E-2.2 ELECTRICAL -2nd FLOOR PLAN



1 SITE / KEY PLAN
A.0 NTS

RECEIVED
MAY 07 2015
CITY OF SASKATOON
COMMERCIAL PERMIT OFFICER

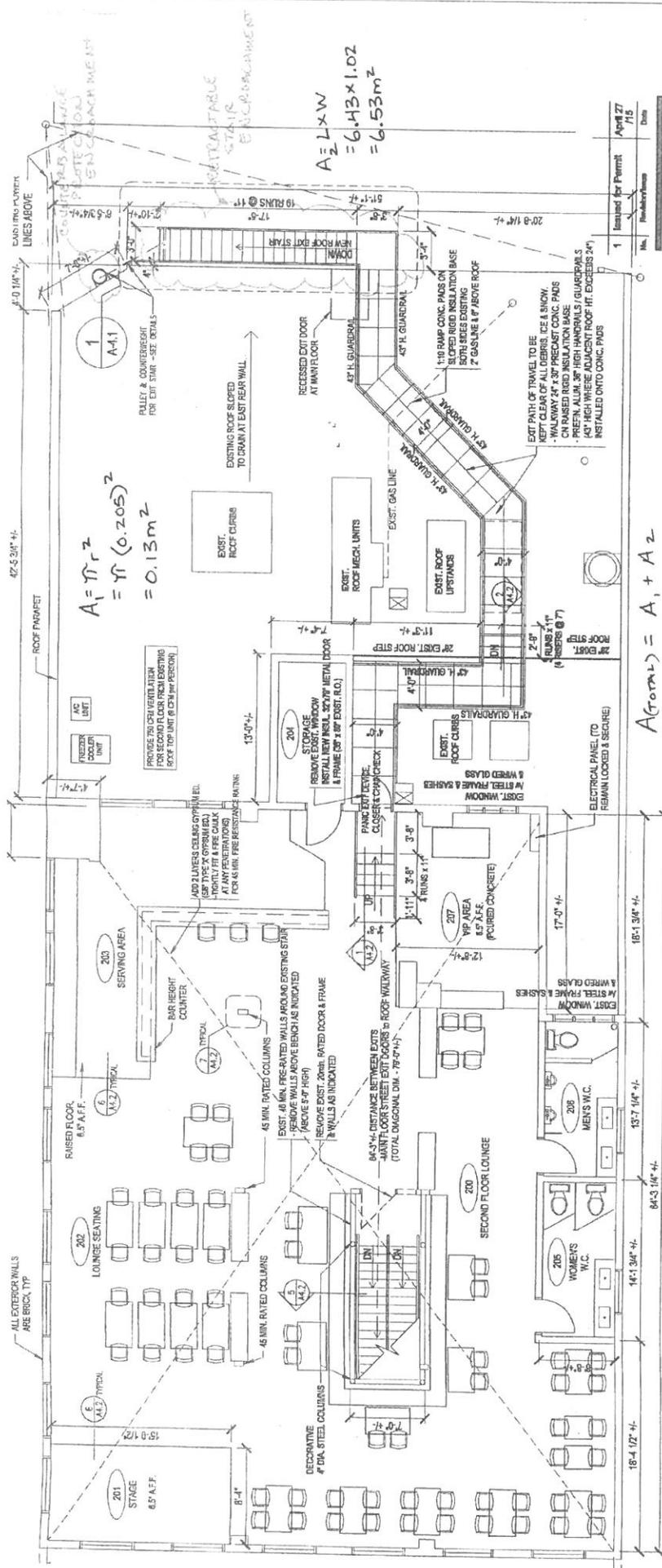


No.	Permit/Revision	Date
1	Issued for Permit	April 27 /15

JAMES ZAPPE ARCHITECT
TELEPHONE - 306.951-8522
1249 8th STREET East
SASKATOON, SASK. S7N 0S3

BOTTEGA RESTAURANT
120 - 2ND AVENUE NORTH
SASKATOON, SASK.
SITE /KEY PLAN

SCALE : NOT TO SCALE
DRAWN: TDK SHEET
DATE: APRIL, 2015
JOB NO.: 2015-17 A-1.0



$$A_1 = \pi r^2 = \pi (0.205)^2 = 0.13 m^2$$

$$A_2 = L \times W = 6.43 \times 1.02 = 6.53 m^2$$

$$A_{(TOTAL)} = A_1 + A_2 = 0.13 m^2 + 6.53 m^2 = 6.66 m^2$$

1
A22
2nd FLOOR PLAN
1/8" = 1'-0"

NOTE -
CONFIRM ALL EXISTING DIMENSIONS & CONDITIONS ON SITE
TOTAL 2nd FLOOR SEATING - 79
STAFF - 3
SECOND FLOOR OCCUPANT LOAD - 82 Persons

RECEIVED
MAY 07 2015
CITY OF SASKATOON
COMMERCIAL PERMIT OFFICER



JAMES ZIMMER ARCHITECT
TELEPHONE - 306 931-9422
1240 8th STREET EAST
SASKATOON, SASK. S7N 0S5

BOTTEGA RESTAURANT
120 - 2ND AVENUE NORTH
SASKATOON, SASK.

2ND FLOOR PLAN

SCALE 1/8" = 1'-0"

DRAWN: TDK
DATE: APRIL, 2015
JOB NO.: 2015-17
SHEET
A-2.2

No.	Revisions/Changes	Date
1	Issued for Permit	April 27, 2015

Update on the Comprehensive Downtown Parking Strategy

Recommendation

That the information be received.

Topic and Purpose

This report contains an update on the activities to date on the Comprehensive Downtown Parking Strategy (Parking Strategy), including an outline of the communications and engagement elements of the project.

Report Highlights

1. Stakeholder engagement has occurred through stakeholder interviews with a variety of Downtown businesses, the Business Improvement Districts (BIDs), and other major stakeholders in the area.
2. An inventory of surface and structured parking facilities has been compiled, and occupancy counts have been completed for all surface and on-street parking spaces.
3. The preliminary results suggest that there may be an adequate parking inventory in the Downtown for overall needs, but there appears to be a lack of publically available parking spaces.

Strategic Goals

This initiative supports the City of Saskatoon's Strategic Goals of Moving Around and Economic Diversity and Prosperity by investing in infrastructure needed to support an efficient transportation system and help sustain economic growth in the Downtown.

Background

At its June 23, 2014 meeting, City Council approved the report entitled "Proposed Comprehensive Downtown Parking Strategy."

The scope of the Parking Strategy is to:

- a) examine existing parking conditions;
- b) prepare a vision for the future of parking Downtown;
- c) incorporate the latest parking technologies to improve customer service;
- d) develop a holistic Transportation Model for the Downtown that accounts for all forms of transportation, including vehicles, transit, cycling, and walking;
- e) develop financial and partnership options for parking structures;
- f) examine rate strategies for parking;
- g) review the long-term parking policy for accommodating disabled parking in metered areas;
- h) assess the need for a Parking Commission;
- i) develop an action plan to achieve the vision of the Parking Strategy; and

Update on the Comprehensive Downtown Parking Strategy

- j) identify and recommend immediate opportunities to increase parking Downtown.

The study area for the Parking Strategy includes the Downtown, River Landing, and the Riversdale and Broadway BIDs, where parking meters exist.

At its October 27, 2014 meeting, City Council approved the award of the contract for the Parking Strategy to the team led by the BA Group (Toronto) and CIMA+ (Saskatoon).

Report

Stakeholder Involvement

A Steering Committee has been assembled, which includes members of the Administration, the City Centre area BIDs, and Downtown stakeholders. Interviews with 29 key stakeholders were completed in December, and participants identified a range of concerns and opportunities. This input has helped to identify key concerns and will lead to strategies and options to address these issues and more. These key stakeholders will be engaged throughout the project, with additional opportunities to provide direct input into the proposed strategies as they are rolled out.

Community Engagement

A community engagement open house was held on Wednesday, March 25, 2015. The purpose of the open house was to present the issues that have already been identified by the stakeholders, identify any gaps in the information, view the data collected that relates to parking availability and occupancy, and to review the preliminary strategies and options.

In conjunction with the open house, the Steering Committee will meet to discuss the information gathered to date and to discuss the preliminary strategies and options being developed.

Preliminary Findings

An inventory of surface and structured parking facilities has been compiled, and occupancy counts have been completed for all surface and on-street parking spaces. In addition, occupancy counts have been undertaken in approximately 30 of the 40 identified secure structured parking facilities. Attachment 1 presents some of the findings of this work.

The preliminary results suggest that the key parking issue is a lack of available and convenient public parking in the Downtown. One contributing factor is that a high percentage of surface and structured parking in the Downtown is dedicated to reserved parking. Reserved spaces means only one person has access to this parking space at all times, including evenings and weekends.

The preliminary research identified that 62% (8,198 spaces) of Downtown parking spaces were occupied at the peak weekday demand period of 1:00 pm. The remaining 38% were predominantly reserved spaces or were located in peripheral areas of the

Update on the Comprehensive Downtown Parking Strategy

Downtown. As well, some areas in the heart of the Downtown, such as along 21st Street, and near the Scotiabank Theatre, had high occupancy rates throughout both the daytime as well as the evening hours.

Additional efforts will be performed to further refine and confirm the parking data. For instance, further research is taking place to understand parking patterns around TCU Place during major events, to determine the impact on surrounding areas. As well, spot checks will occur in key areas to confirm the preliminary findings.

Next Steps

The input gained from the public open house, stakeholder interviews and the Steering Committee meetings, as well as the findings from the inventory and occupancy research, will be used to develop strategies to address the parking challenges that have been identified. The study will also consider options to finance one or more parking structures moving forward, as well as the timing and locations of these structures as we grow to a population of 500,000.

The draft Parking Strategy is expected to be completed by the end of June 2015. The Steering Committee will work together over the summer and early fall to finalize the Parking Strategy and engage stakeholders, and will present the final Parking Strategy to Committee and City Council in late Fall 2015.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan will be developed as part of the Comprehensive Downtown Parking Strategy.

Due Date for Follow-up and/or Project Completion

Project completion will be late 2015.

Public Notice

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

Attachment

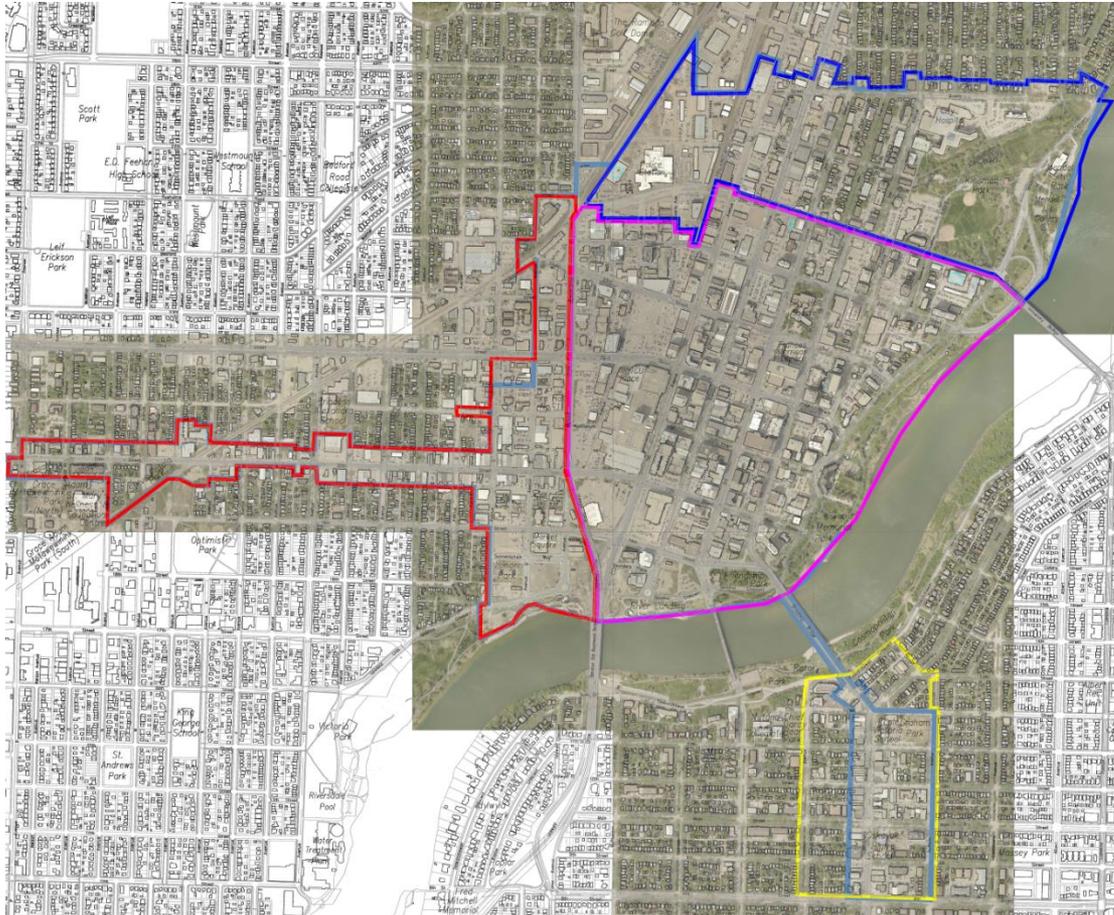
1. Preliminary Findings of Parking Inventory and Occupancy Research

