

**PUBLIC AGENDA
SASKATOON BOARD OF POLICE COMMISSIONERS**

Thursday, April 20, 2017, 12:00 pm
Committee Room A, Second Floor, City Hall
COMMISSIONERS:

Commissioner D. Brander, Chair
Commissioner Mayor C. Clark
Commissioner D. Hill
Commissioner C. Inglis-McQuay
Commissioner M. Loewen

Pages

1. MINUTES/DELEGATIONS/PRESENTATIONS

1.1 Call to Order

1.2 Confirmation of Agenda

Recommendation

That the agenda be confirmed as presented.

1.3 Adoption of Minutes

Recommendation

That the minutes of regular meeting of the Board of Police Commissioners held on March 9, 2017 be adopted.

1.4 Delegations

1.5 Chair's Report

1.6 Chief's Report

- 2017 Budget Adjustments - Provincial Budget Impact

1.7 Environmental Scan

2. CORRESPONDENCE/CITY COUNCIL REFERRALS

- 2.1 **Communication and Request to Speak - Julia Adamson - Richard St. Barbe Baker Afforestation Area** 5 - 10

Submission attached.

Recommendation

That the information be received.

- 2.2 **City Solicitor's Office - Police Services Agreement - The Saskatoon Board of Police Commissioners and Yellow Quill First Nation** 11 - 16

The letter and agreement are attached.

Recommendation

1. That the Police Services Agreement be approved; and
2. That the Chair and the Secretary of the Board be authorized to execute the agreement.

- 2.3 **Council Referral - Inquiry - Councillor M. Loewen (June 27, 2016) Establishment of Mid-Block Crosswalk in front of Aden Bowman Collegiate** 17 - 59

A resolution package is attached.

City Council resolved, in part, on March 27, 2017, "that the Board of Police Commissioners be requested to consider extra enforcement at this location".

Recommendation

That the matter be referred to the Saskatoon Police Service.

- 2.4 **City Council Resolution - Additional Civilian Members - Board of Police Commissioners**

On March 27, 2017, City Council resolved:

1. That two additional members-at-large be added to the composition of the Board of Police Commissioners beginning January 1, 2018; and
2. That the City Solicitor be instructed to make the necessary amendments to *The Saskatoon Board of Police Commissioners Bylaw*.

2.5 City Council Resolution - Review of Fees - Bylaw No. 7604 - The False Alarm Fees Bylaw, 1997

On March 27, 2017, City Council resolved:

1. That an amendment to Bylaw No. 7604, *The False Alarm Fees Bylaw, 1997* so as to increase the fee for response to a false alarm from \$75.00 to \$100.00, plus applicable taxes, be approved; and
2. That the City Solicitor be requested to prepare the necessary amendment to Bylaw No. 7604.

Recommendation

That the information be received.

3. ROUTINE/STATISTICAL REPORTS

3.1 2016 Annual Report of the Crime Free Multi-Housing (CFMH) Program 60 - 72

A presentation will be provided.

Recommendation

That the report be received and forwarded to City Council for its information.

4. RESPONSES TO BOARD REFERRALS

5. OTHER

5.1 Child Centre Relocation - Capital Project Funding 73 - 76

Report attached.

Recommendation

1. That relocation of the Child Centre be approved; and
2. That a report be forwarded to City Council recommending approval of the transfer of \$110,000 from the Saskatoon Police Service Capital Renovations Reserve to fund the renovations of the new location for the Child Centre.

5.2 Saskatchewan ICE Unit - LACE Server Capital Project Funding 77 - 79

Report attached.

Recommendation

1. That the request for purchase of a hardware server platform as described in the report of the Chief of Police dated April 1, 2017, be approved; and
2. That a report be forwarded to City Council recommending approval of the capital expenditure from the Saskatoon Police Service 2017 Capital Budget.

5.3 Appointment of Chair and Vice Chair - The Retirement Plan for Employees of the Saskatoon Board of Police Commissioners

At the last meeting the Board considered the nomination of Commissioner Loewen as Chair and Mr. Dan Tkatchuk as Vice Chair.

The Board subsequently resolved that consideration of the matter be deferred pending determination whether Mr. Dan Tkatchuk is interested in serving as Chair.

Recommendation

That the Board provide direction.

6. BOARD INQUIRIES

7. ADJOURNMENT

From: Web E-mail - City Clerks
Sent: March 30, 2017 11:45 AM
To: Fast, Joyce (Clerks)
Subject: FW: Saskatoon's Board of Police Commissioners

Suzanne
(306)975-2777

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

From: D J Adamson [mailto:djadamson@sasktel.net]
Sent: March 30, 2017 11:44 AM
To: Web E-mail - City Clerks <City.Clerks@Saskatoon.ca>
Subject: Re: Saskatoon's Board of Police Commissioners

City of Saskatoon
Office of the City Clerk
222-Third Avenue North
Saskatoon Sask
S7K 0J5

306 975 3240

Joanne Sproule, City Clerk, Municipality of Saskatoon Saskatchewan

I, Julia Adamson, am requesting the opportunity to address the Board, with a presentation in regards to the following matter;

To the attention of

- * Ms. Darlene Brander, Chair
- * His Worship Mayor Charlie Clark
- * Councillor Darren Hill
- * Councillor Mairin Loewen
- * Ms. Carolanne Inglis-McQuay

Upon attending a community meeting Wednesday evening, March 29 at 7:00 p.m. a need arose among the matters under discussion to present the issue before the Board of Police Commissioners. As the function of the Commission is to provide policing service, to maintain a reasonable standard of law enforcement, and to provide adequate and reasonable facilities as required, the various group representatives at the meeting felt that such standards were in need of a discussion in regards to the SW sector of Saskatoon. At the meeting representatives from Ducks Unlimited, SOS Elms Coalition, Saskatoon Nature Society, the Honourable Member of Parliament Sheri Benson, councillor Hilary Gough

of ward 2, Mount Royal Community Association, Montgomery Park Community Association, Cedar Villa Estates, Rural Municipality of Corman Park, North East Swale Watchers, West Swale watchers, Stewards of the Richard St. Barbe Baker Afforestation Area, the SW off leash recreation area city liaison, Meewasin Valley Authority, Fatbike Fatlanders Brigade, Casual Off leash dog walkers, Jane's Walk, YWCA, Saskatchewan Environmental Society, Nature Saskatchewan came together to discuss the City of Saskatoon Urban Regional Parks, the Richard St. Barbe Baker Afforestation Area, the Afforestation Area formerly known as George Genereux Park, in the West Swale, and located in close proximity to Ducks Unlimited Chappell Marsh Conservation Area and Cedar Villa Estates of the RM of Corman Park 344.

Illegal trespass by vehicles in an urban park, environmental devastation done by vehicles in a park and to the trees, environmental devastation done by vehicles to a wetlands, illegal trespass and activities by prostitution and drug users, illegal activity by party folk who bang at the doors of citizen residents in the Cedar Villa Estates at all ungodly hours of the morning, shooting of a firearm in a park, illegal dumping of refuse in a park including substances which are environmentally hazardous, vehicles driving through personal private residential property were some of the violations which arose at the meeting which citizen park users themselves observed. The discussion stated, that the areas of the afforestation areas now barricaded by Jersey Barriers, fence and gate, are less prone to these problems, the illegal dumping, illegal trespass, illegal activity has virtually disappeared in those zones, yet there is still an area non-barricaded where the problems are rampant. The members at the meeting also realized that education was paramount. When illegal trespass by 4x4, ATV or snowmobile occurred, and the vehicle stops to talk to walkers on the same path, invariably, time and again, if the driver is informed that the area they are in is an afforestation area ie city owned green space or park, with a huge fine for illegal trespass by motorized vehicle, they are very civil, and understanding, explaining that they were under the impression that the area was vacant land, and that they would forthwith leave and vacate the premises if directions were given to the proper way out.

A new concept arose; a community education programme through a variety of community associations and at the citizen level was thought to be a good idea in conjunction with a media drive in this regard to open up channels of education. Another route enhancing education would be signs at the main entrances - i.e. the west side of Richard St. Barbe Baker Afforestation area near SK Hwy 7 ~ as that is where a major amount of illegal entry and trespass occurs, and with perhaps a secondary sign posted in the RM of Corman Park 344 at the "back alley" entrance behind Cedar Villa Estates along Cedar Villa Road. Barricading the quick and easy access at the west entrance near SK hwy 7 via a gate would also be beneficial it was thought.

Another sweet concept would be to provide the Richard St. Barbe Baker Afforestation area and the Afforestation Area formerly known as George Genereux Park with a civic address. it is hard to make a call to the emergency personnel stating that the violation is occurring in a forest somewhere. It would be much more effective to say the violation is occurring at the forest XXX Cedar Villa Road for the SW OLRA or the violation is occurring at YYY Cedar Villa Road for the afforestation area between the SW OLRA and the Civic Operations Centre. or to say that the call is at ZZZ Cedar Villa Road for the access at SK Hwy 7 to Richard St. Barbe Baker Afforestation Area, or that they should come to XYZ something road for the Afforestation area formerly known as George

Genereux Park. It should not be a huge expenditure to find a civic address for these locations and place a placard with the address up for citizens.

If the Richard St. Barbe Baker Afforestation Area has two main access points - the west side by Sk Hwy 7 and the back alley by Cedar Villa Estates along Cedar Villa Road, what is the protocol for the civic address naming of two entrance ways to the same location?

Rural emergency personnel and rural residents are more familiar with the current legal address which is

* Richard St. Barbe Baker Afforestation Area Parts Section 22 and SW 23 township 36 range 6 west of the third meridian. (East of the CN overpass on SK Highway 7)

* Un-named City of Saskatoon Afforestation Area. Part south of CN Chappell yards SE section 23-36-6-W3 west of SW OLRA and east of COC.

* In 1960, part of NE 21-36-6 W3 (West of the CN overpass on SK Highway 7) was purchased by the City, planted in 1972, preserved in perpetuity as an afforestation area. Named in 1978-1979 "George Genereux Park (Urban Regional Park)" by City Council, this namesake ~ George Genereux~ was removed at this afforestation area for use at a different city pocket park. So the quarter section of land NE 21-36-6 W3 is the Afforestation Area formerly named George Genereux Urban Regional Park

(This above naming or lack of naming is being addressed as well through the City of Saskatoon Naming Advisory Committee concurrently in a separate letter.)

What a momentous and awesome result has been occurring in that east side of the afforestation area east of the SW OLRA near the Civic Operations Center, is is very safe, pleasant and has been very very much without incident in comparison to the very far west side of the Richard St. Barbe Baker Afforestation area behind Cedar Villa Estates and near SK Hwy 7. The "gently used" Jersey Barriers appear to be doing a remarkable and effective job in this location combined with the increase of SW OLRA users. It is truly night and day, and so very much appreciated by many of the people at the meeting.

The Afforestation Area formerly known as George Genereux Park obviously has environmental damages due to trash dumping and illegal trespass however, is without the larger citizen patrol afforded to the Richard St. Barbe Baker Afforestation area It is included here as it would benefit from the same discussion needs as well.

The other awkward situation which was discussed, is that citizen patrols, off leash dog walkers, individuals appreciating the park in a variety of capacities - bird watching, bicycle riders, dog walkers, walkers, hikers and who are then termed park users find that illegal trespass is worse in the spring as 4x4 enthusiasts enjoy a sport called "mudding", which destroys the afforestation area. So it is in the spring when there is a dire need for extra action on mitigate the "mudding" activity. However, on such calls, when law enforcement arrive to attend to this dilemma, the police officers are then themselves, thwarted by the mud, and the conditions of the road, such that they cannot access the region or the violator, and the violators escape through residential yards, or through back roads of the urban regional park wch which they are familiar with due to their illegal "mudding" activity. An education programme was thought by all would

be a good process to go forward in this regards as well, as again, if these folks are approached they often feel that it is not an afforestation area, but that it is vacant land. Another thought meeting participants brought up was that of the aerial surveillance, which was also placed on a sign "area patrolled by aerial surveillance" or some such wording may help to mitigate some problems.

Resident policing has come to the forefront in the area without any neighbourhood watch training in this regards. Residents were advised during the meeting to ensure their own safety in such endeavours, and call in the appropriate enforcement authorities. However at this stage a common theme arose among more than one group representative, that the phone call to police despatch met with a debate and conversation that the area was not a part of the city of Saskatoon, and that the call should be routed to other law enforcement detachments. These phone calls invariably took 1/2 hour to one hour which does not really serve as any type of emergency response to the situation. However, as the Richard St. Barbe Baker Afforestation Area, the Afforestation Area formerly known as George Genereux Park were both purchased by the city in 1960 and are currently owned by City of Saskatoon Land Branch, and both regions were fully annexed into the Saskatoon city limits in 2005, the situation is that the areas in question are City of Saskatoon jurisdiction. Then after the phone call is made and the lengthy conversation, there appears to be a lack of follow up in regards to the original situation called in.

Citizens not wishing to take the law into their own hands, then feel they should resort to calling in assistance from the RM of Corman Park 344 or the Sask Valley Regional RCMP Detachment Warman Detachment cluster who are empowered to take legal action as the case may be. According to the internet, the Regional RCMP Detachment Warman Detachment cluster does serve the area surrounding Saskatoon to the north and west, and the community civilians who partake in security sweeps of the afforestation area have found a reliable and trusted service in the Warman RCMP force and the Corman Park Police Service which responds in a more timely manner with effective results for citizen safety in the park and surrounding residential areas. The discussion arose that the Warman RCMP force and the Corman Park Police Service seemed to be more familiar with the area which arose further questions; a question arose in the meeting ~ Why, if the afforestation areas have been annexed since 2005, 12 years ago, why is the area still being offered service by the Warman RCMP force and the Corman Park Police Service with such active and engaged service in times of need and not by the City of Saskatoon police force? The Corman Park Police Service is provided and funded by R.M. of Corman Park ratepayers and the Sask Valley Regional RCMP Detachment Warman Detachment cluster serves the ratepayers in the RMs of Corman Park, Vanscoy, Montrose, Great Bend and Mayfield and all of the cities and towns within those boundaries.

Another concern has arisen that law enforcement officials who do respond and arrive at the scene feel that their hands are tied as without proper signage, they are at a loss as to which bylaw or law has been violated, are fines the route to follow, and which fine, or arrests or just what should be the methodology in hand for the situation. With proper community education, police advisement and knowledge of the area and signage, it is thought that this situation is alleviated, and police or enforcement officers can follow through on their training protocols with confidence to whatever happens to be the

matter at hand.

