



REVISED PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION

Monday, November 9, 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	8 - 12

Recommendation

1. That the letters from the following requesting to speak be added to Item 7.2.3:
 - a. Carlo Triolo, United Group dated November 6, 2015
 - b. Kelly Frie, dated November 8;
2. That the letters from the following requesting to speak be added to Item 7.2.7:
 - a. Paul Buffel, dated November 5, 2015
 - b. Catherine Folkersen, Nutana Community Association, dated November 6, 2015;
3. That the letter from Robert Clipperton, Bus Riders of Saskatoon, dated November 8, 2015 requesting to be speak be added to Item. 7.2.8;
4. That the report of the General Manager, Transportation & Utilities regarding Extension of Owner's Engineering Services for the Circle Drive South Project be added as Item 7.2.11; and
5. 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 October 13, 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)

6.3.1 High School Bus Passes - Tammy Jensen [File No. CK. 7312-1] 13 - 13

A request to speak dated October 26, 2015 regarding the above matter has been received from Tammy Jensen.

Recommendation

That Ms. Jensen be heard.

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

7.2 Matters Requiring Direction

7.2.1 Update on the Development of the Active Transportation Plan [Files CK. 6330-1 and PL. 6330-6] 14 - 16

A representative from Urban Systems will provide a presentation regarding the matter.

Recommendation

That the report of the General Manager, Community Services Department, dated November 9, 2015, be forwarded to City Council as information.

7.2.2 Transportation Infrastructure Priorities - Update [Files CK. 6330-1, x1700-1, x6001-1 and PL. 6330-1] 17 - 21

Recommendation

That the report of the General Manager, Community Services Department, dated November 9, 2015, be forwarded to the 2016 Budget and Business Plan deliberations for information.

Requests to Speak have been added to this item from:

- Carlo Triolo, United Group; and
- Kelly Frie.

Recommendation

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

1. That the annual taxi license be increased to \$525 effective January 1, 2016; and
2. That the information be received.

Recommendation

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

1. That a speed limit of 60 kph on Range Road 3060 from the north City Limit south to highway 16 be established;
2. That a speed limit of 60 kph on Wanuskewin Road between 51st Street to a point 450 metres north of Adilman Drive be established;
3. That a speed limit of 70 kph on Wanuskewin Road from a point 450 metres north of Adilman Drive to a point 370 metres north of 71st Street be established;
4. That a speed limit of 80 kph on Range Road 3055 from 71st Street West to the north City Limit be established;
5. That a speed limit of 90 kph on Wanuskewin Road from a point 370 metres north of 71st Street to the north City Limit be established;
6. That a speed limit of 90 kph on 71st Street West from Thatcher Avenue west to the City Limits be established;
7. That a speed limit of 100 kph on Highway 11 from a point 470 meters south of Circle Drive East to the south City Limit be established; and
8. That the City Solicitor be requested to prepare the appropriate bylaw amendment to Bylaw No. 7200, The Traffic Bylaw to go into effect February 1, 2016.

7.2.5	Accessible Pedestrian Signals – Award of Contract [Files CK. 6150-3, x1000-1 and TS. 6250-5]	35 - 37
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Recommendation

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

1. That the City enter into an agreement with AstroGraphic Industries Ltd. for the supply of Accessible Pedestrian Signal equipment at a total cost of \$215,872.80 (including GST and PST) over a three year period; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

7.2.6	2014 – 2015 Street Maintenance Towing - Request for Change Order [Files CK. 6120-6 and PW. 6315-3]	38 - 40
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Recommendation

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

That a change order in the amount of \$132,881.50 (taxes included) for Purchase Order No. 351617 with Always Towing Ltd. for the 2014-2015 Street Maintenance Towing be approved.

7.2.7	Neighbourhood Traffic Review Process – Updated Process [Files CK. 6320-1 and TS. 6320-1]	41 - 46
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Requests to Speak have been added to this item from:

- Paul Buffel; and
- Catherine Folkersen, Nutana Community Association.

Recommendation

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

1. That the Administration update the 'Traffic Calming Guidelines and Tools' document as outlined in this report; and
2. That the Administration proceed with current and 2016 Neighbourhood Traffic Reviews as outlined in this report, until such time as the 'Traffic Calming Guidelines and Tools' document has been updated and approved by City Council.

7.2.8 8th Street Transit Corridor Review [Files CK. 7310-1 and TR. 7300-1] 47 - 52

A Request to Speak has been added to this item from Robert Clipperton, Bus Riders of Saskatoon.

Recommendation

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

1. That Saskatoon Transit be directed to further develop the service along 8th Street as outlined in this report, and conduct public consultations and community engagement; and
2. That the Administration report back by April 2016, so that City Council can decide whether or not to implement changes in July of 2016.

7.2.9 Building Better Roads – 2015 Year End Review [Files CK. 6315-1, CS. 6315-1 and CS. 1500-1] 53 - 57

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated November 9, 2015, be forwarded to City Council for information.

- 7.2.10 **Sidewalk Snow Clearing Enforcement Process - Implementation** 58 - 97
[Files CK. 6290-1 and PL. 6120-1]

Recommendation

That the report of the General Manager, Community Services Department, dated November 9, 2015, be forwarded to City Council for information.

- 7.2.11 ***Extension of Owner's Engineering Services for the Circle Drive South Project [Files CK. 6050-9 and TS. 6005-47]*** 98 - 100

Recommendation

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

1. That the extension for \$600,000 for the Owner's Engineering Services from Stantec Consulting Ltd. for the Circle Drive South Project be approved; and
2. That the City Solicitor be requested to amend the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

8. URGENT BUSINESS

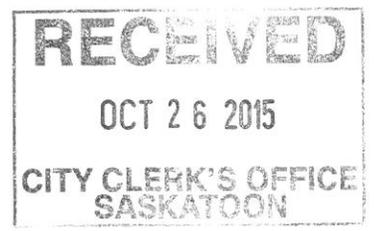
9. MOTIONS (Notice Previously Given)

10. GIVING NOTICE

11. IN CAMERA AGENDA ITEMS

12. ADJOURNMENT

From: City Council
Sent: Monday, October 26, 2015 9:20 AM
To: City Council
Subject: Next open council meeting - High School Bus Passes



-----Original Message-----

From: Tammy Jensen [mailto:t.j.martens@hotmail.com]
Sent: Friday, October 23, 2015 5:29 PM
To: Web E-mail - Transit Services
Subject: High School Bus Passes

Submitted on Friday, October 23, 2015 - 17:29
Submitted by anonymous user: 207.195.86.144
Submitted values are:

First Name: Tammy
Last Name: Jensen
Email: t.j.martens@hotmail.com
Confirm Email: t.j.martens@hotmail.com
Phone Number: (306) 250-0093

==Your Message==

Service category: Saskatoon Transit
Subject: High School Bus Passes
Message: I am interested in knowing when the next open council meeting is, as I would like to present a proposal to the City Council with regards to the current High School Bus Passes. Thank you.
Attachment:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.:
Yes

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/405/submission/46973>

Update on the Development of the Active Transportation Plan

Recommendation

That the report of the General Manager, Community Services Department, dated November 9, 2015, be forwarded to City Council as information.

Topic and Purpose

The purpose of this report is to provide an update on the development of the Active Transportation Plan (ATP).

Report Highlights

1. The ATP is being developed in five phases. The project is roughly 50% complete.
2. Since the ATP was launched in April, 2015, over 2,000 residents and stakeholders have been engaged through various activities and events.
3. It is anticipated that the ATP will contain recommendations in the following areas:
 - i) bicycle parking and integration with transit;
 - ii) land use and growth plans to support moving around with active transportation;
 - iii) maintenance and accessibility;
 - iv) education and awareness;
 - v) safety; and
 - vi) connectivity of walking and cycling facilities.

Strategic Goals

The ATP supports the City of Saskatoon's (City) Strategic Goal of Moving Around. The ATP will support the development of an integrated transportation network that is safe, practical, and convenient for all users, including people driving, riding transit, cycling, and walking. The ATP will include recommendations to address accessibility, facility maintenance, safety, network connectivity, and travel behaviours and attitudes for active travel modes.

The ATP also supports other Strategic Goals including: Quality of Life (increase recreational and leisure opportunities and opportunities in a Winter City); Economic Diversity and Prosperity (invest in infrastructure needed to attract and support new businesses and skilled workers to the City); and Environmental Leadership (increase energy efficiency of transportation).

Background

At its December 4, 2012 meeting, City Council approved the Active Transportation Reserve, which provides base funding to be phased in and supplemented with one-time capital funding until the base reaches \$500,000 annually. The development of the ATP

is funded from this reserve. Approved capital project funds, in the amount of \$100,000 in 2014 and an additional \$150,000 in 2015, have been allocated for the development of an ATP.

At its October 27, 2014 meeting, City Council approved the ATP terms of reference, including project purpose, objectives, and a preliminary timeline and process for 2014 to 2016.

At its February 23, 2015 meeting, City Council approved the award of contract for the development of the ATP to Urban Systems Ltd. for a total of \$209,987.98 (including GST).

Report

The City's ATP is being developed over a five-phase process:

- i. **Phase 1: Setting the Stage** includes a review of existing City plans and strategies, analyzing existing conditions, conducting a best practice review, and outlining the benefits of walking, cycling, and other forms of active transportation in Saskatoon.
- ii. **Phase 2: Developing a Vision** involves developing a vision for active transportation in Saskatoon, along with goals, objectives, and targets that support the Strategic Plan 2013 to 2023, Growth Plan to Half a Million, and other key plans and strategies.
- iii. **Phase 3: Identifying Possibilities** focuses on identifying potential active transportation infrastructure improvements and supportive policies and standards.
- iv. **Phase 4: What is the Preferred Plan?** Identifies priority actions, recommendations, and timelines.
- v. **Phase 5: How do We Make this Happen?** Identifies cost estimates, strategic partnerships, and a phasing and funding strategy to ensure the ATP is implementable with available resources.

Since the ATP was publically launched in April 22, 2015, Phases 1 through 3 have largely been completed.

Based on technical analysis and public engagement, it is anticipated that the ATP will contain recommendations in the following areas: bicycle parking and integration with transit; land use and growth to support moving around with active transportation; maintenance and accessibility; education and awareness; safety; and connectivity of walking and cycling facilities.

Public and/or Stakeholder Involvement

Over 2,000 Saskatoon residents have been engaged through a variety of events, activities, and communications, including:

- i. a statistically representative telephone survey, reaching over 600 residents;
- ii. an interactive online survey, generating 1,400 responses;
- iii. a public drop-in event, with 150 residents in attendance;

Update on the Development of the Active Transportation Plan

- iv. two stakeholder workshops, with over 100 participants representing a variety of interest groups; and
- v. four online “Question of the Month” surveys, generating over 275 responses.

Online Engagement, allowing participants to get involved at their own convenience, is being conducted through Growingfwd.ca, email, and social media. Several additional channels are being used to promote ATP events and activities, including utility bill inserts, appearances on local morning news shows, print advertising, pop-up booths, and public service announcements.

These engagement activities were conducted to understand current travel behaviour, attitudes toward active transportation, identify issues and challenges, as well as generate ideas on improving active transportation in Saskatoon.

The ATP has engaged a broad range of internal and external stakeholders representing many sectors and perspectives. A project steering committee, comprised of representatives from various civic departments and representatives from the Saskatoon Health Region, Meewasin Valley Authority, and University of Saskatchewan School of Public Health is guiding the development of the ATP. In addition, a stakeholder advisory committee has been formed, consisting of representatives from local businesses; aboriginal community; newcomers; seniors; education, including post-secondary; community associations; health promotion; disabilities; environment; cycling; transit users; and recreational walking/running groups.

Communication Plan

The Administration and the Consultant have developed a Communications and Engagement Strategy (Strategy) as a key component of the ATP. The Strategy outlines actions to ensure that a board audience is informed, and key sectors and interest groups are consulted in the development of the ATP.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The project is expected to be ongoing until March 2016, with communications to Committee(s) and City Council occurring at key milestones throughout the project.

Public Notice

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

Report Approval

Written by: Vicky Reaney, Senior Planner, Long Range Planning
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/CP/2015/TRANSP – Update on the Development of the ATP/ks

Transportation Infrastructure Priorities - Update

Recommendation

That the report of the General Manager, Community Services Department, dated November 9, 2015, be forwarded to the 2016 Budget and Business Plan deliberations for information.

Topic and Purpose

The purpose of this report is to provide an update on the status of the approved transportation infrastructure priorities and to forecast when an updated schedule will be available.

Report Highlights

1. City Council adopted a schedule of priority transportation infrastructure projects in 2013.
2. Substantial progress has been made toward achieving these priorities.
3. A conceptual roadway network that supports city growth to half a million people has been prepared.
4. An updated schedule of major transportation priority investments will be presented to City Council in 2016.

Strategic Goal

The identification of transportation infrastructure priorities supports the City of Saskatoon's (City) Strategic Goal of Moving Around and the long-term strategy to develop an integrated transportation network.

Background

At its October 21, 2013 meeting, City Council adopted a report entitled Transportation Infrastructure Priorities. This report included a schedule of major transportation infrastructure projects for the next ten years.

At its December 15, 2014 meeting, City Council considered a report on Idylwyld Drive – Circle Drive Interchange. At that meeting, City Council resolved:

“That the matter be referred to the Administration to include in the list of priority projects that Council will determine for the 2016 Budget, and that a report be provided prior to budget deliberations.”

Report

As the city grows and develops, the roadway network needs to expand and change in order to provide for the movement of people and goods within and beyond the city. The public right-of-way and the facilities built within it form the foundation of our

transportation network that provides places to walk, bike, and drive, and for services like public transit and taxis.

2013 Transportation Infrastructure Priorities

As part of planning for Saskatoon's future, the Administration maintains a schedule of major transportation priorities. This matter was last reported to City Council in October 2013, and the schedule of priorities was adopted at that time.

Status of Projects

Over the past two years, substantial progress on these priorities has been accomplished. An annotated priority list indicates completed projects, projects in progress, projects where planning and design is being undertaken, and projects not started (see Attachment 1).

Conceptual Roadway Network

The Administration is currently preparing a Growth Plan for the City as it grows to half a million people. This Growth Plan to Half a Million (Growth Plan) includes many aspects that need to work in concert, not only to accommodate an increasing population, but to help our city thrive as a result. The Growth Plan includes the development of a major roadway network for a city of 500,000. A conceptual roadway network has been prepared (see Attachment 2) and is currently included in the public engagement efforts of the Growth Plan.

Future Reports

As the Growth Plan progresses, a new transportation infrastructure priorities schedule will be developed for the next ten-year planning horizon. This schedule will include roadway infrastructure needs that integrate the transit infrastructure needs included in the Transit and Rapid Transit components of the Growth Plan. As this project is not yet concluded, it is premature to update the infrastructure priorities and the timeline for implementation. It is anticipated that a revised schedule of transportation infrastructure priorities will be developed and presented to City Council in 2016, as part of the overall presentation of the Growth Plan.

Idylwyld Drive – Circle Drive Interchange

The need for improvements to the Idylwyld Drive – Circle Drive Interchange is being evaluated in conjunction with the development of the revised transportation infrastructure priorities.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations; a communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

The Administration will be providing a revised schedule of transportation infrastructure priorities in 2016, at the time of the Growth Plan to Half a Million presentation.

Public Notice

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

Attachments

1. Project Status
2. Conceptual Roadway Network

Report Approval

Written by: Don Cook, Manager, Long Range Planning, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development, and
Angela Gardiner, Director of Transportation and Utilities
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/DS/2015/TRANSPORTATION – Transportation Infrastructure Priorities - Update/lc
BF 083-15

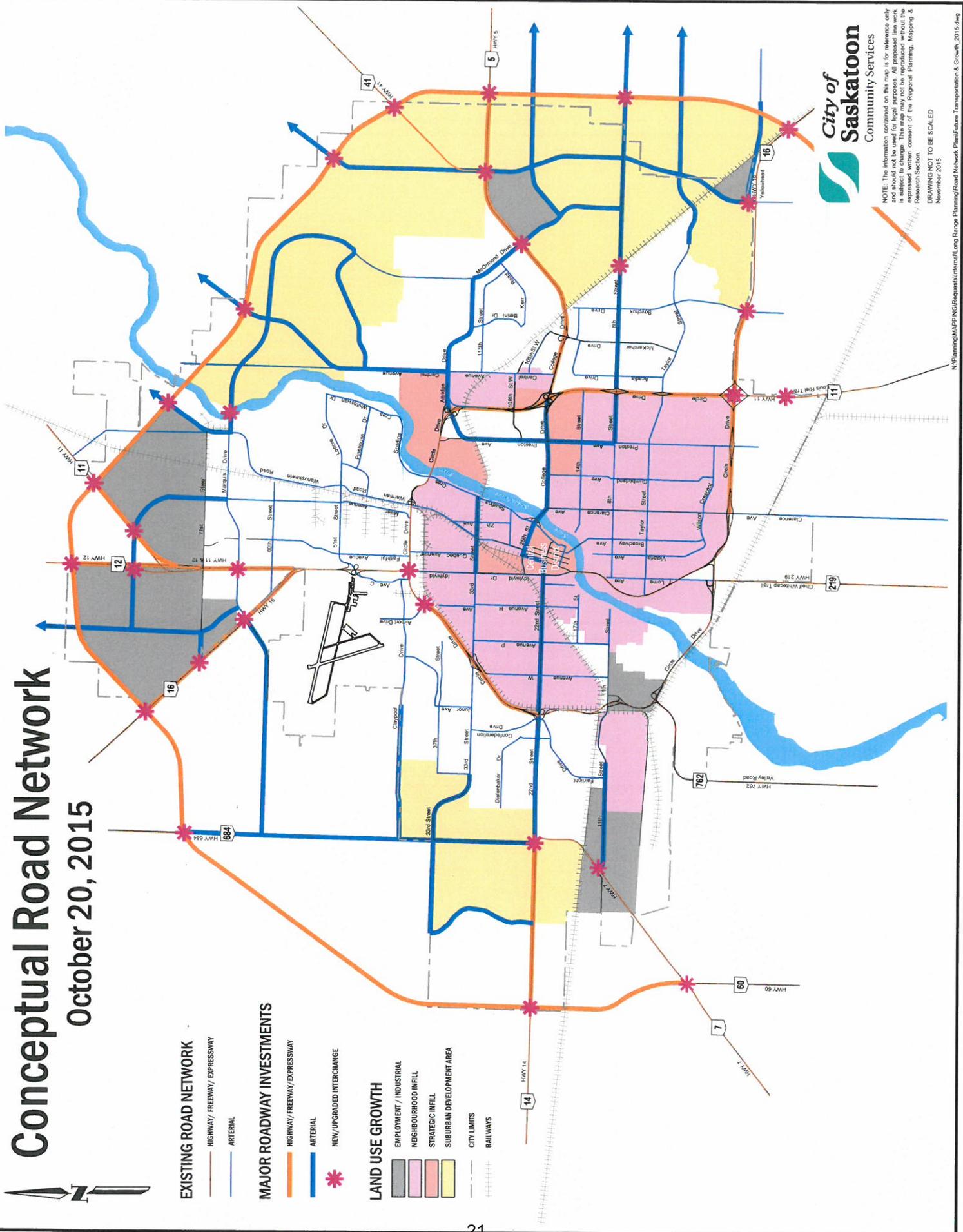
Project Status

Project	Description	Capital Project	Current Status	Notes
Projects related to North Commuter Bridge				
North Commuter Parkway	Marquis Drive extending to McOrmond Drive including a river crossing bridge	2407	In Progress	Projected completion in 2018
Marquis Dr & Idylwyld Dr Interchange	Interchange	1994	Not Started	
Attridge Drive & Central Avenue	Intersection Improvements - Phase 1	2430	Completed	
Attridge Drive & Central Avenue	Intersection Improvements - Phase 2	2430	Not Started	Projected completion in 2018
Projects related to Holmwood				
McOrmond Drive & College Drive	Intersection Improvements	2017	Not Started	No longer planned or required.
McOrmond Drive & College Drive	Interchange	2017	In Design	Projected completion in 2018
8th Street over CPR	Overpass of 8th Street at CPRail mainline	2433	Not Started	
Arterial -- McOrmond Drive	College Dr to Holmwood	655	In Progress	
Projects related to Blairmore				
Airport Drive & Circle Drive	Interchange	2013	In Design	Functional planning underway
Dalmeny Road / Beam Road	4-lane expressway - Phase 1	2237	In Design	Conceptual planning underway
Marquis Dr & Hwy 16	Interchange	2025	Not Started	
Arterial -- Claypool Drive	Neault Rd to Hampton Gate - Phase 1	1458	Not Started	
Arterial -- Claypool Drive	Neault Rd to Hampton Gate - Phase 2	1458	Not Started	
Arterial -- 33rd Street	Hughes Ave to Neault Road (Dalmeny Grid) - Phase 2	1467	Completed	
Development Driven Projects				
Stonebridge Flyover	Interchange	2236	In Progress	Projected completion in 2016
Rosewood Flyover	Interchange	2431	Not Started	No longer required.
Boychuk & Hwy 16	Interchange	2016	In Design	Projected completion in 2018
Arterial -- Fedoruk	Central Ave to Zary	1464	In Progress	
Arterial -- Fedoruk	Zary to McOrmond Dr	1464	In Progress	
Arterial -- Central Ave	Attridge Drive to Fedoruk - Phase 2	619	In Progress	
Arterial -- McOrmond Drive	Nelson to Fedoruk	655	Completed	
Other				
Traffic Bridge	Replacement of the Traffic Bridge with a replica bridge	787	In Progress	Projected opening in 2018

Conceptual Roadway Network

Conceptual Road Network

October 20, 2015



EXISTING ROAD NETWORK

- HIGHWAY/FREEMWAY/EXPRESSWAY
- ARTERIAL

MAJOR ROADWAY INVESTMENTS

- HIGHWAY/FREEMWAY/EXPRESSWAY
- ARTERIAL
- NEW/UPGRADED INTERCHANGE

LAND USE GROWTH

- EMPLOYMENT / INDUSTRIAL
- NEIGHBOURHOOD INFILL
- STRATEGIC INFILL
- SUBURBAN DEVELOPMENT AREA
- CITY LIMITS
- RAILWAYS



NOTE: The information contained on this map is for reference only and should not be used for legal purposes. All proposed line work is subject to change. The map may not be reproduced without the expressed written consent of the Regional Planning, Mapping & Research Section.

DRAWING NOT TO BE SCALED

November 2015

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Taxi Regulation Section

Recommendation

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

1. That the annual taxi license be increased to \$525 effective January 1, 2016; and
2. That the information be received.

Topic and Purpose

The purpose of this report is to obtain City Council's approval of an increase in taxi license fees effective January 1, 2016, and to provide information about the feasibility of creating a Taxi Licensing Division or Commission.

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 the city.
2. There is no one model of taxi regulation that operates equally well in every jurisdiction.
3. Current legislation requires City Council to approve all changes to the Taxi Bylaw, 2014.
4. The Taxi regulation process includes a bylaw enforcement component, a Taxi Review Committee and the Licensing Appeals Committee. The responsibility for taxi regulation will be concentrated into the position of a Taxi Bylaw Coordinator.
5. Taxi license fees will increase to \$525 effective January 1, 2016.

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 resolved, in part:

- "5) that the Administration be instructed to report to the Administration and Finance Committee on the feasibility of creation of a Taxi Licensing Division/Commission."