Report Approval

Written by: Lesley Anderson, Manager, Neighbourhood Planning Section
Paul Whitenect, Senior Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\CP\2015\TRANSPORTATION – Update on the Comprehensive Downtown Parking Strategy\ks

Study Area Parking Supply

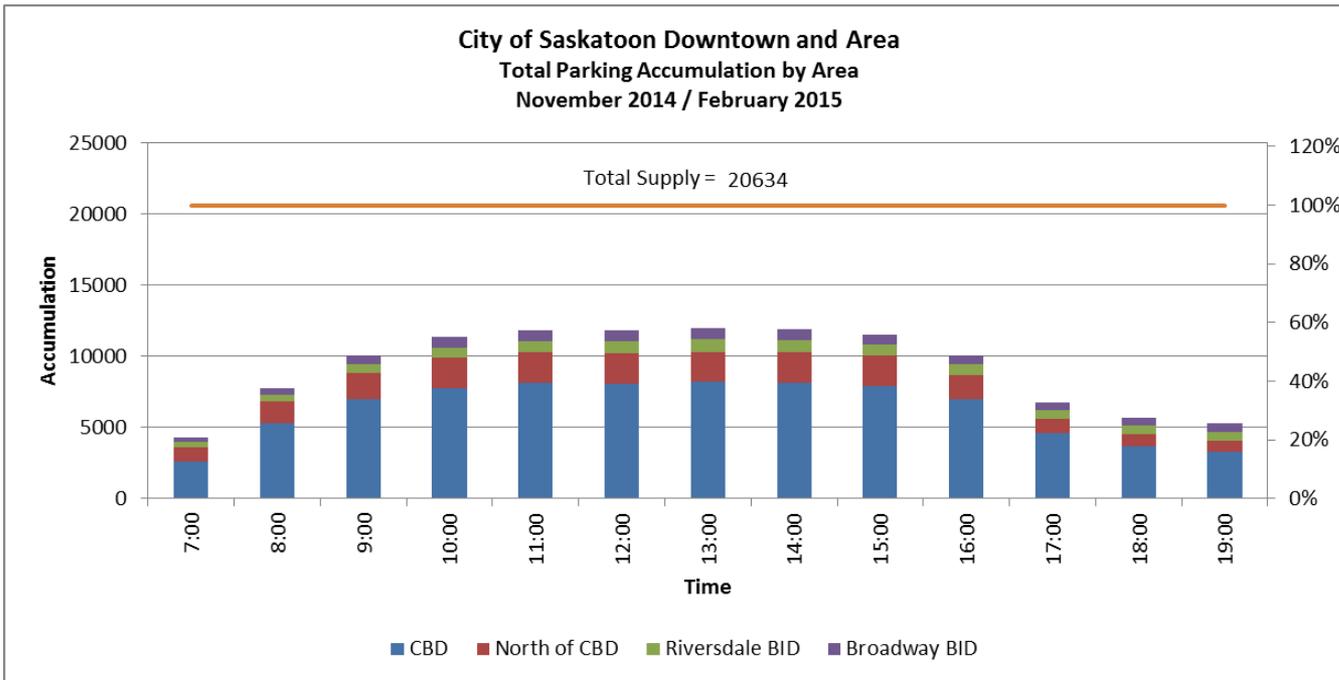


Total study area parking supply:
21,322 spaces

CBD:	13,269 spaces
North of CBD:	3,685 spaces
Riversdale BID:	2,986 spaces
Broadway BID:	1,382 spaces

- There is a total of 16,708 off-street parking spaces in the study area;
- There is a total of 11,409 off-street parking spaces in the Downtown core.

Study Area Parking Statistics

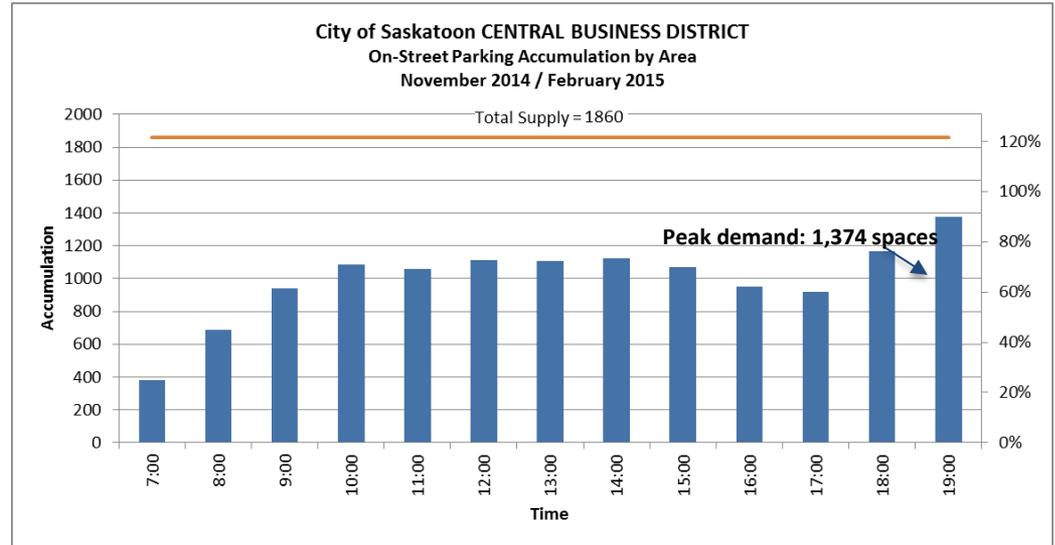


- Parking demands peaked between 1:00 pm and 2:00 pm across all survey areas.
- Peak weekday parking occupancy across all survey areas ranged between 40% – 60%.
- At the peak demand period of 1:00 pm, 7,089 off-street parking spaces were unoccupied in the Downtown core.

Downtown Parking Occupancy Counts

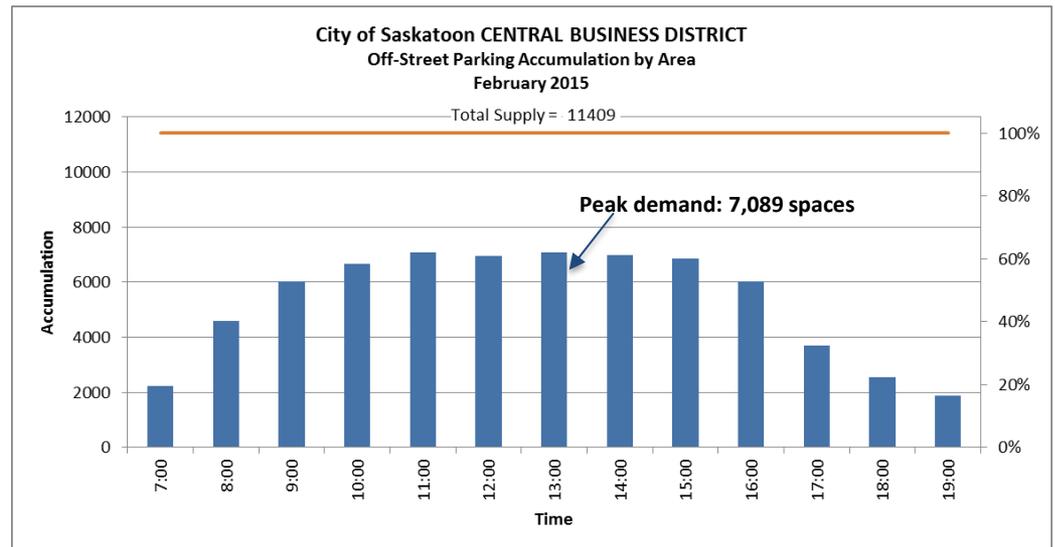
On-Street Parking Supply : 1,860 spaces

Peak Demand : 1,374 spaces at 7:00 pm



Off-Street Parking Supply : 11,409 spaces

Peak Demand : 7,089 spaces at 1:00 pm



Consultation

- Steering Committee
 - 16 members (5 external members)
 - 3 meetings to date
- Targeted stakeholder meetings (29 stakeholders)
- Open House - March 25, 2015
 - Introduced the study
 - Presented what we have heard so far
 - Presented the findings of our examination of parking conditions
 - At least 6 media outlets attended
- Website survey and social media used to generate traffic
 - Shapingsaskatoon.ca
- Communications Strategy to be completed in June, 2015.
- Draft Plan due June 30, 2015; refine and consultation efforts through to Fall, 2015. Present to Council by year end.

Accessible Taxi Service - 2014 Annual Report

Recommendation:

That the Standing Policy Committee on Transportation recommend to City Council that an increase to the cap on temporary accessible taxi licences by five (5) to twenty-one (21) be approved.

Topic and Purpose

The purpose of this report is to provide City Council with information about 2014 accessible taxi service and to obtain approval for additional temporary accessible taxi licences.

Report Highlights

1. Accessible taxi service is an important component of the transportation industry.
2. Customer service improvements in 2014 included a reduction in wait times for accessible taxi service and increased driver training.
3. The majority of customer concerns are resolved between the companies and the customers, with only two complaints investigated by the Administration in 2014.
4. Increasing the number of taxi licences will improve the accessible service to the community.

Strategic Goals

Accessible taxi service supports the long-term strategy of optimizing the flow of people around the City under the Strategic Goal of Moving Around.

Background

The taxi companies in Saskatoon are responsible and accountable for providing accessible taxi service. City Council has approved temporary accessible taxi licences for this purpose, and at its meeting of October 21, 2013, approved a recommendation to increase the cap on temporary accessible licences by five (5) to sixteen (16). The licences were effective November 1, 2013, and were allocated to the companies based on fleet size.

Report

Level of Taxi Service

Across North America, accessible taxi service is recognized as an important component of the transportation industry. Some jurisdictions mandate that each taxi company be equipped to provide accessible service, and some have established fleet percentage targets.

The taxi industry in Saskatoon strives to provide a high level of accessible taxi service, and in the majority of cases, achieves that goal.

Service Improvements

Bylaw No. 9070, The Taxi Bylaw, 2014, requires taxi brokers to report trip data to the City of Saskatoon on a monthly basis. The data indicates the growth or decline of demand, the length of wait time, length of trip, etc.

The 2014 data indicates an improvement in wait times compared to 2013 (Attachment 1). An increased supply of vehicles is one factor among others such as weather, trip length, traffic, and road work.

In 2014, the Human Rights Commission (HRC) worked with a Saskatoon company to develop a draft Taxicab Policy for the provision of accessible taxi service (Attachment 2). Plans for 2015 include:

- incorporation of the draft policy into the training currently required by all accessible taxi drivers; and
- establishment of a consistent training program for all accessible taxi drivers across the industry.