At the meeting it was also brought up that environmental violators could be reported to Conservation Officers by contacting the Government of Saskatchewan Ministry of Environment Confidential Online Turn in Poachers and Environmental Violators (TIP) Information System by using the detailed online form or calling 1-800-667-7561 or #5555 from a Sasktel cell phone. Where a portion of the refuse dumping is by individuals, there is clear evidence that some of the trash is deposited by larger concerns such as contractors, shinglers, etc all of whom are dodging the City Land Fill fees costing the City of Saskatoon ratepayers money by shortfaling the City on that revenue, and polluting the environment. Thankfully due to engaged citizens reports of a few trash dumping incidents have been thwarted. Following a quick educational discussion, the person decides to pick up the trash they just dumped and leave the afforestation area. A \$10 landfill fee appears to them more in their favour than an environmental fine or a park violation bylaw fine for trash dumping

The discussion of the March 29 meeting defended the excellent policing capabilities of the Saskatoon police force, and officers, it was just felt that a need arose for a mutual education process to arise between engaged citizen stakeholders of the area and the City of Saskatoon police to ensure that everyone was on the same page regarding how to go about addressing and despatching concerns in the south west sector of Saskatoon in a mutually beneficial and cooperative manner.

As Saskatoon grows and expands to meet the rise in population to 250,000 by 2025 and further projections show a rise in population to between 380,763 and 420,735 by 2035. If the south west sector is currently in the 3-5 year planning process i.e. it is right now under development plans, it may be a wise forethought to have engaged citizens and the Saskatoon Police service looking at the situation mutually with preventative action plans in place before the population escalates in the region multiplying the effect. Should this be the protocol going forward that the Corman Park Police Service and / or the Sask Valley Regional RCMP Detachment Warman Detachment cluster be called upon in the SW sector, or should it be the Saskatoon Police Service, or should there be a mutually agreed upon combination of all these services? Where does community neighbourhood watch come into play, and can there be an Emergency Services community meeting set up on the aforementioned issues please between engaged stakeholders from diverse user interests as well as service personnel from a variety of viewpoints; perhaps including Fire - Police - RCMP - Environment Officers? How does this proceed? Thank you kindly.

Kind Regards
Julia Adamson
Citizen of Saskatoon
210 Appleby Court
Saskatoon Saskatchewan
S7M 4B2

Saskatchewan Gen Web - historical and genealogical information for Saskatchewan research
<http://www.rootsweb.ancestry.com/~cansk/Saskatchewan/>

Saskatchewan One Room Schoolhouse Project- a look at pioneer education in Saskatchewan, Digital preservation of schoolhouse history,

lifestyle, reminiscences and events. Submissions appreciated!
<http://www.rootsweb.ancestry.com/~cansk/school/index.html>

Online Historical Map Digitization Township Range Meridian maps for
Saskatchewan. Historical world and Canadian maps to help with
historical and genealogy research
<http://www.rootsweb.ancestry.com/~canmaps/>

April 7, 2017



Saskatoon Board of Police Commissioners
c/o City Clerk's Office
222 Third Avenue North
Saskatoon SK S7K 0J5

Attention: Secretary,
Saskatoon Board of Police Commissioners

Dear Sir/Madam:

Re: Police Services Agreement
The Saskatoon Board of Police Commissioners
and Yellow Quill First Nation ("Yellow Quill")
Our File No. 102.0491

Please find enclosed a Police Services Agreement with respect to 224 Fourth Avenue South for the Board's consideration on April 20, 2017.

The First Nations Bank Building is located on the above-noted address and is owned by Yellow Quill, as is the adjacent parking lot. A Police Services Agreement already exists for both properties.

Yellow Quill had previously intended for this property to be granted reserve status but did not conclude the process; however, a Police Services Agreement was executed by the Board on January 15, 1998, for this purpose. The current Agreement contains an updated legal land description for 224 Fourth Avenue South, while the remainder of the Agreement remains consistent with that which was entered into on January 15, 1998.

Yellow Quill is now prepared to conclude the reserve creation process and in order to do that, a Police Services Agreement is required. City Council approved a Municipal Services and Compatibility Agreement for the property at its meeting on March 27, 2017. The proposed Police Services Agreement is the same as the Agreements which the Board approved for parking lot adjacent to the First Nations Bank Building and other urban reserves in the City. The purpose of the Agreement is to make it clear that the Saskatoon Police Service will be providing

Saskatoon Board of Police Commissioners
April 7, 2017
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policing to the property as part of the services which Yellow Quill pays for with its annual fee-for-service payment.

Thank you.

Yours truly,



Jodi Manastyrski
Solicitor

JLM:ctm
Enclosure

Police Services Agreement

Between:

The Saskatoon Board of Police Commissioners (the "Board")

- and -

Yellow Quill First Nation ("Yellow Quill")

Introduction

1. Article 9 of the Saskatchewan Treaty Land Entitlement Framework Agreement entered into between Her Majesty the Queen in Right of Canada, Her Majesty the Queen in Right of Saskatchewan and the Entitlement Bands, dated September 22, 1992 (the "TLE Agreement") provides, in part, that where an Entitlement Band purchases land and improvements within the boundaries of an urban municipality, the land and improvements will not be set apart as an Entitlement Reserve until an agreement has been entered into between the Entitlement Band and the affected urban municipality.
2. Yellow Quill, through its wholly-owned and controlled corporation Yellow Quill Holdings Inc., has acquired the land, located at 224 Fourth Avenue South, Saskatoon, Saskatchewan, more particularly described as follows:
 - (1) Surface Parcel Number: 120287583
Legal Land Description: Lot 28 Blk/Par 162 Plan C195 Ext 14
As described on Certificate of Title 97S16563;
 - (2) Surface Parcel Number: 120287594
Legal Land Description: Lot 29 Blk/Par 162 Plan C195 Ext 20
As described on Certificate of Title 97S16563;
 - (3) Surface Parcel Number: 120287606
Legal Land Description: Lot 30 Blk/Par 162 Plan No C195 Ext 5
As described on Certificate of Title 97S16563;
 - (4) Surface Parcel Number: 120287617
Legal Land Description: Lot 31 Blk/Par 162 Plan No C195 Ext 6
As described on Certificate of Title 97S16563;

and

- (5) Surface Parcel Number: 120287628
Legal Land Description: Lot 32 Blk/Par 162 Plan No C195 Ext 7
As described on Certificate of Title 97S165563,

together with the high rise office tower located thereon (the "Land").

3. The Land is situated within the boundaries of the City of Saskatoon (the "City"), in the downtown area. Yellow Quill intends to have the Land set apart as an Entitlement Reserve pursuant to the TLE Agreement.
4. The City and Yellow Quill have for that purpose entered into a Municipal Services and Compatibility Agreement (the "Services Agreement"). Under the Services Agreement the City agrees to sell and Yellow Quill agrees to buy all normal City services, which services include all normal policing services provided by the Board.
5. The purpose and intent of this Agreement is to address the issues which are specific to providing police services to the Land, and to ensure a harmonious working relationship between the parties.

Authorizations

6. The Yellow Quill Band Council has approved this Agreement. It did so by a Band Council resolution passed at a meeting of the Council held March _____, 2017. A certificate of the resolution is attached to this Agreement as Schedule "A".
7. The Board has approved this Agreement. It did so by passing a resolution at its meeting held on April _____, 2017. A copy of Board's resolution is attached to this Agreement as Schedule "B".

Provision of Policing Services

8. The parties agree that, as part of the provision of City services to the Land, the Board shall provide all normal policing services to the Land, provided however, and it is understood and agreed, that by entering into this Agreement, Yellow Quill is not acknowledging that the Board has the right to provide policing services to the Land without Yellow Quill's consent, and the Board is not acknowledging that it does not have the right to provide policing services to the Land without Yellow Quill's consent.
9. Nothing in this Agreement affects the applicability or inapplicability of provincial laws of general application, including municipal bylaws, to the Land.

Consultation and Cooperation

10. The Board and Yellow Quill, or their representatives, agree to meet together at least once in each calendar year to address any policing issues or concerns regarding the Land. Such meetings shall include the Saskatoon Chief of Police.
11. The Board agrees, through the Saskatoon Chief of Police, to provide information to the members of the Saskatoon Police Service regarding the status of the Land as reserve land, and to advise them of any operational protocols regarding the Land which may be agreed to between the Saskatoon Chief of Police and Yellow Quill.

Acknowledgement of Limitations on Authority

12. The parties acknowledge that the Board has only such authority regarding the provision of police services as is given to it by *The Police Act, 1990*.

Liability

13. The Board shall have no greater liability to Yellow Quill regarding the provision of police services to the Land, than it has to all other lands and occupants within the City. All defences available to the Board under *The Police Act, 1990* shall be available to the Board as if incorporated in this Agreement.

Term of Agreement

14. Yellow Quill and the Board agree that the term of this Agreement shall be for the same duration as the Land remains reserve land as defined by the *Indian Act*, R.S.C. 1985, c.1-5, or any successor legislation replacing the *Indian Act*. Reserve land shall include designated land and conditionally surrendered land. This Agreement shall commence upon the Land becoming an Entitlement Reserve.

Amendments

15. If, at any time during the continuance of this Agreement, the parties shall deem it necessary or expedient to make any alteration or addition to this Agreement, they may do so by means of a written agreement between them which shall be supplemental and form part of this Agreement.

Reasonable Assurances

16. The parties hereto shall at all times and upon every reasonable request provide all further assurances and do such further things as are necessary for the purpose of giving full effect to the covenants and provisions contained in this Agreement.

Signed by Yellow Quill First Nation this _____ day of _____, 2017.

Yellow Quill First Nation

Witness

Chief

Witness

Councillor

Signed by The Saskatoon Board of Police Commissioners this _____ day of _____, 2017.

The Saskatoon Board of Police Commissioners

Chairman

c/s

Secretary

Office of the City Clerk

To: General Manager
Transportation and Utilities Department

Date: April 6, 2017
Phone: (306) 975-3240
Our File: CK. 6150-1

From: Shellie Bryant
Deputy City Clerk

Your File: TS. 4131-1

Re: Inquiry – Councillor M. Loewen (June 27, 2016) Establishment of Mid-Block Crosswalk in front of Aden Bowman Collegiate

Attached is a resolution package from the minutes of the Regular Business Meeting of City Council held on March 27, 2017, regarding the above item.

City Council resolved:

1. That the Administration report back about the possibility of implementing consistent speed board monitoring at this location;
2. That the Administration report back about possible funding for this project, including but not limited to the possibility of cost-sharing;
3. That the Board of Police Commissioners be requested to consider extra enforcement at this location; and
4. That the Administration be requested to continue communication with the Aden Bowman School Community Council.



SB:rnr

Attachment

cc: Director of Transportation
Secretary, Board of Police Commissioners

**PUBLIC RESOLUTION
REGULAR BUSINESS MEETING OF CITY COUNCIL**

Main Category: 8. CONSENT AGENDA
Sub-Category: 8.3. Standing Policy Committee on Transportation
Item: 8.3.9 Inquiry – Councillor M. Loewen (June 27, 2016)
Establishment of Mid-Block Crosswalk in front of Aden
Bowman Collegiate [File No. CK. 6150-1 and TS. 4131-1]
Date: March 27, 2017

Any material considered at the meeting regarding this item is appended to this resolution package.

This item was removed from the Consent Agenda.

Letter - Ms. Catherine Weenk dated March 24, 2017

Moved By: Councillor Donauer
Seconded By: Councillor Gersher

1. That the Administration be requested to add this location to the list of areas requiring speed boards;
2. That the Administration explore cost-sharing of permanent speed boards with the School Division;
3. That the Board of Police Commissioners be requested to consider extra enforcement at this location; and
4. That the Administration be requested to continue communication with the Aden Bowman School Community Council.

Moved By: Councillor Loewen
Seconded By: Councillor Donauer

IN AMENDMENT

That motions 1 and 2 put forward be amended to read:

1. That the Administration report back about the possibility of implementing consistent speed board monitoring at this location;
2. That the Administration report back about possible funding for this project, including but not limited to the possibility of cost-sharing;

City Council
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Page Two

In Favour: Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries and Councillor Loewen

**THE AMENDMENT WAS PUT AND
CARRIED UNANIMOUSLY**

**THE MAIN MOTION AS AMENDED WAS PUT AND
CARRIED UNANIMOUSLY**



Saskatoon

STANDING POLICY COMMITTEE ON TRANSPORTATION

Inquiry – Councillor M. Loewen (June 27, 2016) Establishment of Mid-Block Crosswalk in front of Aden Bowman Collegiate

Recommendation of the Committee

1. That the Administration be requested to add this location to the list of areas requiring speed boards;
2. That the Administration explore cost-sharing of permanent speed boards with the School Division;
3. That the Board of Police Commissioners be requested to consider extra enforcement at this location; and
4. That the Administration be requested to continue communication with the Aden Bowman School Community Council.

History

At the March 13, 2017 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated March 13, 2017 was considered.

Your Committee also received presentations from a representative of the Aden Bowman School Community Council and Colliers International with regard to the matter.

Attachment

March 13, 2017 Report of the General Manager, Transportation & Utilities Department

Inquiry – Councillor M. Loewen (June 27, 2016) Establishment of Mid-Block Crosswalk in front of Aden Bowman Collegiate

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Administration proceed with an urban landscape project to mitigate jaywalking across Clarence Avenue between Aden Bowman Collegiate Institute and the commercial strip mall.

Topic and Purpose

This report provides a recommendation to mitigate jaywalking across Clarence Avenue between Aden Bowman Collegiate Institute (ABCI) and the commercial strip mall via an urban landscape project on the school site.

Report Highlights

1. There is an existing jaywalking issue across Clarence Avenue between ABCI and the commercial strip mall.
2. Several options were considered and evaluated.
3. An urban landscape project is recommended to mitigate the jaywalking issue.

Strategic Goal

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

Background

On May 15, 2015, Administration met with Saskatoon Police Service (SPS) and the ABCI Principal to discuss jaywalking concerns between ABCI and the commercial strip mall directly across Clarence Avenue. Addressing illegal jaywalking through education and enforcement has not been sufficient enough to discourage jaywalkers.

In June of 2015, the ABCI Principal provided the Transportation division with a written request for a mid-block pedestrian crossing. After consideration, the request for a mid-block crossing was denied in October of 2015.