Report

Regulation of Taxi Service

Taxis are an important part of the City's public transportation service and are heavily relied upon by both residents and visitors to the city. The purpose of regulating taxi service in Saskatoon is to:

Taxi Regulation Section

- ensure that the taxi services will be available, safe and economical to use for both citizens and visitors to the city;
- establish rates that are fair and reasonable for both the travelling public and the person involved in the taxi industry;
- ensure that taxi services meet the needs of all citizens and visitors, including persons with mobility and physical disabilities;
- ensure that taxi services operate in a manner that reflects positively on the image of the City; and
- ensure that, in achieving these objectives, all persons involved in the taxi industry are accountable for their part in the provision of taxi services.

Regulatory Models

The International Association of Taxi Regulators has conducted a peer review for the City of Thunder Bay¹ and stated as one of the principles: “*All taxi regulation is local in context. Successful reform initiatives build on local strengths, respect local history, and recommend actions proportional to community expectations, with a long-term view to building capacity.*”

The review included a list of various governance models (Attachment 1) including Taxi Commissions. In Saskatchewan, *The Cities Act* requires that the responsibility for considering and approving bylaws remains with City Council, eliminating an arms-length commission as a viable option.

Current Situation

Legislation: *The Cities Act* requires City Council to establish, by bylaw, the regulatory licensing scheme. Under any regulatory structure, City Council would be required to consider and make subsequent changes to the bylaw.

Current Structure: In November of 2010, City Council approved a move to “light regulation.” The consultant who undertook the study recommended the establishment of a Taxi Regulatory Division (Attachment 2) that would include a:

- Bylaw Enforcement Division;
- Review Committee; and
- Licensing Appeals Board.

Regulation/enforcement has been the responsibility of Corporate Revenue (Asset and Financial Management Department). The recommendations that are brought forward to City Council are discussed with the Review Committee and incorporate input of the stakeholders as required.

Taxi Bylaw Analyst/Coordinator

The role of the Administration is to work with the industry to improve customer service and enforce the bylaw. The full cost of the work is to be recovered through the annual

¹ <http://www.thunderbay.ca/Assets/City+Government/Council+Meetings/docs/Final+Report+-+Taxi+Bylaw+Peer+Review+Study.pdf>

license renewal fees. A balance is sought between an adequate level and a reasonable cost of regulation.

At the outset of the transition from licensing to “light” regulation, the amount of required time and effort was unknown. The Administration now has experience and stakeholder feedback supporting continued focus on bylaw enforcement, and is implementing a change in structure in 2016 to ensure the ability to meet requirements of taxi regulation.

A reallocation of duties within the Corporate Revenue Division will concentrate the responsibility for taxi regulation including bylaw enforcement into one key position - Taxi Bylaw Analyst/Coordinator. The contract for a liaison position will be continued, and the cost of data management and other support expenses will be funded. The Coordinator will continue to work with the Review Committee and all stakeholders.

In discussions regarding the current model with members of the industry, there was agreement of the value in reviewing data, working together on investigating complaints and enhancing customer service, and on implementing one customer service and cultural awareness training program for all drivers.

Taxi License Fee Increase

Taxi Bylaw enforcement is funded by taxi license fees which totalled \$81,215 in 2015. In order to support the proposed structure, a budget of \$115,500 is required (Attachment 3). The Administration recommends increasing the taxi license renewal fee from \$375 to \$525 annually. The fee for the transfer of taxi licenses will remain at \$375. The revenue generated will cover salary and benefit costs, funding for enforcement campaigns, training, and miscellaneous expenses such as telephone and office supplies.

Options to the Recommendation

City Council may choose to not approve the increase in license fees. This option is not recommended as the cost of “light” regulation exceeds the current amount of supporting revenue.

Public and/or Stakeholder Involvement

The Administration receives feedback on an ongoing basis from people involved in the industry and users of the service.

Communication Plan

Should City Council approve the annual taxi license increase, a letter will be sent to all taxi license holders to provide an explanation and notification of the increase. The annual taxi license renewal forms will be adjusted to reflect the new rate.

Financial Implications

The licence revenue of \$115,500 will be used to pay for the costs of taxi regulation and bylaw enforcement.

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, a Bylaw amendment will be required to change the annual renewal fee to \$525. The renewal date may be extended to February 1, 2016 from January 1, 2016.

Public Notice

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

Attachments

1. Governance Models
2. Consultant Recommendations - 2010
3. Proposed 2016 Budget

Report Approval

Written by: Shelley Sutherland, Director of Corporate Revenue

Approved by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management
Department

Taxi Regulation_License Increase.docx

Governance Models

As taken from the Taxi Bylaw Peer Review Study which was conducted for the Thunder Bay Police Services Board by the International Association of Transportation Regulators (June 4, 2013), the following governance structures are commonly found:

- Taxi Commissions – Autonomous bodies with delegated authority to pass Bylaws (ordinances) and set rates, commonly seen in the U.S. In Ontario, as in the rest of Canada, it is generally understood that the *Municipal Government Act* does not allow Bylaw-making and fee-setting authorities to be delegated in this manner.
- Police Departments – For-Hire Vehicle Licensing and Enforcement Units are a common approach in many U.S. cities, particularly where crime associated with taxis – both criminal activity of the trade as well as theft and assault against the industry – is the overriding consideration. This model is based on the “morality unit” approach, and is historically based on a view that taxis are similar to other crime-prone industries such as pawn shops, adult entertainment and tow trucks, to name a few.
- Consumer Protection and Regulatory Affairs Departments – Typically seen where the municipality also regulates utilities such as cable companies, hydro-electric power, and telecommunications. Where this is the model, one tends to see more rigorous approaches to rate regulation, and entry and control of the market.
- Airport Authorities – Often in smaller jurisdictions where airport business is the primary generator of demand for taxis. Where access to airport arrivals is managed through concession agreements, regulation by an airport authority is a highly effective way to improve vehicle and driver standards.
- City Clerks and Treasury – Often in smaller jurisdictions where taxis are an extension of other revenue generating operations such as business licensing and gaming licenses. The City of Windsor currently operates in this way.
- Planning and Development – The least common governance structure amongst the International Association of Taxi Regulators’ members, but one that often brings a high degree of competency to the challenges of economic regulation.
- Business Licensing and Enforcement – An increasingly preferred governance, similar to Clerks and Treasury governance, particularly in Ontario where larger municipalities have moved licensing functions out of Clerks and into its own department. Enforcement is usually combined with officers responsible for a broad range of bylaws including noise, smoking, and other community standards, sign bylaws, graffiti, as well as licensing.
- Municipal Transit – Taxis have too often been excluded from municipal transportation planning, even though they are an important transportation option. A growing number of cities are working to improve the integration of taxis into the larger public transportation discussion, particularly with respect to shared-ride paratransit services. This can be facilitated by moving taxi regulation into the Municipal Transit Agency.

Consultant Recommendations - 2010

As a result of the taxi study in 2010, the consultant recommended the establishment of a Taxi Regulator Division/Board, which would include the:

1. Expansion of the Bylaw Enforcement Division.
2. Establishment of a Review Committee (City Solicitor's Office, Police, Transit, and Transportation representation). The objective would be to review recommendations/decisions, including input and needs of the customer, dispatch companies, and drivers.
3. Investigation of potentially establishing a Licensing Appeals Board (possibly to hear all licensing appeals).

Based on the consultant's recommendations, implementations have been done and the current Taxi Bylaw Enforcement structure is as follows:

1. Bylaw Enforcement: To make the transition to "light regulation", the administrative oversight and enforcement responsibilities have remained with current staff of Corporate Revenue. A part-time contract position has been in place to assist with implementation of the Bylaw requirements and further education and enforcement.
2. Review Committee (City Solicitor's Office, Saskatoon Police Service, Access Transit, Community Standards and Transportation representation). The objective of this group is to review recommendations/decisions. Stakeholder input, including taxi drivers, license holders, and brokers, is sought regularly through meetings, open houses, and providing contact information (phone numbers and email addresses) for direct communication.
3. Licensing Appeals Board was created and implemented in 2012.

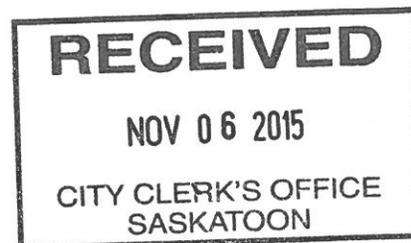
Proposed 2016 Budget

<u>Numbers/Categories of Taxi Licenses</u>	
Regular	160
Accessible	5
Temporary Accessible	21
Seasonal	24
	<hr/>
	210

Proposed Tax Bylaw Enforcement Budget

Revenue:	
Annual Renewal Fees (210 x \$525)	\$ 110,250
Miscellaneous Fees (estimated)	\$ 5,250
	<hr/>
	\$ 115,500
Expenses:	
Taxi Analyst/Manager	\$ 80,000
Bylaw Enforcement Expenses	\$ 24,000
Data Administration	\$ 5,500
Training and Office Expenses	\$ 6,000
	<hr/>
	\$ 115,500

From: Carlo Triolo <carlot@unitedgroup.ca> on behalf of Carlo Triolo <carlot@unitedgroup.ca>
Sent: November 06, 2015 8:29 AM
To: Web E-mail - City Clerks
Subject: taxi regulation



Submitted on Friday, November 6, 2015 - 08:28
Submitted by anonymous user: 64.141.10.170
Submitted values are:

First Name: Carlo
Last Name: Triolo
Email: carlot@unitedgroup.ca
Confirm Email: carlot@unitedgroup.ca
Phone Number: (306) 244-3767

==Your Message==

Service category: City Council, Boards & Committees

Subject: taxi regulation

Message: The United Group would like to speak to the proposed increase in City Plates for Jan. 1 2016

Attachment:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.:
No

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/405/submission/49554>

Jenkins, Sandy (Clerks)

From: Kelly Frie <kjfarms@baudoux.ca>
Sent: Sunday, November 08, 2015 10:37 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Sunday, November 8, 2015 - 22:37
Submitted by anonymous user: 192.135.230.117
Submitted values are:

Date: Sunday, November 08, 2015
To: His Worship the Mayor and Members of City Council
First Name: Kelly
Last Name: Frie
Address: 11-1724 Quebec ave
City: Saskatoon
Province: Saskatchewan
Postal Code: S7 k 1v9
Email: kjfarms@baudoux.ca
Comments: I would like to speak regarding the topic on taxi license proposed increase November 9th

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/49913>

Amendments to Bylaw No. 7200, The Traffic Bylaw – Speed Limit Changes

Recommendation

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

1. That a speed limit of 60 kph on Range Road 3060 from the north City Limit south to highway 16 be established;
2. That a speed limit of 60 kph on Wanuskewin Road between 51st Street to a point 450 metres north of Adilman Drive be established;
3. That a speed limit of 70 kph on Wanuskewin Road from a point 450 metres north of Adilman Drive to a point 370 metres north of 71st Street be established;
4. That a speed limit of 80 kph on Range Road 3055 from 71st Street West to the north City Limit be established;
5. That a speed limit of 90 kph on Wanuskewin Road from a point 370 metres north of 71st Street to the north City Limit be established;
6. That a speed limit of 90 kph on 71st Street West from Thatcher Avenue west to the City Limits be established;
7. That a speed limit of 100 kph on Highway 11 from a point 470 meters south of Circle Drive East to the south City Limit be established; and
8. That the City Solicitor be requested to prepare the appropriate bylaw amendment to Bylaw No. 7200, The Traffic Bylaw to go into effect February 1, 2016.

Topic and Purpose

The purpose of this report is to amend Bylaw No. 7200, The Traffic Bylaw to establish the speed limits on recently annexed roadways, and to clarify the transition of the speed limit on Wanuskewin Road.

Report Highlights

The Provincial *Traffic Safety Act* states that the speed limit on roadways outside of City Limits is 80 kph, unless otherwise signed. Upon annexation, speed limits must be established in Bylaw No. 7200, The Traffic Bylaw.

Strategic Goal

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

Background

The City of Saskatoon recently annexed roadways which previously were regulated by the Provincial *Traffic Safety Act* and must now be included in Bylaw No. 7200, The Traffic Bylaw.

The recommended maximum allowable speeds for new and/or modified roadways are based on road classification, adjacent land use, driver behaviour and familiarity, and/or safety concerns. The goal is to establish a reasonable and safe speed limit that is appropriate for a particular roadway based on its design and classification.

The posted speed limit should also ensure continuity and reflect the behaviour of the majority of drivers under favourable conditions.

Report

The speed limits on roadways outside of City Limits are governed by *The Traffic Safety Act* which states that the speed limit on any provincial roadway is 80 kph unless otherwise signed. Bylaw No. 7200, The Traffic Bylaw, Schedule No. 4 (Maximum Speeds) lists in detail the maximum speed limits for specific roadways within the city boundary. Schedule No. 4 states that any roadways within the City boundary not included on the list have a maximum speed limit of 50 kph. Therefore, the speed limit on annexed roadways without speed limit signage would become 50 kph if not addressed specifically.

The Administration is recommending that the following list of annexed roadways be added to Bylaw No. 7200, The Traffic Bylaw, Schedule No. 4 list to maintain the current speed limit to ensure safe driving conditions and driver familiarity, since no changes to adjacent land use have been made since the annexation:

- 60 kph – Range Road 3060 from the north City Limit south to Highway 16;
- 80 kph – Range Road 3055 from 71st Street West to the north City Limit;
- 90 kph – Wanuskewin Road from a point 370 metres north of 71st Street to the north City Limit;
- 90 kph – 71st Street West from Thatcher Avenue west to the City Limits; and
- 100 kph – Highway 11 from a point 470 metres south of Circle Drive East to the south City Limit.

In addition, Bylaw No. 7200, The Traffic Bylaw needs to be clarified that on Wanuskewin Road near Adilman Drive, the transition from 60 kph to 70 kph will occur at a point 450 metres north of Adilman Drive to ensure consistency with intent and signage in the field.

Therefore, the following speed limits require clarification:

- 60 kph – Wanuskewin Road between 51st Street to a point 450 metres north of Adilman Drive; and
- 70 kph - Wanuskewin Road from a point 450 metres north of Adilman Drive to a point 370 metres north of 71st Street.

Speed limits in the annexed land and surrounding areas are illustrated in Attachment 1.

Policy Implications

Upon approval by City Council, amendments to Bylaw No. 7200, The Traffic Bylaw will be required.

Financial Implications

The cost implications are nominal and are provided for in the existing Operating Budget.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Speed limit signage will be modified by February 1, 2016.

Public Notice

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

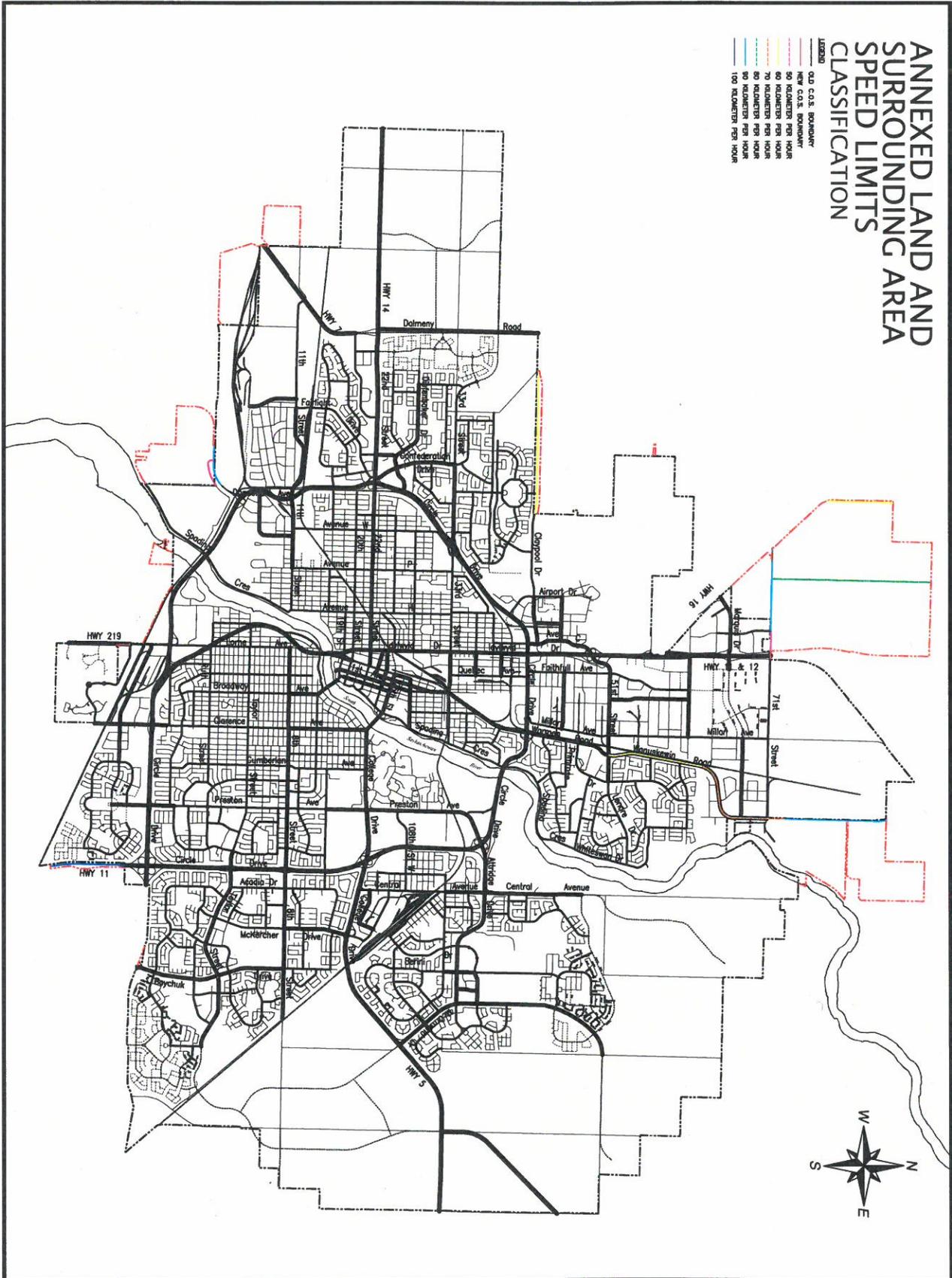
Attachment

1. Annexed Land and Surrounding Area Speed Limits

Report Approval

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

TRANS MF – Amendments to Bylaw 7200, The Traffic Bylaw – Speed Limit Changes.docx



Accessible Pedestrian Signals – Award of Contract

Recommendation

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

1. That the City enter into an agreement with AstroGraphic Industries Ltd. for the supply of Accessible Pedestrian Signal equipment at a total cost of \$215,872.80 (including GST and PST) over a three year period; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

The purpose of this report is to obtain approval to enter into a contract with AstroGraphic Industries Ltd. for supply, training and future support of the two-wire Accessible Pedestrian Signals (APS) equipment. These APS are supplemental devices installed at signalized intersections that support the “walk” signal to make the city more accessible for all citizens.

Report Highlights

1. The installation of APS will provide audible cues to enhance accessibility and mobility for pedestrians with vision impairments.
2. A three year contract with AstroGraphic Industries Ltd. is being recommended at a total cost of \$215,872.80 (including GST and PST). AstroGraphic submitted the highest value proposal to the City’s Request for Proposal (RFP).

Strategic Goal

This report supports the Strategic Goal of Moving Around by optimizing the flow of people and goods in and around the city.

Background

The Transportation division requested proposals for two-wire APS equipment to fulfill the City’s commitment to pedestrians with vision impairment. The key requirement was to obtain robust equipment that could be cost-effectively installed and maintained. The proposals included supply, integration, training and support for the equipment.

The City’s commitment is to upgrade at least five existing signalized intersections with APS devices each year. In addition, the City’s standard practice is to install APS devices as part of all new signal installations where pedestrian crosswalks exist and where visual pedestrian signal indications are provided.

Report

System Requirements

Procurement of two-wire APS is required to provide accessibility for the visually impaired users. The system provides audible cues when activated by indicating the direction of travel for pedestrians which allows users with visual impairment to cross signalized intersections.

The proposed system is easy to install and maintain, and offers flexibility to adapt to future needs. A three year contract would also provide a measure of uniformity in APS installations throughout the city. An RFP was issued on July 27, 2015 and two qualified proposals were received from the following companies:

- Econolite Canada Inc., Markham ON
- AstroGraphic Industries Ltd., Surrey BC

The proposals were evaluated according to the following criteria as outlined in the RFP:

- 25 points – Ease of installation and meeting requirements of RFP
- 20 points – Quality of APS assembly
- 10 points – Support from vendor
- 15 points – Ease of use of supporting software
- 20 points – Price
- 10 points – Vendor experience and references

Using the above criteria, a panel of City staff evaluated the proposals. The proposal with the highest score was from AstroGraphic Industries Ltd.

Three Year Contract

The equipment has the following features:

- Two-wire connection simplifying installation and maintenance;
- Equipment can be easily integrated with any existing traffic signal infrastructure and does not require any additional hardware installation at the pole;
- Customized voice messages can be programmed;
- The APS are well-constructed and have piezo pushbuttons and a vibrating feature, which further aids visually impaired individuals and reduces maintenance issues (pushbuttons are rated for millions of activations); and
- Robust equipment proven to work in harsh climates (-40C to +80C).

The terms of the contract are as follows:

- A Supply of 260 APS and 26 controller units over the three year contract;
- Provide three day in-house training on the equipment;
- Supply all required software and cable interface equipment; and
- Provide ongoing support for the product.

All field installation work will be completed by City crews. Vendor’s assistance and support will be required for initial set-up, equipment calibration and system configuration.

Financial Implications

A significant portion of the APS equipment will be used to retrofit or upgrade the existing traffic signals funded by Capital Project #1963 – Corporate Accessibility Implementation, which to date has \$164,000 of approved funding available. The remaining equipment will be installed at future signalized intersections and funded by the respective capital projects. Purchases beyond the current available funding will be subject to future budget approvals.

Contract Amount	\$196,248.00
GST	9,812.40
PST	<u>9,812.40</u>
Total Cost	\$215,872.80
GST Rebate	<u>(9,812.40)</u>
Net Cost to the City	<u>\$206,060.40</u>

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up report is required. Installation of the system component will begin in the fall of 2015 with continued installations as further intersections come into service over the life of the contract.

Public Notice

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

Report Approval

Written by: Greg Borisko, Operation Superintendent, Electronic Shop
Reviewed by: Cory Funk, Traffic Operations & Control Manager, Transportation
Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

2014 – 2015 Street Maintenance Towing - Request for Change Order

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That a change order in the amount of \$132,881.50 (taxes included) for Purchase Order No. 351617 with Always Towing Ltd. for the 2014-2015 Street Maintenance Towing be approved.

Topic and Purpose

The purpose of this report is to receive approval to increase Blanket Purchase Order No. 351617 with Always Towing Ltd. for the 2014 – 2015 Street Maintenance Towing.

Report Highlights

1. Towing Services is a requirement for Public Works programs, most notably the sweeping program.
2. The street maintenance towing purchase order needs to be increased in the amount of \$132,881.50 (taxes included).
3. For 2016, Public Works will update the contract quantities and terms to include work from other areas of the City and to reflect the actual towing requirements.
4. Communications programs will continue to be enhanced, in the interest of improving compliance and reducing required towing.

Strategic Goals

The recommendations in this report support the Strategic Goal of Continuous Improvement by utilizing resources as efficiently as possible. Removing vehicles for maintenance programs allows crews to maintain a consistent level of service to all residents.