Feedback and Complaints

One of the most important roles of taxi companies is to ensure customer service and resolve customer concerns. Concerns unresolved at that level may be brought forward to the Administration. In the past year, the Administration has:

- investigated two complaints regarding service;
- conducted two data audits; and
- completed the investigation of one allegation of non-compliance with the Bylaw.

Furthermore, one complaint of non-compliance is currently being investigated. Random checks to ensure compliance with the priority service requirements of the Bylaw are upcoming.

Number of Accessible Licences

Demand for service is not declining. According to Statistics Canada's Canadian Survey on Disability, 15% of Saskatchewan's adult population reported a disability In 2012. Assuming Saskatoon's population is not significantly different, this means that 15% of Saskatoon's adult population report some form of disability. Currently, 10.6% of Saskatoon taxis are accessible.

Taxi company managers support an increase in the cap of accessible licences as do users of the service and a number of drivers. The majority of those who do not support additional accessible licences believe it to be competition for regular taxi service. Some, including the executive of the union representing a portion of taxi drivers, support more licences with the qualifier that the licences be allocated directly to drivers.

The Administration recommends an increase to the cap on temporary accessible licences by five (5) to be allocated to the companies responsible for the customer

service on the basis of fleet size. The allocation would be two (2) to United Cabs and three (3) to Comfort Cabs (Attachment 3). All other requirements as outlined in Bylaw 9070, The Taxi Bylaw, 2014 (Attachment 4) would apply.

Comfort Cabs and Radio Cabs have merged operations. The responsibility for managerial functions including addressing customer service concerns is with management of Comfort Cabs.

Options to the Recommendation

City Council may choose to maintain the status quo. This may limit the improvements in wait times that could be achieved with more vehicles.

Another option is to increase the cap by more or less than the recommended number and/or allocate the licences directly to drivers.

The recommendation is to allocate temporary accessible licences to companies recognizing the value they add to customer service through providing training to drivers and coordinating service to their customer base, including responding to service complaints. The companies are required to ensure adherence to bylaw requirements and are held accountable for providing accessible service.

Public and/or Stakeholder Involvement

The Administration receives feedback on an ongoing basis from people involved in the industry and users of the service. Also, meetings have been held with the taxi company managers, the executive of the union representing a portion of taxi drivers, a representative of the HRC, and drivers and plate owners through three separate open meetings to which all were invited.

Communication Plan

Should City Council approve the recommendation, Corporate Revenue and Communications will work together to develop a plan to ensure industry participants, the media, and the public are aware of City Council's decision. This plan will include:

- A Public Service Announcement reflecting City Council decision. The allocation of additional accessible taxi licences will improve customer service which is important to users of the service.
- The internal customer service team will be made aware of City Council's decision so they are prepared for questions related to accessible taxi service.

Financial Implications

The licence revenue of \$1,875 (\$375 x 5) will be used to support enforcement of the Bylaw.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Should City Council approve these recommendations, the Bylaw amendments would be drafted with the requirement that these vehicles be providing service within 60 days following Council approval of the Bylaw.

Public Notice

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

Attachments

1. Comparison of Wait Times, 2014 vs 2013
2. Taxi Cab Policy Draft (discussion document)
3. Allocation of Licenses by Company
4. Bylaw 9070, The Taxi Bylaw, 2014 Division IV

Report Approval

Written by: Joy Bunes, Revenue Collections Manager
Reviewed by: Shelley Sutherland, Director of Corporate Revenue
Approved by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management Department

Accessible Taxi Service_2014 Annual Report.docx

**Accessible Taxi Service
Comparison of Wait Times, 2014 vs 2013**

	2013	2014	Change
Percentage of Trips that are:			
prebooked or flagged	37.2%	44.8%	7.6%
requested by phone or app	62.8%	55.2%	-7.6%
 Wait Time in Minutes:			
Trips Tequested by Phone or App:			
less than 5	8.0%	9.6%	1.5%
less than 10	25.6%	28.3%	2.7%
less than 15	42.7%	47.4%	4.7%
less than 20	55.9%	62.1%	6.1%
less than 30	70.9%	79.1%	8.2%
more than 30	29.1%	20.9%	-8.2%
 All Trips (including pre-booked or flagged):			
less than 5	42.1%	50.1%	8.0%
less than 10	59.6%	60.4%	0.8%
less than 15	67.9%	71.0%	3.1%
less than 20	77.3%	79.1%	1.8%
less than 30	81.8%	88.5%	6.6%
more than 30	18.2%	11.5%	-6.6%

Taxi Cab Policy Draft (discussion document)

1. Purpose / Background Information

The goal of the taxi cab industry is to make your travel a safe, pleasant and convenient experience. The drivers and customer service personnel are available to meet the needs of customers with disabilities. We can help whether you are traveling alone or with a personal care attendant, using various mobility devices, or being accompanied by a service animal.

This policy is drafted to address the following:

- the provision of goods and services to persons with disabilities;
- the use of assistive devices by persons with disabilities;
- the use of service animals by persons with disabilities;
- the use of support persons by persons with disabilities;
- notice of temporary disruptions in services and facilities;
- training;
- customer feedback regarding the provision of goods and services to persons with disabilities; and
- notice of availability and format of documents.

2. Application

This policy applies to all persons who deal with the public and those specifically designated, employed, or contracted to act, from time to time on behalf of the taxi cab industry.

3. Definitions

Assistive Device

A device used to assist persons with disabilities in carrying out activities or in accessing the services of persons or organizations.

Disability

a. any degree of physical disability, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the foregoing, includes diabetes mellitus, epilepsy, a brain injury, any degree of paralysis, amputation, lack of physical co-ordination, blindness or visual impediment, deafness or hearing impediment, muteness or speech impediment, or physical reliance on a service animal or on a wheelchair or other remedial appliance or device,

b. a condition of mental impairment or a developmental disability,

c. a learning disability, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language,

d. a mental disorder

Service Animal Any animal used by a person with a disability for reasons relating to the disability where it is readily apparent that the animal is used by the person for reasons relating to his or her disability; or where the person provides a letter from a physician or nurse confirming that he or she requires the animal for reasons relating to his or her disability; or a valid identification card or certificate of training from a recognized guide dog or service animal training school.

Support Person

A person who accompanies a person with a disability in order to assist him or her with communication, mobility, personal care, or medical needs or with access to goods or services.

4. General Principles

a. The Provision of Goods and Services to Persons with Disabilities

Taxi cab companies will use reasonable efforts to ensure that their policies, practices and procedures are consistent with the following principles:

- the taxi cab companies' services are provided in a manner that respects the dignity and independence of persons with disabilities;
- the provision of the taxi cab companies' services to persons with disabilities are to be integrated with those provided to persons who do not have disabilities unless an alternative measure is necessary to enable a person with a disability to obtain, use or benefit from the taxi cab companies' services and,
- persons with disabilities are given opportunities equivalent to that of persons without disabilities to obtain, use or benefit from the taxi cab companies' services.

b. Communication with Persons with Disabilities

When communicating with a person with a disability, the taxi cab companies will do so in a manner that respectfully takes into account the person's disability.

5. Traveling with an Assistive Device

A person with a disability is to provide their own assistive device for the purpose of obtaining, using and benefiting from the taxi cab companies services. If the assistive device is deemed by management to place staff in danger or at a safety risk, the company will notify the passenger and suggest alternatives to fulfill their travel needs.

This may include having the person leave the assistive device and sit in a passenger seat in the vehicle.

Persons with a disability are responsible to ensure their assistive device is operated in a safe and controlled manner at all times whilst accessing services. This includes setting the brakes as

appropriate on manual assistive devices (wheelchairs) or in the case of power assistive devices (chair or scooter) switching the power off.

Taxi cab operators are responsible for ensuring that wheeled mobility devices are properly secured, complete with the appropriate tie-downs and restraining devices and securely fastened before moving the cab, in accordance with the Saskatchewan Traffic Act.

Should the passenger refuse to have his or her mobility device secured, the driver will advise that it is mandatory for safety reasons. If the problem persists, the driver will contact dispatch and request assistance from a manager.

In the event that the passenger is traveling with an attendant who wishes to secure the mobility device the driver must check to ensure the devices have been properly secured.

6. Traveling With a Service Animal

Customers with disabilities accompanied by a service animal are welcome. The service animal is the responsibility of its owner and must be under the control of its owner at all times. The service animal must ride within the customer's proximity. If requested the customer must provide service animal documentation. If an employee is medically unable to transport a service animal they must provide current medical documentation from an allergy specialist to support their condition. If a customer declares the need to be accommodated when booking a trip the driver who is dispatched to the trip will be medically cleared to provide that trip.

7. Training

Taxi cab companies will upon hiring provide training to taxi cab operators and dispatchers on how to serve people with disabilities more effectively. Taxi cab companies will ensure that all persons to whom this policy applies receive appropriate training as required. The amount and format of training given will be tailored to suit each person's interactions with the public and his or her involvement pertaining to the provision of goods and services.

Training will cover the following areas:

- Understanding of disability
- Cultural sensitivity
- Securement
- Communication and interaction
- A review of the purposes of *The Saskatchewan Human Rights Code*.
- Instruction on the taxi cab companies policies, procedures and practices pertaining to the provision of goods and services to persons with disabilities;
- how to interact and communicate with persons with various types of disabilities;
- what to do if a person with a particular type of disability is having difficulty accessing the taxi cab companies services;

- how to interact with persons with disabilities who use assistive devices or who require the assistance of a support person or service animal; and
- information about the equipment or devices available on the taxi cab companies premises that may help with the provision of the services to persons with disabilities.

Timeline for Training

- The various training requirements are addressed through a variety of programs/initiatives using a variety of training approaches. Such training has and/or is provided as soon as reasonably practicable based upon an individual being assigned the applicable duties as well as on an ongoing basis as changes occur to the applicable taxi cab companies policies, procedures and practices governing the provision of services to persons with disabilities.

Records of Training

- The taxi cab companies will keep records of the training, including the date on which training is provided and the number of individuals to whom it is provided. The names of individuals trained will be recorded for training administration purposes,

8. Customer Responsibilities

- Provide the phone operator information about your specific travel needs and schedule.
- Inform our employees of your needs during your trip.

9. Feedback

Feedback on this policy and its application and enforcement is important to taxi cab companies. Should you have any questions regarding the content, implementation or training materials please contact the management team at the appropriate taxi cab company.

Allocation of Licenses by Company

	<u>United Cabs</u>	<u>Comfort/ Radio Cabs</u>	<u>Total</u>
Permanent Regular	66	94	160
Permanent Accessible	5	0	5
	<hr/> 71	<hr/> 94	<hr/> 165
 Temporary Accessible Licenses:			
Current Allocation	7	9	
Allocation of 5 New Licenses	2	3	
	<hr/> 9	<hr/> 12	<hr/> 21

Bylaw No. 9070 - The Taxi Bylaw, 2014

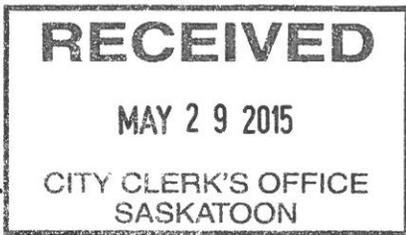
**DIVISION IV
Temporary Wheelchair Accessible Taxi Licence**

Method of Issuing Licence

19. (1) The City may, in its discretion, issue temporary wheelchair accessible taxi licences at such times as it considers appropriate.
- (2) Temporary wheelchair accessible licences may be issued with or without a public tender process.