In December of 2015 and January of 2016, an additional assessment of the issue was undertaken to collect pedestrian and traffic data, develop and evaluate options, and prepare an interim report.

In April of 2016, an interim report was provided to the Principal and shared with the school's parent and student councils. The interim report recommended the installation

of a centre median fencing option to physically prevent jaywalking across Clarence Avenue. In May and June of 2016, Administration met with the ABCI Principal and Councillor to discuss the interim report and next steps.

The following inquiry was made by Councillor M. Loewen at the meeting of City Council held on June 27, 2016:

“As a result of conversations between the staff, students, and parents at Aden Bowman Collegiate, I would like to request that the Administration please report back to the Standing Policy Committee on Transportation regarding the possibility of implementing a mid-block crosswalk in front of Aden Bowman Collegiate as a pilot project at some point during the 2016/17 school year.”

On October 3, 2016, Administration met with the new ABCI Principal to further discuss options to address the jaywalking issue.

On October 18, 2016, Administration met with the School Community Council and agreed to continue to work towards a suitable resolution to the jaywalking issue.

On January 12, 2017, Administration met with the principal, vice-principal, Councillor, and two parents to review an alternative option developed by the Administration which includes an urban landscape design.

On January 17, 2017, Administration presented the urban landscape design option to the School Community Council and a representative from the Adelaide-Churchill Community Association.

Report

A detailed technical report summarizing the background, data collection and analysis, options review, conclusions, and recommendations is provided in Attachment 1.

Jaywalking Issues and Mitigation Option Summarized

- ABCI is located directly across Clarence Avenue (to the west) from the commercial strip mall, attracting a significant amount of pedestrian traffic from ABCI.
- Instead of using the crosswalk at the signalized intersection of Clarence Avenue and Taylor Street, students jaywalk across Clarence Avenue.
- ABCI has attempted to mitigate jaywalking through landscaping, supervising the area to deter jaywalking, and educating students.
- ABCI is highly utilized outside of school hours and non-students have anecdotally been seen jaywalking across Clarence Avenue.
- SPS has attempted to mitigate through enforcement by issuing jaywalking tickets.
- The development and build out of the Stonebridge neighbourhood has increased traffic on Clarence Avenue, increasing the opportunity for conflicts between pedestrians and vehicles.

- Annually, ABCI students paint an illegal crosswalk at this location, which is removed at the taxpayer's expense. This illegal crosswalk generates significant safety issues for pedestrians and drivers.

In January of 2016, jaywalking data was collected from 7:00 AM to 10:00 PM. A summary of the number of jaywalkers over the lunch period is provided below:

Time	Jaywalking Direction		Total
	Westbound	Eastbound	
11:00 to 12:00 PM	40	39	79
12:00 to 1:00 PM	47	64	111
1:00 to 2:00 PM	15	4	19

A review of the collision history on Clarence Avenue (between Taylor Street and Isabella Street) indicates 10 collisions involving vehicles at this location from 2010 to 2014, with about 50% of the collisions having been rear end collisions. Traffic volumes on Clarence Avenue are increasing annually. Installing a mid-block crosswalk at this location will increase the probability of rear end collisions, lowering the level of safety for both pedestrians and drivers. No collisions involving pedestrians were reported to Saskatchewan Government Insurance in this time frame, and no fatalities occurred.

Options Considered

Several options were considered: do nothing, enforcement, education, and a pick-up/drop-off loop were discussed and discarded. A centre median fencing option along Clarence Avenue was evaluated and determined to be effective, yet created a significant barrier for the community. An option to install a mid-block pedestrian crossing was considered but discarded as it does not follow accepted transportation engineering practices, and would lower the level of safety for both pedestrians and drivers.

When considering the installation of crosswalks, several factors are evaluated. These include the proximity to existing crossing points, sight distance, vehicle speed, collision records, traffic volumes, and pedestrian volumes.

As a general principle when installing mid-block pedestrian crossings, appropriate stopping sight distance and proximity to other available pedestrian crossing points are critical. The available sight distance should be sufficient enough to enable a vehicle travelling at or near the design speed to stop before reaching an object in its path. Since mid-block crossings are not generally expected by drivers, they should only be used where truly needed with appropriate signage to avoid putting pedestrians at risk.

The location of a mid-block crossing should be well spaced from the other safe intersection crossings. The existing fully signalized intersection at Clarence Avenue/Taylor Street provides pedestrians with a safe crossing to access adjacent facilities. Furthermore, there is a well signed pedestrian crosswalk at Clarence Avenue/Isabella Street which provides pedestrians another safe crossing. These two existing crossing points on Clarence Avenue are 230 metres apart.

The Transportation Association of Canada's October 2011 Pedestrian Crossing Control Guide provides guidelines on the use of devices for pedestrian crossing control. The guidelines outline that mid-block crosswalks should not be installed within 200 metres of another crosswalk. The sidewalk aligned east-west between the school's front doors on Clarence Avenue and the street is approximately 65 metres south of the Clarence Avenue/Taylor Street intersection. This spacing is too close to an existing protected pedestrian crossing at the signalized intersection.

In order to minimize impact on traffic flows, pedestrian crossings on arterial roadways near a signalized intersection need to be coordinated with the existing traffic signals. This often results in delays for pedestrians when the crossing pushbutton is initiated.

Based on the observations of jaywalking behaviour at this location, delays for the crossing light may further lower the level of safety as jaywalkers will cross without the signal instead of waiting for the crossing light.

The Administration commissioned an independent engineering consultant to review the Administration's technical report addressing the jaywalking issue. Their comments are included in Attachment 2 and confirm that the use of a centre median barrier provides a safer alternative than creating a mid-block crossing.

The installation of a pedestrian mid-block crosswalk as a pilot project is not recommended. Pedestrians would be placed at risk through the sense of a 'false security' of installing a mid-block crossing in a location that is unfamiliar and unexpected by drivers.

Urban Landscape Project Highlights

While the centre median fencing option is the preferred solution from a traffic engineering perspective, as it will eliminate conflicts between pedestrians and vehicles, the Administration acknowledges that it would create a barrier in the community. Therefore, an alternative solution has been developed to address the jaywalking, which includes an urban landscape project on the school site immediately adjacent to Clarence Avenue and between the school doors and the strip mall. A plan view of the concept plan is included as Attachment 3. An illustrative view of the concept plan is included as Attachment 4. Highlights of the project are as follows:

- The landscaping and fence would be designed to deter passage and climbing.
- The fence panels can be water etched to reflect famous Aden Bowman graduates or teachers, or memorialize school groups (sports teams, debate squads, etc.)
- The site can be designed to mitigate the impact to pedestrians with mobility issues (i.e. wheelchair accessibility), or even improve accessibility by improving the Taylor Street access, currently not accessible to people in wheelchairs.
- The square area can be used for pep rallies, or public speaking and include seating areas for students and staff, with the potential to include shaded areas.
- There is a potential to have a solar powered device charging station.

- Flag poles and flags will recognize the province and nation.

The potential exists for the students and City Administration to collaborate together to realize this project. This may result in opportunities for student education, allowing them to take ownership of the project and physical space.

Options to the Recommendation

The attached technical report provides details on the various options considered.

Public and/or Stakeholder Involvement

Several stakeholders have been involved throughout the past two years, including the ABCI Principal, Councillor, ABCI Parent and Student Council, and Adelaide-Churchill Community Association.

Communication Plan

A detailed communication plan will be developed, including an update to the area residents through flyers and providing written updates to ABCI, the school board, and the Community Associations. A grand opening of the new site could be planned to celebrate the improvement of this area for pedestrians, cyclists, and drivers. Guests would include those who played a key role in the development of the urban landscape project, including students and staff from ABCI, as well as interested parents, community members and members of both the Saskatoon Public School Board and the City of Saskatoon.

Policy Implications

The recommendations in this report are consistent with the established guidelines in Council Policy C07-018 – Traffic Control of Pedestrian Crossings.

Financial Implications

A preliminary cost estimate for the centerline median fencing option along Clarence Avenue is approximately \$125,000. The Administration supports the allocation of \$125,000 to the urban landscape project. This project could be funded from the Traffic Safety Reserve and will be included as a potential project in an upcoming report to allocate revenues from the reserve.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The project completion date is dependent on available funding.

Public Notice

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

Attachments

1. Jaywalking Review – Clarence Avenue between Taylor Street and Isabella Street
2. Stantec Consulting Ltd. – Mid-block Pedestrian Crossings of Clarence Avenue South of Taylor Street
3. ABCI Proposed Site Layout
4. Proposed New School Sign and Decorative Fence Aden Bowman Collegiate

Report Approval

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

TRANS JM – Inq C Loewen (Jun 27-16) Mid-Block Crosswalk - ABCI.docx

Date: February 2, 2017
File: 6280-2

To: File

From: Jay Magus, P.Eng., Engineering Manager, Transportation

**Re: Jaywalking Review - Clarence Avenue between Taylor
Street and Isabella Street**

1. Introduction

On May 8, 2015 The City of Saskatoon's Transportation division (Transportation) received a request from Saskatoon Police Service and Mr. Cody Hanke, then Principal of Aden Bowman Collegiate Institute (ABCI) to meet and discuss concerns surrounding jaywalking between ABCI and the Churchill Shopping Centre (Strip Mall) directly across Clarence Avenue. On May 15, 2015 Mr. Hanke and representatives from Saskatoon Police Service and Transportation met to discuss the issues. A summary of the discussion is as follows:

- Saskatoon Police Service have ticketed students for jaywalking.
- In order to direct students to a signalized crosswalk, ABCI landscaped their front yard on Clarence Avenue and constructed a concrete pathway between the school's main doors and the intersection of Clarence Avenue and Taylor Street where traffic signals provide a signalized crosswalk. This pathway has been removed as it was not effective.
- ABCI staff have monitored the students and direct them to the protected crosswalk.
- ABCI requested a mid-block crossing be installed as the above measures did not improve the jaywalking issue.

As a follow up to the meeting, in June of 2015 Transportation received a letter from Mr. Hanke. The letter described the long standing issue of jaywalking across Clarence Avenue between ABCI and the Strip Mall. The letter closed with a request of the City to consider 'a crosswalk, traffic calming measures, signage, and crossing lights' to improve the level of safety.

In October of 2015 Transportation responded to Mr. Hanke denying the request for installation of a mid-block crossing on Clarence Avenue between Taylor Street and Isabella Street.

In November of 2015 the neighbourhood of Adelaide – Churchill held their second Neighbourhood Traffic Review meeting. At this meeting the jaywalking issue was raised by residents as a safety issue.

In December of 2015 and January of 2016 discussion between Mr. Hanke, Councillor Mairin Loewen, and Transportation led to an agreement that Transportation would undertake additional assessment of the issue, collect pedestrian and traffic data, develop and evaluate options, prepare a summary report, and present the report.

In April of 2016 an interim report was provided to Mr. Hanke and Councillor Loewen. We understand that this report was shared with the ABCI parent council.

In May and June Transportation met separately with Mr. Hanke and Councillor Loewen to discuss the interim report findings and respond to questions.

The following inquiry was made by Councillor Loewen at the meeting of City Council held on June 27, 2016:

“As a result of conversations between the staff, students, and parents at Aden Bowman Collegiate, I would like to request that the Administration please report back to the Standing Policy Committee on Transportation regarding the possibility of implementing a mid-block crosswalk in front of Aden Bowman Collegiate as a pilot project at some point during the 2016/17 school year.”

This report, based on the interim report, but supplemented with traffic analysis and additional information, presents the complete study findings and recommendations.

2. Problem Statement

The issue can be summarized as follows:

- ABCI is located directly across Clarence Avenue (to the west) from the Strip Mall. The Strip Mall attracts a significant amount of pedestrian traffic from ABCI.
- Instead of using the crosswalk at the signalized intersection of Clarence Avenue and Taylor Street only 65 metres away, pedestrians jaywalk across Clarence Avenue.
- ABCI fronts Clarence Avenue, and a wide concrete sidewalk connects the sidewalk adjacent to Clarence Avenue with the school's main doors. This main entrance path, if extended, would cross Clarence Avenue and meet the front doors of the Strip Mall's tenants. It is the main pedestrian desire line between the school and the Strip Mall.
- ABCI has attempted to mitigate the issue through the following:
 - Re-landscape the front yard, including a new sidewalk between the school's main doors and the intersection of Clarence Avenue and Taylor Street.
 - ABCI staff supervised the area to deter jaywalking.

- ABCI is highly utilized outside of school hours and people who are not students have anecdotally been seen to also jaywalk across Clarence Avenue.
- Saskatoon Police Service has also attempted to mitigate by issuing tickets.
- Over the past years ABCI has attempted to educate their students.
- The development and build out of the Stonebridge neighbourhood has increased traffic on Clarence Avenue, exacerbating the safety issue.
- ABCI Grade 12 students have a tradition of painting an illegal crosswalk at this location. This act generates a very significant safety issue as pedestrians and drivers are unaware how to behave at this illegal crosswalk. Transportation removes the crosswalks, but at the expense of the City.

The City of Saskatoon's Bylaw No. 7200, The Traffic Bylaw, defines jaywalking as follows:

“Jaywalking

37. (1) *A pedestrian shall not cross a street within one block from a traffic signal at a crosswalk.”*

3. Scope

The assessment area is Clarence Avenue between Isabella Street and Taylor Street in the north-south direction, and between the Strip Mall's property line and ABCI's front door.

4. Objective

The main objective of this assessment is to resolve the issue of jaywalking across Clarence Avenue between ABCI and the Strip Mall. Efforts made over the years in education and enforcement have failed to improve the level of safety.

5. Methodology

To achieve the assessment objective outlined above, the review methodology included the following tasks:

- In January of 2016 pedestrian data was collected at the predominant jaywalking location to quantify the non-conformance of pedestrians at this location.
- In January of 2016 pedestrian data was also collected at the intersection of Clarence Avenue and Taylor Street to quantify the pedestrian usage and traffic volumes during the peak hours.
- Review parking along Clarence Avenue including signage, loading zones, and driveway accesses.
- Review the collision history over the past five years from 2010 to 2014.

- Analysis of pedestrian behaviour from on-site reviews and from the video data collected.
- Traffic analysis to determine the impacts to access.
- Develop and review the options.

6. Assessment

6.1 Traffic Characteristics

Clarence Avenue is aligned north to south and is classified as an arterial street. The posted speed limit is 50 kilometres per hour (kph). However, ABCI is located along Clarence Avenue between Taylor Street and Isabella Street, and this segment of Clarence Avenue is a school zone, with a 30 kph posted speed limit, between 8:00 a.m. to 5:00 p.m., every weekday from September to June.