Background

Public Works is responsible for the maintenance of public roadways. In previous years, maintenance operations such as sweeping or residential snow grading would manoeuvre around vehicles, but this process resulted in a poor and inconsistent end result.

The sandwich board signing program was piloted with the fall sweep in 2013, and has been in place since then for programs requiring neighbourhood-level parking restrictions. Vehicles left on the street are typically ticketed and towed. Ticket revenue goes to the City's General Revenues, and towing costs are funded by Public Works operating programs.

Report

Action Plan and Requirement for Change Order

After last year's success of the program and communication about the signage use, the estimate of the amount of vehicles that would be towed during this year's program was reduced. Unfortunately, an increase in non-compliance in parking occurred, resulting in higher towing costs as more vehicles needed to be relocated.

In September of 2014, Public Works tendered the 2014 - 2015 towing contract. Always Towing Ltd. was the successful low bidder, and was awarded the tender for an estimated value of \$196,188.50.

Administration is recommending that Purchasing Services be approved to issue a change order to Always Towing Ltd. for \$132,881.50 (taxes included) for services provided. This would raise the purchase order value to a total of \$329,070 (taxes included).

For 2016, Public Works increased towing requirements due to new neighbourhoods and the incorporation of other divisions' towing requirements in order to take advantage of bulk purchase discounts. Public Works will also set up a process to track committed costs to identify and address any issues in a more timely fashion.

Financial Implications

The total cost of the change order required is \$132,881.50 (taxes included) which contributes to the deficit year end projection of the sweeping program.

Ticket revenue goes to the City's General Revenues, and towing overages are funded by Public Works operating programs.

Options to the Recommendation

Future options may be to not tow vehicles. This would result in not sweeping streets with too many parked vehicles or sweeping around parked vehicles, which would result in inconsistent service levels to residents and incomplete work.

Other Considerations/Implications

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

Communications

Public Works will investigate and develop, with the help of the communications team, a communication plan to help increase compliance with parking restrictions during its programs.

Due Date for Follow-up and/or Project Completion

There is no follow-up required.

Public Notice

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

Report Approval

Written by: Brian AuCoin, Operations Engineer – Logistics and Procurement
Reviewed by: Russ Munro, Logistics and Procurement Manager
Reviewed by: Pat Hyde, Director of Public Works
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS BA – 2014 – 2015 Street Maintenance Towing - Request for Change Order

Neighbourhood Traffic Review Process – Updated Process

Recommendation

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

1. That the Administration update the 'Traffic Calming Guidelines and Tools' document as outlined in this report; and
2. That the Administration proceed with current and 2016 Neighbourhood Traffic Reviews as outlined in this report, until such time as the 'Traffic Calming Guidelines and Tools' document has been updated and approved by City Council.

Topic and Purpose

This report outlines proposed changes to the 'Traffic Calming Guidelines and Tools' document. The changes are required due to the concerns recently raised at City Council about the ability of the Neighbourhood Traffic Review process to lead directly to permanent road restrictions or significant roadway changes, and how input is sought from throughout the community.

Report Highlights

1. The existing 'Traffic Calming Guidelines and Tools' document guides the Neighbourhood Traffic Review (NTR) process.
2. The guide provides the principles and overall approach to NTR's, but does not specify in detail how changes implemented are phased in, or evaluated after a period of time.
3. The changes proposed include ensuring that any major roadway modifications are made on a temporary basis for at least one year, at which time the Administration will work with the Ward Councillor to finalize and implement an appropriate strategy to review the effectiveness of the changes and determine overall community support.
3. All recommended changes will still be brought to the Standing Policy Committee on Transportation and City Council for consideration and debate.

Strategic Goals

The recommendations support the Strategic Goals of Quality of Life and Moving Around. The NTR process enables transportation professionals and neighbourhood residents to work together to make strategic neighbourhood-level changes, intended to improve quality of life for residents by reducing neighbourhood speeding, short-cutting, and making overall safety improvements.

Background

Prior to August of 2013, the City's approach to traffic calming in neighbourhoods was for the Administration to receive specific concerns from residents. Sites were evaluated

and assessed against design criteria, which led to some locations receiving treatment and some locations not warranting treatment.

In August of 2013, City Council approved a new approach to handling neighbourhood-level traffic calming issues. The approach includes transportation engineers from the City meeting with interested residents from a given neighbourhood. At the first meeting, traffic information is reviewed, issues are discussed, and possible solutions are identified. Transportation then prepares a proposed strategy based on further data collection and evaluation, and a second meeting is held with residents to discuss the Administration's proposals and attempts to reach consensus on the proposed changes. The document, 'Traffic Calming Guidelines and Tools' (the Guide) outlines various traffic calming measures and their use.

The Administration believes that by and large, the current approach to NTR's has been very successful and is an appropriate methodology to deal with neighbourhood traffic improvements. However, the 9th Street turning restriction issue has identified some areas where the process could be bolstered.

Report

The Guide outlines traffic calming principles and options, and outlines the process for determining recommendations. Section 4.1, Step 1, Determine Support for Further Action, includes the following paragraphs:

"It is important to ensure there is a reasonable level of support within the community for action to address the issue. This helps to avoid situations where residents might consider a solution more of a problem than the issue it was intended to address. It also will help to avoid spending time and resources to respond to an issue that is only considered to be a problem by a small number of people. The goal is find the best solution for the better good of the entire community.

It is necessary to demonstrate that a sufficient number of people within the community who are affected by the reported issue and who would be affected by the solution consider that there is need to examine the issue further. A sufficient level of community support would typically include the households within the block of the street where problems are reported. Due to limited resources within the Transportation Branch, residents are responsible for gathering community support".

The document goes on to describe possible methods of gathering support, including signature forms and surveys. The focus is on those residents living closest to the area where changes are considered.

The Administration believes that two improvements should be made to the NTR process.

The first change is to require any major changes identified through the NTR process be made on a temporary basis, rather than a permanent basis. This will allow both the Administration as well as the community to evaluate the impact of any major change, before committing to permanent infrastructure. In most cases, this will have no impact, as temporary installations are commonplace already.

The second change is to implement a formal process for following up with the community on the effectiveness of the program. This follow-up strategy will be included in the initial NTR report, and will be specific to each neighbourhood. Following a minimum one-year period of temporary infrastructure being in place, the process for obtaining community feedback will be re-reviewed and bolstered if necessary by the Administration and the Ward Councillor. Phone surveys or mailouts could be utilized.

The Administration will report back to the Standing Policy Committee on Transportation and City Council at least annually an update on in-field changes made as a result of the NTR process city-wide. Through that report, Administration will present the result of follow-up engagement activities, and will make recommendations on any temporary measures that are recommended to be made permanently.

City Council, via the Standing Policy Committee on Transportation, will still receive reports similar to the current process, with the exception that no permanent recommendations will be made for major changes. These significant changes will be recommended as temporary. The initial report will now include the recommended review and feedback process.

Upon completion of the follow-up evaluation process, all information will be brought forward to the Standing Policy Committee on Transportation and City Council for final decision on any major changes. As always, City Council can approve, reject, or request additional surveys or information if they feel they do not have enough information to make a fully informed decision.

If City Council approves the recommendations outlined in this report, Administration will continue with the NTR process including these changes, and will update the Guide to reflect these changes.

Transportation & Utilities will continue to work with the Solicitors Office on the particulars of the reporting and notification process, as any permanent closures must be made in accordance with the Cities Act.

Options to the Recommendation

The City could maintain the status-quo process. Although the current process has proven to be extremely successful overall, the Administration believes that the recommended changes outlined in this report will further strengthen the existing process.

Rather than leaving the initial evaluation process up to the discretion of the Administration and the Ward Councillor, a more prescriptive process could be developed. For example, all neighbourhoods could be required to undergo a formal survey process. This approach is not recommended, as each NTR is unique.

Public and/or Stakeholder Involvement

The NTR process involves extensive public and stakeholder input through a series of community meetings.

Communication Plan

If approved, the process changes outlined in this report will be included with the overall process, which is explained to all residents attending the public meetings.

Financial Implications

The additional review and follow-up process will add cost to the NTR process, and this cost will vary depending on the extent of the process and whether or not an external consultant is required to conduct a statistically valid telephone survey. At this time, the Administration believes that an average cost increase of \$5,000 per NTR, or \$40,000 per year, would be required.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Administration will submit a status update report in the third quarter of 2016, including the updated Guide.

Public Notice

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

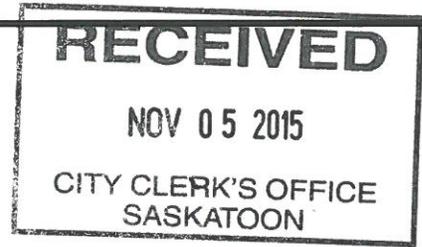
Report Approval

Written and

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

6300-1

From: Paul Buffel <paul.b@sasktel.net>
Sent: November 05, 2015 9:43 AM
To: Web E-mail - City Clerks
Subject: request to speak



Dear City Clerk,

I am asking for permission to address the Transport Committee Meeting being held at 9 am on Monday, November 9th, in regards to the recommended changes to the Neighbourhood Traffic Review process.

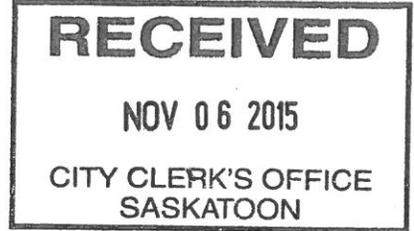
Most sincerely,

Paul Buffel

*216 - 9th Street East
Saskatoon, Sask.*

6350-1

From: Catherine Folkersen <cathf@sasktel.net>
Sent: November 06, 2015 10:15 AM
To: Web E-mail - City Clerks
Subject: Transportation Committee Meeting, Nov. 9, 2015



Good morning.

My name is Catherine Folkersen, a director at large with the Nutana Community Association (NCAA). I wish to be able to speak to Item 7.2.7 Neighbourhood Traffic Review Process - Updated Process during Mondays meeting.

Thank you for attending to this issue.

Sincerely, Catherine Folkersen

8th Street Transit Corridor Review

Recommendation

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

1. That Saskatoon Transit be directed to further develop the service along 8th Street as outlined in this report, and conduct public consultations and community engagement; and
2. That the Administration report back by April 2016, so that City Council can decide whether or not to implement changes in July of 2016.

Topic and Purpose

The purpose of this report is to present the Standing Policy Committee on Transportation with a concept being evaluated by the Administration that would see a re-deployment of Transit resources available along the 8th Street Corridor. The re-deployment would introduce a higher frequency service along this corridor, in line with principles and concepts found in the Growth Plan to Half a Million (Growth Plan). This re-deployment would demonstrate the concept of 5 and 10 minute frequency along 8th Street.

Report Highlights

1. Saskatoon Transit is evaluating the possibility of a demonstration project that would include re-deploying service to achieve a 5 and 10 minute frequency along the 8th Street Corridor.
2. Saskatoon Transit has had many successes in 2015 and service has been consistently delivered for a number of months.

Strategic Goals

This report supports the Strategic Goals of Continuous Improvement and Moving Around, including the 4-Year Priority to change attitudes around public transit and increase Saskatoon Transit ridership. This report also introduces some principles and concepts found in the Growth Plan and demonstrates higher frequency service in the short term using existing resources.

Background

Saskatoon Transit currently provides, in industry terms, coverage service. Coverage service is that which is provided to all citizens in all parts of the city and is relatively consistent. Current service strives to provide pickups within 450 meters of any residence, routing most service through the Downtown Terminal and providing service to stops roughly every 35 minutes. Saskatoon Transit provides additional service in the morning and afternoon peak hours, over and above the base coverage service, which increases service frequency at those times to meet ridership levels. Reports to the Standing Policy Committee on Transportation and City Council, regarding the Growth Plan, have highlighted what can be done in the 5 to 10 year and beyond timeframe.

This report provides a possible demonstration of what could be done to increase frequency utilizing the resources currently providing service along the 8th Street Corridor.

Report

Saskatoon Transit Administration has reviewed the service currently provided along the 8th Street Corridor. Saskatoon Transit Planners have identified that it could be possible to re-deploy current resources and achieve service approaching 5 minute frequencies along 8th Street during peak hours, and 10 minute frequency for the remainder of weekdays and on Saturday. Frequency of 30 minutes would be provided on evenings (Monday to Saturday), early Saturday mornings, and on statutory holidays and Sundays.

In essence, existing route timing would be de-coupled from the current pulse approach, and routes would be re-timed to ensure there is a bus along 8th Street every 5 minutes during peak periods and every 10 minutes at off-peak periods. Buses would collect neighbourhood-level passengers on their numbered routes, and once the bus arrives at 8th Street, it would be automatically re-named to the effect, "CBD Via 8th Street". This will result in an easy-to-understand naming convention.

This approach will result in some separation between University-based service and downtown commuter service. It is the Administration's perspective that the U-Pass has resulted in schedules driven by University ridership, at times to the detriment of downtown commuter service. University ridership is and will continue to be a significant portion of transit ridership, and downtown commuter ridership will be enhanced to similar service levels.

Saskatoon Transit is focusing on the 8th Street Corridor for this concept demonstration because it is a fairly self-contained area for transit service. The current routing more easily lends itself to the creation of a higher frequency service. There are not as many external influences, most notably rail crossings, in this area of the city that would impede a higher frequency corridor.

Attachment 1 is a map showing how changing some of the routing builds frequency along 8th Street, but still provides neighbourhood services at levels similar to what is found today. While this is a preliminary demonstration of the concept, it does show the changes possible by using the resources differently. At this time, the concept being reviewed does not:

- Change school service;
- Change distances from bus stops for residences, schools or assisted living facilities;
- Rationalize Bus Stops; and
- Transit has not consulted anyone outside of Saskatoon Transit regarding the scope or effects of these potential changes.

Fall 2015 Service Update

Following is an update on some of the issues raised since January 2015:

- April 2, 2015 was the last time service was cancelled due to buses not being available.
- Service since that time has been extremely dependable, and in particular the Fall 2015 school year start-up was the most issue-free in many years.
- Although fleet condition continues to be a concern for Transit, on a typical day there have been eight or more spare buses ready for service. The ongoing bus replacement strategy will bolster the resilience of the fleet, most importantly during winter months.
- From September 21 – 26, 2015 Saskatoon Transit saw great success with the 'Arrive in Smiles' campaign. Positive feedback from customers was received through various social media platforms, in person and through word of mouth. Media coverage of the campaign was positive and plentiful throughout the week; there was also an unexpected internal benefit: increased staff morale and engagement.
- End of day check-in with operators. This program was created to provide more assistance and communication between operators and service supervisors. To accomplish this, Supervisors drop fare boxes for dispatch at 0115 hrs and meet with every operator that comes in to the garage at the end of the evening. Saskatoon Transit regularly has Supervisors in the terminals in AM peek 0700-0900 hrs and PM peek 1400-1700 hrs. Terminals visited vary depending on incident based reporting.

Options to the Recommendation

If City Council determines that this demonstration warrants a full scale pilot along the 8th Street Corridor, there is time to begin community consultation and schedule transit service changes to allow this to be put in place for the July 2016 sign up. If a pilot is not appropriate before consideration of the Growth Plan, it can wait until after the discussions in March 2016 and then be phased in for the July 2017 sign up. Priorities for similar reviews to follow the 8th Street Corridor would be 22nd Street, Idywyld Drive/Warman Road and College Drive.

Public and/or Stakeholder Involvement

Public and stakeholder engagement is key when making changes to any Transit services, but in a case where there are fundamental changes to the service, it is mandatory and must be done well. Partners in the community such as Bus Riders of Saskatoon, 8th Street Business Association and Broadway Business Improvement District, the affected community associations, as well as residents of the affected areas will be asked for their continuing input as this concept moves forward.

Communication Plan

Upon approval of any service changes, a communications plan will be developed which could include a PSA, news release, social media, and paid advertising.

Financial Implications

At present, this is a demonstration of a concept for information only. If the concepts found in the Growth Plan are approved, there will be a requirement for public consultations for those along the 8th Street Corridor which will be done using existing resources within Saskatoon Transit for 2016. This demonstration concept uses existing resources to provide different services than the current coverage model, and there should be no requirement for additional resources.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

This report will be followed up with the Growth Plan strategy in March of 2016.

Public Notice

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

Attachment

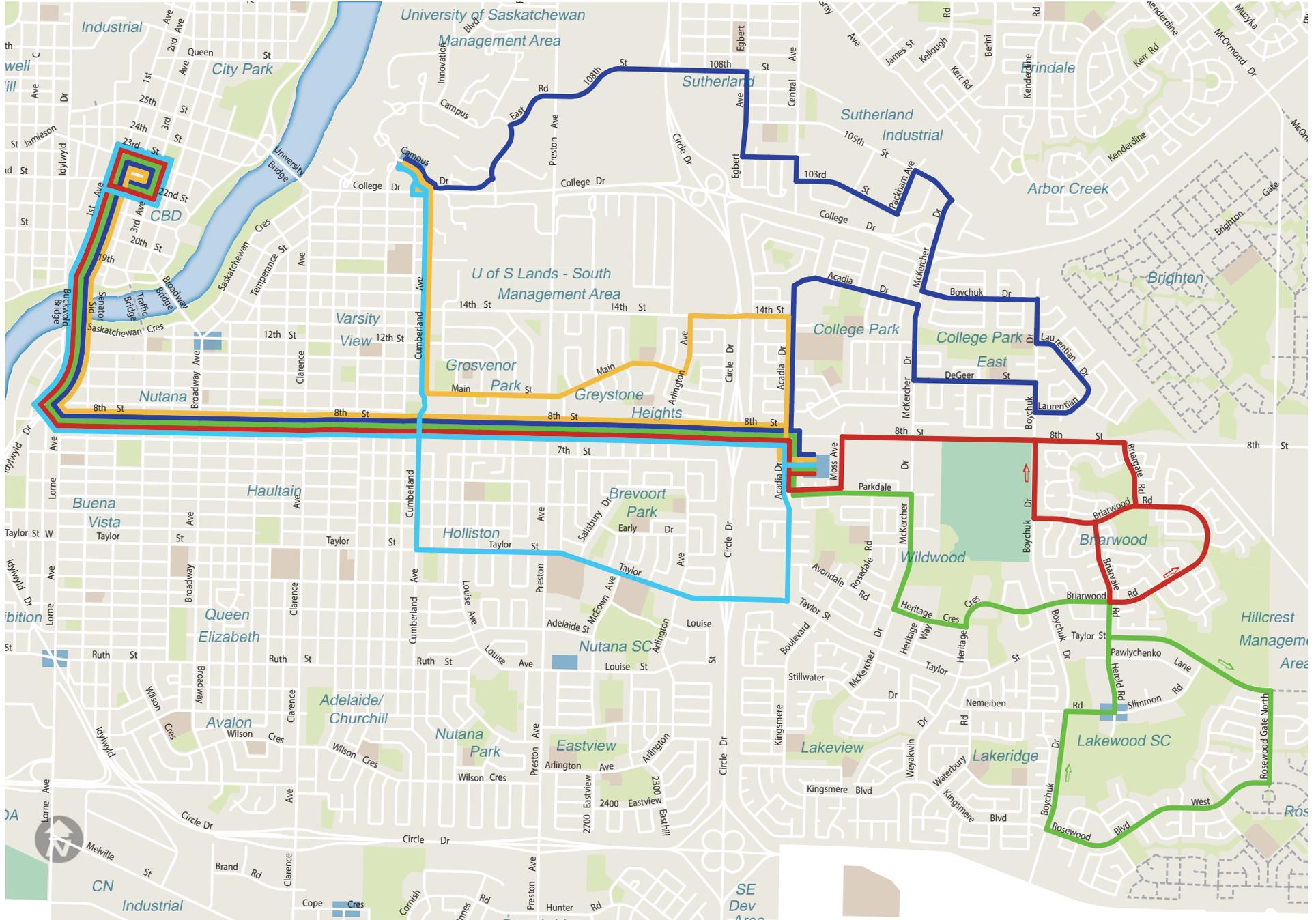
1. All Route Changes

Report Approval

Written by: Jim McDonald, Director of Transit
Reviewed by: Alan Wallace, Director of Planning
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

Trans JM – 8th Street Transit Corridor Review.docx

All Route Changes



Jenkins, Sandy (Clerks)

From: Robert Clipperton <robert.clipperton@gmail.com>
Sent: Sunday, November 08, 2015 9:27 PM
To: Web E-mail - City Clerks
Subject: charlie.clark@saskatoon.ca

Greetings:

Please accept this communication as a request to address the Standing Policy Committee on Transportation at their meeting on November 9, 2015 regarding agenda item 7.2.8: 8th Street Transit Corridor Review.

Thank you,

Robert Clipperton,
Bus Riders of Saskatoon

Building Better Roads – 2015 Year End Review

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated November 9, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide a review of the repair, maintenance, construction and communication programs as part of the 2015 Building Better Roads initiative.

Report Highlights

1. The success of the 2015 Building Better Roads program is reviewed as the summer road construction season comes to an end.
2. Building Better Roads communication activities were successfully executed through a variety of channels and new tools were used.
3. The 2016 Building Better Roads program is expected to continue bringing improvements to Saskatoon's road network, by methodically reducing the backlog of work required on poor to failed roadways, and performing enough rehabilitation work that the network does not deteriorate.
4. Increased funding will contribute to improve the condition, safety and longevity of the roads.

Strategic Goals

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

Background

As the second year of the Building Better Roads program draws to a close, this report is intended to summarize results and provide a snapshot of progress made. A similar report was provided in fall of 2014.

Report

Building Better Roads is Saskatoon's most aggressive program of road construction, repairs and maintenance ever. The program started in 2014 after the *2013 Civic Services Survey* identified road conditions as the single most important issue affecting the city, and citizens were indicating they supported increased investment in roadways. In 2014 and 2015, the annual survey indicated roads continued to be a priority to Saskatoon residents.

This year, more than \$53 million was spent on Saskatoon roads, including street sweeping, pothole patching, sidewalk rehabilitation, back lane upgrades, road construction and repair, as well as snow and ice management. This marked an investment of \$3 million more than last year, and \$20 million more than in 2013.

Building Better Roads includes the following programs:

- Construction Projects (Roadway Preservation and Rehabilitation)
- Sidewalk Repair and Reconstruction
- Spring/Summer Pothole Blitz
- Back Lane Maintenance and Reconstruction
- Line Painting
- Spring/Summer/Fall Street Sweeping
- Traffic Detours – Know Before You Go!
- Work Zone Safety
- Snow and Ice Operations

2014 Building Better Roads Highlights

Program	2015	2014	2013
Construction Projects (Roadway Preservation and Rehabilitation)	220 km of roads paved, bringing the total over two years to roughly the same distance from here to Medicine Hat.	200 lane kilometres of road preserved and rehabilitated	78 lane kilometres resurfaced
Sidewalk Repair and Reconstruction	5.4 km of sidewalks replaced—2.5 times the length of the longest runway at the Saskatoon Airport.	6 km of sidewalks rehabilitated	1.7 km rehabilitated
Spring/Summer Pothole Blitz	An estimated 2,845 tonnes of asphalt used to repair 163,000 potholes (based on a 12" x 4" sized pothole).	An estimated 3,300 tonnes of asphalt was used to repair 188,000 potholes	
Back Lane Maintenance and Reconstruction	400+ km of gravel back lanes graded and 24 km of gravel back lanes reconstructed. This work was spread over 136 locations city-wide. 3.9 km of paved back lanes rehabilitated with 2015 funding	More than 400 km of gravel back lanes were graded	
		13 km of gravel back lanes rebuilt	12 km of gravel back lanes rebuilt
		3.9 km of paved back lanes rehabilitated with 2014 funding	
Line Painting	911 km of lane lines painted and 11.8 km of durable markings applied. Durable markings are used where appropriate and last 7-10 years longer.	870 km of edge, centre and lane lines were painted	
		27 km of durable markings applied	11.2 km applied
Spring/Summer/Fall Street Sweeping	6 weeks of street sweeping over 61 neighbourhoods city-wide that resulted in the removal of 1,520 tandem dump truck loads of debris.	Included 61 residential neighbourhoods, 96 school zones and 10 industrial and suburban centres	

New in 2015 was the introduction of digital data collection methods designed to improve the efficiency and quality of rehabilitation programs. These included an electronic data collection system used to objectively rate sidewalks, in addition, in 2014 a condition assessment of the entire road network was also commissioned to acquire objective data on all roadways.