Ownership of Licence

20. (1) Temporary wheelchair accessible taxi licences shall remain the property of the City.
- (2) Subject to the limit mentioned in subsection 9(2), the City shall determine the number, if any, of temporary wheelchair accessible taxi licences to be issued.
- (3) A temporary wheelchair accessible taxi licence shall be valid for a term of five calendar years commencing on January 1, 2014 and ending on December 31, 2018.
- (4) If a licensed broker to which temporary wheelchair accessible taxi licences have been allocated ceases operations for any reason and the term of the licences has not expired, those licences shall revert to the City and shall be reallocated for the remainder of the term of the licences to the remaining brokers based upon the fleet size of each broker.
- (5) No person shall assign or transfer a temporary wheelchair accessible taxi licence.
- (6) Lease fees shall not be charged for the use of a temporary wheelchair taxi licence. Only normal operating costs may be recovered.



May 29, 2015

307-4

Mr. Troy Larmer

Representing United Cabs

Wishes to speak to the issues of

- 1) Accessible Taxis
- 2) Seasonal Taxi Plates.

at the Standing Policy Committee
on Transportation Meeting

June 2/2015 9:00 am.

A stylized handwritten signature in black ink.

Troy Larmer
225 Ave B N.
Saskatoon
S7S 1G4
(306) 244-3767

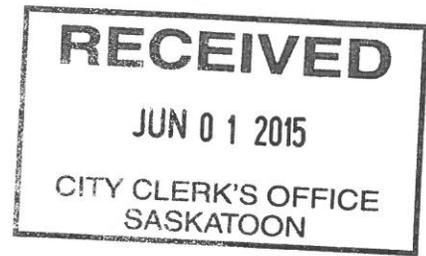
June 1, 2014

Saskatchewan Human Rights Commission

8th Floor, Sturdy Stone Building

122-3rd Avenue North

S7K 2H6



Re: Formal request to speak to the SPC on Transportation on June 2nd

Attention: City Clerk of Saskatoon

This is a request to speak to the SPC on Transportation on June 2nd, regarding the Accessible Taxi Service Annual Report for 2014. The SHRC is in full support of the recommendation outlined in the report. The organization would appreciate the opportunity to speak to the "Options to the recommendation" section, along with the "stakeholder involvement" portions of the report.

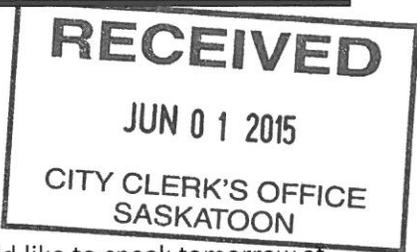
I sincerely appreciate the opportunity to work with the municipality on behalf of the SHRC and look forward to continuing this work.

Respectfully submitted,

Andy Livingston

307-4

From: Kondraczynski, Audrey <akondraczynski@usw.ca>
Sent: June 01, 2015 1:26 PM
To: Web E-mail - City Clerks
Cc: Draz Umar; mga_hrcl@hotmail.com
Subject: Speak at the standing policy committee meeting June 2, 2015



Please be informed that the following two people from Comfort Cabs USW Local 2014 would like to speak tomorrow at 9:00 a.m. on the distribution of wheelchair taxi's. We understand they only get five minutes each to speak.

They are:	Malik Draz	Mark Gill
	34 – 3144 Laurier Drive	RPO Grosvenor Park
	Saskatoon, SK	Saskatoon, SK
	S7L 5S7	S7H 5N9

Please confirm to us that they are on the agenda. Thank you.

Audrey Kondraczynski
USW Support Staff
#110A - 2103 Airport Drive
Saskatoon, SK S7L 6W2
Phone: (306) 382-2122
Fax: (306) 382-5616

Seasonal Taxis

Recommendation

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

1. That a total of twenty-four (24) seasonal licences be approved for distribution to drivers for the September to June months of 2015/16, 2016/17, and 2017/18 by lottery using criteria as outlined in Part VI of Bylaw 9070, The Taxi Bylaw, 2014;
2. That the seasonal licence fee be equal to the annual licence fee of \$375; and
3. That the City Solicitor be requested to prepare the appropriate Bylaw amendments.

Topic and Purpose

The purpose of this report is to obtain City Council's approval of temporary seasonal taxi licences.

Report Highlights

1. Taxis are an important part of the City of Saskatoon's (City) public transportation service and are heavily relied upon by both residents and visitors to Saskatoon.
2. Seasonal licences, in addition to permanent licences, help improve service to taxi users.
3. The number of seasonal licences will increase by six (6) for a total of twenty-four (24). The licences will be awarded by lottery to current drivers.

Strategic Goal

Taxi regulation supports the long-term strategy of optimizing the flow of people and goods in and around the city under the Strategic Goal of Moving Around.

Background

At its meeting of October 21, 2013, City Council approved eighteen (18) temporary seasonal taxi licences. They were distributed to drivers through a lottery process and were valid for November 2013 to June 2014 and September 2014 to June 30, 2015.

City Council has approved 160 regular permanent taxi licences, 5 accessible permanent taxi licences and 16 temporary accessible taxi licences. Seasonal taxi licences have also been approved for the past several years. The increased number of vehicles has helped to improve service to Saskatoon's taxi-using public and visitors to Saskatoon.

Report

Taxi Service in Saskatoon

Taxis are an important part of the City's public transportation service and are heavily relied upon by both residents and visitors to Saskatoon. One of the stated purposes of Bylaw 9070, The Taxi Bylaw, 2014 is to ensure that taxi service will be available, safe and economical to use for both citizens and visitors to Saskatoon.

Seasonal Taxis

Service Levels

In 2013, the Administration and the taxi companies established a customer service target of wait times for trips requested through dispatch (not including pre-booked or flagged down) to be less than 10 minutes 90% of the time. This target has not been met in any single month, however, seasonal licences are contributing to improving service levels during the months in which they are valid (Attachment 1).

While the feedback from the industry was varied, many support an increase to the number of seasonal licences available, and agree that a three-year term would enable drivers more time to recover the capital cost of the vehicle.

The increase will allow for improved wait times for users of the taxi service and the opportunity for a larger number of drivers to benefit from one of the licences.

Allocation of Seasonal Licences

The twenty-four (24) seasonal licences (increased from 18 in 2014/15) will be allocated through the lottery process as defined in Part VI of Bylaw 9070, The Taxi Bylaw, 2014 (Attachment 2). In summary, the lottery is open to licenced taxi drivers who have at least three years' experience driving taxi in Saskatoon and have driven a minimum of four shifts per week in the past 52 weeks. It is important to note that the lottery is not open to drivers where either they or their families (parents, spouses, children) have owned a taxi licence within the two years preceding the lottery.

Options to the Recommendation

City Council may choose to not approve seasonal licences. The Administration does not recommend this option, as it would likely result in a reduction in service through increased wait times.

Further options include approval of a different number of seasonal licences and/or a differing licence term.

Public and/or Stakeholder Involvement

The Administration receives feedback on an ongoing basis from people involved in the industry as well as users of the service. Also, meetings have been held with the taxi company managers, the executive of the union representing a portion of taxi drivers, and drivers and plate owners through three separate open meetings to which all were invited.

Communication Plan

Should City Council approved the recommendations, Corporate Revenue and Communications will work together to develop a plan to ensure industry participants, the media, and the public are aware of City Council's decision. This plan will include:

- A Public Service Announcement reflecting City Council's decision. The allocation of additional temporary seasonal taxi licences could improve customer service which is important to taxi users.

Seasonal Taxis

- A notice will be posted at each taxi company providing updated information including details regarding the lottery process.
- The internal customer service team will be made aware of City Council's decision to prepare them for questions related to temporary seasonal taxi licences.

Financial Implications

Applicants to the lottery will be required to pay a \$50 administrative fee. The licence revenue of \$9,000 (\$375 x 24) will be used to support enforcement of the Bylaw.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Should City Council approve these recommendations, the lottery will proceed immediately following approval of the Bylaw amendments, allowing successful drivers in the lottery to have time to secure a vehicle and have it ready for use on September 1, 2015.

Public Notice

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

Attachments

1. Regular Taxi Service, Comparison of Wait Times, 2013 to 2014
2. Part VI – Seasonal Taxi Licence of Bylaw 9070, The Taxi Bylaw, 2014

Report Approval

Written by: Joy Bunes, Revenue Collections Manager
Reviewed by: Shelley Sutherland, Director of Corporate Revenue
Approved by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management Department

Seasonal Taxis_May 2015.docx

**Regular Taxi Service
Comparison of Wait Times, 2014 vs 2013**

	2013	2014	Change
Percentage of Trips that are:			
prebooked or flagged	49.1%	52.8%	3.7%
requested by phone or app	50.9%	47.2%	-3.7%

Wait Time in Minutes:

Trips Requested by Phone or App:

less than 5	32.6%	39.1%	6.6%
less than 10	75.7%	77.8%	2.1%
less than 15	90.2%	91.5%	1.2%
less than 20	94.6%	95.8%	1.1%
less than 30	97.1%	98.2%	1.1%
more than 30	2.9%	1.8%	-1.1%

All Trips (including pre-booked or flagged):

less than 5	65.7%	71.3%	5.6%
less than 10	87.6%	89.5%	1.9%
less than 15	95.0%	96.0%	1.0%
less than 20	97.3%	98.0%	0.7%
less than 30	98.5%	99.2%	0.6%
more than 30	1.5%	0.8%	-0.6%

Bylaw No. 9070 - The Taxi Bylaw, 2014**PART VI
Seasonal Taxicab Licence****Requirement to Obtain Licence**

36. No person shall drive a taxicab on a seasonal basis without first obtaining a seasonal taxicab licence from the City.

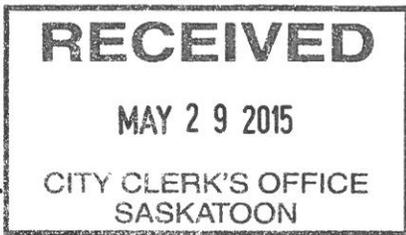
Method of Issuing Licence

37. (1) The City may, in its discretion, issue seasonal taxicab licences, at such times and in such numbers as may be necessary to meet the demand for such services.
- (2) Seasonal taxicab licences shall be distributed using the lottery system described in this Part.

Eligibility to Participate in the Seasonal Licence Distribution Lottery

38. (1) In this section,
- (a) “**closely connection person**” means the agent, business partner or family member of a licence applicant;
 - (b) “**controlling interest**” means an interest that a person has in a corporation if the person beneficially owns, directly or indirectly, or exercises control or direction over shares of the corporation carrying more than 25% of the voting rights attached to all issued shares of the corporation;
 - (c) “**family**” means the spouse, parent or child of a licence applicant;
 - (d) “**senior officer**” means the chair or vice-chair of the board of directors, the president, any vice-president, the secretary, the treasurer or the general manager of a corporation or any other person who performs functions for the corporation similar to those normally performed by a person occupying any of those offices;
 - (e) “**spouse**” means:
 - (i) the legally married spouse of a person, with whom the person is cohabiting; or
 - (ii) a person who has cohabited with another person as spouses continuously for a period of not less than two years.

- (2) The intent of the lottery is to distribute seasonal taxi licences to licensed taxi drivers only.
- (3) Notwithstanding the generality of subsection (2), a taxi driver is ineligible to participate in the seasonal taxi licence distribution lottery if:
 - (a) he or she currently owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw;
 - (b) someone in the taxi driver's family currently owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw;
 - (c) the taxi driver or someone in his or her family has a controlling interest in, or is a director or senior officer of, a corporation that owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw; or
 - (d) the taxi driver or a closely connected person has a controlling interest in, or is a director or senior officer of, a corporation that owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw.
- (4) In order to participate in the lottery, the applicant must:
 - (a) hold, at a minimum, a valid class 4 Saskatchewan Driver's Licence;
 - (b) hold a valid taxi driver's licence, including photo identification issued by the City;
 - (c) own, lease or otherwise have access to a vehicle that meets the vehicle requirements for taxis set out in Part VIII;
 - (d) be affiliated with a licensed taxi broker carrying on business and licensed by the City;
 - (e) have, at a minimum, three years' experience driving a taxi in the City as at the date of the application; and
 - (f) have driven a taxi in the City at least four shifts per week, each week in the past 52 weeks, excluding vacation time and medical leave.
- (5) A taxi driver may submit only one application per lottery draw. If a driver submits more than one application, the driver shall be ineligible to participate in that lottery draw.