Clarence Avenue between Taylor Street and Isabella Street has the following characteristics:

- Two traffic lanes (one in each direction) with parking lanes on either side.
- Northbound direction includes:
 - Two bus stops, one immediately north of Isabella Street and one immediately south of Taylor Street.
 - There is a parking restriction adjacent to the Strip Mall.
 - The remaining portion of the street allows parking.
- Southbound direction includes:
 - A bus stop immediately south of the Taylor Street.
 - A restricted parking zone.
 - A disabled persons parking zone.
 - A five minute parking zone.
- There are “no jaywalking” signs posted midblock.

Taylor Street is aligned east to west and is classified as an arterial street. Taylor Street has two traffic lanes with parking lanes on either side. The traffic signals at the intersection of Taylor Street and Clarence Avenue provide a protected crosswalk for pedestrians to cross.

The intersection of Taylor Street and Clarence Avenue is approximately 60 metres north of the jaywalking desire lane between ABCI and the Strip Mall.

Isabella Street is aligned east to west and is classified as a local street. It has stop control and a standard crosswalk across Clarence Avenue. The intersection of Isabella Street and Clarence Avenue is approximately 150 metres south of the pedestrian desire line.

6.2 School Site

ABCI fronts all of Clarence Avenue between Taylor Street and Isabella Street to the west. The school has two entrances along Clarence Avenue. The north entrance is directly across from the Strip Mall desire line, and is approximately 60 metres south of Clarence Avenue and a second further south approximately 60 metres north of Isabella Street.

6.3 Pedestrians

Traffic and pedestrian data was collected in January of 2016 on a weekday between 7:00 a.m. to 10:00 p.m. at the jaywalking location along Clarence Avenue and during weekday peak hours (7:00 a.m. to 9:00 a.m.; 11:30 a.m. to 1:30 p.m.; and 3:00 p.m. to 6:00 p.m.) at Clarence Avenue and Taylor Street. The data collected on January 12, 2016 quantified the non-conformance of the pedestrian crossing at the jaywalking location is summarized in **Table 1**.

Table 1: Jaywalking Data at Problem Location

Time	Pedestrians			Vehicles Passing Location on Clarence Ave
	Westbound	Eastbound	Total	
7:00 a.m. – 8:00 a.m.	0	0	0	538
8:00 a.m. – 9:00 a.m.	10	6	16	720
9:00 a.m. – 10:00 a.m.	4	2	6	409
10:00 a.m. – 11:00 a.m.	0	2	2	447
11:00 a.m. – 12:00 p.m.	40	39	79	545
12:00 p.m. – 1:00 p.m.	47	64	111	589
1:00 p.m. – 2:00 p.m.	15	4	19	578
2:00 p.m. – 3:00 p.m.	10	9	19	614
3:00 p.m. – 4:00 p.m.	11	17	28	874
4:00 p.m. – 5:00 p.m.	1	0	1	975
5:00 p.m. – 6:00 p.m.	1	0	1	882
6:00 p.m. – 7:00 p.m.	4	0	4	778
7:00 p.m. – 8:00 p.m.	0	0	0	629
8:00 p.m. – 9:00 p.m.	1	3	4	529
9:00 p.m. – 10:00 p.m.	0	0	0	399
Totals	144	146	326	9506

A review of the information presented in the previous table yields the following:

- There is a significant amount of jaywalking occurring.
- The peak hour for jaywalking is over the school lunch break (111 jaywalkers).
- Vehicular traffic is not insignificant, and grows incrementally all day peaking in the afternoon between 4:00 p.m. to 5:00 p.m.

The peak hour data, used to quantify the pedestrian usage during the peak hours, is summarized in **Table 2**.

Table 2: Pedestrian Traffic at Taylor Street and Clarence Avenue Signalized Intersection

Time	East-West Pedestrians		
	North Side of Intersection	South Side of Intersection	Total
7:00 a.m. – 8:00 a.m.	1	5	6
8:00 a.m. – 9:00 a.m.	19	45	64
11:30 a.m. – 12:00 p.m.	0	9	9
12:00 p.m. – 1:00 p.m.	0	110	110
1:00 p.m. – 1:30 p.m.	1	10	11
3:00 p.m. – 4:00 p.m.	7	107	114
4:00 p.m. – 5:00 p.m.	10	31	41
5:00 p.m. – 6:00 p.m.	6	12	18
Totals	44	329	373

A review of the information presented in the above table yields the following:

- There is a significant amount of pedestrian activity.
- The peak hours coincide with the school hours.

Comparing the two previous tables for the 12:00 p.m. to 1:00 p.m. hour it appears that the non-conformance of pedestrians was significant at approximately 50%. Therefore, it is concluded that a significant jaywalking issue does exist during school hours and peaking over the lunch hour. Comparing the data for the 11:00 a.m. to 12:00 p.m. hour there were 79 jaywalkers compared with 9 pedestrians using the legal crosswalk. This significant non-conformance is most likely due to ABCI staff members not being at the location to dissuade jaywalking.

Additional observations made while reviewing the video data and from field visits are as follows:

- Morning observations (8:00 a.m. to 10:00 a.m.):
 - Some students were dropped on east side of Clarence Avenue and ran across (jaywalking) the street.
 - Most jaywalkers waited for gaps in traffic before crossing.
 - A few jaywalkers ran in front of vehicles, a dangerous condition that may lead to pedestrian collisions or rear end collisions.
- Mid-day and afternoon observations (11:00 a.m. to 3:00 p.m.):
 - Large groups of jaywalkers would cross together, and traffic would stop.
 - Jaywalkers would suddenly cross and not wait for a gap in traffic.
 - Jaywalkers would wait for a gap before crossing.
 - The video data showed some students noticing the camera, hesitating to jaywalk, and instead used the legal crosswalk at Taylor Street.

Based on the additional observations it is concluded that the pedestrian behaviour is random and unpredictable, and this behaviour should influence the type of treatment chosen to mitigate the issue.

6.4 Parking

As previously mentioned, parking is available in front of ABCI from mid-block south to Isabella Street midway along Clarence Avenue to Isabella Street. Parking is also available on Taylor Street between Clarence Avenue to York Avenue, and on Isabella Street south of the school. During site visits in January and February over the peak periods (8:00 a.m. to 9:00 a.m.; 11:30 a.m. to 1:30 p.m.; and 3:00 p.m. to 4:00 p.m.) while school was in session, the following observations were made:

- The vehicles were parked typically by students.
- There was no illegally parked vehicles.

6.5 Collision Analysis

The most recent available five year collision data from SGI is from 2010 to 2014. This data was reviewed looking for information regarding Clarence Avenue between Taylor Street and Isabella Street. This data is presented in **Table 3**, summarizes the following:

- Number of collisions per year.
- The lighting indication of dark, daylight or dawn illustrating the time of day the collision happened.
- Road condition indicating if weather was a factor in the collision.
- Configuration indicating the type of collision.
- Major contributing factor indicates the cause of the collision. Attention is given to pedestrian related incidents at these locations.
- Severity and cost of the collision.

Table 3: Collisions on Clarence Avenue between Taylor Street and Isabella Street

Year	Date / Time	Lighting	Road Condition	Configuration	Major Contributing factor	Severity	Cost
2010	Mar. 8, 3:15 p.m.	Not stated	Not stated	other	Not stated	Property damage	\$2,500
2011	Oct. 28, 7:30 p.m.	Dark	Dry	Rear end	Slowing or stopping on roadway	Property damage	\$5,259
2012	Nov. 27, 6:16 p.m.	Not stated	Packed snow	Rear end	following too closely	Personal Injury	\$2,500
2013	Jun. 20, 8:20 p.m.	Daylight	Not stated	side swipe same direction	Passing or lane usage improper	Property Damage	\$5,052
	Jun. 25, 6:30 a.m.	Daylight	Not stated	Rear end	following too closely	Property Damage	\$8,498
2014	Jan. 2, 9:00 a.m.	Daylight	Not stated	other	Not stated	Property Damage	\$2,500
	Sep. 29, 2:00 a.m.	Dark	Dry	Rear end	Impaired	Property Damage	\$40,000

A review of the information presented in the previous table yields the following:

- Four of the collisions are rear ends. Rear end collisions are typically caused by the first vehicles slowing down for something in the roadway in which the second vehicle is following too closely. Even though the collision statistics do not indicate pedestrian involvement, it is possible the vehicle did slow down for a pedestrian to cross, resulting in the second driver rear ending the first vehicle. This premise is supported by the site observations and video showing near misses due to pedestrians not waiting for a gap to jaywalk.
- No collisions with pedestrians were reported to SGI in this time frame.
- No fatalities occurred.

A summary of the current existing conditions is provided in the following exhibit.

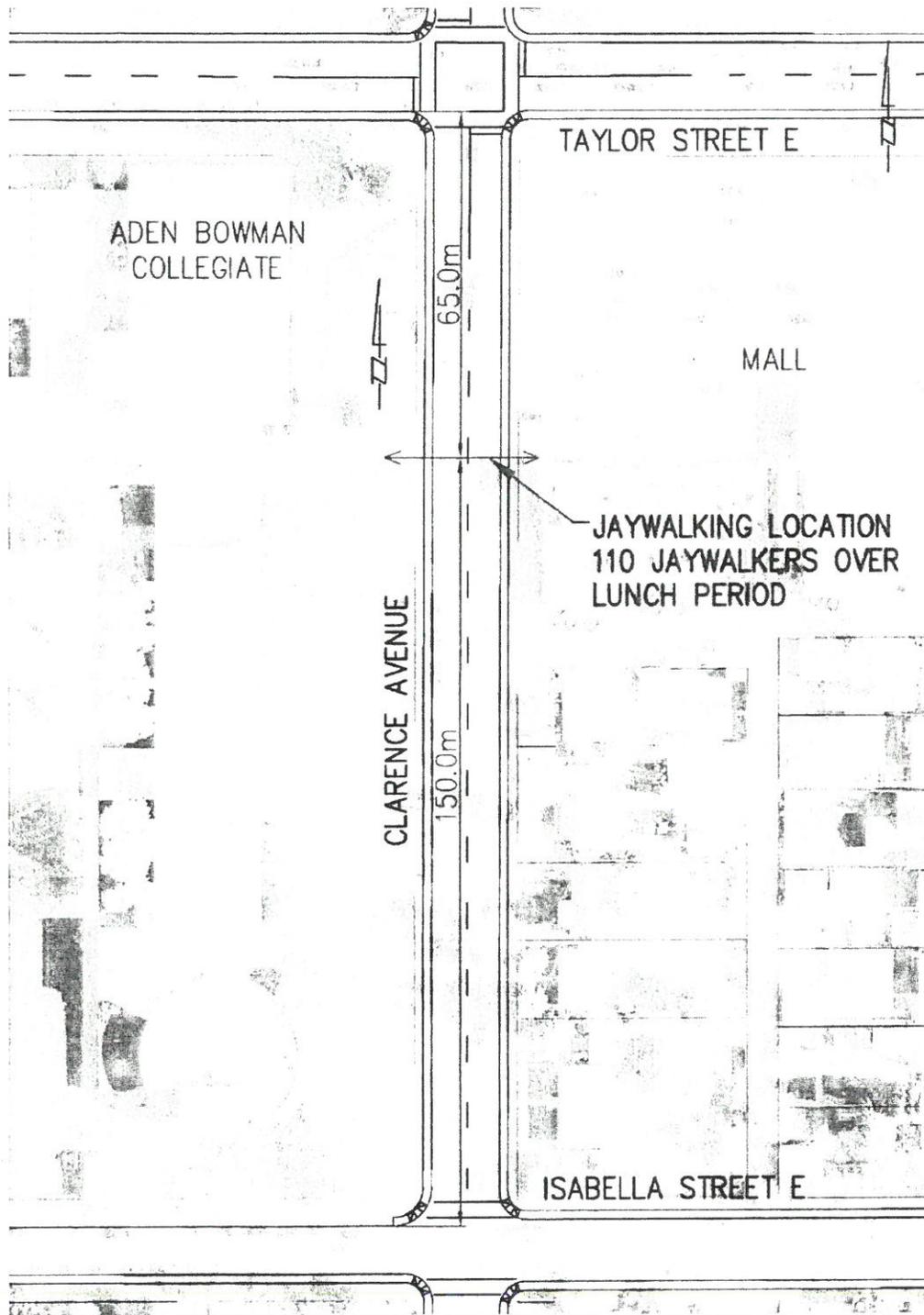


Exhibit 1: Existing Conditions

7. Options

This section presents the following options that were considered in determining the recommended course of action to mitigate the jaywalking:

1. Do nothing
2. Enforcement
3. Education
4. Pick-Up / Drop-Off Loop
5. Mid-Block Crossing
6. Centre median fence
7. Urban Landscape Project

7.1 Do Nothing

Transportation suggests that the Do Nothing option is not considered. Upon reviewing the jaywalking data, conducting a site visit, and watching the jaywalking activity on video, it is concluded that a serious safety issue exists, and mitigation activities must occur.

7.2 Enforcement

The Saskatoon Police Service have ticketed jaywalkers numerous times over the past several years with no sustained change in pedestrian behaviour. Transportation also suggests that the enforcement, while an important tool in changing behaviour, should not be the primary mitigation measure to reduce jaywalking.

7.3 Education

Over the years it appears ABCI has done an admirable job in educating their students on the jaywalking issue through verbal directions, monitoring of the jaywalking location, and re-constructing their sidewalk network, in attempts to mitigate the issue. Unfortunately although this most likely has reduced jaywalking, it has not eliminated it, and therefore more substantial mitigation measures should be completed.

7.4 Pick Up / Drop Off Loop

A suggestion previously provided to Transportation was to consider constructing a pick up / drop off loop in front of the school front doors fronting Clarence Avenue. This is not recommended in consideration of the following:

1. The construction of a loop would not eliminate jaywalking.
2. The cost of construction, may become an issue if jaywalking is not addressed.

3. The loss of common greenspace.
4. The cost of construction would be the responsibility of the School Board.

7.5 Pedestrian Crosswalk

Transportation previously did not support ABCI's request for the installation of a mid-block pedestrian crossing.

A mid-block crossing at this location does not follow accepted transportation engineering practices, and **would lower the level of safety for both pedestrians and drivers.**

When considering the installation of crosswalks, several factors are evaluated. These include the proximity to existing crossing points, sight distance, vehicle speed, collision records, traffic volumes, and pedestrian volumes.