Improvements were also made to the Report-a-Pothole application, making it easier for residents to identify and report potholes as well as creating efficiencies for crews to locate and repair them.

A huge success this year was the early completion of the University Bridge rehabilitation project, allowing this iconic piece of infrastructure to continue to serve commuters for many years to come. Significant rehabilitation was also completed on the Highway 11 and 16 Cloverleaf overpass.

Minimizing the impact to the public is a significant priority, whether that be the coordinated scheduling of projects, completing night work where suitable, developing detour plans to maintain traffic flow, or effectively communicating impacts to residents. In an effort to minimize disruption and delays to drivers and residents, a total of 90 nights of night work were scheduled in 2015, reducing the amount of time high-traffic roads were closed for construction.

With the significant amount of work undertaken, the amount of work zones also increased. This year, there were no major safety incidents reported by road crews and contractors.

2015 Building Better Roads Communication Highlights

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

New communication tools used this construction season included:

- Development of content on the newly launched saskatoon.ca at shortcut saskatoon.ca/BetterRoads and on the homepage Announcements section
- The addition of an 'Online Construction Survey' to invite feedback on neighbourhood construction impacts, communications, and overall impressions
- The enhanced Report-a-Pothole map which made it easier for citizens to identify precise locations of potholes
- Electronic copies of construction notices shared with Councillors for easy access to information on construction in their neighbourhoods when fielding resident inquiries

- Digital ads to educate residents on construction processes and projects, and directing them to saskatoon.ca/BetterRoads for more information and construction communication tools
- Two inserts in residents' utility bills: 1) at start of construction season to advise people where to go all summer long for construction information, and 2) at the end of construction season to report back to citizens on the season's results
- An increased use of onsite construction signage including 'Road Repairs Coming This Summer' signage at spring melt and campaign signage like those for the University Bridge 'Pain in the Asphalt' campaign
- Interview-style radio ads explaining City construction programs, projects and schedules
- Automated Traffic Detour service alerts at saskatoon.ca/service-alerts and @YXEServiceAlert on Twitter

2015-16 Better Winter Roads and 2016 Building Better Roads

This year was the continuation of improving roads in Saskatoon. Increased funding will contribute to maintaining the condition, safety and longevity of the City's roads, and the 2016 Building Better Roads program is expected to continue bringing improvements to Saskatoon's road network, by slowly reducing the backlog of work required on poor to failed roadways, and performing enough rehabilitation work that the network does not deteriorate.

Throughout the winter phase of this program, Better Winter Roads, the programs will continue to focus on the condition and safety of the roads through plowing, grading and sanding. Communications will focus on educating the public on the City's snow and ice programs through media announcements, snow and ice updates to coincide with snow events, social media, paid advertising, Mayor and Councillor weekly updates, and other tools that will give the public a better understanding of the City's snow operations and level of service.

Public and/or Stakeholder Involvement

A survey of citizens is scheduled for fall 2015, to ask residents whether they felt they had access to the construction information they needed this summer. As the 2016 Building Better Roads communication plan is developed, this feedback will be incorporated and the plan formed accordingly.

Another 2016 goal will be to focus on having continual conversation to familiarize Saskatoon residents with the City's road plan and to inform citizens of each construction and maintenance project and how these projects will affect how they move around.

Communication Plan

The results of the 2015 Building Better Roads Program are being communicated to the public through the news media, utility bill insert, newspaper and radio ads, visual/digital media (before and after images, animated progress map, infographics), and the City's website and social media channels.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

A follow up report is not required.

Public Notice

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

Report Approval

Written by: Colleen Cameron, Communications & Marketing Manager for
Transportation & Utilities
Reviewed by: Carla Blumers, Director of Communications
Reviewed by: Mike Gutek, Director of Major Projects
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS CC – Building Better Roads – 2015 Year End Review

Sidewalk Snow Clearing Enforcement Process - Implementation

Recommendation

That the report of the General Manager, Community Services Department, dated November 9, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide the policy and implementation strategy to ensure effective compliance with Sidewalk Clearing Bylaw, 2005, No. 8463 (Sidewalk Clearing Bylaw).

Report Highlights

1. The new sidewalk clearing enforcement procedure is designed to increase compliance and decrease clearing time.
2. A detailed, objective inspection process will be followed to establish compliance.
3. Discretion will be used for seniors and residents with disabilities.
4. City of Saskatoon (City) property will conform to the requirements of the Sidewalk Clearing Bylaw.

Strategic Goals

Effective snow clearing enforcement supports the Strategic Goals of Quality of Life and Moving Around. Expedient enforcement of sidewalk clearing supports active transportation, overall accessibility, and resident safety.

Background

At its February 10, 2015 meeting, the Standing Policy Committee on Transportation received a report from the Administration recommending options to improve sidewalk snow clearing compliance through the Sidewalk Clearing Bylaw. Upon review at its February 23, 2015 meeting, City Council resolved, in part:

- “2. That the Administration provide an implementation report outlining the details, including a map of city-owned sidewalks.”

Report

Increased Compliance and Decreased Time to Clearing

The steps and timeline in the enforcement process for non-compliant properties is shown in Attachment 1. As per the Sidewalk Clearing Bylaw, two compliance time frames exist. In general, the accepted timeline for a cleared sidewalk is 48 hours after a snowfall, but some specified commercial areas, defined in Schedule “A” of the Sidewalk Clearing Bylaw, are required to have sidewalks cleared within 24 hours after a snowfall (see Attachment 2). Previous enforcement followed the “first offence” procedure only; even in repeat offences. The new offence procedure, now defined, will seek to increase compliance through the issuing of escalating Notices of Violation (tickets). The fourth

violation will result in a court summons. The issuance of an escalating ticket combined with the notice of cleaning and charging to taxes, is expected to both speed up compliance time and improve overall compliance rates.

Achieving a shorter timeline is important, as each new snowfall causes the timeline to reset. The longer the period of enforcement, the greater the chance of the sidewalk remaining uncleared due to subsequent snowfalls.

The overall expected timeline in achieving the goal of a cleared sidewalk with non-compliant customers would be seven days, or five days for Schedule "A" areas. This timeline may not always be achievable, based on the snowfall frequency and the number of complaints received. This will be monitored and reviewed over the winter for adjustments to the program in subsequent years. Data and statistics regarding sidewalk clearing bylaw enforcement since 2007 can be seen in Attachment 3.

Inspection and Enforcement Process

The steps the bylaw inspectors are to follow are illustrated on Attachment 4. Unlike some bylaws that can allow time for an inspection file to be opened and several days of investigation, the Sidewalk Clearing Bylaw (by nature of its goal and environmental constraints) must be dealt with as quickly as reasonably possible.

Residents with Disabilities

Inspectors will work with homeowners who have disabilities and are unable to comply with the timelines. An internal database of such customers will be created upon inspection and reasonable effort will be made to accommodate these residents. In such cases, discretion will be exercised regarding the Notices of Violation. Efforts will continue to be focused around the goal of cleared sidewalks in a timely fashion.

Sidewalks Adjacent to City Property

There are approximately 120 km of sidewalk adjacent to properties under the City's control, and these will be cleared to the standards of the Sidewalk Clearing Bylaw. These sidewalks are managed by three Divisions: Parks (20 km), Facilities and Fleet Management (35 km) and Public Works (65 km). Maps illustrating the division of responsibility for sidewalks adjacent to City-owned property can be seen in Attachment 5.

Options to the Recommendation

A variety of options exist to both lengthen or tighten the enforcement timelines. The Administration prefers to utilize the proposed process for the 2015/2016 winter season and report on outcomes and options in mid-2016.

Public and/or Stakeholder Involvement

Members of the Saskatoon Accessibility Advisory Committee (SAAC) have been consulted regarding the implementation plan and the intention of improving sidewalk accessibility during the winter. Various community service groups will be engaged to

help seniors and disabled residents meet the requirements of the Sidewalk Clearing Bylaw.

Communication Plan

A sidewalk clearing campaign will be conducted in conjunction with the regular snow clearing communication provided by Public Works. The intention of the communication plan will be to educate property owners to gain compliance, and thereby, improve sidewalk clearing and reduce overall inspections and enforcement.

Financial Implications

Ticket Revenue

It is difficult to estimate the number of potential tickets that may be issued in a season as there are many variables, including weather, compliance level, and the number of repeat offenders. It is important to point out that this revenue source goes directly to general revenues and is not accessible to the bylaw program itself.

Remediation Costs

If the City needs to remediate a non-compliant property, the costs are charged back to the owner's property taxes. This will be the amount necessary to reasonably cover costs. As a result, remediation is expected to have a minimal financial impact.

Staffing Costs

Administering the Sidewalk Clearing Bylaw is the primary role of the right-of-way bylaw inspector during the winter months. Staffing costs to administer this bylaw would be approximately \$60,000 annually, including contract staff support to maintain the compliance timeline discussed previously.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

An update report will be provided in the summer of 2016 on the outcomes of the new sidewalk clearing process from the 2015/2016 winter season, with options to improve in subsequent years.

Public Notice

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

Attachments

1. Enforcement Procedures and Timelines for Non-Compliant Properties
2. Schedule "A" Sidewalk Clearing Areas
3. Sidewalk Clearing Statistics – 2007-2015
4. Inspection/Enforcement Flow Chart
5. Sidewalks Adjacent to City Property

Sidewalk Snow Clearing Enforcement Process - Implementation

Report Approval

Written by: Andrew Hildebrandt, Director of Community Standards

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

S/Reports/CS/2015/TRANSPORTATION – Sidewalk Snow Clearing Enforcement Process – Implementation/lc
BF 084-15

Enforcement Procedures and Timelines for Non-Compliant Properties

Sidewalk Clearing Bylaw (8463)

Hour	Day	First Offence	Second Offence	Third Offence	Subsequent Offences
0	Day 1	Snowfall Ends	Snowfall Ends	Snowfall Ends	Snowfall Ends
24	Day 2				
48	Day 3	Complaint Received	Complaint Received	Complaint Received	Complaint Received
72	Day 4	Inspection: Warning Issued <i>(Bylaw Notice)</i>	Inspection: Warning Issued <i>(Bylaw Notice)</i>	Inspection: Warning Issued <i>(Bylaw Notice)</i>	Inspection: Warning Issued <i>(Bylaw Notice)</i>
96	Day 5				
120	Day 6	Re-Inspection	Re-Inspection	Re-Inspection	Re-Inspection
144	Day 7	Cleaning completed and taxes charged	Cleaning completed and taxes billed including \$100 ticket <i>(Notice of Violation)</i>	Cleaning completed and taxes billed including \$200 ticket <i>(Notice of Violation)</i>	Cleaning completed and taxes billed including Summary Offence Notice <i>(court summons)</i>

Schedule "A" Areas

Hour	Day	First Offence	Second Offence	Third Offence	Subsequent Offences
0	Day 1	Snowfall Ends	Snowfall Ends	Snowfall Ends	Snowfall Ends
24	Day 2	Complaint Received	Complaint Received	Complaint Received	Complaint Received
48	Day 3	Inspection: Warning Issued <i>(Bylaw Notice)</i>	Inspection: Warning Issued <i>(Bylaw Notice)</i>	Inspection: Warning Issued <i>(Bylaw Notice)</i>	Inspection: Warning Issued <i>(Bylaw Notice)</i>
72	Day 4	Re-Inspection	Re-Inspection	Re-Inspection	Re-Inspection
96	Day 5	Cleaning completed and taxes charged	Cleaning completed and taxes billed including \$100 ticket <i>(Notice of Violation)</i>	Cleaning completed and taxes billed including \$200 ticket <i>(Notice of Violation)</i>	Cleaning completed and taxes billed including Summary Offence Notice <i>(court summons)</i>

Schedule "A" Sidewalk Clearing Areas

Schedule "A"

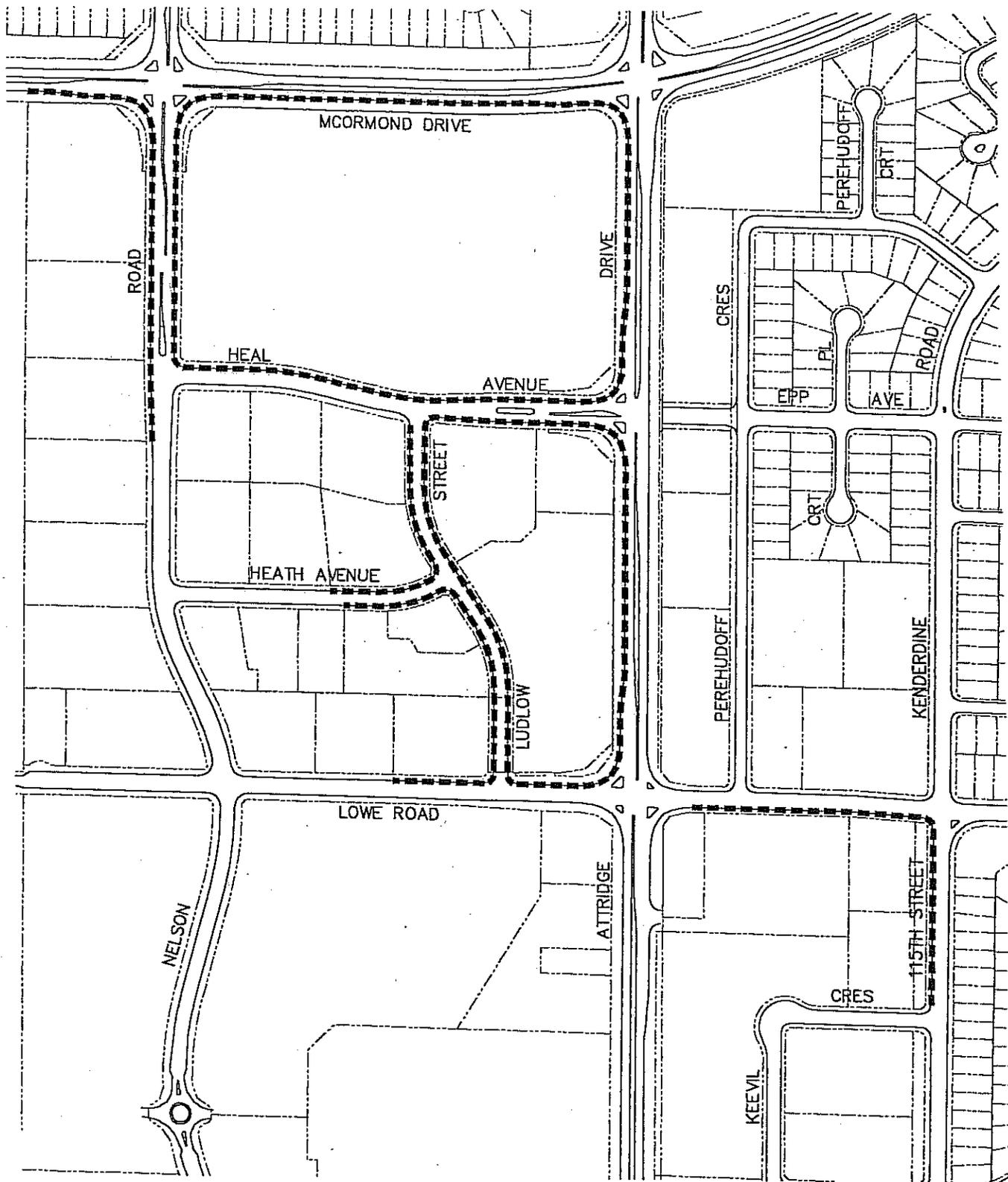
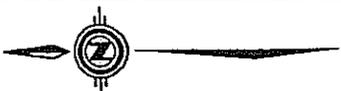
The areas to which Subsection 5(2) of this Bylaw applies are the areas as outlined on the maps attached to and forming part of this Schedule "A", namely:

- (a) Sidewalk Clearing Area 1;
- (b) Sidewalk Clearing Area 2;
- (c) Sidewalk Clearing Area 3;
- (d) Sidewalk Clearing Area 4;
- (e) Sidewalk Clearing Area 5;
- (f) Sidewalk Clearing Area 6;
- (g) Sidewalk Clearing Area 7;
- (h) Sidewalk Clearing Area 8;
- (i) Sidewalk Clearing Area 9;
- (j) Sidewalk Clearing Area 10; and
- (k) Sidewalk Clearing Area 11.



■ SIDEWALKS INCLUDED IN BYLAW
□ PROPERTY LINES

SIDEWALK CLEARING - AREA 1



**Sidewalk Clearing
Area 2**

290-0062-003r001
Revised: 2010 NOV-03

LEGEND

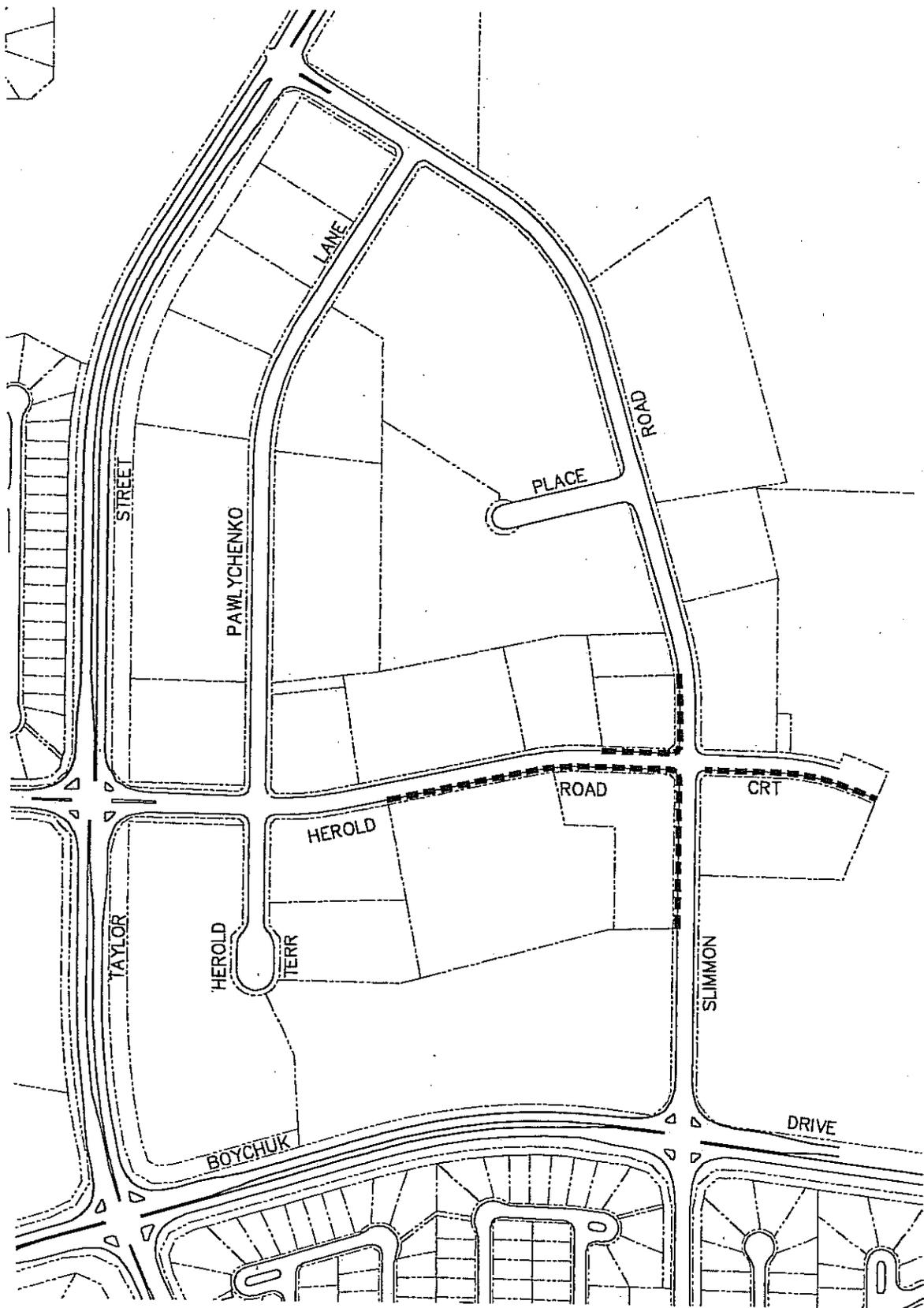
- SIDEWALKS INCLUDED IN BYLAW
- PROPERTY LINES

Schedule A - Bylaw # 8463



**City of
Saskatoon**

Infrastructure Services Department



**Sidewalk Clearing
Area 4**

290-0082-005r001
Revised: 2010-NOV-03

LEGEND

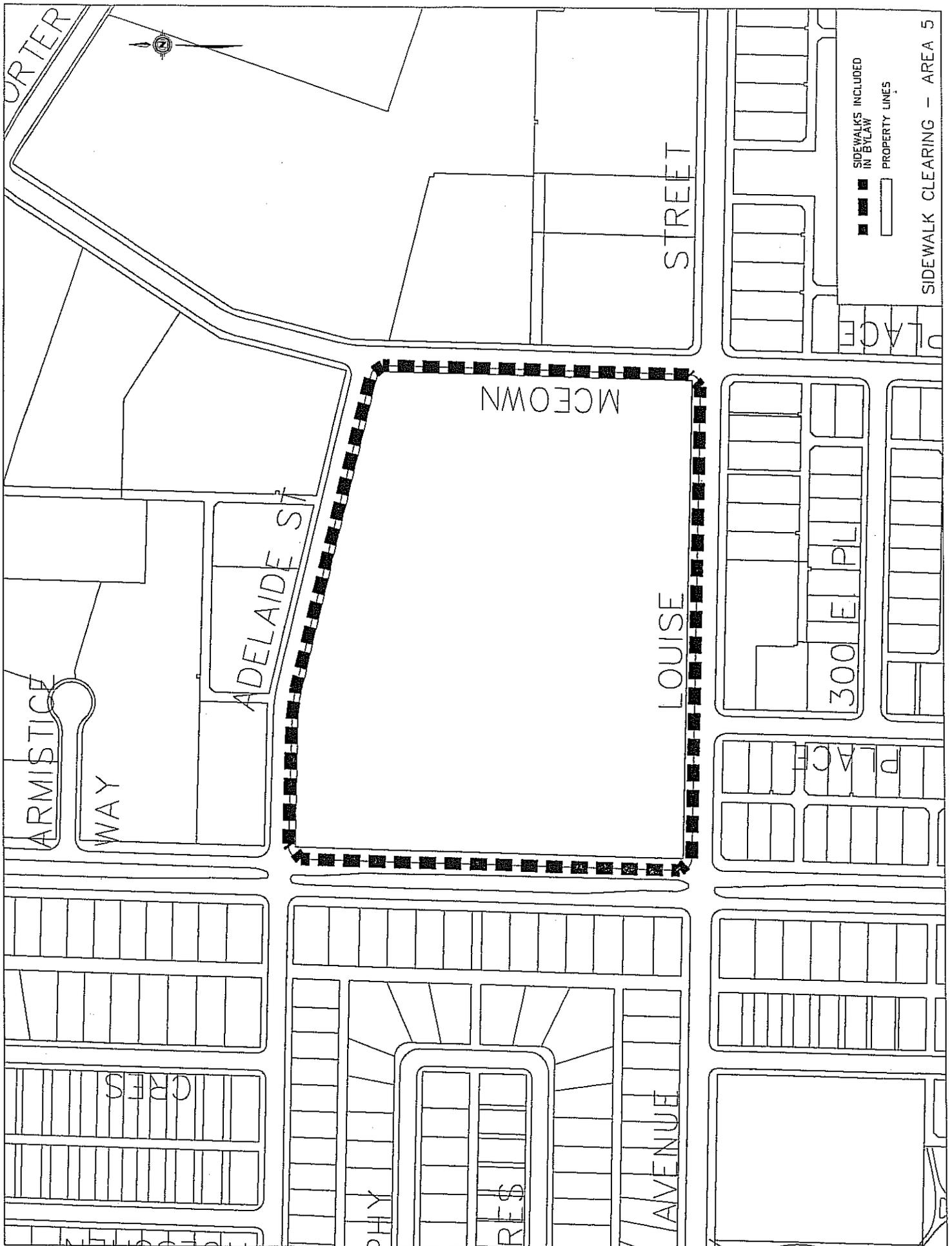
- SIDEWALKS INCLUDED IN BYLAW
- PROPERTY LINES