May 29, 2015

307-4

Mr Tuoy Larmer

Representing United Cabs

Wishes to speak to the issues of

- 1) Accessible Taxis
- 2) Seasonal Taxi Plates.

at the Standing Policy Committee
on Transportation Meeting

June 2/2015 9:00 am.

A stylized handwritten signature in dark ink.

Tuoy Larmer
225 Ave B N.
Saskatoon
S7S 1G4
(306) 244-3767

Communications to Council – Mid West Development (2000) Corp. (October 30, 2008) – Parking in the Broadway Area

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated June 2, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information on the parking orientation on the north side of 9th Street East, fronting 922 Broadway Avenue.

Report Highlights

Angle parking on the 500 Block of 9th Street East was discussed during the public consultation process for the Nutana Neighbourhood Traffic Review. To ensure pedestrian and vehicular safety in the area, the Administration maintains the position that angle parking should not be permitted.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing parking assessment to determine the impact of angle parking upon traffic and businesses in the area.

Background

City Council, at its meeting held on November 17, 2008, considered Mr. Ken Achs, President Mid-West Development (2000) Corp.'s correspondence dated October 30, 2008 (Attachment 1). The correspondence was forwarded to the Administration for a further report.

Mr. Achs requested that the preceding decision by the Administration to not allow angle parking on the north side of the 500 block of 9th Street East, between Broadway Avenue and the alley, be reconsidered to help with the current parking shortage and keep businesses viable in this area, since angle parking would create 5 additional parking stalls.

The Administration informally permitted angle parking on the 500 block of 9th Street East, despite a lack of official pavement markings and parking meters, in an attempt to evaluate the impact on traffic. A follow-up report was submitted to the Administration & Finance Committee on March 28, 2013, recommending that angle parking be removed due to concerns including:

- Narrowed width of the roadway
- Parked vehicles that encroach further into the travel lane (i.e. long box trucks)
- Angled parking forces the centre line further south, offsetting at midblock

City Council at its meeting held on April 22, 2013, resolved:

“that consideration of the matter be deferred until such time that the parking and pedestrian study on 9th Street and Broadway Avenue is received and to allow for further consultation and consideration of options.”

Report

An initial public meeting was held in October 2013 to identify traffic concerns and potential solutions or mitigation measures within the Nutana neighbourhood. Angle parking on the 500 block of 9th Street East was discussed by one of the resident groups as an item of concern. The residents indicated that longer vehicles parked in this area restricted the view of oncoming traffic. Two additional meetings were held in the Nutana neighbourhood prior to finalizing the traffic plan.

During the public consultations, the safety of pedestrians crossing Broadway Avenue at 9th Street was also discussed. As a result of the analysis of pedestrian and traffic activity at this intersection, a Pedestrian Activated Signal will be installed at this intersection to enhance the safety of pedestrians.

The Administration maintains the position that angle parking should not be permitted along 9th Street west of Broadway Avenue for the following reasons:

- Angle parking will force the two traffic lanes on 9th Street East from the minimum standard of 3.0 metre width to 2.75 metres each.
- Longer vehicles (i.e. long box trucks) which are angle parked encroach into the traffic lane. This is a particular concern when the parking spots are close to Broadway Avenue, as it could impact the ability to turn off of Broadway onto 9th Street East, and create queues extending onto the Arterial roadway.
- Angle parking would force the centre line of the 500 block of 9th Street East to shift south by 1.35 metres for only a portion of the block, (from Broadway Avenue east to the alley). This would create an offset centre line constructing an inconsistent centre line for motorists to navigate, and not be in accordance with best practices for pavement marking.
- Only five stalls will be gained by maintaining the informal angle parking at this location.

Public and/or Stakeholder Involvement

In October 2013, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback was used to develop the neighbourhood traffic plan which was presented at a follow-up public meeting in September 2014. An additional public meeting was held in January 2015 to address the outstanding issues.

Communication Plan

Signage will be installed to clarify that parking in this area should be parallel to the curb.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Signage will be installed during the summer.

Public Notice

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

Attachment

1. Letter – Ken Achs, President Mid-West Development (2000) Corp. – Parking in the Broadway Area

Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

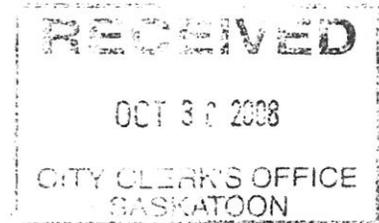
TRANS JN – CC Ken Achs-Oct 30-2008–Parking in the Broadway Area.docx

ATTACHMENT 1

Mid-West Development (2000) Corp.

PART OF THE MID-WEST GROUP

524 - 2ND AVENUE NORTH
 SASKATOON, SK CANADA S7K 2C5
 TELEPHONE (306) 933-4838
 FACSIMILE (306) 933-4121
 E-MAIL midwest@mwdc.ca
www.midwestgroup.ca



October 30, 2008

His Worship, Mayor Don Atchison
 and members of City Council
 City Hall
 Saskatoon, Saskatchewan S7K 0J5

Via fax 975-2784

Dear Mayor Atchison and Council members:

Re: Parking in the Broadway Area

Over the past several years, parking in the Broadway business district has been a controversial issue. Recently, the stakeholders through the Broadway Business Improvement District (BBID) brought forward a request to Administration to allow nose-in parking on the north side of 9th Street from Broadway to the lane. This request was denied by Administration.

I would ask City Council to ask Administration to reconsider their decision. The sidewalks in this area could be redesigned to accommodate any parking stall depth issues. These would also enhance the streetscape in this area as Meridian Development Corp. will be upgrading their portion of the streetscape in conjunction with the LUXE development. This will apply to both 9th Street and Broadway frontages. Another plus for this request is to help with the current parking shortage in this area and part of the cost for this upgrade will be paid by Meridian as previously mentioned.

I would also suggest that City Council seriously consider this type of parking in the complete downtown core. The city has changed a lot over the past ten years and so have traffic patterns. First, Second and Third Avenues are not being used as travel arteries as in the past. These are downtown streets that front businesses. Parking in these areas will keep these businesses viable along with the downtown core; a luxury a lot of cities do not have. However, there are a lot of major cities that have revitalized the core primarily with parking and BID's. In the retail business, "no parking, no business". This is why urban malls or big box developments are impacting downtown cores as they have parking. If it wasn't for Midtown Plaza and the underground parking, our core would have died, as in other cities. We should be very grateful to Maury Wiss, the developer of Midtown Plaza. You, as City Council, have the opportunity to continue his legacy.

Please consider these observations. If you wish to discuss this in further detail, I am available any time at 222-2555.

Yours truly,

Ken Achs
 President

KA/lp

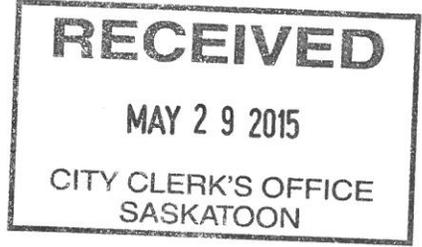
cc George Keter, Affinity Credit Union *via email* george.keter@affinitycu.ca
 Karl Miller, Meridian Development Corp. *via email* karl@meridiandevelopment.ca
 Colleen Wilson, Meridian Development Corp. *via email* colleen@mwdc.ca

6120-1



MID-WEST DEVELOPMENT (2000) CORP.

PART OF THE MID-WEST GROUP OF COMPANIES



May 29, 2015

Standing Policy Committee on Transportation
City Hall
222 3rd Avenue North
Saskatoon SK S7K 0J5

Via email city.clerks@saskatoon.ca

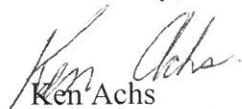
Dear Committee members:

Re: Parking in the Broadway Area, Your File No. CK.6120-1

As owner of the commercial condo unit housing Affinity Credit Union (ACU) at 922 Broadway Avenue, I support angle parking to remain on the north side of 9th Street. ACU is a major business on this street and to restrict the amount of parking their customers have would be a step backward and ultimately affect the Broadway business community negatively. The consensus of the residential condo owners of the LUXE at 922 Broadway Avenue about the angle parking affecting the exiting from their parkade is the same condition as numerous parkade exiting throughout the city. But a more basic situation is traffic exiting a rear lane where angle parking exists, e.g., the lane at the rear of the 500 block on Broadway's west side entering 10th Street southbound: there is angle parking to the east of this lane, the same condition as on the east side of the LUXE at 922 Broadway Avenue. This parking has been there for over 50 years and causes no more or less a safety issue as on 9th Street by the LUXE.

I wish to speak on this matter at the meeting of the Standing Policy Committee on Transportation scheduled for Tuesday June 2, 2015 in Council Chamber.

Yours truly,


Ken Achs
President

KA/lp

cc Ian Banks, Facilities Manager, Affinity Credit Union *via email*



Crash Attenuator – Award of Contract – Blanket Purchase Order

Recommendation

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

1. That the City enter into an agreement with Guardian Traffic Services Ltd. to provide maintenance services for crash attenuators over a three year period at an upset cost of \$78,750 (including taxes) in the first year; and
2. That Purchasing Services issue the appropriate purchase order.

Topic and Purpose

The purpose of this report is to obtain approval to enter into a contract with Guardian Traffic Services Ltd. for the provision of installation and maintenance of existing crash attenuators city wide. The provision of services will be in the form of a Blanket Purchase Order over a three year period, with an upset limit in the first year of \$78,750 (including taxes). Years two and three are estimated at \$84,000 and \$89,250 per year respectively (including taxes), and extending the Blanket Purchase Order is subject to funding approval.

Report Highlights

1. The City's inventory of crash attenuators consists entirely of the Trinity crash attenuators and the Administration is seeking services to be performed by Guardian Traffic Services Ltd., the official distributor of the Trinity Crash Cushion, for installation, repairs and maintenance of damaged crash attenuators.
2. A three year contract with Guardian Traffic Services Ltd. is being recommended with an upset limit of \$78,750 (including taxes) in the first year.

Strategic Goal

This report supports the Strategic Goals of Continuous Improvement and Asset & Financial Sustainability by permitting crash attenuator inventory to be continually monitored and maintained to meet the safety guidelines, and reduce costs by extending the lifetime of the current inventory by providing regular repairs and maintenance.

Background

Crash attenuators are used on high speed roadways to protect the safety of motorists by attenuating the impact of collisions near barriers. The City's inventory of crash attenuators consists entirely of Trinity products, including the REACT 350, QUADGUARD II, Quadtrend 350 and Great Units models.

The typical crash attenuator maintenance process involves:

- Undertaking an onsite evaluation;
- Determining and ordering required parts for repairs; and

- Undertaking the repairs.

In 2014, a one year Blanket Purchase Order contract was awarded to Guardian Traffic Services Ltd. to maintain and repair the crash attenuators.

Report

The continued growth of the city has increased the number of crash attenuators on the City's road network. Eleven more were added over the past two years to the existing 14 locations, totaling 25 crash attenuation locations throughout the city.

A three year contract with Guardian Traffic Services Ltd. is recommended for the following reasons:

- Only distributor of Trinity crash attenuators in Western Canada;
- Minimize delays in repairing damaged crash attenuators; and
- Minimize the cost of replacement parts and repairs by consolidating purchasing through a three year contract.

The Administration recommends that Guardian Traffic Services Ltd. be awarded a contract for the provision of maintenance and repair of the City's inventory of crash attenuator inventory for a period of up to three years. At that time, the Administration will review the current inventory of crash attenuators and available vendors to determine how to proceed.

Policy Implications

Awarding a contract to Guardian Traffic Services Ltd. is consistent with Section 4.3(b) of Policy C02-030 – Purchase of Goods, Services and Work as they are the sole distributor of Trinity crash attenuators in Western Canada.

Financial Implications

The installation and maintenance of crash attenuators is funded under Capital Project #1507 - TU-Guard Rails. There is currently \$75,000 available for this work in 2015. The estimated costs to the City for years two and three are \$80,000 and \$85,000 per year respectively and are dependent on budget approval.