As a general principle when installing mid-block pedestrian crossings, appropriate stopping sight distances and proximity to other available pedestrian crossing points, are critical. The available sight distance should be sufficient enough to enable a vehicle travelling at or near the design speed to stop before reaching an object in its path. Since the mid-block crossings are not generally expected by drivers, they should only be used where truly needed, with appropriate signage, and well marked to avoid putting pedestrians at risk.

Installation of a mid-block crossing at this location would create a very significant unsafe condition for pedestrians due to driver's expectations not being met. A driver would not expect a mid-block crossing at this location, and this inherently lowers the level of safety by potentially causing hesitation or confusion in drivers.

The location of a mid-block crossing should be well spaced from the other safe intersection crossings of close proximity. The existing fully signalized intersection at Clarence Avenue and Taylor Street provides pedestrians with a safe crossing to access adjacent facilities. Similarly, there is a well signed pedestrian crosswalk at Clarence Avenue and Isabella Street which provides pedestrians another safe crossing. These two existing crossing points on Clarence Avenue are approximately 230 metres apart.

The Transportation Association of Canada's October 2011 Pedestrian Crossing Control Guide, provides guidelines on the use of devices for pedestrian crossing control. The guidelines include a Decision Support Tool (DST) to assist practitioners in completing a preliminary assessment to identify whether a location is a candidate. The DST includes the following statements:

"4. If the given site is not within close proximity to an existing traffic control device then this site is a candidate for pedestrian crossing control. The type of device to install depends on specific site conditions."

Close proximity is defined as any distance between 100 and 200 metres.

As the jaywalking location across Clarence Avenue is only approximately 65 metres from the Clarence Avenue / Taylor Street intersection, this spacing is much too close to an existing protected pedestrian crossing at the signalized intersection to warrant another pedestrian crossing.

A review of the collision history on Clarence Avenue (between Taylor Street and Isabella Street) indicates ten collisions involving vehicles at this location between 2009 and 2014 with about 50 percent of the collisions having been rear end collisions. Traffic volumes on Clarence Avenue are increasing annually, and installing a crosswalk at this mid-block location will increase the probability of this type of collision, **thus lowering the level of safety for both pedestrians and drivers.**

Another reason to not install a mid-block crossing that was not included in the previous letter provided to ABCI, but became evident after conducting the site visit and reviewing the video, is that there is significant doubt that the jaywalkers would consistently use the pedestrian crossing device if one was installed. A mid-block crossing device would typically include some sort of lights, and these would be required to be co-ordinated with the traffic signals at the intersection of Clarence Avenue and Taylor Street due to the proximity. This means that the pedestrian crossing light would not be 'on demand', in other words once the push button was pressed, it would take anywhere from a few seconds to a minute for the crosswalk light to be activated. After watching the jaywalking behaviour at this location, Transportation suggests that it is highly likely that the jaywalkers would not wait for the crossing light, but would jaywalk anyways. Introducing this condition would further lower the level of safety at this location.

7.6 Clarence Avenue Centreline Fence

An option to mitigate jaywalking is to install a fence along the centreline of Clarence Avenue. To ensure that the issue would not be relocated further north or south along Clarence Avenue the fence would need to be installed the entire length of the street between Isabella Street and Taylor Street. The existing edge of curb to edge of curb distance is approximately 13.5 metres. A potential cross-section that includes a centreline fence would require the following elements:

- 3.6 metres driving lanes
- 2.5 metres parking lanes
- 1.3 metres median

There is precedent and many examples of this type of jaywalking mitigation in Saskatoon, Calgary, and Prince Albert including applications for schools. These are illustrated in Exhibits 2 to 7.

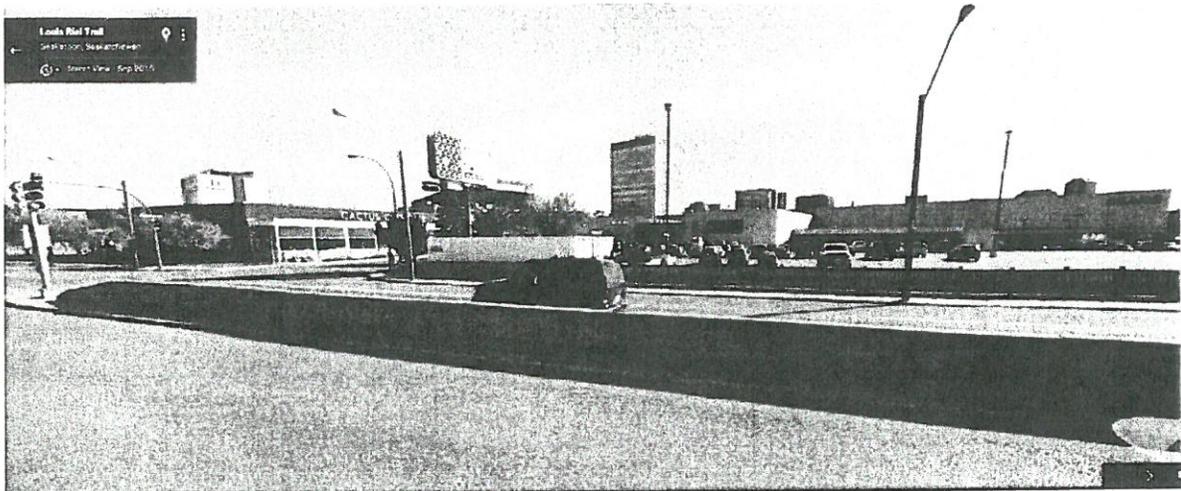


Exhibit 2: Raised Concrete Barrier on Idylwyld Drive (looking easterly)

The above figure illustrates a raised concrete barrier (or jersey barrier) in place on Idylwyld Drive between 20th Street and the access to Midtown Mall, a length of approximately 70 metres. This barrier does not include a fence, but was installed to mitigate the potential for jaywalking between the parking lot immediately west of Idylwyld Drive and the shopping centre. Of note is how it is between two signalized pedestrian crossings.

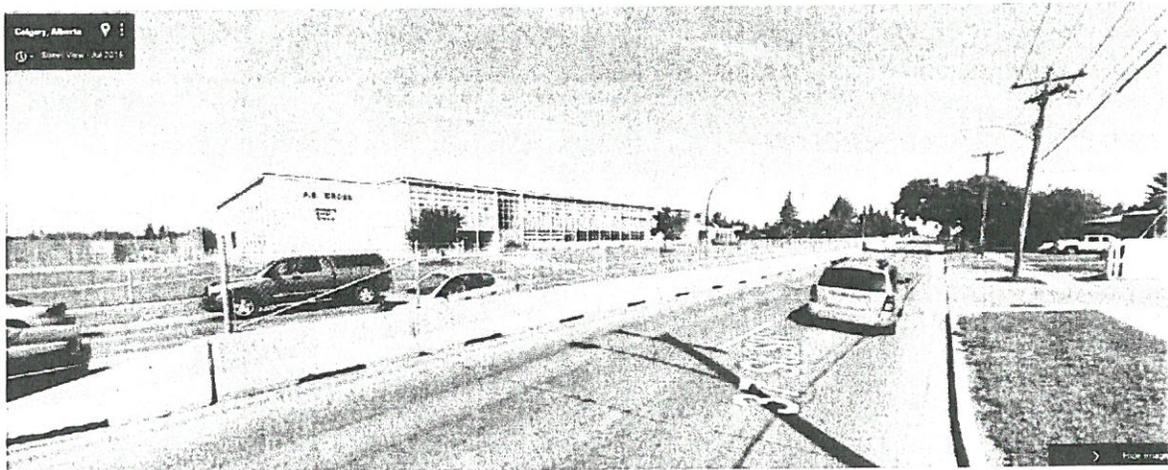


Exhibit 3: Raised Concrete Barrier and Fence on 37th Street in Calgary

The previous exhibit illustrates a raised concrete barrier and fence in place on Calgary's 37th Street SW between 33rd Street and Richmond Road, a length of approximately 125 metres. This barrier includes a fence, appears to be installed retroactively and stops jaywalking between A.E. High School and the convenience store on the other side of 37th Street. Again, of note is how it is the entire length between two signalized pedestrian crossings.

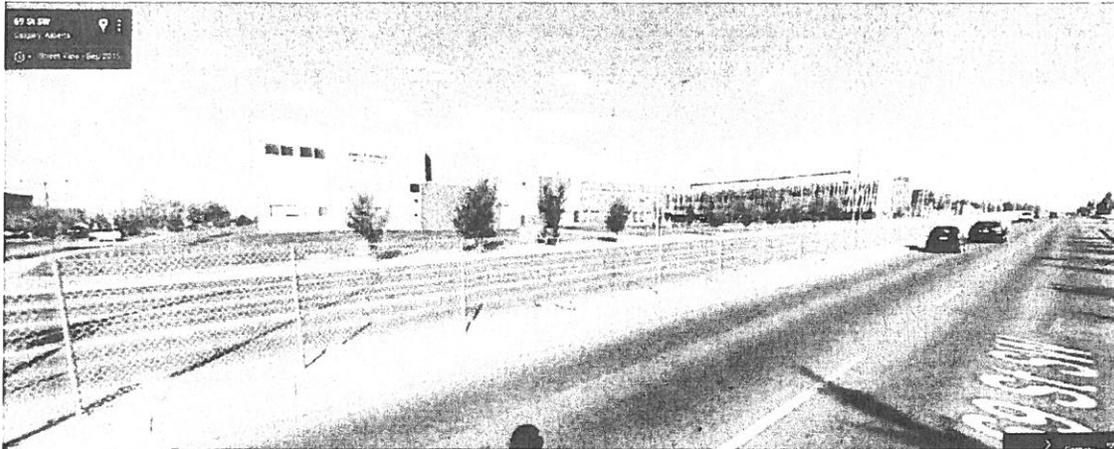
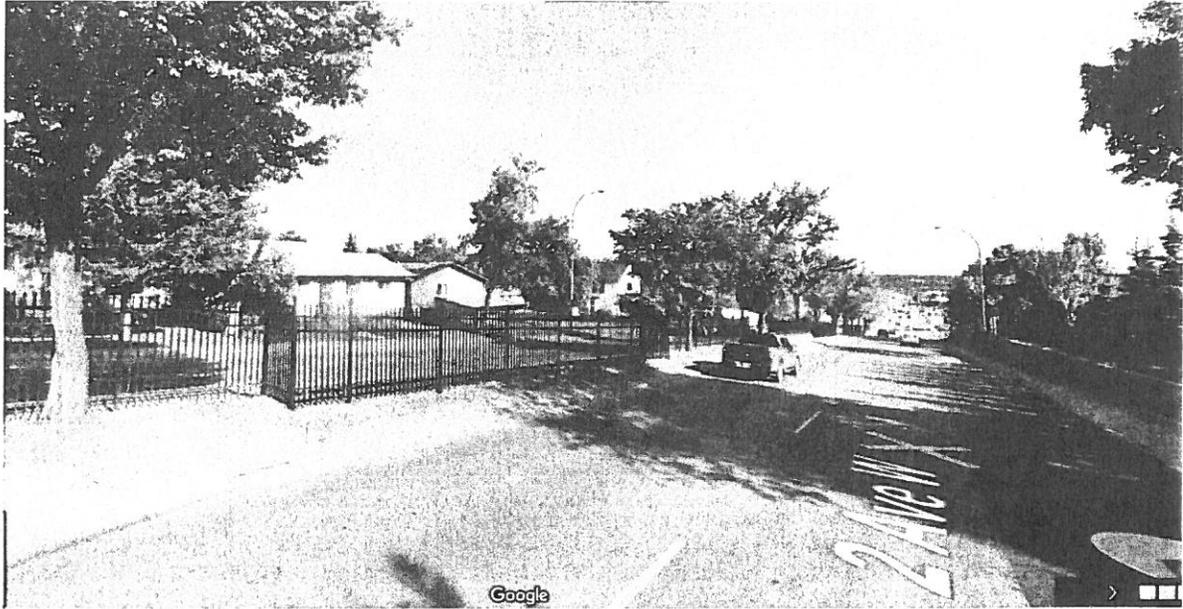


Exhibit 4: Fence on 69th Street in Calgary

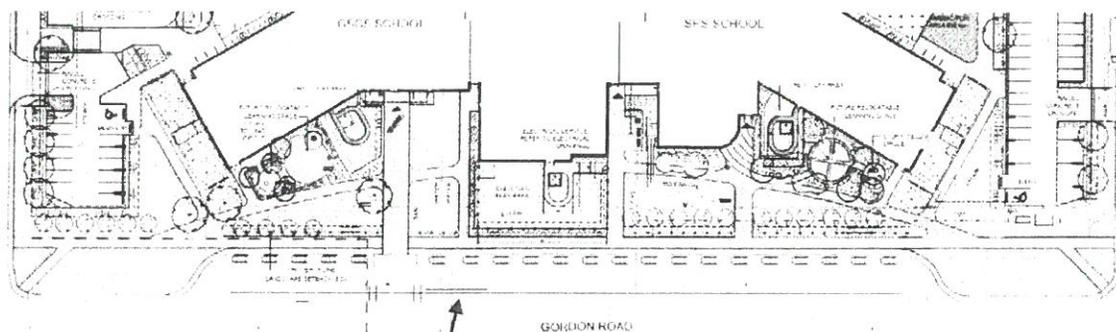
The above figure illustrates another example from Calgary, this time of a fence without a raised barrier on Calgary's 69th Street SW between 17th Avenue and Springborough Blvd, a length of approximately 250 metres. This fence stops jaywalking between Ernest Manning High School and the transit station and community centre on the other side of 69th Street. Again, of note is how it is the entire length between two signalized pedestrian crossings.

Idylwyld Drive in Saskatoon, and 37th Street SW and 69th Street SW in Calgary are arterial streets, similar to Clarence Avenue.



5: Fence on 2nd Avenue in Prince Albert

The above figure illustrates an example from Prince Albert, this time of a black ornamental fence on 2nd Avenue West between 22nd Street and 17th Street, a length of approximately 400 metres. This fence stops jaywalking between two residential areas across 2nd Avenue West, which has a significant downgrade to the north as you approach the Prince Albert bridge across the North Saskatchewan River.



Location of median fence to stop jaywalking between Gordon Road eastbound lane and pick-up / drop-off area. Style of fence will architecturally match existing fencing in Stonebridge.