Schedule A - Bylaw # 8463



**City of
Saskatoon**

Infrastructure Services Department 5

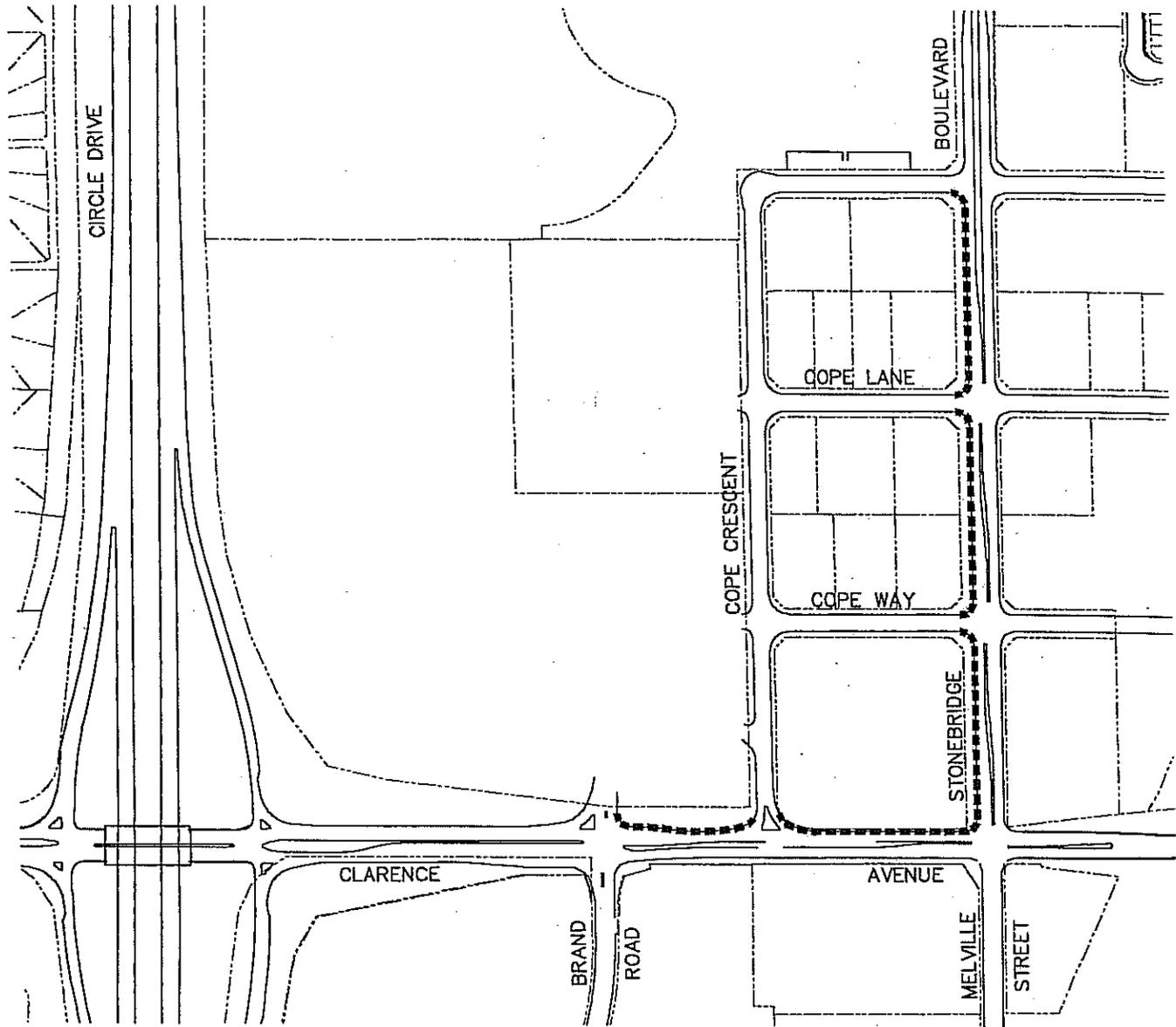




SIDEWALKS INCLUDED
IN BYLAW

PROPERTY LINES

SIDEWALK CLEARING - AREA 6



Sidewalk Clearing Area 10

290-0082-011r001
Revised: 2010/07/09

LEGEND

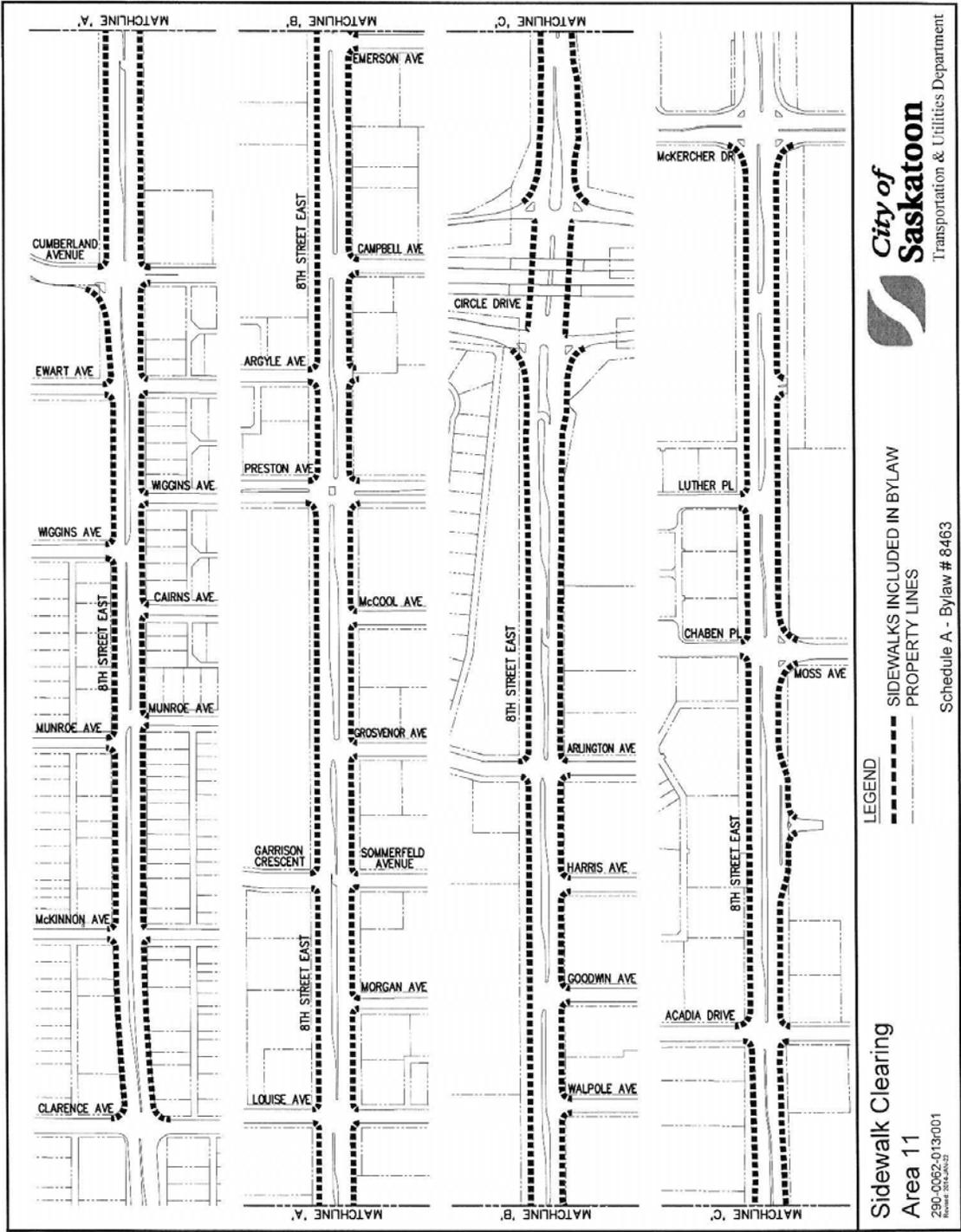
- SIDEWALKS INCLUDED IN BYLAW
- - - - - PROPERTY LINES

Schedule A - Bylaw # 8463



**City of
Saskatoon**

Infrastructure Services Department



Sidewalk Clearing Statistics

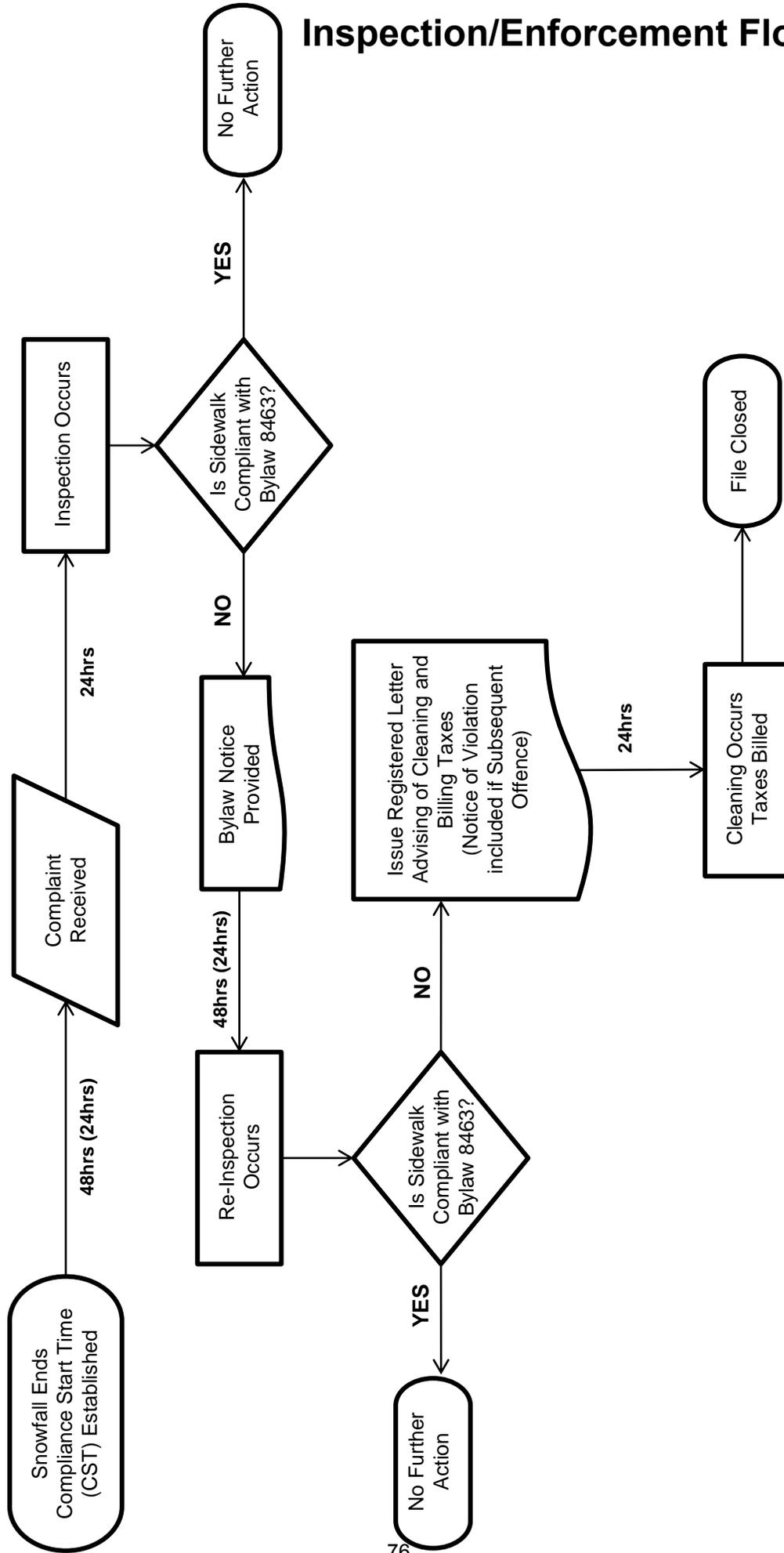
2007-2015

Season	Sidewalk Snow Clearing Complaints	Notice of Non-Compliance Issued (Bylaw Notice)		Remediated (Charged to Taxes)	
		Count	Percentage of Complaints	Count	Percentage of Bylaw Notices
2007/2008	298	39	13%	32	82%
2008/2009	211	18	8%	13	74%
2009/2010	162	13	8%	6	46%
2010/2011	417	63	15%	21	33%
2011/2012	450	53	12%	5	9%
2012/2013	976	379	39%	75	20%
2013/2014	310	138	45%	49	36%
2014/2015	459	209	46%	3	1%
	3283	912		204	

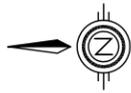
Inspection/Enforcement Flow Chart

Inspection / Enforcement Flow Chart

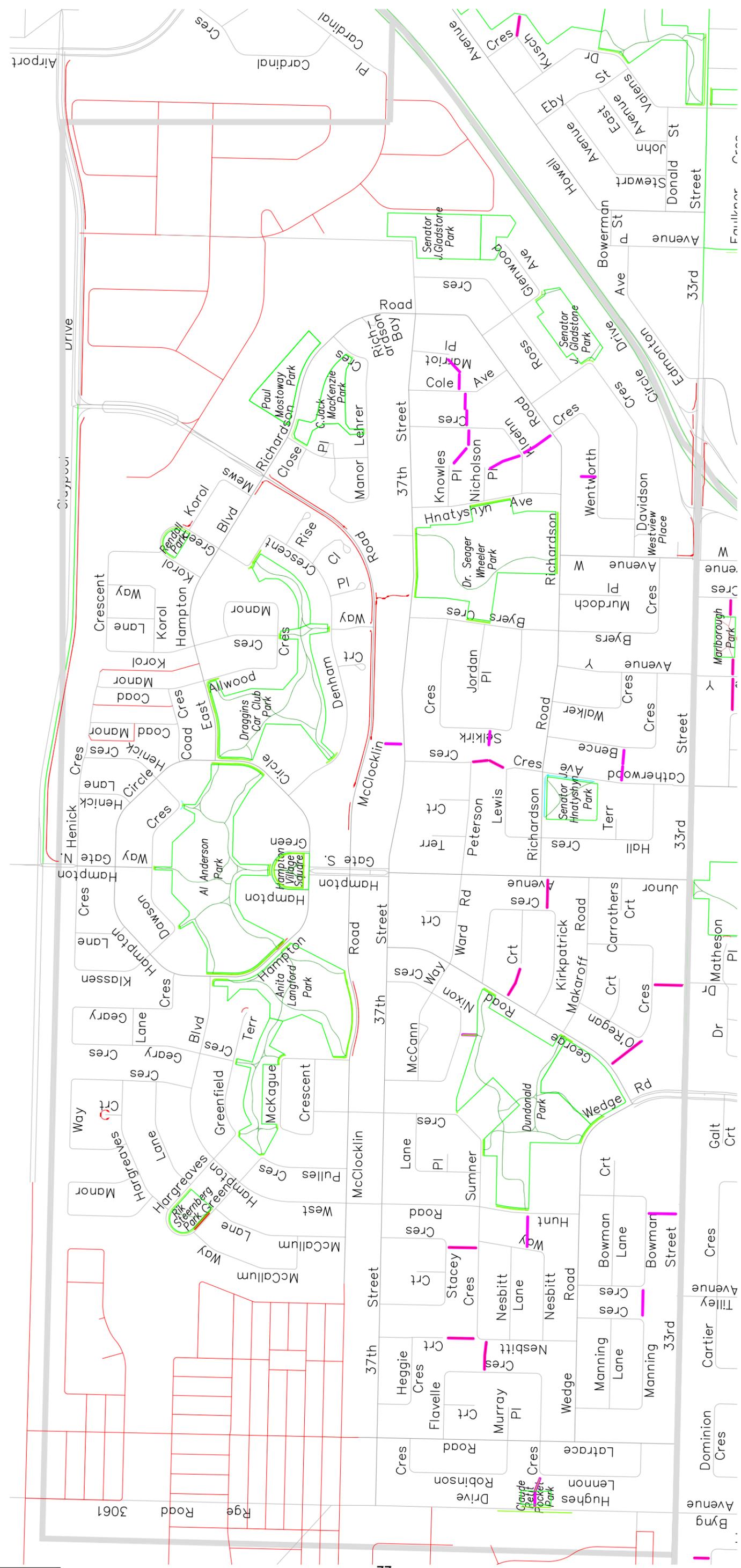
Sidewalk Clearing Bylaw No. 8463



Sidewalks Adjacent to City Property ATTACHMENT 5



REVISED
Aug. 21/15



NO.	DESCRIPTION	DATE	NO.	DATE	BY
10					
9					
8					
7	7. ADDED 2011 SIDEWALK CHANGES	11-11-10			ALN
6	8. PARKS PORTIONS ADDED TO GREEN	11-02-07			ALN
5	9. ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	10-10-06			ALN
4	3. ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-08			MLB
3	2. ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08			MLB
2	1. BASE PLAN	07-11-01			MLB
1					

STAMP	MUNICIPAL ENGINEERING	PUBLIC WORKS
	ENGINEER: _____ DRAWN BY: M.L.B. DATE: 08-01-21 CHECKED BY: _____ DATE: _____	ENGINEER: _____ DRAWN BY: _____ DATE: _____ CHECKED BY: _____ DATE: _____

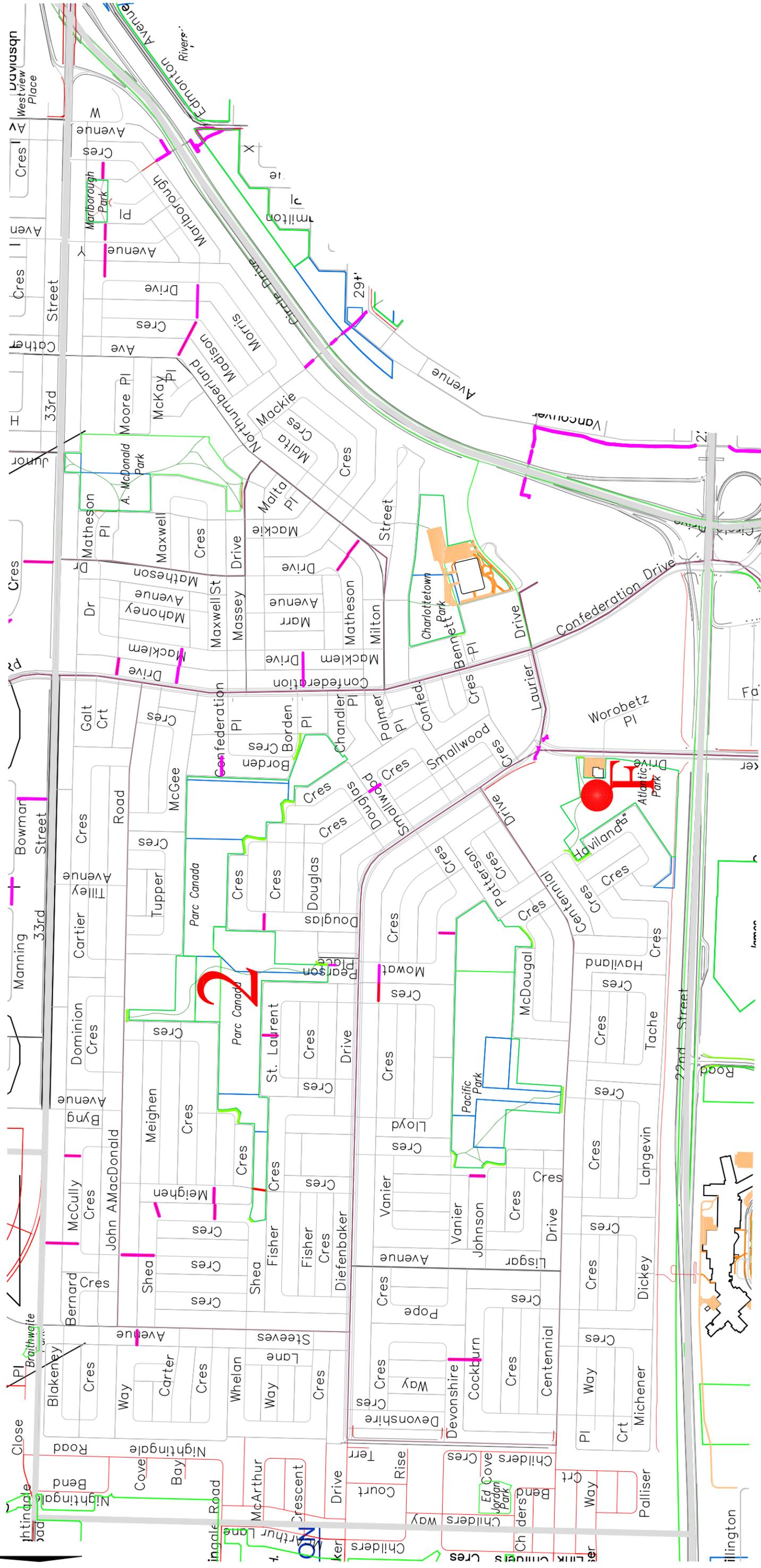
GENERAL MANAGER	DATE	SHEET NO.	PLAN NO.
			AREA 1 r007

SCALES	
HOR. N.T.S.	VERT. _____

SIDEWALK CLEARING	
█ PW SIDEWALKS	█ PARKS SIDEWALKS
█ PW PATHWAYS	█ FACILITIES SIDEWALKS
█ PARKS SIDEWALKS	█ FACILITIES PARKING LOTS