Contract Amount	\$75,000
GST (5%)	<u>3,750</u>
Total Cost	\$78,750
GST Rebate (5%)	<u>(3,750)</u>
Net Cost to the City	<u>\$75,000</u>

Other Considerations/Implications

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

Public Notice

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

Due Date for Follow-up and/or Project Completion

There will be no follow up report. Crash attenuators are repaired on an as-needed basis.

Report Approval

Written by: Kenneth Pocha; Business Systems & Project Supervisor
Reviewed by: Cory Funk, Traffic Operations & Control Manager
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS KP – Crash Attenuator – Award of Contract - BPO.docx

Corridor Study Selection Process AND Inquiry Councillor Olason-Traffic Conditions McKercher-8th Street to Boychuk

Recommendation

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

1. That the Administration be directed to draft a policy pertaining to the selection of corridors requiring transportation functional planning studies based on the selection process outlined in this report; and
2. That the policy be reviewed upon approval of City Council of the Active Transportation Master Plan and Growing Forward! Shaping Saskatoon Plan (Growth Plan).

Topic and Purpose

This report identifies the criteria and process used to select and prioritize the Arterial street corridors requiring transportation functional planning studies. The studies are intended to develop a comprehensive transportation plan for Arterial streets.

Report Highlights

1. The objective of a corridor study is to develop a comprehensive transportation plan for Arterial streets to address immediate improvements required, as well as staged improvements required to meet increased transportation demand over a period of time.
2. The scope of work and schedule for a typical corridor study is provided.
3. A formal process has been developed to select and prioritize Arterial street corridors for transportation functional planning studies. The prioritization process considers the following: crashes, traffic volumes, capacity of the corridor, and coordination with other initiatives. A detailed list of corridor study candidates is included with this report.

Strategic Goal

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

Background

Through the Administration's work on the Neighbourhood Traffic Reviews, numerous issues have been raised by residents regarding Arterial streets such as 8th Street, 33rd Street, Clarence Avenue, etc. As the mandate of the Neighbourhood Traffic Reviews is to address Local and Collector streets within neighbourhoods, another process is required to address Arterial streets.

Corridor Study Selection Process AND Inquiry Councillor Olauson-Traffic Conditions McKercher-8th Street to Boychuk

The City is experiencing a high growth in population. Therefore, to plan for future growth and maximize the existing Arterial streets to provide movement of people safely through the corridor, the functional plan is an important tool that provides a long-term transportation plan that is systematically implemented over time as required.

The following inquiry was made by Councillor E. Olauson at the meeting of City Council held on September 9, 2013:

“Would the Administration conduct a review of the traffic conditions along McKercher Drive (from 8th Street to Boychuk Drive) with the intent to identify options to improve safety and that the Administration also advise Council on the resources and timeline to do so.”

Report

Corridor Study Details

The primary objective of a corridor study is to develop a comprehensive transportation plan for a street corridor. The transportation plan will typically identify the following:

- Immediate improvements required to address existing transportation demand and improve safety.
- Staged improvements required over a period of years to meet future transportation demand along the corridor.

The following general transportation components are addressed in a transportation plan:

- Intersection capacity
- Number of lanes
- Type of traffic control (signals vs. signs)
- Access management
- Pedestrian accommodation
- Safety for all road users, including drivers, cyclists, and pedestrians, at both intersections and in the corridor
- Type of intersection (conventional vs. roundabout)

Corridor Study Scope and Typical Schedule

A scope of work and schedule for a corridor study is as follows:

No.	Project Items	Duration
1	Preliminary Data Collection – traffic and pedestrian counts	2 months
2	Analysis of Existing Conditions	1 month
3	Public Meeting – present existing condition analysis and collect issues	1 month
4	Additional Data Collection – traffic counts, pedestrian counts	2 months
5	Public Meeting – present recommendations for feedback	1 month
6	Refinement of Recommended Plan for: <ul style="list-style-type: none">• Short-term improvements• 10 Year Plan	2 months
7	Plan Presented to Standing Policy Committee on Transportation and City Council	2 months
8	Inform residents/businesses along corridor of final plan	1 month

Prioritization Criteria and Process

Arterial street corridors will be prioritized based on safety, capacity review and coordination with other projects as follows:

1. *Crash Rates:*
Crash rates for roadway segments are normally expressed in terms of crashes per 100 million vehicle-kilometers. Attachment 1 provides further information provided by the Institute of Transportation Engineer on the definition of crash rates.
2. *Capacity review:*
A high-level comparison of existing traffic volumes over theoretical capacity for the Arterial streets will be calculated. An Arterial street that has six-lanes and a posted speed limit of 60km/h has theoretical capacity of approximately 30,000 daily trips. Dividing the actual volumes by the theoretical capacity for a specific street provides a ratio that can be compared with the ratios of other streets. This enables focus on capacities of corridors, as a higher ratio may indicate that improvements are required to increase or maximize the capacity.
3. *Coordination:*
Potential coordination with other groups such as the Long Range Planning is required to minimize overlap and take advantage of resource efficiencies. Two examples are as follows:
 - Initiating a corridor study for 8th Street while the Growth Plan is ongoing would not be recommended. Once the Growth Plan is completed, proceeding with a detailed corridor transportation planning study of 8th Street would be appropriate, as the recommendations from the Growth Plan can be included.
 - Urban Design work is planned for Idylwyld Drive between 20th Street and 25th Street. Combining the Urban Design work plan with regards to staff, technical work, stakeholder and public engagement along with a transportation study would create efficiencies.

Active transportation and transit, which are significant components of a transportation corridor, will be a consideration in each individual corridor study. At this time the Administration does not recommend including these components as specific criteria in prioritizing the corridors to be studied, as other planning work is currently ongoing to provide guidance. For example, once the Active Transportation Master Plan and the Growth Plan are completed and approved by City Council, the Administration recommends that the corridor study selection process be updated to include consideration of these plans.

Clarification on process:

- An area, or ward distribution, is not recommended to be part of the prioritization process as arterial streets are intended to serve the entire city.
- This process would not be applicable to not yet constructed Arterial street corridors.

- The Administration is not restricted by this process in completing other corridor functional planning work to address an emerging issue or need.
- The Expressway and Freeway segments of Circle Drive are excluded.

A list of Arterial Streets is included in Attachment 2.

Implementation of infrastructure improvement projects resulting from the corridor reviews will be prioritized largely based on safety, traffic volumes, funding availability, funding sources and impact of adjacent projects.

Public and/or Stakeholder Involvement

Public meetings will be held for each corridor study, including an initial meeting with residents and stakeholders to identify specific traffic concerns and potential improvements, and a second meeting to present a draft corridor plan for discussion.

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

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

Communication Plan

The recommended communication details are in Attachment 3.

Financial Implications

If approved, funding will be requested in the 2016 budget submissions. It is anticipated that the average cost to undertake a corridor review, with the process as proposed, is \$75,000. It is anticipated that one or two studies could be completed per year, given current resources and assuming adequate funding is allocated.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If approved, a prioritized list of required corridor studies for Arterial streets will be included in the 2016 Corporate Business Plan and Detailed Budget.

Public Notice

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

Attachments

1. Identification of High Hazard Locations (Crash Frequency and Rates)
2. Corridor Study Selection Process – List Arterial Streets

3. Corridor Study Selection Process – Communication Plan

Report Approval

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

TRANS JM – Corridor Study AND Inq Olauson-Traffic Conditions McKercher-8th to Boychuk docx

C. Identification of High Hazard Locations

Various techniques are available to identify spot locations or roadway sections that have experienced a higher than expected frequency or rate of crash occurrence. The appropriate technique depends on availability of data (such as traffic volumes), size and complexity of roadway system and technical sophistication of the analyst and decision maker. The goal of any technique used is to select those locations most in need of safety improvements.

1. Crash frequency is the simplest technique for identifying high hazard locations. Intersections or roadway segments of uniform lengths are simply ranked in order of the number of crashes that occurred during a given time period. This technique requires no data in addition to crash reports.
 - a. Although simple to perform, reliance on crash frequency tends to bias the identification process in favor of higher volume roadway sections and intersections. As a result, it may ignore severe safety problems on low-volume roads or intersections.
 - b. The identification process may be improved by categorizing roadway segments and intersections according to functional classification (such as freeway, arterial, collector, local) and developing separate rankings for each category.

2. Crash rates are normally considered better indicators of risk than crash frequencies alone, because they account for differences in traffic volumes, and hence exposure.
 - a. Crash rates for roadway segments are normally expressed in terms of crashes per 100 million vehicle-kilometers, or MVK (100 million vehicle-miles [MVM]), of travel (100MVK or 100MVM), using the following equation:

$$R_{\text{sec}} = A \times 10^6 / (365 \times T \times V \times L)$$
 where: R_{sec} = crash rate for the roadway section
 A = number of reported crashes
 T = time period of the analysis (by year)
 V = annual average daily traffic volume (vehicles per day [veh./day])
 L = length of the segment (kilometers [km] or miles [mi.])
 - b. Crash rates for spots (such as intersections) are normally expressed in terms of crashes per million entering vehicles (MEV), using the following equation:

$$R_{\text{spot}} = A \times 10^6 / (365 \times T \times V)$$
 where: R_{spot} = crash rate for the spot
 A = number of reported crashes
 T = time period of the analysis (by year)
 V = annual average daily traffic volume entering the spot (veh./day)
 - c. Ranking locations by crash rates requires traffic volume data for all roadway segments or spots. Because it accounts for exposure to potential crashes, it is generally superior to crash frequency as a means of identifying high hazard locations. However, it may result in a bias in favor of low volume locations that have relatively few crashes, but a high crash rate. Although such a location may be of concern, it may offer less overall benefit in terms of crashes reduced when compared with a higher volume location with more numbers of crashes (and hence more crashes that could be reduced).

3. Number-rate methods of ranking high hazard locations attempt to correct the bias of the crash rate method. All spot locations or roadway segments are ranked by crash frequency and those with fewer than a certain number of crashes removed from further consideration. The minimum crash frequency criteria may be established at a level that reduces the group of remaining locations to a workable size. Then the remaining locations are re-ranked using the crash rate.