Exhibit 6: Future Fence on Gordon Road in Saskatoon

The above figure illustrates an example from Saskatoon of the location of a future fence to be installed to stop jaywalking. The fence will be approximately 175 metres long and will stop people from stopping on Gordon Road, dropping of students, and having them jaywalk across the pick-up / drop-off area. The fence will be ornamental and architecturally match existing ornamental fencing in Stonebridge.

It is recommended that the fence installed along Clarence Avenue is ornamental, a suggested style that will stop jaywalking, not allow fence climbing, and be attractive is the fence along 2nd Avenue in Prince Albert. A close up of this fence is shown in the exhibit below.

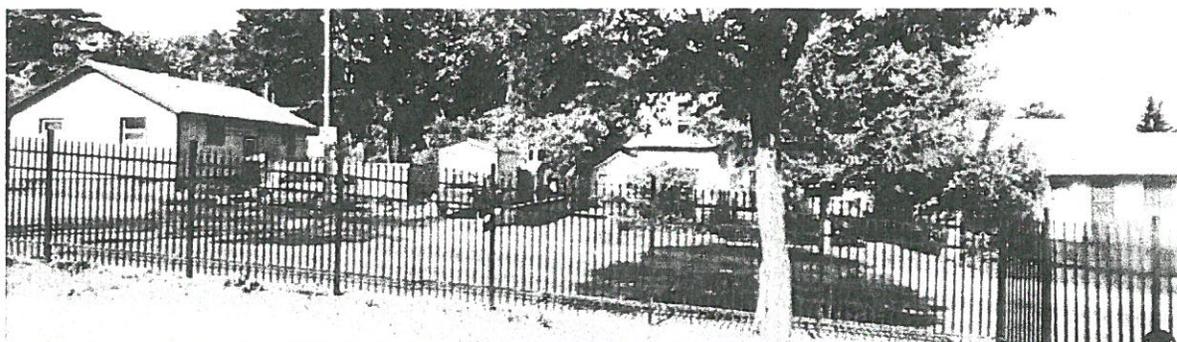


Exhibit 7: Example of Ornamental Fence

A preliminary cost estimate to install a concrete barrier with a fence on top is approximately \$125,000. Additional work on the design and costing is required.

The construction of an ornamental fence would affect access to the strip mall site as the driveway will remain open, but will operate as a right-in / right-out:

- Southbound drivers on Clarence Avenue will now have to turn left onto Taylor Street, and then turn right into the mall at one of two driveways.
- Drivers leaving the site at the Clarence Avenue access will now have to turn left from the site onto Taylor Street, and then turn left onto Clarence Avenue to continue south.

Traffic data was collected on September 22, 2016 and in the afternoon peak rush hour only 17 vehicles southbound on Clarence Avenue turned left into the site, and only 20 vehicles exiting the site turned left onto Clarence Avenue Southbound.

Fortunately the site has numerous access points (two on Taylor Street and two on McKinnon Avenue), which will easily be able to accommodate the above minimal left turning traffic:

The existing traffic volumes for the weekday peak hours are provided in **Exhibit 8**.

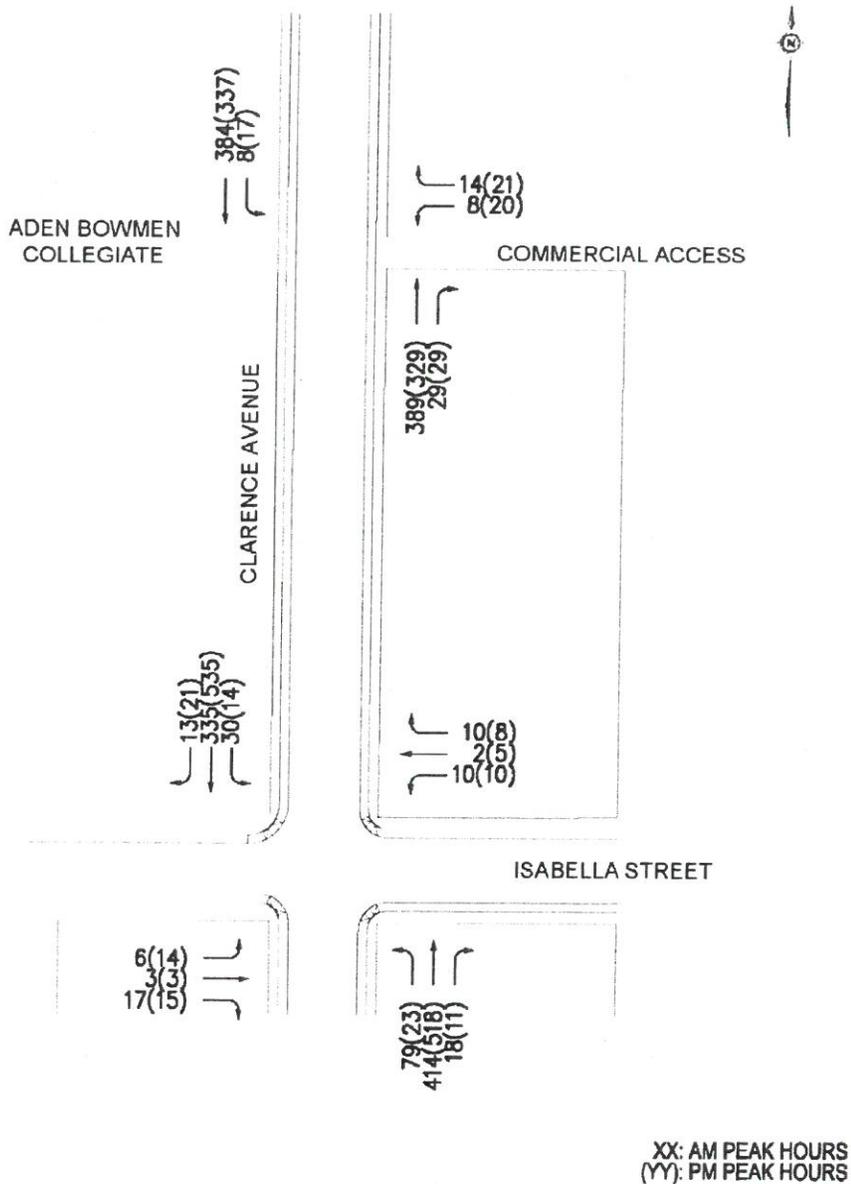


Exhibit 8: Existing Traffic Volumes

7.7 Urban Landscape Project

The preferred option is an urban landscape project on the school site immediately adjacent to Clarence Avenue and between the school doors and the strip mall. The urban design group within the City of Saskatoon was engaged to develop a concept that through the use of urban design would naturally move the pedestrian desire line from the jaywalking location to the corner of the intersection of Clarence Avenue and Taylor Street.

The innovative concept 'Bear Square' is provided in **Figure 9**, and illustration of the concept is provided in **Figure 10**. This option does not include the installation of a median fence on Clarence Avenue, but rather a much stronger community building proposal, that can meet the objective by reducing jaywalking through urban design that adds value to the school site and neighbourhood. The following specific comments are provided:

- Flag poles and flags will recognize the province and nation.
- The fence panels can be water etched to reflect famous Aden Bowman graduates or teachers, or memorialize school sports teams or drama groups.
- The square area can be used for pep rallies, or public speaking events.
- The square area will include seating areas for students and staff, with the potential to include shaded areas.
- There is a potential to include a solar powered device charging station.
- The fence can be designed to deter climbing.
- For people in wheelchairs the current travel distance is 35 metres. The pick-up / drop-off location would require moving to Taylor Street and the travel distance would increase to only 73 metres to the Clarence Avenue north school door.
- Currently the eastern school door on Taylor Street is not accessible to people in wheel chairs. To increase accessibility to the school, it would be possible as part of this project to improve that access, thus providing another location for all people to us. This second access door would be only 52 metres away from new loading and disabled parking located on Taylor Street.
- The potential exists for the students and City professionals to collaborate together to realize this project. The benefits of such a collaboration effort are potentially immeasurable in terms of the education opportunity for the students, and the taking ownership of the project and physical space by the students that would occur. It is a wonderful opportunity to improve the culture.

In addition to the concept illustrations included in this document, the administration also prepared a short video, as well as a physical mock-up that further illustrates and details the concept. The administration met with the principal, vice-principal, area councillor, and a couple of parents on the afternoon of Thursday January 12, 2017. The administration met again with the same group plus additional parents and a representative from the Adelaide-Churchill community association on the evening of Tuesday, January 17, 2017. At both meetings the video and physical mock-up was shared with the group.

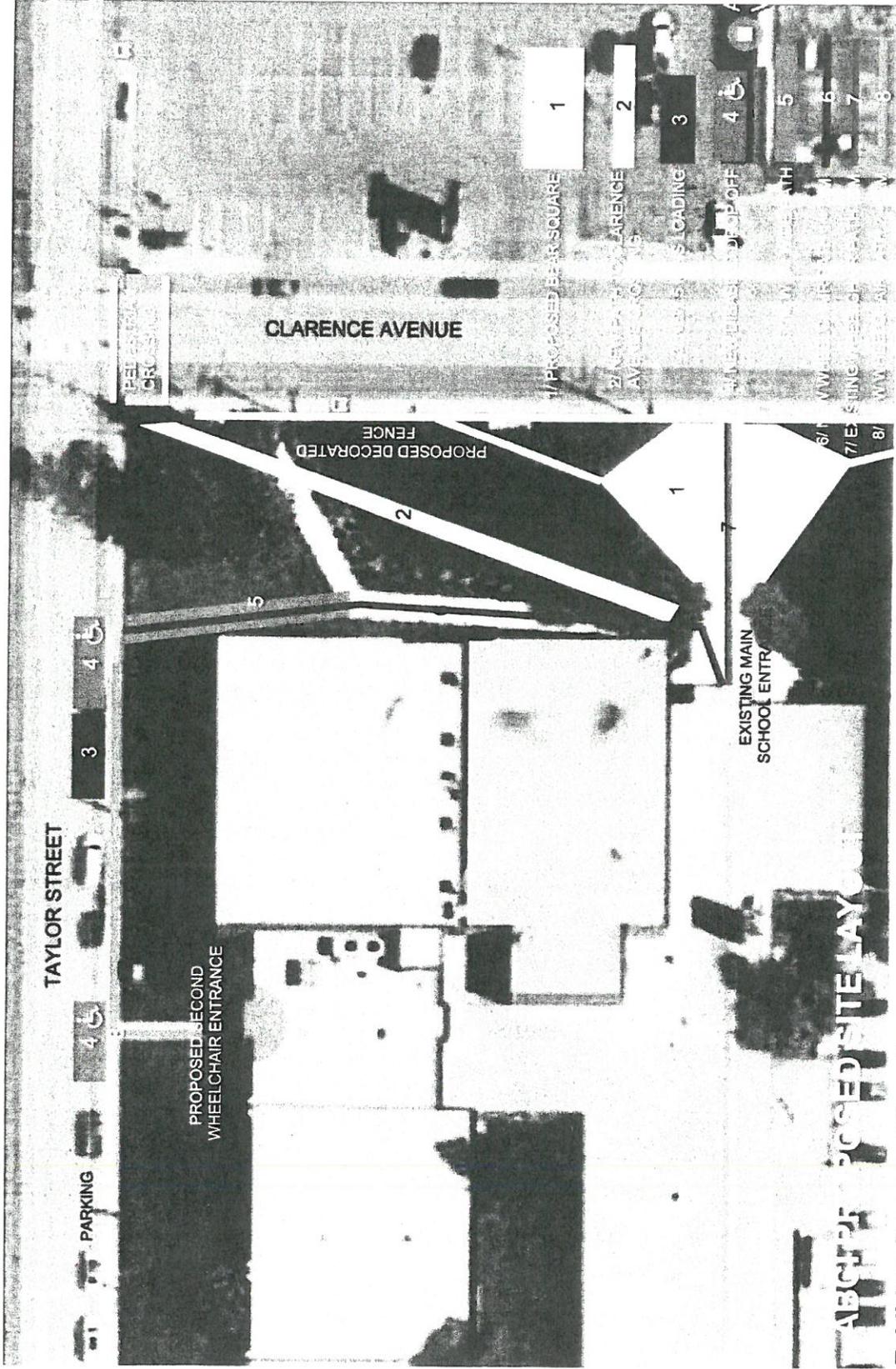


Exhibit 9: Proposed Bear Square

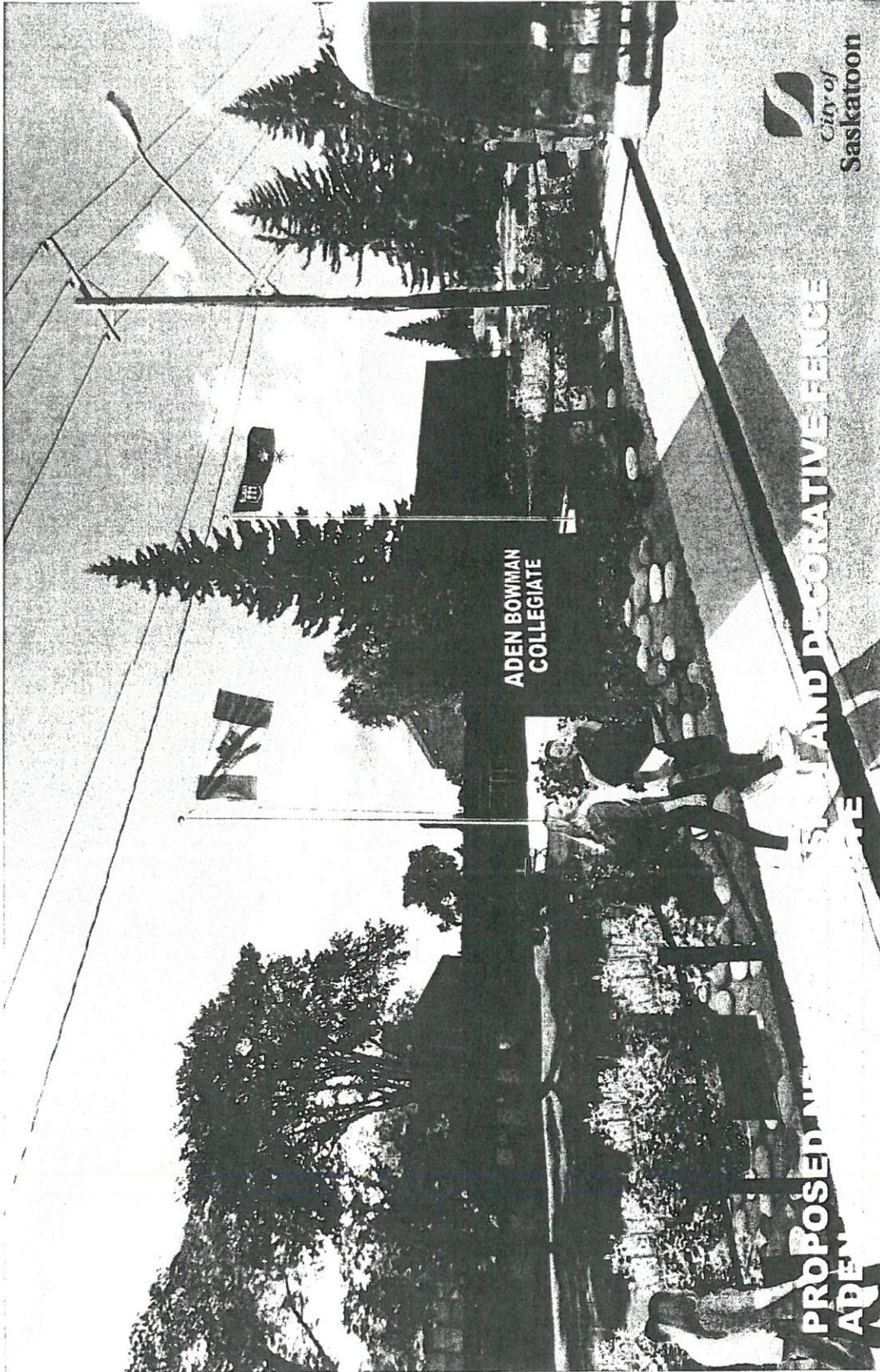


Exhibit 10: Bear Square Looking West

8. Conclusion

To conclude, an urban landscape project on the school site immediately adjacent to Clarence Avenue and between the school doors and the strip mall is the preferred option in consideration of the following:

- There is a significant jaywalking issue between ABCI and the Strip Mall to the east across Clarence Avenue.
- The jaywalking issue consistently occurs throughout the day, and peaks over the lunch hour.
- The jaywalking location is approximately 60 metres south of the Clarence Avenue / Taylor Street intersection.
- Based on observations the pedestrian behaviour is random and unpredictable, and this behaviour should influence the type of treatment chosen to mitigate the issue.
- Enforcement, while an important tool in changing behaviour, should not be the primary mitigation measure to reduce jaywalking.
- The substantial effort by ABCI has not eliminated jaywalking, therefore more substantial mitigation measures should be completed.
- It is a neighbourhood building project that includes large potential for an educational experience for students, and to further increase the level of pride in students and parents of ABCI.
- The objective of reducing jaywalking is reached without the construction of centreline median.
- The objective of reducing jaywalking is also met through the construction of a centreline median fence (however this is not a neighbourhood building project with cultural benefits):
 - There is an acceptable cross-section that would include a centreline median fence.
 - There is precedent for this type of jaywalking mitigation both in Saskatoon and Calgary, including applications for schools.
 - A centreline median fence completely eliminates jaywalking. Extending the fence between Taylor Street and Isabella Street does not relocate the jaywalking issue.
 - The issue of students painting a crosswalk is also eliminated.

9. Recommendation

The following recommendations are provided:

1. The urban landscape project is selected as the method to reduce jaywalking.
2. The funds that the City would have paid towards a centreline median fence instead be used for the urban landscape project.
3. A project steering committee be struck with members including: ABCI students, ABCI staff, City urban designers, and City transportation engineers

10. Closing

Please do not hesitate to contact the undersigned at 306-975-3171 or jay.magus@saskatoon.ca for any feedback or questions you may have.

Original stamped

and signed

Jay Magus, P.Eng.
Engineering Manager, Transportation
Transportation and Utilities Department
City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



Stantec Consulting Ltd.
100-75 24th Street East, Saskatoon SK S7K 0K3

January 4, 2017
File: 111099000

Transportation Division
City of Saskatoon
222 Third Avenue North
Saskatoon, SK S7K 0J5

Attention: Jay Magus, P.Eng.
Engineering Manager

Dear Mr. Magus,

Reference: Mid-block Pedestrian Crossings of Clarence Avenue South of Taylor Street

Stantec Consulting Ltd. has reviewed your technical memo, dated September 30, 2016, regarding mid-block pedestrian crossings of Clarence Avenue south of Taylor Street. As indicated in the memo the majority of the crossings are made by students attending Aden Bowman Collegiate Institute who are traveling between the school and the Churchill Shopping Centre. The majority of the crossings occur during the noon hour period at times when school is in session.

The issue of mid-block pedestrian crossings at this location has been a concern for a long time. Enforcement, education and traffic control measures such as signage and a reduced speed zone have not alleviated the problem. The problem will continue to exist unless significant engineering and/or traffic control measures are provided to increase protection of pedestrians at this location, or that pedestrian crossings are diverted to another location, such as the Clarence Avenue/Taylor Street intersection. The memo indicates that the "do nothing" option is not considered acceptable.

Traffic control measures typically used to increase pedestrian protection at crossings include:

- Installation of a painted and signed crosswalk;
- Installation of a painted and signed crosswalk complete with rectangular rapid flash beacons (RRFB);
- Installation of a pedestrian corridor with overhead signage, illumination and actuated flashing lights; and
- Installation of pedestrian actuated traffic signals.

The potential measures to divert pedestrians to another location include:



Reference: Mid-block Pedestrian Crossings of Clarence Avenue South of Taylor Street

- Prohibiting students from using the school's main doors along Clarence Avenue; and
- The installation of a barrier along Clarence Avenue that physically prevents the crossings.

Construction of a pedestrian grade separation across Clarence Avenue could resolve the issue however the cost and physical requirements of a grade separation at this location make this option unsuitable.

Traffic control measures such as the installation of a painted and signed crosswalk, installation of a crosswalk with rectangular rapid flash beacons, installation of a pedestrian corridor, and pedestrian actuated traffic signals are not considered to provide adequate protection at this location. The unsuitability of these devices is mainly due to driver expectations and the workload placed upon drivers in an area with numerous distractions.

The Geometric Design Guide for Canadian Roads (GDGCR) recognizes the importance of designing a roadway so that it conforms to what drivers expect from such a roadway from previous experience. It also acknowledges the importance of providing drivers with clear clues about what is expected of them on a particular roadway. The GDGCR states the following pertaining to expectancy:

"Prior driver experiences are critical in reducing reaction time and engendering an appropriate response when a new driving task is imposed. These experiences develop, over time, into a set of expectancies which allow for anticipation and forward planning, and which enable drivers to respond to common situations in predictable and successful ways. If these experiences are violated, problems are likely to occur, either as a result of a wrong decision or of an inordinately long reaction time."

The GDGCR also indicates that the characteristics of expectancies are:

- *"Drivers tend to anticipate upcoming situations and events that are common to the road they are travelling;*
- *The more predictable the road feature, the less likely the chance for errors;*
- *Drivers experience difficulty when they are confronted with the unexpected;*
- *Drivers, in the absence of counter evidence, assume that they will only have to react to standard situations;*
- *The road and its environment upstream of a site create an expectation of downstream conditions; drivers are more likely to experience problems in transition areas and locations with inconsistent design or operation; and*



Reference: Mid-block Pedestrian Crossings of Clarence Avenue South of Taylor Street

- *Expectancies are associated with all levels of driving performance and all aspects of the driving situation. This includes expectancies relative to speed, path, direction, the roadway, the environment, geometric design, traffic operations and traffic control devices."*

Meeting driver expectancies reduces driver perception and reaction times because a driver responds through familiarity and habit. Driver behavior is largely governed by habit, experience, expectation and reaction and that any design or operation which violates these considerations is likely to be less safe. Because of this, unusual or inconsistent design or operational situations should be avoided, similar designs should be used in similar situations, and information that is provided to the driver should decrease the driver's uncertainty, not increase it.

Driver expectancy considerations make the use of traffic control measures, such as standard crosswalks, pedestrian RRFB's, corridors and actuated signals, at this mid-block pedestrian crossing undesirable. In part, this is because drivers do not expect to encounter such devices so close to a signalized intersection. The expectancy issue is made worse by other factors that the driver must deal with at this particular location such as vehicles entering and exiting the shopping centre, the dropping off and picking up of students on both sides of Clarence Avenue, the reduced school speed zone which drivers must adhere to, on-street parking, the operation of the traffic signals at Clarence Avenue/Taylor Street, cyclists on Clarence Avenue, and buses entering and leaving bus stops. The concern with the use of the above pedestrian traffic control measures is that drivers may not observe the traffic control device or perception and reaction times may be increased to the point where the driver cannot react in time to the requirement of the device, for example not be able to stop when a pedestrian is legally in a mid-block crosswalk.

It should be noted that the unsuitability of devices such as pedestrian RRFB's, corridors and actuated signals is not due solely to their use at a mid-block location but rather their use at a mid-block location so close to a signalized intersection. Currently there are instances where pedestrian corridors and actuated signals are used at mid-block locations in Saskatoon. However, these are away from signalized intersections and have operating conditions that make such devices suitable at these locations.

In view of the above, only measures to divert pedestrians to other legal crossing locations are considered as viable options to increase pedestrian protection. The technical memo indicates that prohibiting students from using the school's main Clarence Avenue doors is not an option at this time. That leaves the installation of a barrier along Clarence Avenue, to physically prevent students from crossing Clarence Avenue mid-block, as the remaining suitable option. Due to the access requirements of the school, shopping centre, and residences south of the shopping centre, the most feasible location for the barrier is along the centre of the Clarence Avenue roadway likely within a new centre median.

A centre median barrier on Clarence Avenue extending from Taylor Street to Isabella Street would prohibit southbound access to and from the shopping centre and residences south of the



January 4, 2017
Page 4 of 4

Reference: Mid-block Pedestrian Crossings of Clarence Avenue South of Taylor Street

shopping centre. The removal of access to and from southbound Clarence Avenue may be considered as a reasonable restriction in order to protect pedestrians.

The use of a centre median barrier as a pedestrian protection device is currently employed in Saskatoon. The centre median barrier on Idylwyld Drive between 20th and 21st Streets was installed to stop mid-block pedestrian crossings at this location between the Midtown Plaza and the parking lot on the west side of Idylwyld Drive. The centre median barrier on 22nd Street between 1st Avenue and Pacific Avenue was installed to prevent mid-block pedestrian crossings between the Midtown Plaza and the parking lot on the north side of 22nd Street. Both of these installations force pedestrians to cross at intersections at each end of the barrier. As noted in the memo, this type of measure is used in Calgary to achieve the same objective.

The type of barrier suitable for use along Clarence Avenue should be designed to effectively prevent pedestrians from jumping over the barrier while not creating a hazard to motorists. Sight lines at intersections need to be maintained and proper transitions at each end of the barrier need to be provided.

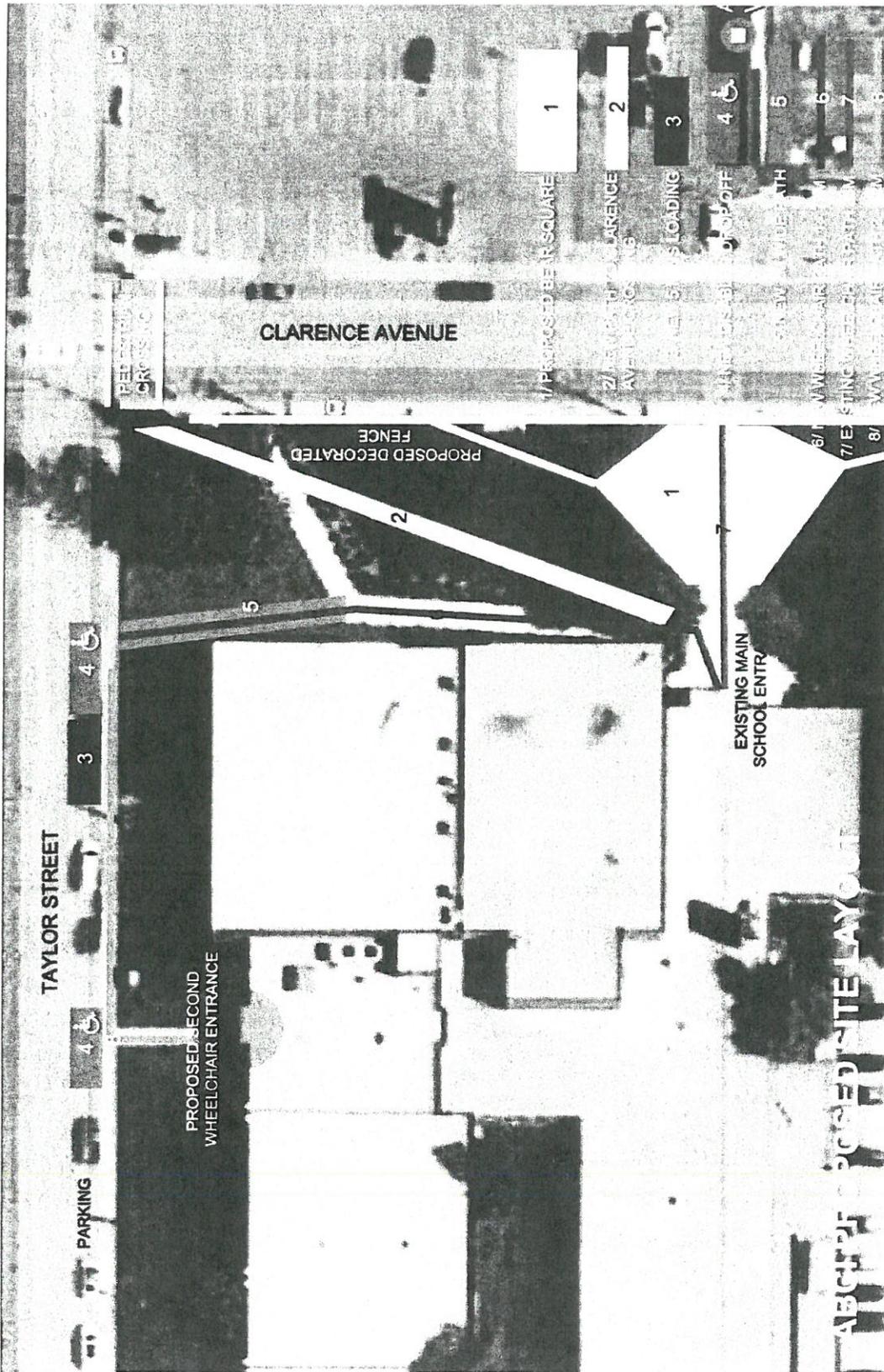
For the reasons presented above, diversion of the mid-block crossings to a nearby intersection through the use of a centre median barrier is considered a safer alternative than creating a legal mid-block crossing through the use of traffic control measures such as a pedestrian crosswalk with RRFB's, a pedestrian corridors or an actuated pedestrian traffic signal.