REVISED

Jun. 15/15



NO.	DESCRIPTION	DATE	NO.	BY
1	BASE PLAN	07-11-01	1	MLB
2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08	2	MLB
3	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08	3	MLB
4	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	10-10-10	4	MLB
5	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	10-10-10	5	MLB
6	PARKS PORTIONS MOVED TO GREEN	11-02-07	6	ALN
7	ADDED 2011 SIDEWALK CHANGES	11-11-10	7	ALN
8	ADDED 2011 SIDEWALK CHANGES	11-11-10	8	ALN
9	ADDED 2011 SIDEWALK CHANGES	11-11-10	9	ALN
10	ADDED 2011 SIDEWALK CHANGES	11-11-10	10	ALN

STAMP	
ENGINEER	ENGINEER

MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	ENGINEER	ENGINEER	ENGINEER
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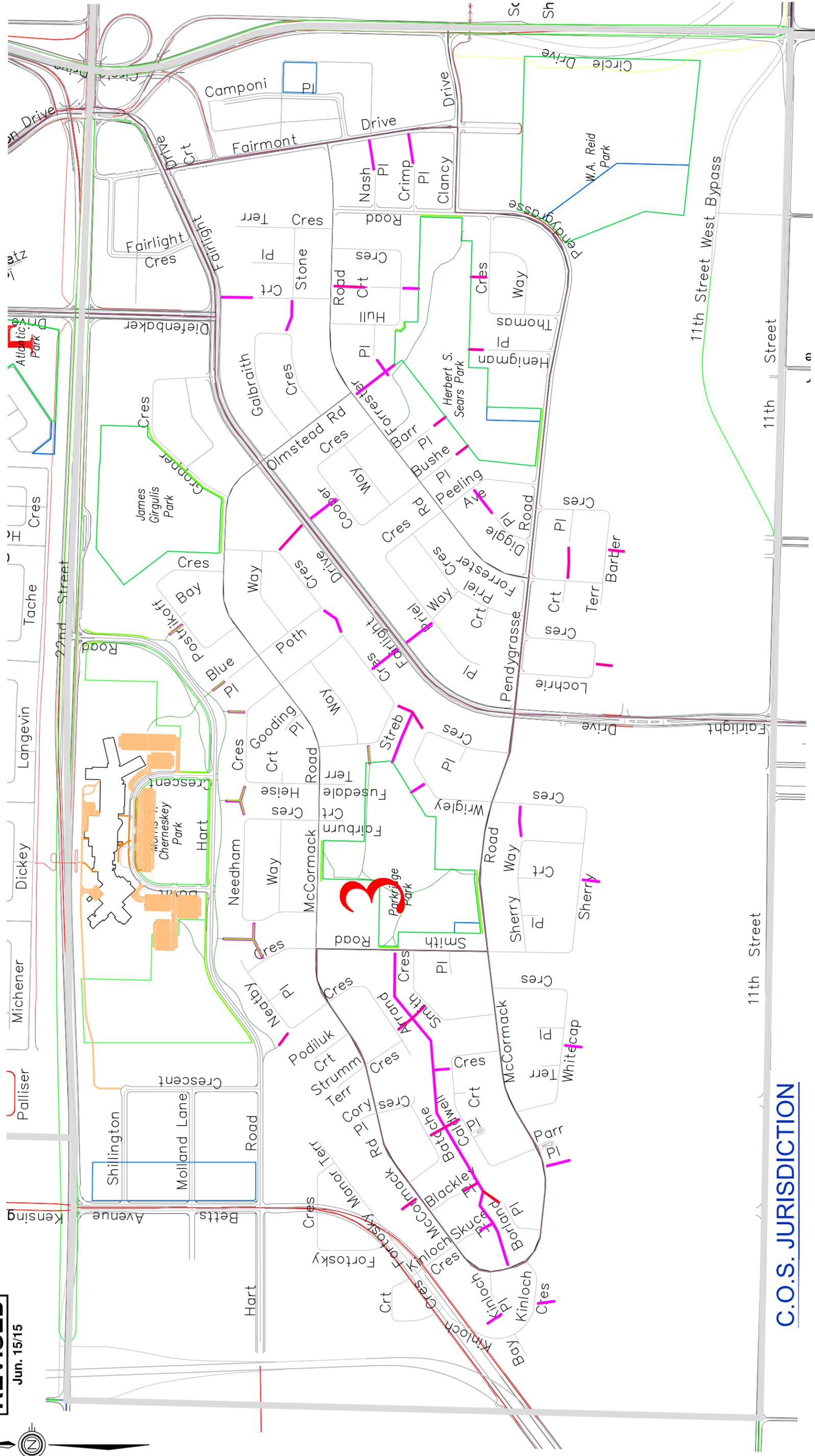
City of Saskatoon
Infrastructure Services Department

SIDEWALK CLEARING	
PW SIDEWALKS	PARKS PATHWAYS
PW PATHWAYS	FACILITIES SIDEWALKS
PARKS SIDEWALKS	FACILITIES PARKING LOTS

GENERAL MANAGER		P. ENG	
SCALES	DATE	SCALE	DATE
HOR. N.T.S.		SHEET NO.	
VERT.		PLAN NO.	AREA 2 r007

REVISED

Jun. 15/15



C.O.S. JURISDICTION

NO.	DATE	REVISIONS	BY
11			
10			
9			
8			
7	11-11-10	ADDED 2011 SIDEWALK CHANGES	AIN
6	11-02-07	PARKS PORTIONS MOVED TO GREEN	AIN
5	10-12-17	REMOVED PORTIONS WHERE PARKS WILL TAKE OVER	AIN
4	09-10-26	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	AIN
3	09-10-19	ADDED 2009 PRIORITY 1 & 2 SIDEWALK CHANGES	MLB
2	09-10-08	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	MLB
1	07-11-01	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	MLB

STAMP

MUNICIPAL ENGINEERING	PUBLIC WORKS
ENGINEER _____	ENGINEER _____
DRAWN BY _____	DRAWN BY _____
DATE _____	DATE _____
CHECKED BY _____	CHECKED BY _____
DATE _____	DATE _____



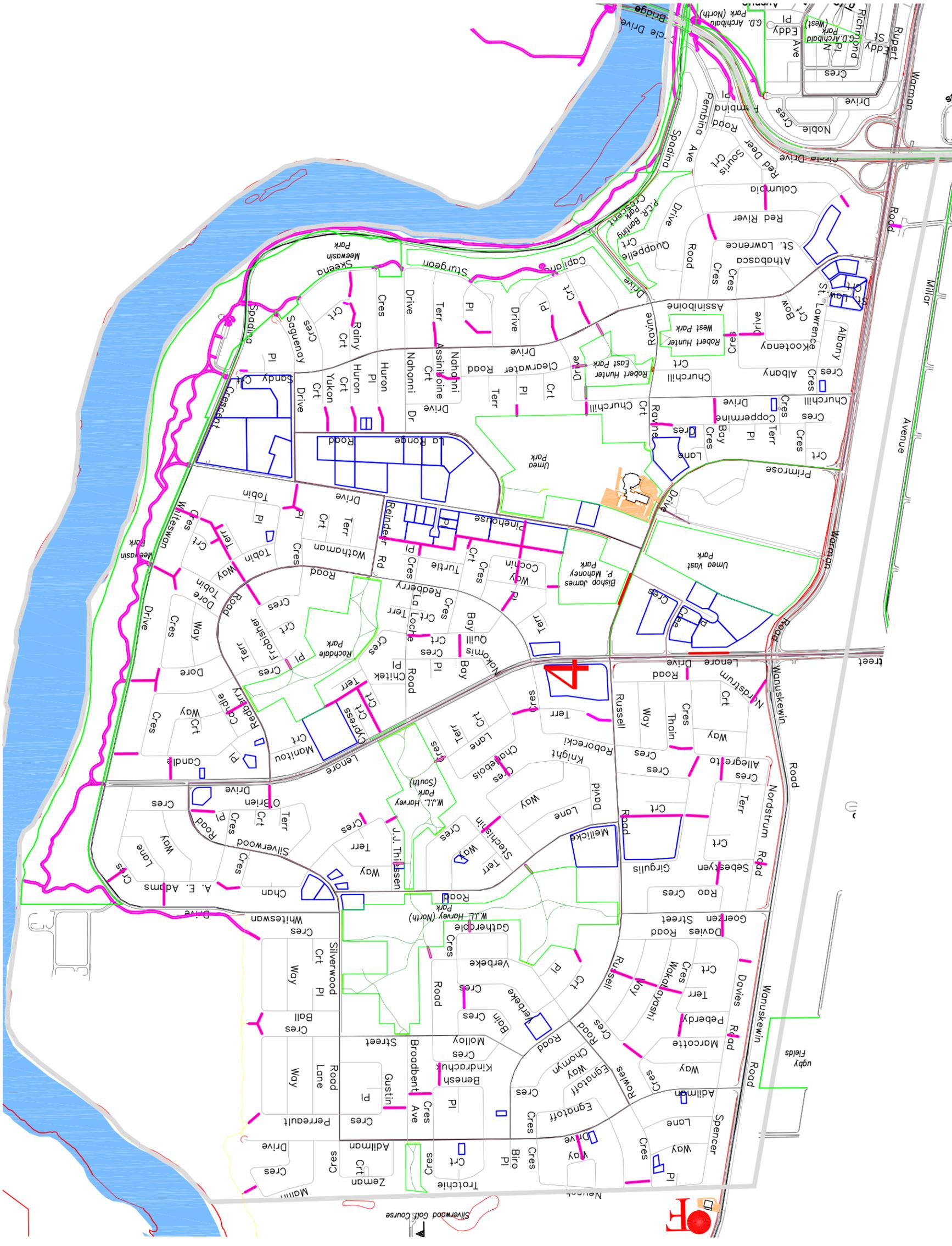
- SIDEWALK CLEARING**
- PW SIDEWALKS
 - PW PATHWAYS
 - PARKS SIDEWALKS
 - PARKS PATHWAYS
 - FACILITIES SIDEWALKS
 - FACILITIES PARKING LOTS

GENERAL MANAGER _____	P. ENG _____
DATE _____	DATE _____
SCALE: _____	SHEET NO. _____
INCH: _____	VERT. _____
PLAN NO. _____	AREA 3 r007



REVISED

Jun. 15/15



NO.	DESCRIPTION	DATE	NO.	REVISIONS	BY
1	BASE PLAN	07-11-01			MLB
2					MLB
3					MLB
4					MLB
5					MLB
6					MLB
7	ADDED 2011 SIDEWALK CHANGES	11-11-10			ALN
8					ALN
9					ALN
10					ALN
11					ALN

STAMP	
ENGINEER	ENGINEER
ENGINEER	ENGINEER
ENGINEER	ENGINEER

MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	ENGINEER	ENGINEER	ENGINEER
ENGINEER	ENGINEER	ENGINEER	ENGINEER
ENGINEER	ENGINEER	ENGINEER	ENGINEER

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DRAWN BY: _____ DATE: _____

CHECKED BY: _____ DATE: _____

SIDEWALK CLEARING

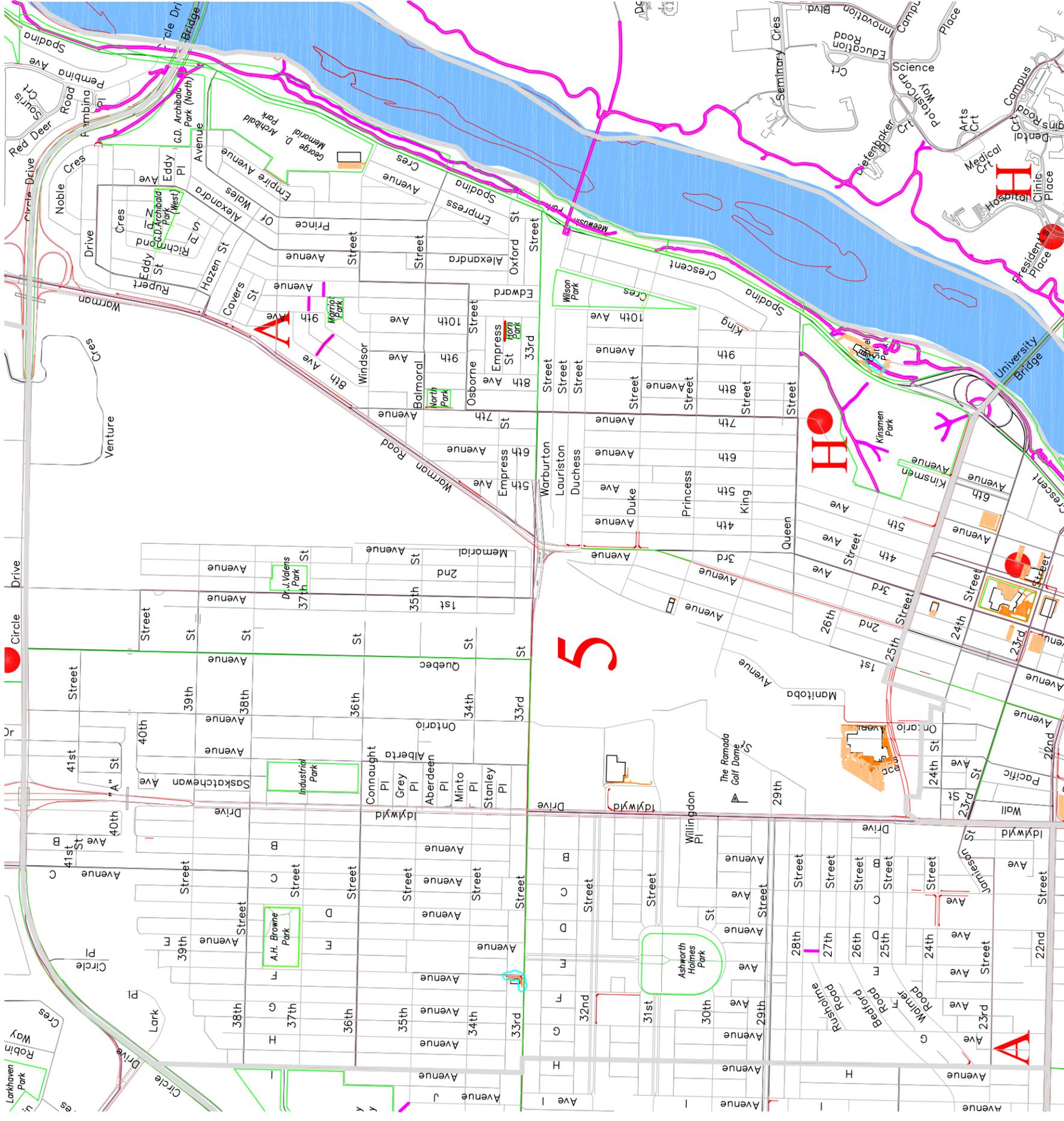
- PW SIDEWALKS
- PW PATHWAYS
- PARKS PATHWAYS
- FACILITIES SIDEWALKS
- FACILITIES PARKING LOTS

City of Saskatoon
Infrastructure Services Department

GENERAL MANAGER _____ P. ENG _____
DATE _____
SHEET NO. _____
SCALE: HORIZ. _____ VERT. _____
PLAN NO. _____ AREA 4 r007



REVISED
Jun. 15/15



NO.	DESCRIPTION	DATE	BY
11			
10			
9			
8			
7	ADDED 2011 SIDEWALK CHANGES	11-11-10	ALN
6	PARKS PORTIONS MOVED TO GREEN	11-02-07	ALN
5	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	10-10-06	ALN
4	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	10-10-09	ALN
3	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08	MLB
2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08	MLB
1	BASE PLAN	07-11-01	MLB

STAMP

ENGINEER	DATE
ENGINEER	DATE

MUNICIPAL ENGINEERING

ENGINEER	DATE
ENGINEER	DATE

City of Saskatoon
Infrastructure Services Department

SIDEWALK CLEARING

- PW SIDEWALKS
- PW PATHWAYS
- PARKS SIDEWALKS
- FACILITIES SIDEWALKS
- FACILITIES PARKING LOTS

GENERAL MANAGER

P. ENG

DATE

SHEET NO.

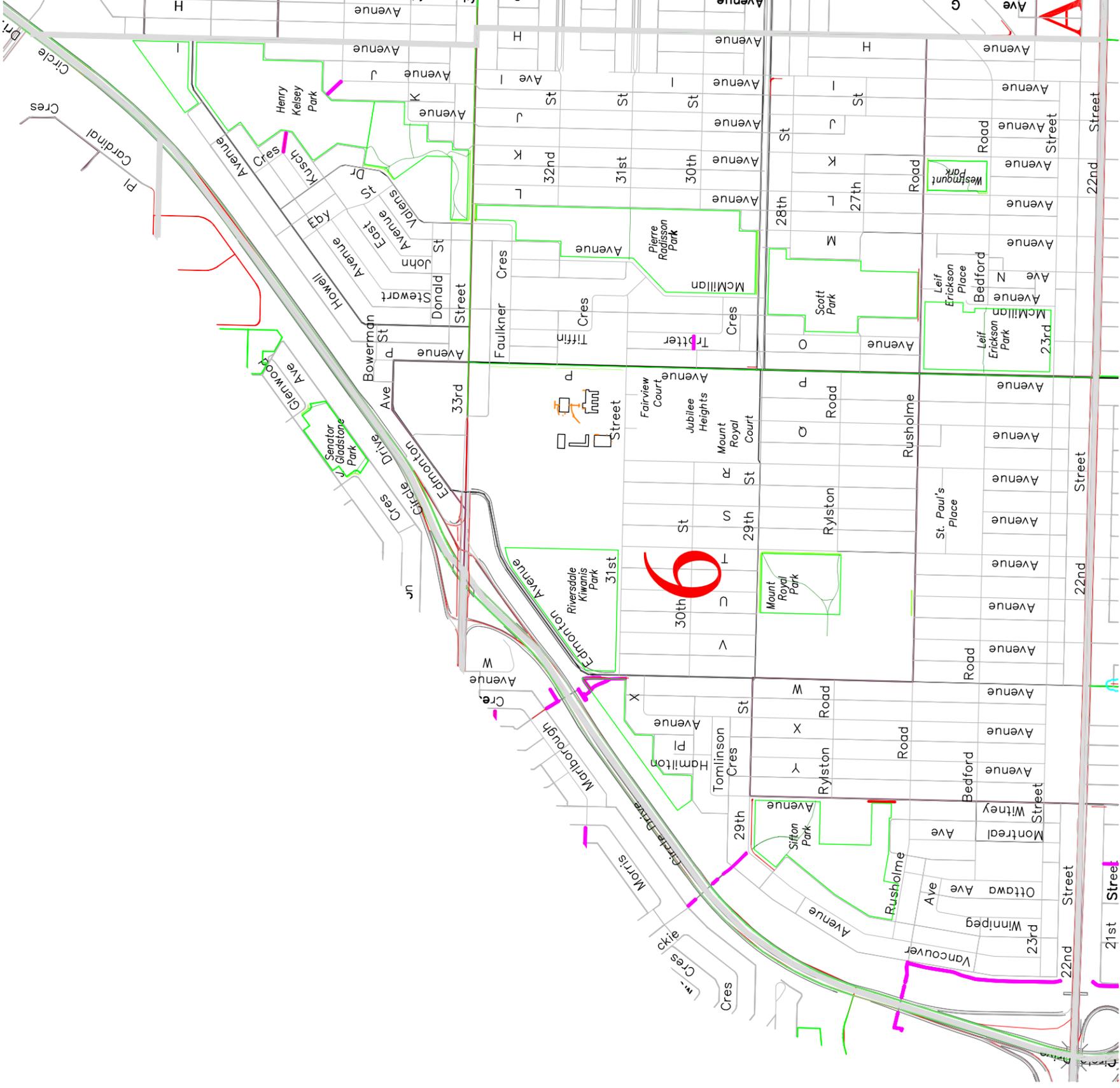
SCALE: HOR. N.T.S. VERT. N.T.S.

PLAN NO. AREA 5 r007



REVISED

Jun. 15/15



NO.	DESCRIPTION	DATE	NO.	REVISIONS	DATE	BY
11						
10						
9						
8						
7	ADDED 2011 SIDEWALK CHANGES	11-11-10	AIN			
6	PARKS PORTIONS MOVED TO GREEN	11-02-07	AIN			
5	REMOVED PORTIONS WHERE PARKS WILL TAKE OVER	10-12-17	AIN			
4	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-26	AIN			
3	ADDED 2009 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-19	MLB			
2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-08	MLB			
1	BASE PLAN	07-11-07	MLB			

STAMP	
ENGINEER	_____
ENGINEER	_____
DRAWN BY	_____
DATE	_____
CHECKED BY	_____
DATE	_____

MUNICIPAL ENGINEERING	
ENGINEER	_____
ENGINEER	_____
DRAWN BY	_____
DATE	08-01-21
CHECKED BY	_____
DATE	_____

PUBLIC WORKS	
ENGINEER	_____
ENGINEER	_____
DRAWN BY	_____
DATE	_____
CHECKED BY	_____
DATE	_____



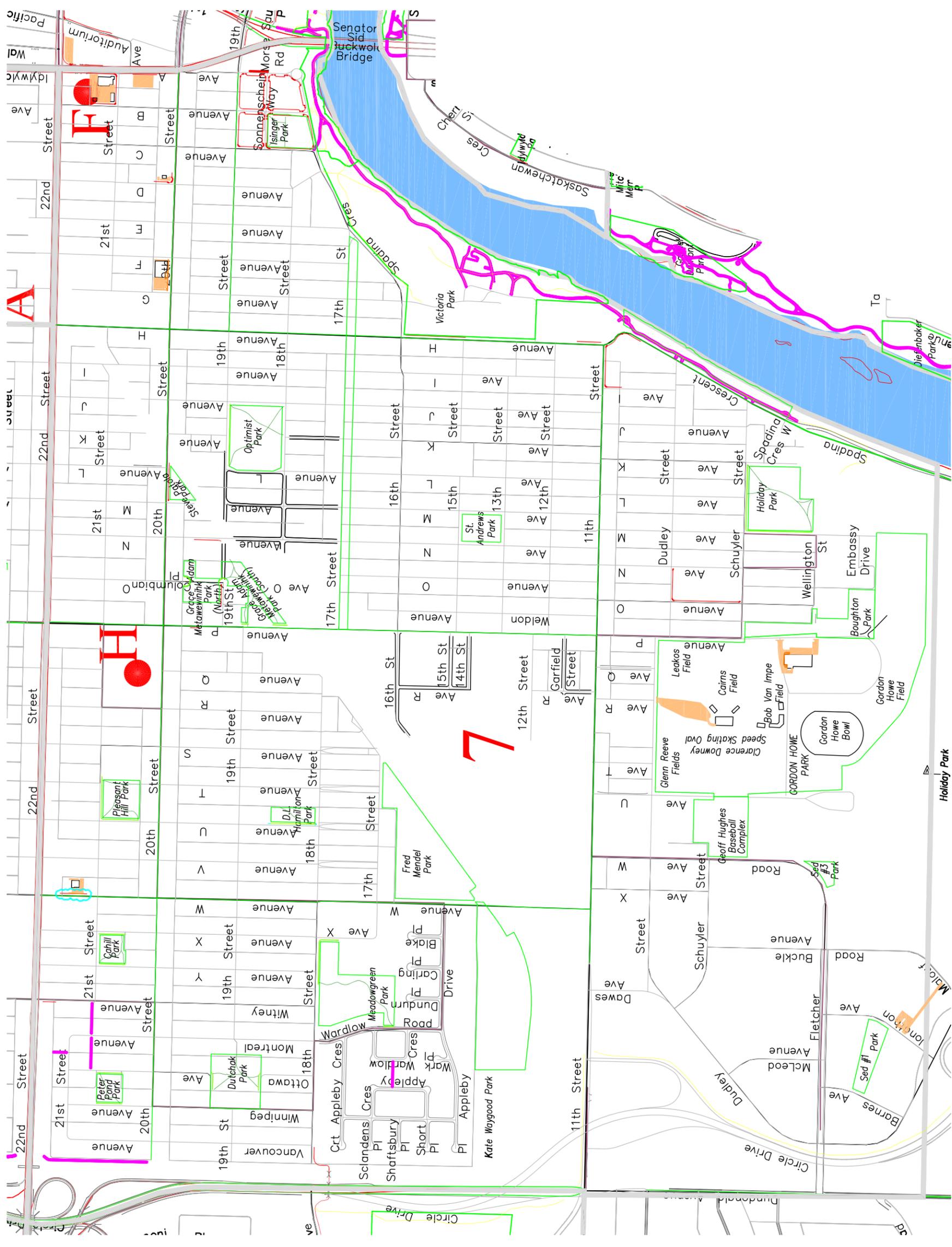
SIDEWALK CLEARING

- PW SIDEWALKS
- PW PATHWAYS
- PARKS SIDEWALKS

- PARKS PATHWAYS
- FACILITIES SIDEWALKS
- FACILITIES PARKING LOTS

GENERAL MANAGER _____ P. ENG _____
 DATE _____
 SHEET NO. _____
 HOOR. N.L.S. _____
 VERT. _____
 PLAN NO. AREA 6 r007

REVISED
Jun. 15/15



NO.	DESCRIPTION	DATE	NO.	REVISIONS	DATE	BY
1	BASE PLAN	07-11-01				
2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-07-21	MLB			
3	ADDED 2009 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-08	MLB			
4	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-19	MLB			
5	REMOVED PORTIONS WHERE PARKS WILL TAKE OVER	10-12-17	AIN			
6	PARKS PORTIONS MOVED TO GREEN	11-02-07	AIN			
7	ADDED 2011 SIDEWALK CHANGES	11-11-10	AIN			

STAMP		MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	DATE	ENGINEER	DATE	ENGINEER	DATE
ENGINEER	DATE	ENGINEER	DATE	ENGINEER	DATE
DRAWN BY	DATE	DRAWN BY	DATE	DRAWN BY	DATE
MLB	08-01-21	MLB	08-01-21	MLB	08-01-21
CHECKED BY	DATE	CHECKED BY	DATE	CHECKED BY	DATE

GENERAL MANAGER	P. ENG	DATE	SHEET NO.