4. Equivalent property damage only (EPDO) rates adjust the high hazard identification process to give greater weight to injury and fatal crashes. This technique compares the relative importance of crashes that result in only property damage with that of injury and fatal crashes.
 - a. Weighting factors must be developed which reflect the relative importance to society of crashes of different severities. For example, one agency uses a weighting factor of 12 for fatal crashes and five for injury crashes. The number of fatal and injury crashes are multiplied by the weighting factors and these EPDO crashes added to the actual number of property damage crashes. Then an EPDO rate can be calculated

CORRIDOR STUDY SELECTION PROCESS - LIST OF ARTERIAL STREETS

Street	From	To	Arterial Classification
8th Street	Idylwyld Drive	Cumberland Avenue	Major
	Cumberland Avenue	Arlington Avenue	Major
	Arlington Avenue	McKercher Avenue	Major
	McKercher Avenue	Boychuk Drive	Major - controlled access
	Boychuk Drive	Grid Road leading to Hillcrest	Major - controlled access
College Drive	Clarence Avenue	Cumberland Avenue	Major
	Cumberland Avenue	Preston Avenue	Major - controlled access
	Preston Avenue	Central Avenue	Expressway
	Central Avenue	McOrmond Drive	Freeway - controlled
Clarence Avenue	College Drive	8th Street	Major
	8th Street	Circle Drive South	Major
	Circle Drive South	Cartwright Street	Major - controlled access
Preston Avenue	Circle Drive	College Drive	Major - controlled access
	College Drive	8th Street	Major
	8th Street	Circle Drive South	Major
	Circle Drive	Stonebridge Common	Major - controlled access
Boychuk Drive	8th Street	Highway 16	Major - controlled access
McKercher Avenue	College Drive	8th Street	Major
	8th Street	Taylor Street	Minor
Taylor Street	Idylwyld Drive	Broadway Avenue	Minor
	Broadway Avenue	Clarence Avenue	Minor
	Clarence Avenue	Preston Avenue	Minor
	Preston	Circle Drive	Major
	Circle Drive	Heritage Crescent	Major
	Heritage Crescent	Rosewood Boulevard Gate	Major - controlled access
Ruth Street	Lorne Avenue	Clarence Avenue	Minor
	Clarence Avenue	Louise Street	Minor
Broadway Avenue	Spadina Crescent	8th Street (including Broadway Bridge)	Minor
	8th Street	Ruth Street	Minor
Lorne Avenue	8th Street	Taylor Street	Minor
	Taylor Street	Ruth Street	Minor
	Ruth Street	Cartwright Street	Minor
Berini Drive	Attridge Drive	Kerr Road	Minor
Central Ave	Fedoruk Drive	Attridge Drive	Major - controlled access
	Attridge Drive	College Drive	Major
McOrmond Drive	Fedoruk Drive	Attridge Drive	Major - controlled access
	Attridge Drive	College Drive	Major - controlled access
108th Street	Preston Avenue	Circle Drive	Major - controlled access
2nd Avenue	25th Street	33rd Street/Warman Road	Major
Warman Road	33rd Street	71st Street	Major - controlled access
33rd Street	Steeves Avenue	Confederation Drive	Minor
	Confederation Drive	Idylwyld Drive	Major
	Idylwyld Drive	2nd Avenue	Major
	2nd Avenue	Spadina Crescent	Minor
Spadina Crescent	11th Street	Circle Drive South Bridge	Minor
	20th Street	33rd Street	Minor
	33rd Street	Lenore Drive	Minor
11th Street	Avenue H	Avenue P	Minor
	Avenue P	Dundonald Avenue	Major
	Dundonald Avenue	Fairlight Drive	Major
	Fairlight Drive	Highway 7	Minor
Dundonald Avenue	Power Road	11th Street	Major

Street	From	To	Arterial Classification
Fairlight Drive	11th Street	Olmstead Road	Minor
	Olmstead Road	22nd Street	Major
Diefenbaker	Fairlight Drive	Laurier Drive	Major
	Laurier Drive	Monck Ave (Kensington)	Major
Confederation Drive	22nd Street	33rd Street	Major
Laurier Drive	Diefenbaker Drive	Circle Drive	Major
Circle Drive	Avenue C	Millar Avenue	Major
25th Street	1st Avenue	University Bridge	Major
1st Avenue	20th Street	24th Street	Major
23rd Street	1st Avenue	Idylwyld Drive	Major
Millar Avenue	Circle Drive	60th Street	Major
Faithfull Avenue	Circle Drive	60th Street	Major
51st Street	Idylwyld Drive	Russell Road	Major
Lenore Drive	Russell Road	Spadina Crescent	Minor
Primrose Drive	Lenore Drive	Warman Road	Minor
Marquis Drive	Highway 16	Highway 11/12	Major
	Millar Avenue	Wanuskewin Road	Major - controlled access
71st Street	Wanuskewin Road	Highway 11/12	Minor
22nd Street	Highway 7	Witney Avenue	Major - controlled access
	Witney Avenue	1st Avenue	Major
	1st Avenue	Spadina Crescent	Minor
Avenue W	22nd Street	11th Street	Minor
Avenue P	22nd Street	Avenue P	Minor
20th Street	Vancouver Avenue	1st Avenue	Minor
19th Street	Avenue H	Spadina Crescent	Minor
Avenue H	11th Street	22nd Street	Minor
Claypool Drive	Airport Drive	Hampton Gate	Major - controlled access
Airport Drive	Circle Drive	45th Street	Major
Avenue C	Circle Drive	Faithfull Avenue	Major
Idylwyld Drive	20th Street	39th Street	Major
	39th Street	71st Street	Expressway
Quebec Avenue	33rd Street	Circle Drive	Major

Corridor Study Selection Process – Communication Plan

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

- A flyer delivered to each residence within one block of the corridor;
- A flyer delivered to each business or organization (i.e. SIAST) adjacent to the corridor;
- Portable message boards announcing the meetings will be placed along the corridor with the intent to notify the commuters using the route;
- Through the Shaping Saskatoon.ca website;
- Through requesting the neighbourhood community associations to post the information on their website or Facebook page; and
- By notifying the appropriate City Councillor.

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

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

Saskatoon Transit Fleet Renewal Strategy

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated June 2, 2015, be forwarded to City Council recommending:

1. that Saskatoon Transit set as its target an average fleet age of 7 years to be achieved by 2020 in order to meet the current Canadian industry average, and;
2. that funding in the amount of \$4,950,000 be made from available gas tax funds and be transferred to Capital Project 583 – TR-Replace/Refurb Buses for the purchase of 10 new low-floor buses.

Topic and Purpose

This report is to provide a snap shot picture of the current bus fleet for Saskatoon Transit, how it compares to industry standard, and how the fleet reliability and sustainability can be improved in order to maintain an acceptable level of service now, and for years to come.

Report Highlights

1. A comparison of purchasing new buses versus used buses shows that while it is more expensive to purchase new buses initially, it is more cost effective to operate new buses over their life span. Operating new buses also provides added benefits to customers by having a more reliable fleet with newer amenities.
2. The average age of buses in Saskatoon Transit's fleet is currently 11.9 years. It is recommended to reduce this average age to 7 years to meet industry standards. To accomplish this, it will be necessary to purchase 10 new buses annually into the future.
3. Funding is available to purchase 10 new buses in 2015 from available gas tax funds. A public tender will be issued to purchase these buses. Anticipated delivery date would be December 2016.

Strategic Goals

This report supports the strategy to reduce the gap in the funding required to rehabilitate and maintain our infrastructure under the Strategic Goal of Asset and Financial Sustainability.

Background

City Council, at its meeting held on December 3, 2014, resolved, in part,

“that the Administration report back on necessary steps to get transit to industry standards in terms of maintenance staff, equipment and operational consistencies”.

The Saskatoon Transit fleet is currently in a declining state of condition. Both the average fleet age and ratio of mechanics to buses are outside of industry standards.

Currently, Saskatoon Transit operates a spare ratio of 58% while the industry standard is 25-30%. This can be attributed to the fleet's average age of 11.9 years, with the oldest bus in service at 25 years of age (1990). Canadian national industry standards maintain an average fleet age of 7 years. This makes Saskatoon's fleet outdated, more prone to breakdowns, and parts are more difficult to find.

Based on current capital and operating funding levels, Saskatoon Transit's fleet will continue to increase in average age and deteriorate.

Report

Comparison of Purchasing New Versus Used Buses

In recent years, Saskatoon Transit has been able to supplement its fleet with used buses bought from other municipalities. These buses have been refurbished as needed and put into service. This method of replacement typically extends the service life of the bus another three to five years. However, this strategy increases operating costs due to frequent breakdowns, requires a higher bus spare ratio be maintained, and provides a lower level of service for customer comfort due to the age and condition of the buses.

Saskatoon Transit uses a Fleet Management System that is able to track the amount of maintenance hours, cost of parts, and fuel consumption for each bus in the fleet. This allows a comparison to be made showing the operating cost for new buses versus used buses.

Attachment 1 provides a breakdown of the initial purchasing cost, planned refurbishment cost, and routine maintenance cost for a typical new bus compared against a used bus. The average annual total cost per bus was found to be approximately \$91,300 for a new bus and \$77,900 for a used bus.

However, it is important to take into account the higher number of spare buses necessary to make service (meet all route requirements) due to used buses breaking down frequently and needing extensive repairs. Saskatoon Transit currently maintains 158 buses, while only 100 buses are required to meet daily service demands. This is a 58% spare ratio. The industry average is in the range of 25-30%. If Saskatoon Transit had a more reliable fleet, the total number of buses could be decreased from 158 to a projected level of 133 buses.

Attachment 1 shows that when an increased spare ratio is taken into account, the overall total annual fleet cost is virtually the same regardless of whether new or used buses are purchased (\$12.1 million annually for new buses versus \$12.3 million annually for used buses).

Based on this economic analysis, it is recommended that Saskatoon Transit discontinue the practice of regularly buying and operating used buses and adopt a strategy based

on purchasing new buses. This would provide significant customer benefits. Newer buses would be more reliable, have newer amenities, and would have proper climate control such as air conditioning. Our current fleet of buses older than 2006 do not have air conditioning (45% of the current fleet).

There is also no guarantee that used buses will be available for purchase when required, or that they will meet our requirement for accessibility (low floor).

Fleet Renewal Strategy

The average age of buses within Saskatoon Transit's fleet is currently 11.9 years, with an age range varying from 1990 to 2015. Administration is recommending that in order to maintain a safe and reliable fleet, with an average fleet age meeting the industry average of 7 years, 10 new buses will be required annually into the future.

With this strategy, and a more reliable fleet, it will be possible to decrease the overall number of buses by 5 annually for each of the next 5 years reducing the total number of buses from 158 to 133, which brings the bus spare ratio in-line with national standards. This will also reduce total licencing costs, improve the mechanic to bus ratio to national standards, and reduce the overall operating costs for the fleet.

Attachment 2 shows the fleet renewal strategy over the next 10 years (2016-2025). Highlights of this strategy include:

- The fleet will meet accessibility standards (low floor) by 2018;
- The fleet will have air conditioning on all buses by 2019;
- Average fleet age will drop from 11.9 years to 7.3 years by 2020;
- The target bus spare ratio of 33% will be achieved by 2020; and
- The number of articulating buses (higher capacity) will increase from 11 to 35 by 2025.

Attachment 3 provides four charts based on the information contained in Attachment 2. These charts show the age distribution of the current fleet and the projected age distribution in 2025 based on this renewal strategy. Charts are also provided to show the change in average fleet age and bus spare ratio over time.

The average cost of a new conventional bus is approximately \$450,000 and the cost of articulating buses is approximately \$750,000, excluding taxes. It is Administration's intent to achieve a ratio of one-third articulating buses to conventional buses. This will allow Saskatoon Transit to use higher capacity buses on high-demand routes. The current fleet includes 11 articulating buses.

This report recommends a one-time purchase of 10 conventional buses at an estimated cost of \$4,950,000 (including taxes). Beginning in the 2016 budget, Administration will bring forward budget requests that include the purchase of 7 conventional buses and 3 articulating buses annually at an estimated cost of \$5.4 million (based on 2015 dollars,

and not including taxes). After 10 years (in 2025), the fleet will consist of 35 articulating buses and 98 conventional buses (total of 133 buses).

It is important to note that this level of investment does not include a growth rate to keep up with the city's population growth, potential changes as part of the Growing Forward initiative currently being studied, or any significant increases in ridership or service levels.

2015 Purchase of 10 Buses

In order to start the process of reducing the average age of the fleet, it is recommended that 10 new low-floor buses be purchased in 2015. Funding is available to support this purchase from the available gas tax funds. It is recommended that this amount be transferred into Saskatoon Transit's Capital Project #583 – TR-Replace/Refurb Buses.

A public tender will be issued for the purchase of these buses. The current wait time for new bus manufacturing is approximately 14 months. Based on the tender being issued in July and awarded by the end of August, it would be reasonable to anticipate the delivery of the buses by December 2016.

Options to the Recommendation

An option would be to maintain the existing fleet age at 11.9 years. This option is not recommended due to reduced fleet reliability and the negative impact on customer satisfaction by operating older buses.

Public and/or Stakeholder Involvement

There is no public and/or stakeholder involvement required.

Communication Plan

Communications to support the procurement of new buses will include updated web content on the newly launched Transit website, including photos and features of the new units. Consideration will also be given to hosting a public relations event for media, Transit riders and members of the public to view a new bus and showcase its features prior to its being put into service.

A news release will be issued highlighting these new additions to the fleet. Social media will also be utilized to share the news further.

Financial Implications

Currently, Saskatoon Transit budgets on average \$0.99 million annually to purchase new replacement buses and refurbish the existing fleet. However, the need for refurbishing the existing fleet has grown to the point where the budget is no longer adequate to purchase new buses.