SCALES:	HORIZ. N.T.S.	VERT.	PLAN NO.

AREA 7 R007

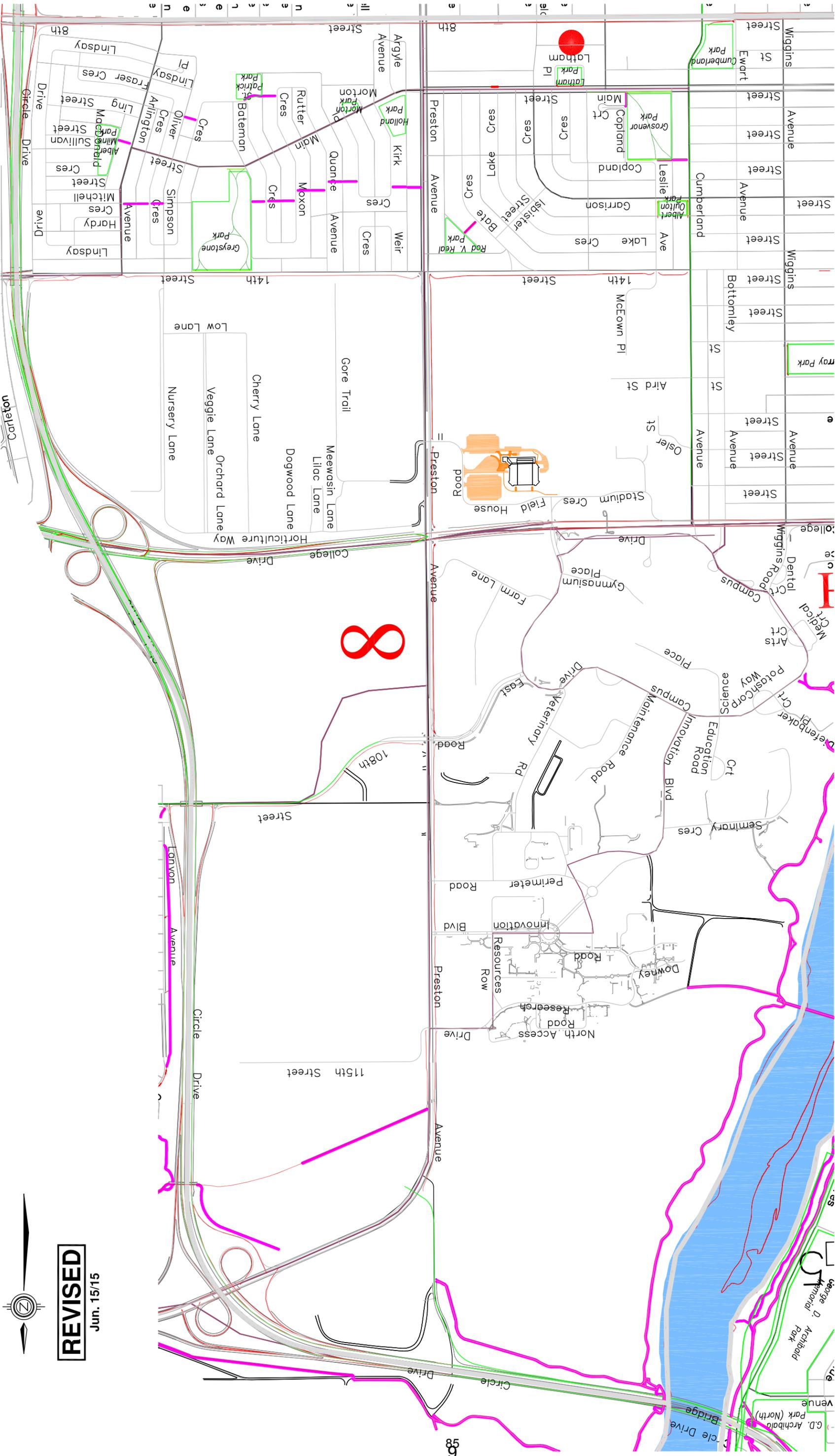


- SIDEWALK CLEARING**
- █ PW SIDEWALKS
 - █ PW PATHWAYS
 - █ PARKS SIDEWALKS
 - █ PARKS PATHWAYS
 - █ FACILITIES SIDEWALKS
 - █ FACILITIES PARKING LOTS



REVISED

Jun. 15/15



NO.	DESCRIPTION	DATE	NO.	REVISIONS	DATE	BY
1	BASE PLAN	07-11-10	1	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-07-21	MLB
2			2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-08	MLB
3			3	ADDED 2009 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-19	MLB
4			4	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-26	MLB
5			5	REMOVED PORTIONS WHERE PARKS WILL TAKE OVER	10-12-17	MLB
6			6	PARKS PORTIONS MOVED TO GREEN	11-02-07	MLB
7			7	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	01-11-11	MLB

MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	DATE	ENGINEER	DATE
MLB	08-01-21		
DRAWN BY	DATE	DRAWN BY	DATE
MLB	08-01-21		
CHECKED BY	DATE	CHECKED BY	DATE

MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	DATE	ENGINEER	DATE
MLB	08-01-21		
DRAWN BY	DATE	DRAWN BY	DATE
MLB	08-01-21		
CHECKED BY	DATE	CHECKED BY	DATE



MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	DATE	ENGINEER	DATE
MLB	08-01-21		
DRAWN BY	DATE	DRAWN BY	DATE
MLB	08-01-21		
CHECKED BY	DATE	CHECKED BY	DATE

MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	DATE	ENGINEER	DATE
MLB	08-01-21		
DRAWN BY	DATE	DRAWN BY	DATE
MLB	08-01-21		
CHECKED BY	DATE	CHECKED BY	DATE

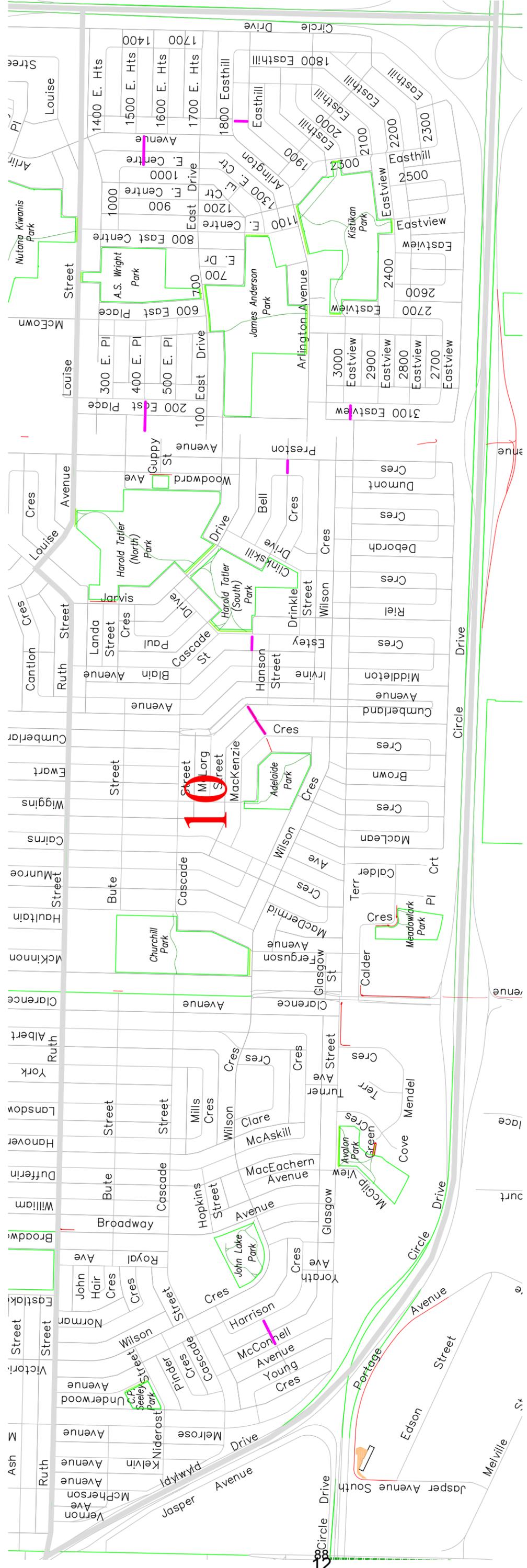
GENERAL MANAGER _____ P. ENG _____
 DATE _____
 SHEET NO. _____
 SCALES: HORIZ. N.T.S. _____
 VERT. _____
 PLAN NO. AREA 8A R007

- SIDEWALK CLEARING**
- PW SIDEWALKS
 - PW PATHWAYS
 - PARKS SIDEWALKS
 - PARKS PATHWAYS
 - FACILITIES SIDEWALKS
 - FACILITIES PARKING LOTS



REVISED

Jun. 15/15



REVISIONS		PUBLIC WORKS		MUNICIPAL ENGINEERING		STAMP	
NO.	DATE	DESCRIPTION	NO.	DATE	NO.	DATE	BY
11							
10							
9							
8							
7	11-11-10	ADDED 2011 SIDEWALK CHANGES	ENGINEER		ENGINEER		
6	11-02-07	PARKS PORTIONS MOVED TO GREEN	ENGINEER		ENGINEER		
5	10-12-17	PARKS PORTIONS WHERE PARKS WILL TAKE OVER	ENGINEER		ENGINEER		
4	10-10-26	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	MLB	08-01-21	MLB	08-01-21	
3	09-10-19	ADDED 2009 PRIORITY 1 & 2 SIDEWALK CHANGES	MLB		MLB		
2	09-10-08	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	MLB		MLB		
1	07-11-01	BASE PLAN	RO		MLB		

SIDEWALK CLEARING

- █ PW SIDEWALKS
- █ PW PATHWAYS
- █ PARKS SIDEWALKS
- █ PARKS PATHWAYS
- █ FACILITIES SIDEWALKS
- █ FACILITIES PARKING LOTS

City of Saskatoon
Infrastructure Services Department

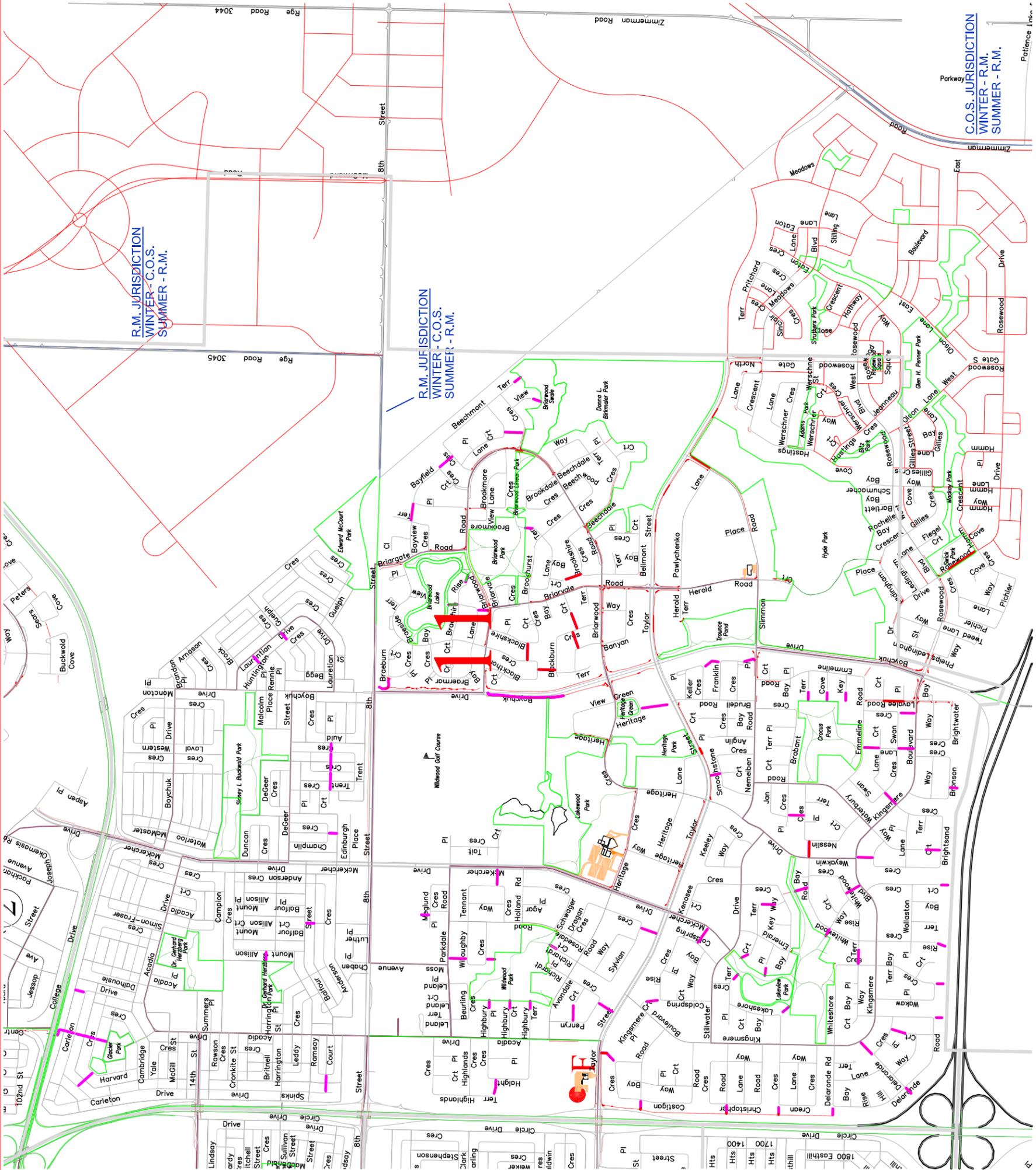
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NO.	DATE	NO.	DATE

PUBLIC WORKS		MUNICIPAL ENGINEERING	
NO.	DATE	NO.	DATE

PUBLIC WORKS		MUNICIPAL ENGINEERING	
NO.	DATE	NO.	DATE

REVISED

Jun. 15/15



GENERAL MANAGER		P. ENG	
DATE		DATE	
SHEET NO.		SHEET NO.	
SCALE: HORIZ. N.T.S.		SCALE: VERT. N.T.S.	
PLAN NO.		AREA 11 r007	

CITY OF SASKATOON Infrastructure Services Department	
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PUBLIC WORKS	
ENGINEER	ENGINEER
DRAWN BY	DRAWN BY
DATE	DATE
CHECKED BY	CHECKED BY
DATE	DATE

MUNICIPAL ENGINEERING	
ENGINEER	ENGINEER
DRAWN BY	DRAWN BY
DATE	DATE
CHECKED BY	CHECKED BY
DATE	DATE

NO.	DESCRIPTION	DATE	BY
7	ADDED 2011 SIDEWALK CHANGES	11-11-10	ALN
6	PARKS PORTIONS MOVED TO GREEN	11-02-07	ALN
5	REMOVED PORTIONS WHERE PARKS WILL TAKE OVER	10-12-17	ALN
4	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	10-10-26	ALN
3	ADDED 2009 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-19	MLB
2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-08	MLB
1	BASE PLAN	07-11-01	MLB

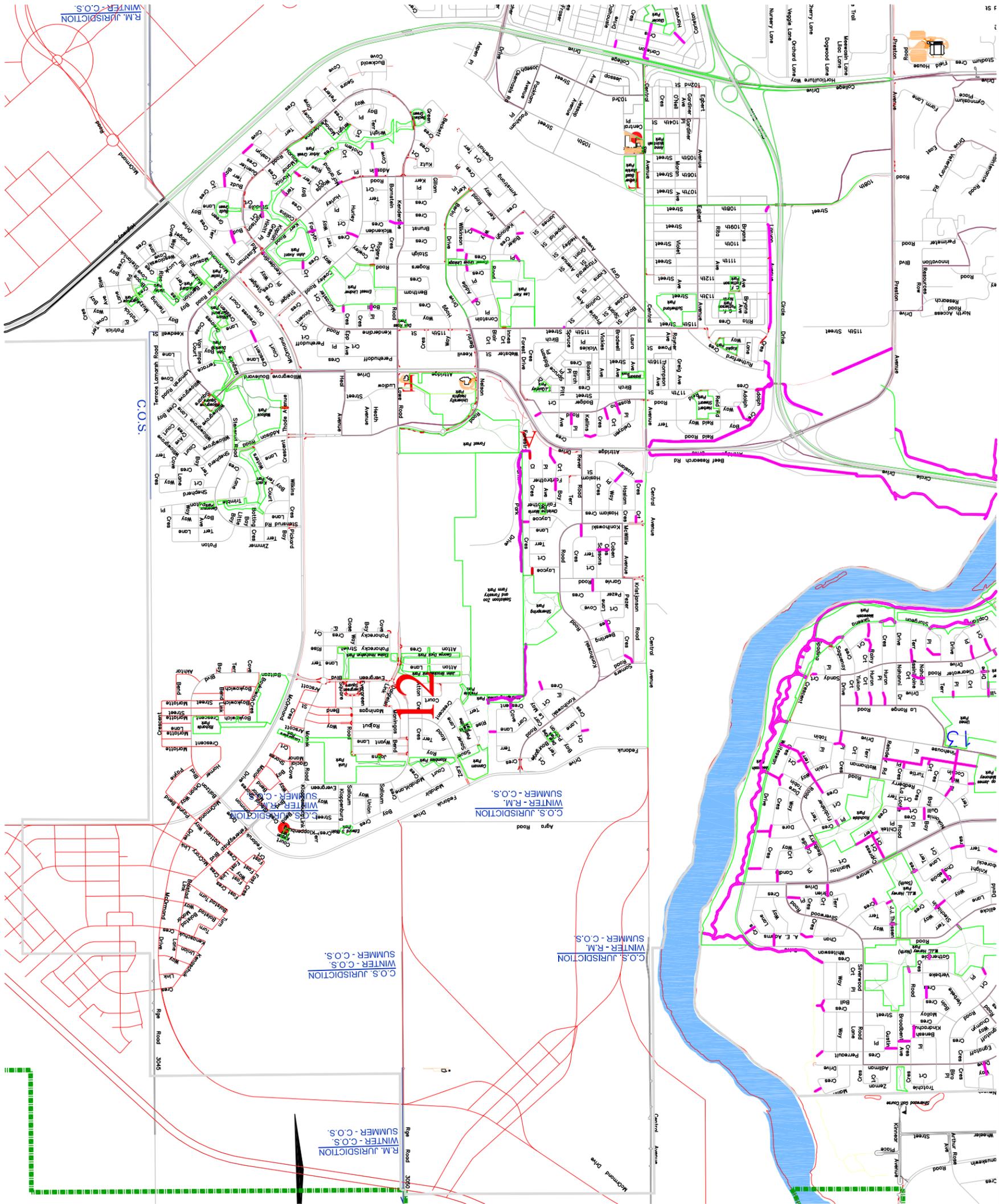
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SIDEWALK CLEARING	
PW SIDEWALKS	PARKS PATHWAYS
PW PATHWAYS	FACILITIES SIDEWALKS
PARKS SIDEWALKS	FACILITIES PARKING LOTS



REVISED

Jun. 15/15



GENERAL MANAGER _____ P. ENG _____
 DATE _____
 SHEET NO. _____
 INCK. N.L.S. _____
 VERT. _____
 PLAN NO. AREA 12 r007

- SIDEWALK CLEARING**
- PW SIDEWALKS
 - PW PATHWAYS
 - PARKS SIDEWALKS
 - PARKS PATHWAYS
 - FACILITIES SIDEWALKS
 - FACILITIES PARKING LOTS