The recommendation requires an increase to the Transit Vehicle Replacement Reserve to provide additional funding to Capital Project No. 583 in the amount of \$4.95 million in

2015. This will allow the Administration to immediately begin the procurement process for 10 new buses, which could be delivered by December of 2016.

While the purchase identified in this report is being funded from available gas tax funds, a longer term funding strategy will be developed and reported back to City Council in the near future.

Environmental Implications

Emission control systems have improved over the past several years. Replacing buses that are up to 25 years old with a modern fleet will reduce greenhouse gas emissions.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

It is intended that a report will be submitted to City Council to purchase 10 new buses annually through a longer-term funding strategy.

Public Notice

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

Attachments

1. Comparison of Purchasing New Buses versus Used Buses
2. Ten Year Plan (2016-2025)
3. Charts Showing Fleet Ages and Bus Spare Ratios

Report Approval

Written by: Trevor Bell, Acting Transit Director
Tim Bushman, Acting Assistant Transit Director
Paul Bracken, Maintenance Manager, Saskatoon Transit

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

TRANS PB - Saskatoon Transit Fleet Renewal Strategy

Comparison of Purchasing New Buses versus Used Buses

	New Buses	Used Buses
Purchase Price \$	450,000	\$ 20,000
Residual Value (End of Life) \$	20,000	\$ 1,000
Intended Life Span (Years)	14	5
Capital Cost Per Year \$	\$ 30,714	\$ 3,800
Refurbishment Cost \$	40,000	\$ 70,000
Refurbishment Cost Per Year \$	\$ 2,857	\$ 14,000
Routine Maintenance Cost Per Year \$	\$ 57,700	\$ 60,100
Average Annual Total Cost Per Bus \$	\$ 91,271	\$ 77,900
Number of Buses to Meet Service	100	100
Required Spare Ratio	33%	58%
Number of Buses Required in Fleet	133	158
Total Annual Fleet Cost (Including Spares) \$	\$ 12,139,100	\$ 12,308,200

Note: Routine Maintenance only includes mechanic labour, parts and fuel.
Calculations do not include time-value of money.

2015 Current Fleet Breakdown

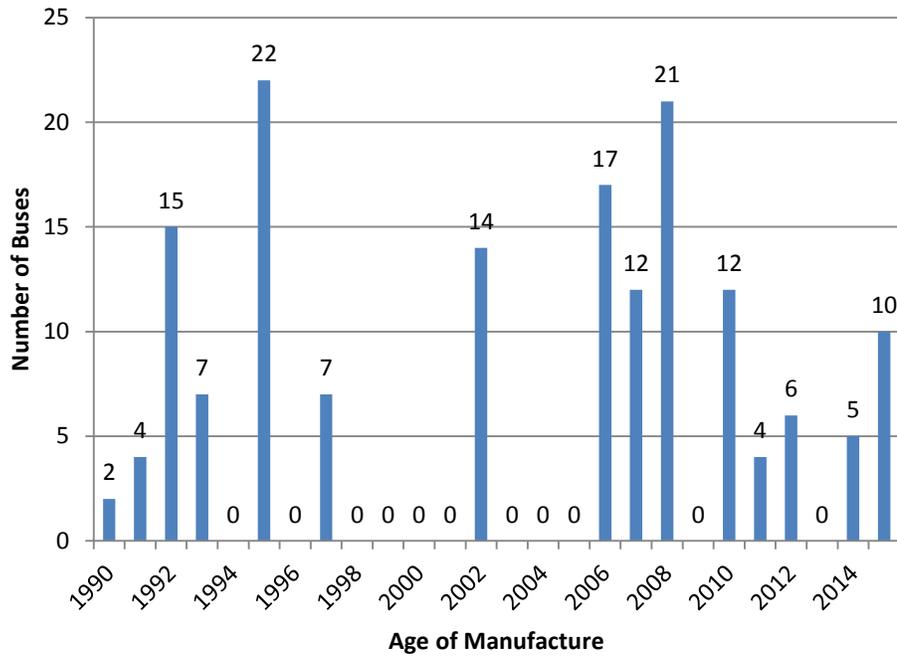


Chart 1 – Distribution of the Current Number of Buses by Year of Manufacture

2025 Projected Fleet Breakdown

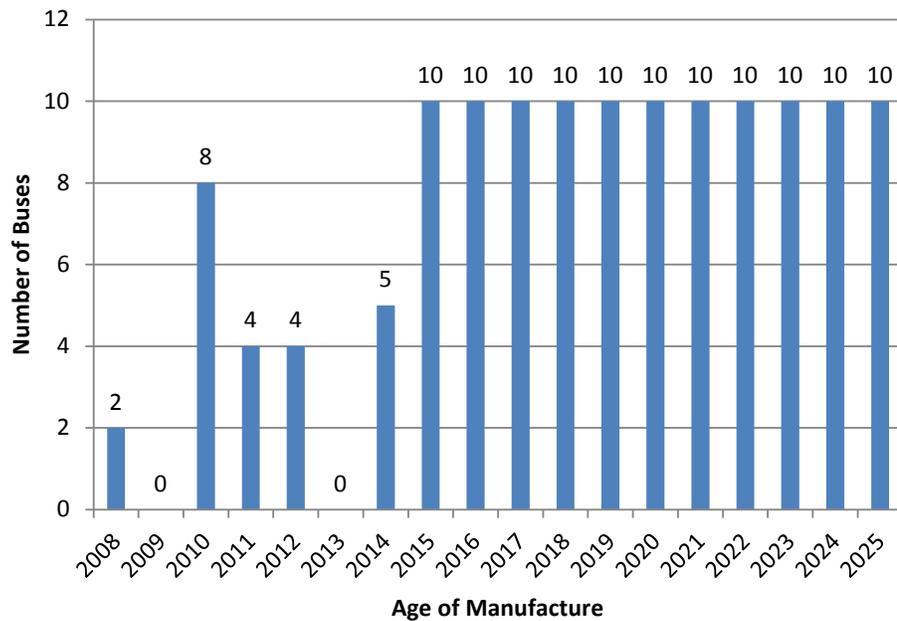


Chart 2 – Distribution of the Projected Number of Buses by Year of Manufacture

Change in Average Fleet Age Over Time

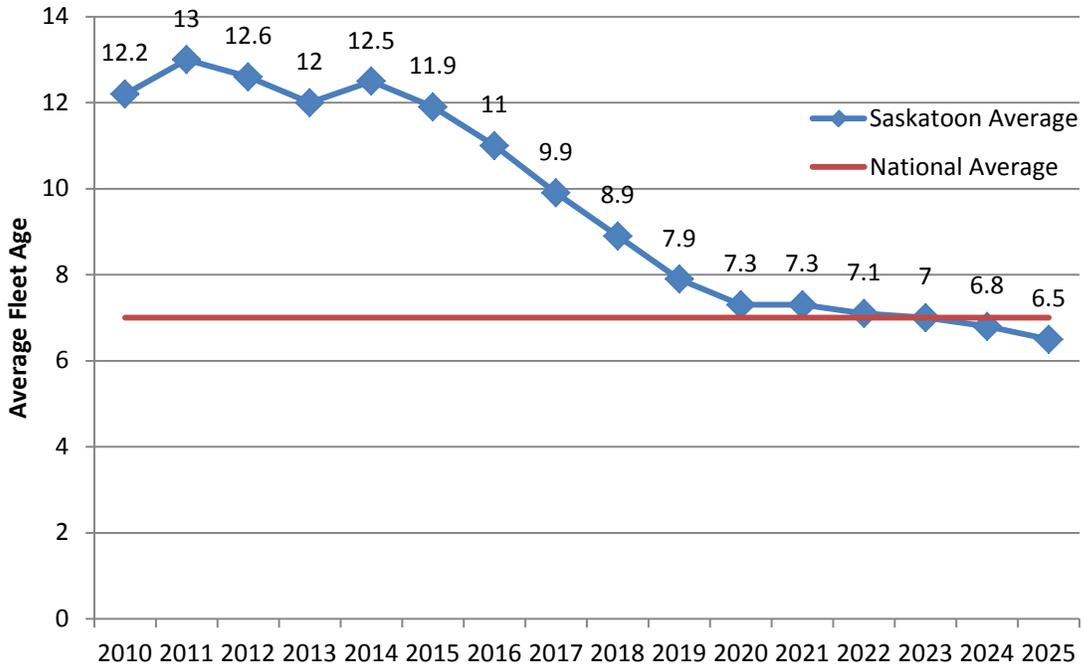


Chart 3 – Change in Average Fleet Age Over Time

Change in Bus Spare Ratio Over Time

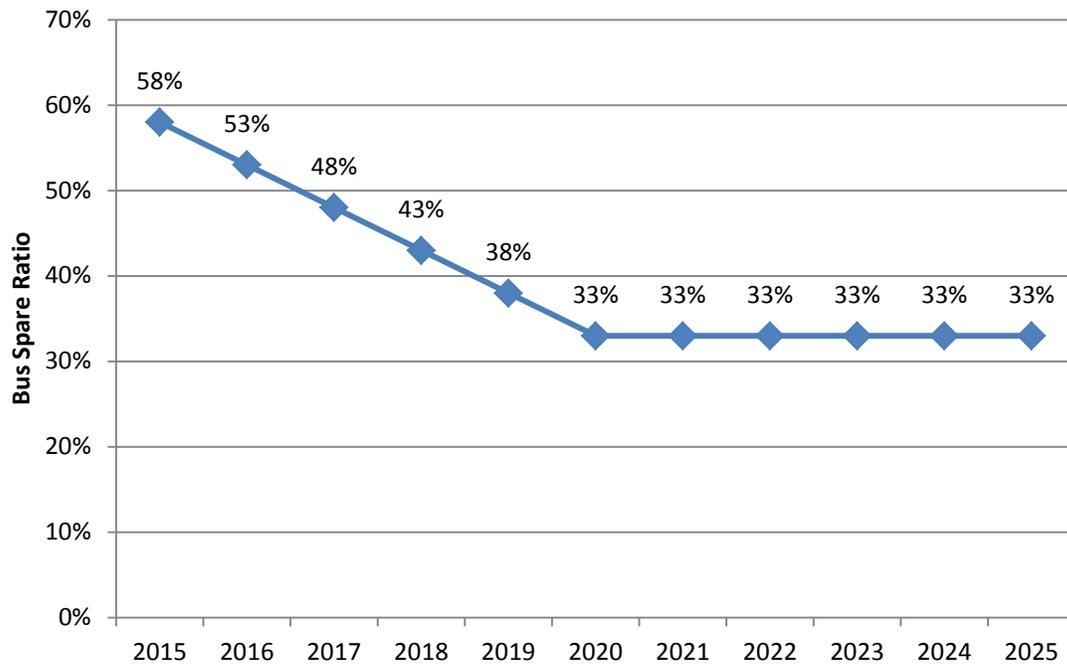
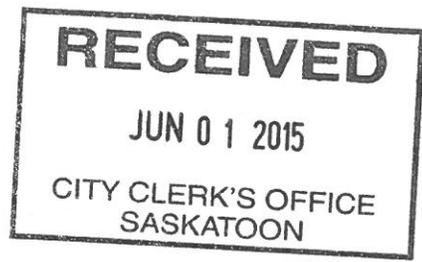


Chart 4 – Change in Bus Spare Ratio Over Time

1402-1

From: Robert Clipperton <robert.clipperton@gmail.com>
Sent: June 01, 2015 1:30 PM
To: Web E-mail - City Clerks
Cc: Clark, Charlie (City Councillor); Sarina Gersher
Subject: Request to Speak - Standing Committee on Transportation



Greetings:

I would like to address the Committee at their meeting on June 2, 2015 regarding agenda item 7.2.6 Saskatoon Transit Fleet Renewal Strategy.

Thank you.

Robert Clipperton
Bus Riders of Saskatoon
427-9th Street East
Saskatoon SK
S7N 0A7

306-651-0475