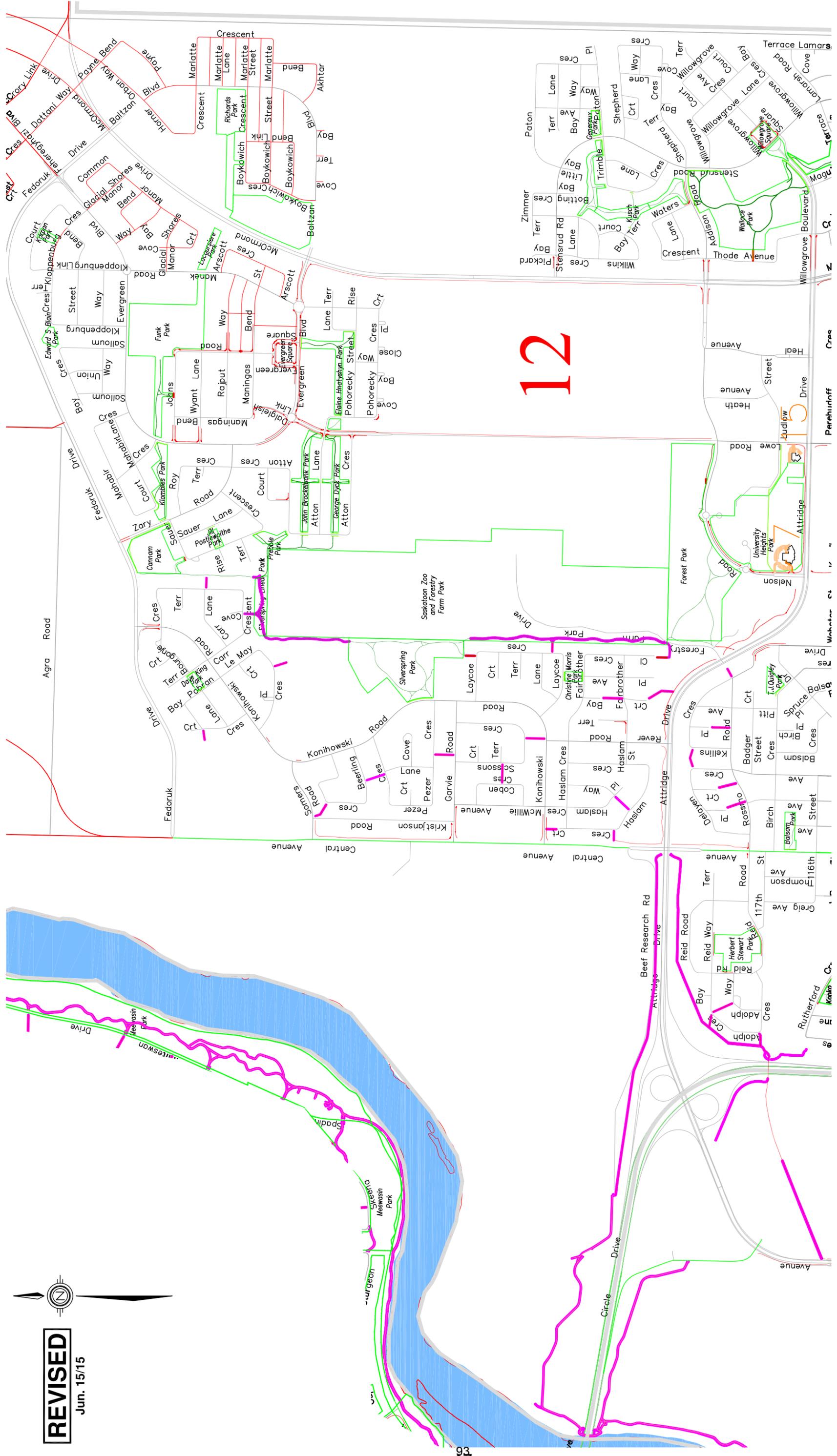


MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	_____	ENGINEER	_____
DRAWN BY	_____	DRAWN BY	_____
DATE	_____	DATE	_____
CHECKED BY	_____	CHECKED BY	_____
DATE	_____	DATE	_____

NO.	DESCRIPTION	DATE	REVISIONS	BY
1	BASE PLAN	07-11-01		MLB
2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		MLB
3	ADDED 2009 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-09		MLB
4	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	10-10-10		ALN
5	REMOVED PORTIONS WHERE PARKS WILL TAKE OVER	10-12-17		ALN
6	PARKS PORTIONS MOVED TO GREEN	11-02-07		ALN
7	ADDED 2011 SIDEWALK CHANGES	11-11-10		ALN

REVISED

Jun. 15/15



NO.	DESCRIPTION	DATE	NO.	REVISIONS	DATE	BY
11						
10						
9						
8						
7	ADDED 2011 SIDEWALK CHANGES	11-11-10	AIN			
6	PARKS PORTIONS MOVED TO GREEN	11-02-07	AIN			
5	REMOVED PORTIONS WHERE PARKS WILL TAKE OVER	10-12-17	AIN			
4	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	10-10-26	AIN			
3	ADDED 2009 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-19	MLB			
2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-08	MLB			
1	BASE PLAN	07-11-01	MLB			

MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	_____	ENGINEER	_____
DRAWN BY	_____	DRAWN BY	_____
DATE	_____	DATE	_____
CHECKED BY	_____	CHECKED BY	_____
DATE	_____	DATE	_____

MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	_____	ENGINEER	_____
DRAWN BY	_____	DRAWN BY	_____
DATE	_____	DATE	_____
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DATE	_____	DATE	_____



City of Saskatoon
Infrastructure Services Department

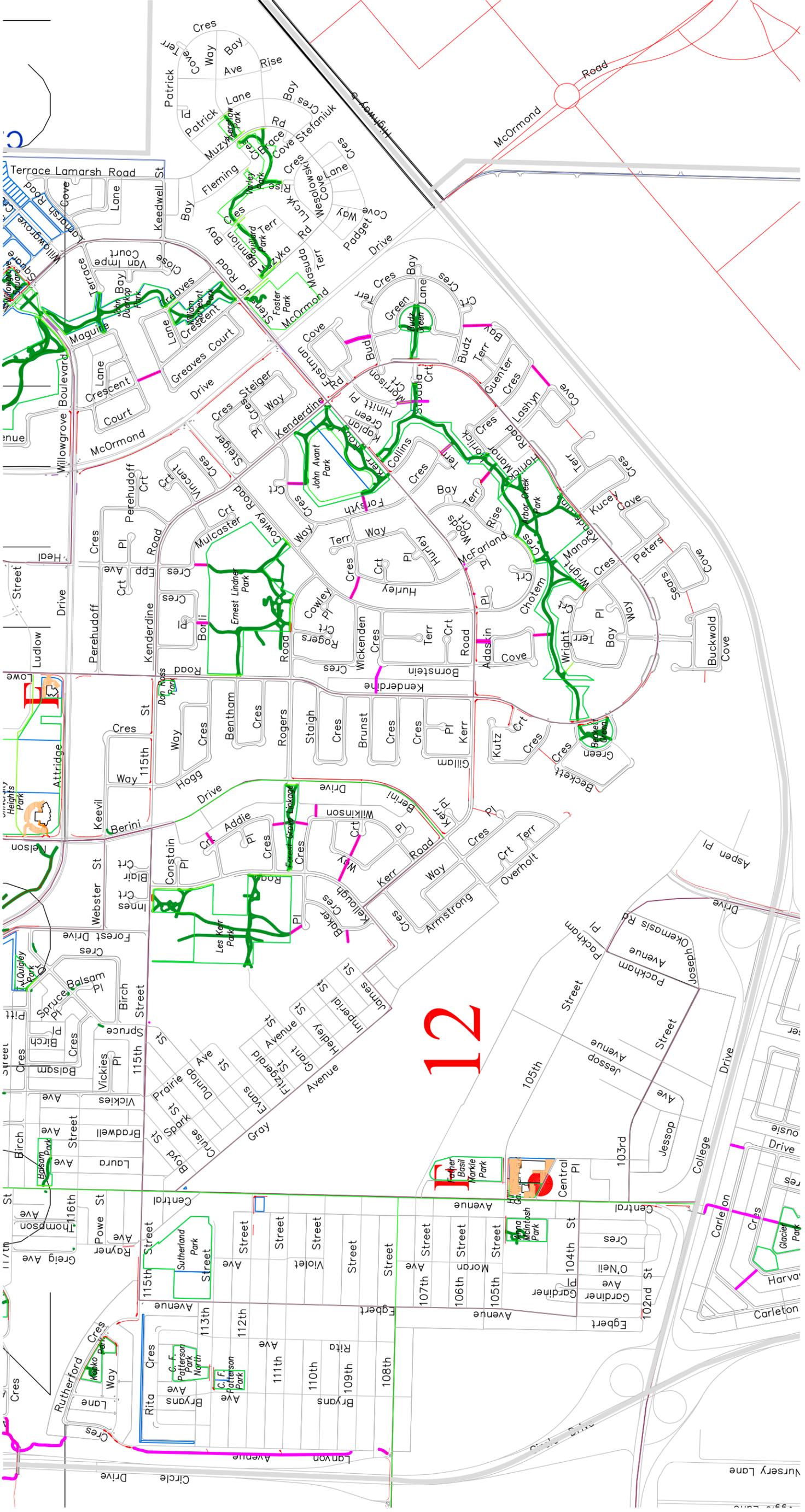
SIDEWALK CLEARING

- PW SIDEWALKS
- PW PATHWAYS
- PARKS SIDEWALKS
- PARKS PATHWAYS
- FACILITIES SIDEWALKS
- FACILITIES PARKING LOTS

GENERAL MANAGER	_____	P. ENG	_____
DATE	_____	DATE	_____
SCALE: HORIZ. N.T.S.	_____	SHEET NO.	_____
SCALE: VERT. N.T.S.	_____	PLAN NO.	AREA 12A R007

REVISED

Jun. 15/15



12

NO.	DESCRIPTION	DATE	NO.	REVISIONS	DATE	BY
11						
10						
9						
8						
7	ADDED 2011 SIDEWALK CHANGES	11-11-10	ALN			
6	PARKS PORTIONS MOVED TO GREEN	11-02-07	ALN			
5	REMOVED PORTIONS WHERE PARKS WILL TAKE OVER	10-12-17	ALN			
4	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	10-10-26	ALN			
3	ADDED 2009 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-19	MLB			
2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-08	MLB			
1	BASE PLAN	07-11-01	RO			

MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	_____	ENGINEER	_____
DRAWN BY	_____	DRAWN BY	_____
DATE	_____	DATE	_____
CHECKED BY	_____	CHECKED BY	_____
DATE	_____	DATE	_____

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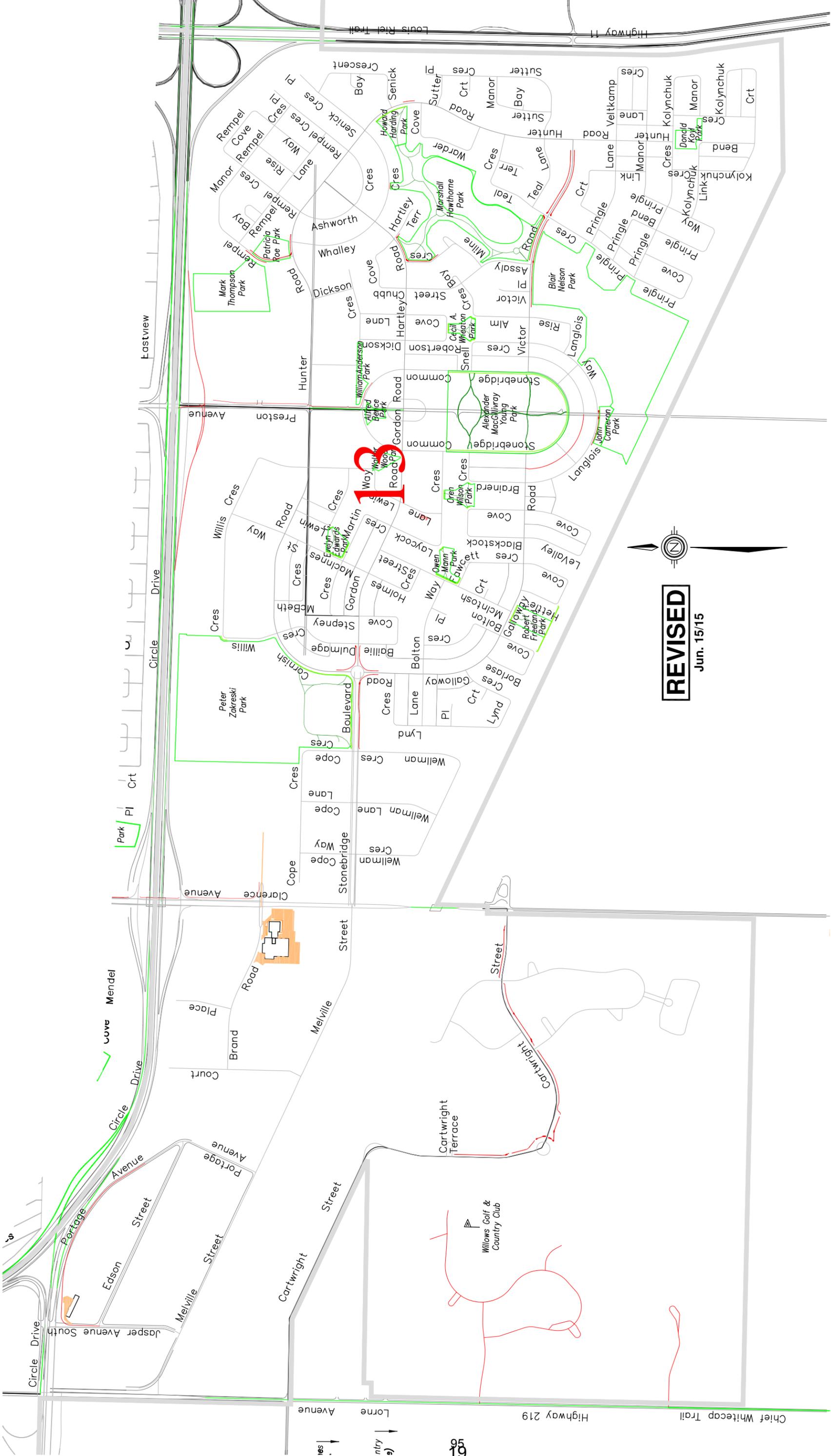
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_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

SCALES		DATE	
HOR.	N.T.S.	_____	_____
VERT.	_____	_____	_____
PLAN NO.	AREA 12B	_____	_____
SHEET NO.	r007	_____	_____



SIDEWALK CLEARING

- PW SIDEWALKS
- PW PATHWAYS
- PARKS PATHWAYS
- FACILITIES SIDEWALKS
- PARKS SIDEWALKS
- FACILITIES PARKING LOTS



REVISED
Jun. 15/15

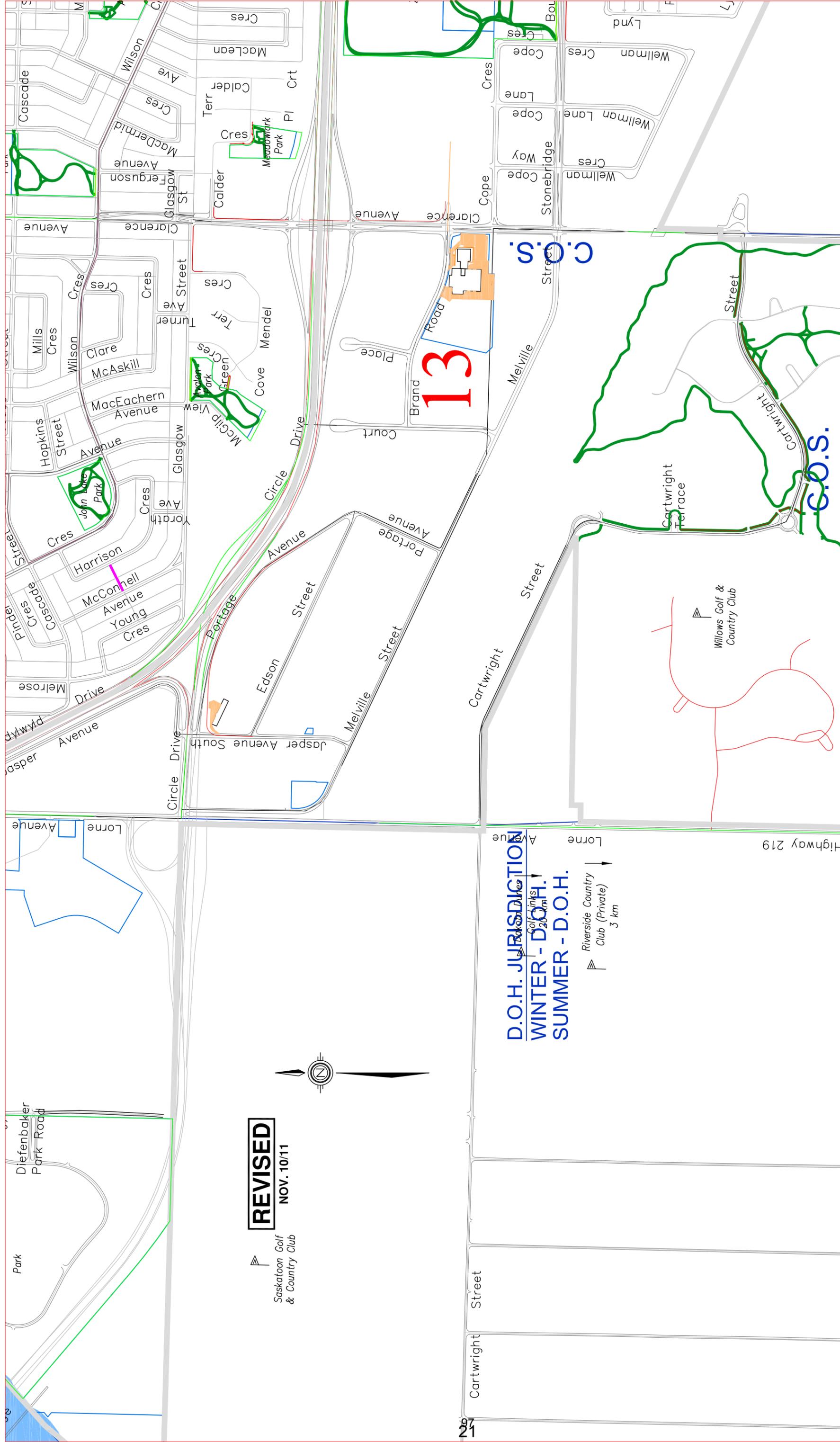
IT	NO.	DESCRIPTION	DATE	NO.	BY
1	1	BASE PLAN	07-11-01		
2	2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		
3	3	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		
4	4	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		
5	5	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		
6	6	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		
7	7	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		
8	8	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		
9	9	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		
10	10	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		
11	11	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	08-10-08		

MUNICIPAL ENGINEERING		PUBLIC WORKS	
ENGINEER	ENGINEER	ENGINEER	ENGINEER
DRAWN BY	DRAWN BY	DRAWN BY	DRAWN BY
DATE	DATE	DATE	DATE
CHECKED BY	CHECKED BY	CHECKED BY	CHECKED BY
DATE	DATE	DATE	DATE

CITY OF SASKATOON	
Infrastructure Services Department	

GENERAL MANAGER	P. ENG
SCALES: 1" = 100'	DATE
HOR. N.T.S.	SHEET NO.
VERT. N.T.S.	PLAN NO.
	AREA 13 r007

- SIDEWALK CLEARING**
- PW SIDEWALKS
 - PW PATHWAYS
 - PARKS SIDEWALKS
 - PARKS PATHWAYS
 - FACILITIES SIDEWALKS
 - FACILITIES PARKING LOTS



REVISED
NOV. 10/11



D.O.H. JURISDICTION
WINTER - D.O.H.
SUMMER - D.O.H.

Riverside Country Club (Private)
3 km

Willows Golf & Country Club

		SIDEWALK CLEARING <ul style="list-style-type: none"> PW SIDEWALKS PW PATHWAYS PARKS SIDEWALKS PARKS PATHWAYS FACILITIES SIDEWALKS FACILITIES PARKING LOTS 		GENERAL MANAGER _____ P. ENG _____ DATE _____ SHEET NO. _____ INCH. N.T.S. _____ VERT. _____ PLAN NO. _____ AREA 13B r007
MUNICIPAL ENGINEERING ENGINEER _____ ENGINEER _____ DRAWN BY _____ DATE _____ CHECKED BY _____ DATE _____		PUBLIC WORKS ENGINEER _____ ENGINEER _____ DRAWN BY _____ DATE _____ CHECKED BY _____ DATE _____		
REVISIONS		STAMP		
NO.	DESCRIPTION	DATE	BY	
11				
10				
9				
8				
7	ADDED 2011 SIDEWALK CHANGES	11-11-10	ALN	
6	PARKS PORTIONS MOVED TO GREEN	11-02-07	ALN	
5	REMOVED PORTIONS WHERE PARKS WILL TAKE OVER	10-12-17	ALN	
4	ADDED 2010 PRIORITY 1 & 2 SIDEWALK CHANGES	10-10-26	ALN	
3	ADDED 2009 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-19	ALN	
2	ADDED 2008 PRIORITY 1 & 2 SIDEWALK CHANGES	09-10-08	MLB	
1	BASE PLAN	07-11-01	RO	

Extension of Owner's Engineering Services for the Circle Drive South Project

Recommendation

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

1. That the extension for \$600,000 for the Owner's Engineering Services from Stantec Consulting Ltd. for the Circle Drive South Project be approved; and
2. That the City Solicitor be requested to amend the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

Administration is seeking City Council approval to extend the Owner's Engineering Services from Stantec Consulting Ltd. (Stantec) for the Circle Drive South Project.

Report Highlights

1. Stantec was awarded the Owner's Engineering Services contract for the Circle Drive South Project following a competitive bid process in 2008.
2. Due to additional work being included in the scope of the project, as well as the project being delayed, costs have increased to the Owner's Engineering Services contract price.
3. Administration is seeking an increase/extension to the contract, as per civic policy, to pay for this additional work.

Strategic Goal

The Circle Drive South Project supports the strategic goal of Moving Around. This Project will help support the long-term strategy of creating an optimal flow of people and goods in and around the city.

Background

At its meeting held on December 15, 2008, following a competitive bid process, City Council approved the contract with Stantec for the Owner's Engineering Services for the Circle Drive South Project. At that time, the contract amount was estimated on a yearly basis, as the scope of work was evolving.

Report

The Circle Drive South Project included ten kilometres of roadways, three railway overpasses, five roadway overpasses, and a new crossing of the South Saskatchewan River. Construction started in spring 2010, with the project scheduled to open September 30, 2012 but was delayed to July 31, 2013.

Stantec is the City's Owner's Engineer who:

- Assisted the Administration in setting up the documentation and process for the design-build tenders;
- Assisted in meeting the requirements for the agreements with the federal and provincial governments;
- Performed contract administration;
- Conducted design review; and
- Provided quality assurance and control of the design-build contract.

Due to the following reasons, the City extended the contract with Stantec:

- Additional inspection work was required due to the delay in contract completion;
- In this Design Build project, the City required additional inspections by Stantec for quality assurance throughout the Project;
- Geotechnical fees were not included in the original Stantec proposal and were added to the commission;
- Stantec was used for the Owner's Engineering work on the Preston Avenue interchange. The interchange was added to the Project after the original contract bid price came in substantially lower than expected;
- Stantec was used for the Engineering Design and Procurement for the Holiday Park Industrial work. This work included the new Dawes Avenue, the new intersection at 11th Street, the revised Malouf Road, and a new multi-use pathway;
- Stantec conducted preliminary design for the proposed berm south of Montgomery Place as part of the Civic Operation Centre project.

Additional on-going work is still required from Stantec, including:

- Stantec was and will be used extensively during the claim process;
- Stantec performing final inspections for two-year warranty work;
- Deficiency oversight;
- Reviewing all as-built drawings for compliance, engineering analysis for outstanding work, and finalizing the reports for Transport Canada and the City.

Options to the Recommendation

An alternative would be to not fund the extension of services. This is not recommended, as Stantec is in the best position to assist the City during the final stages of the project and outstanding claims.

Financial Implications

Administration requires approval from City Council to increase the budget of Stantec's contract. Contracts extended by more than 25% require approval of City Council, and that level has now been reached.

The approved total contract amount is \$5.8M, and consulting costs have now reached \$7.2M. As per Civic Policy A02-027, City Council approval is needed to extend the contract and continue with the work, at an additional cost of \$600,000. The new

Extension of Owner's Engineering Services for the Circle Drive South Project

contract limit for Stantec will total \$7.8M. This amount will be funded from Capital Project #993 - Circle Drive South Project.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The work being conducted by Stantec should be completed by approximately the end of 2016.

Public Notice

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

Report Approval

Written by: Doug Drever, Project Director
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

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