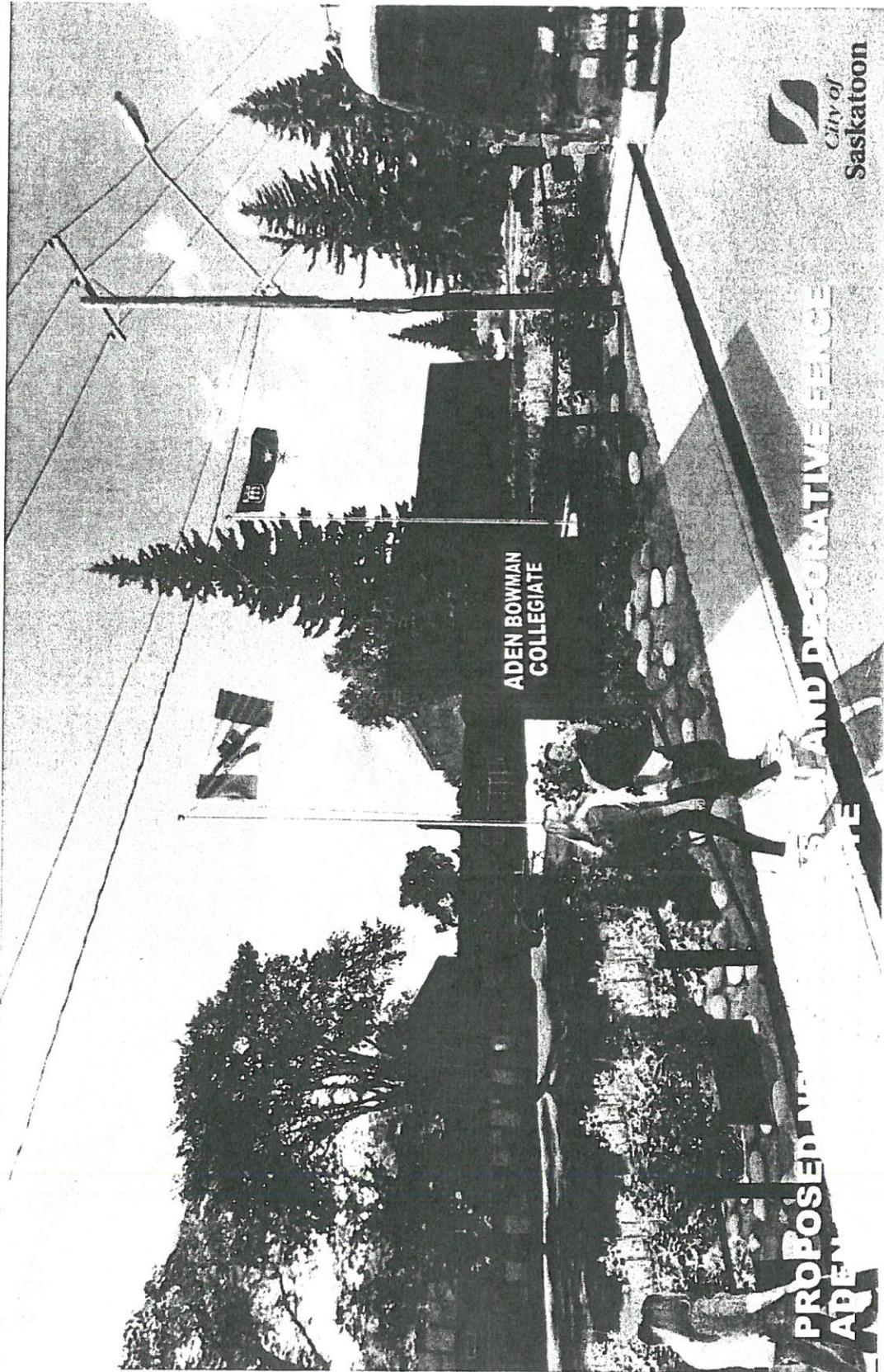
Please contact the undersigned if you would like to discuss the above.

Yours truly,

STANTEC CONSULTING LTD.

Tom Mercer, M.Eng., P.Eng.
Senior Principal
Phone: (306) 667-2453
tom.mercer@stantec.com





From: City Council
Sent: Friday, March 24, 2017 11:27 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Friday, March 24, 2017 - 11:27
Submitted by anonymous user: 70.64.56.97
Submitted values are:

Date: Friday, March 24, 2017
To: His Worship the Mayor and Members of City Council
First Name: Catherine
Last Name: Weenk
Address: 301 Saskatchewan Crescent West
City: Saskatoon
Province: Saskatchewan
Postal Code: S7M 0A2
Email: patboot@yahoo.com
Comments:
Dear Mayor Clark and City Councillors;

First thank you for your attention to the cross-walk situation at Aden Bowman Collegiate. We appreciate the time that members of the city's transportation team and yourselves have given to this issue. The School Community Council (SCC) would like to propose the following two changes to the motion that was recommended to council on March 13th by Councillor Marin Lowen at the Standing Policy Committee on Transportation:

1. Given the high volume of traffic on Clarence and the location of the school, there must be consistent radar speed signage present on both sides of the street on Clarence between Taylor and Isabella. The signage can be moved up and down the block on that street to maintain it's effectiveness but it is necessary to maintain a regular presence with the radar speed signs in the block in front of the school to ensure the speed limit is followed.
2. The City of Saskatoon cover the costs to maintain consistent radar speed boards. The Saskatoon Public School Division and the Aden Bowman SCC are unable to pay for the cost of these speed boards due to the lack of funding. The cost of two speed boards is not more than \$10,000 which is far less than the estimated \$125,000 for the proposed "Bear Square" structure that the City of Saskatoon was prepared to pay for.

Thank you very much for your attention to amend the motion with the changes proposed above. For your reference, please find below the details of the motion made on March 13th. Cate Soffer from the Aden Bowman Collegiate School Community Council will be in the gallery at the city council meeting on Monday, March 27th at 1pm if you have any further questions.

MOTION TO COUNCIL on March 13th, 2017

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

That the Administration be requested to add this location to the list of areas requiring speed boards;

That the Administration explore cost-sharing of permanent speed boards with the School Division;

That the Board of Police Commissioners be requested to consider extra enforcement at this location; and

That the Administration be requested to continue communication with the Aden Bowman School Community Council.

The results of this submission may be viewed at:

<https://www.saskatoon.ca/node/398/submission/161159>

“PUBLIC AGENDA”

TO: Darlene Brander, Chairperson
Board of Police Commissioners

FROM: Clive Weighill
Office of the Chief

DATE: 2017 April 20

SUBJECT: 2016 Annual Report of the Crime Free Multi Housing (CFMH)

FILE #: 2,016

ISSUE:

The Advisory Committee of the Crime Free Multi-Housing Program must submit its annual report for 2016.

RECOMMENDATION:

That the attached report be received as information forwarded to City Council for information.

Written by: Karen Farmer
Crime Fee Multi-Housing Coordinator

Approved by: Dale Solie
Inspector, Specialized Uniform Operations Division

Submitted by:



Clive Weighill
Chief of Police

Dated:

MARCH 17 2017

SASKATOON CRIME FREE MULTI-HOUSING ANNUAL REPORT FOR 2016

Written by: Karen Farmer, Acting Coordinator,
With input from CFMH Advisory Committee member organizations: Office of Residential Tenancies;
Saskatchewan Rental Housing Industry Association Inc.; Saskatoon Fire and Protective Services;
Saskatchewan Housing Corporation; City of Saskatoon Planning; Saskatchewan Landlord Association,
Saskatoon Police Service

*Effective Crime Reduction
in partnership with
Community*

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 - 1) Decreased crime in rental properties
 - 2) Improved property management to reduce opportunities for crime
 - 3) Effective crime prevention partnerships
 - 4) Empowered tenants to reduce and/or report crime
 - 5) Acted as a positive, community-based Police presence
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- 5. Public and/or Stakeholder Involvement**
- 6. City of Saskatoon Strategic Goals & CFMH**
- 7. Report and CPTED Implications**
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- Appendix A:** 32% reduction in crime in CFMH buildings
- Appendix B:** plain language CFMH Addendum

“... Sometimes we can miss even bigger stuff like secondary locks, lighting, trees people climb, and the help that is available. Now being fully CFMH certified I am more aware of what is going on, and the help I receive from CFMH is so appreciated. Having the Police Services meet with the tenants has given me ground to stand on to continually encourage them to call Police if needed, (this was very difficult before). The tenants are starting to see the benefits of the program as well. With the [crime] reports that I receive I am able to better monitor and react to any issues that arise, allowing me to deal with them in a timely manner. I can't thank everyone involved enough for their support and help, and the continuous learning.”

T. Vaadeland, Property Manager,
Mainstreet Equity



1. Report Recommendation:

That this report be reviewed, and forwarded to City Council for information.

2. 2016 Program Objectives and Outcomes:

Crime Free Multi-Housing (CFMH) brought about a substantial reduction in crime in Saskatoon's rental accommodation in 2016. Our work was guided by 5 main objectives. The corresponding successes are highlighted below:

1. Objective:

Decrease crime and nuisance activity in Saskatoon rental properties, focused on apartments with the highest crime levels.

Outcome:

Crime was decreased by 38.2% in CFMH Certified properties in 2016, (please note Appendix A). From 2015 to 2016 the buildings involved in CFMH experienced a reduction of 1,789 incidents.

CFMH worked in partnership with property owners and managers in 445 buildings, including those with the highest crime rates in Saskatoon (i.e., 1400 block 20th St. West and the Lighthouse). We effectively shifted rental properties from crime-ridden, to acceptable accommodation for Saskatoon's most vulnerable population.

CFMH makes it harder for criminals to break in, trespass, repeatedly engage in assault, disturb the peace of neighbours, sell or do drugs, or engage in other crimes in apartment buildings and the adjoining properties.

We accomplished this by:

- Ensuring minimum security features are installed (i.e., functioning door locks on suites and 8 other security features). In 2016 we conducted 30 Phase 2 inspections and follow-up assessments. We shared in-depth reports detailing what needs to be fixed and by when, with 36 different property managers;
- Guiding 16 more buildings to complete the three CFMH Phases and become CFMH certified. This qualifies them to request new tenants sign the Crime Free Addendum. The Addendum is a commitment tenants make to live crime-free within their building. It is a legal document which can assist landlords to evict tenants who are involved in crime. We're pleased the Lighthouse also became certified; and
- Sharing daily crime reports specific to apartment buildings. This alerts building managers/owners of crime within their buildings. We spoke to them about crime trends, such as mailbox thefts, and coached them how to make it harder for criminals to carry out the crimes.

2. Objective:

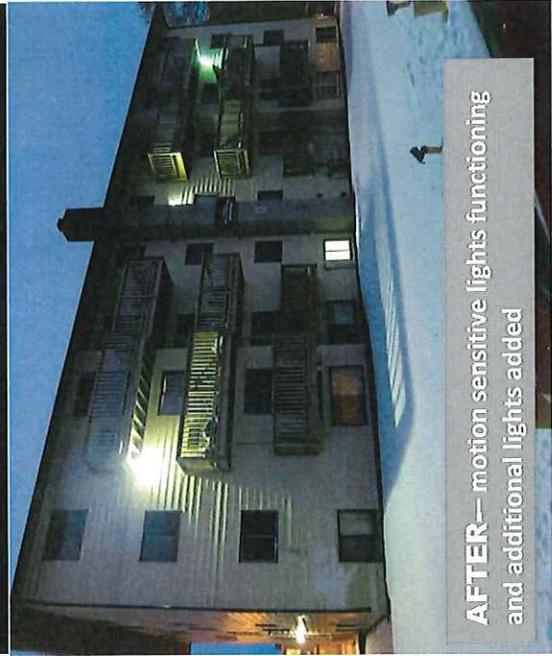
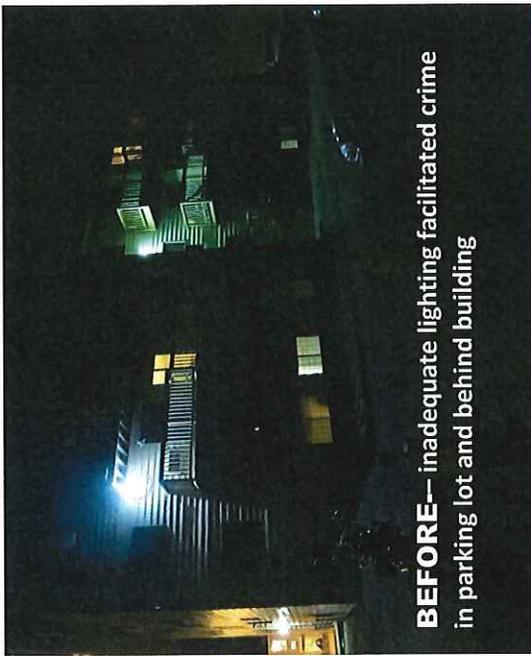
Improve property management to reduce the opportunity for crime.

Outcome:

To demonstrate how CFMH influences change we focus on a building on 22nd St. West, a 31-suite building presently owned by Capreit Inc...

Our initial inspection in September 2015 determined that they did not meet 6 out of the 9 CFMH security requirements. They needed to replace or repair suite deadbolts, door viewers, window/patio door locks and exterior lighting. When we assessed their building in March, 2016, we noted all these deficiencies had been repaired.

We also were happy to note that within that period, due to improvements to maintenance and property management practices, the calls for service to Police decreased by 110 calls or 34.2%. And, the crime occurrences decreased by 15 or 32.6%.



This quote from a property manager for details how our relationship and guidance works to bring change, that both decreases the opportunity for crime, and also assists Police as they fight it:

We are making your required changes to secure the building, (like window grills so people stop climbing in), and we're clearing out problem tenants... I'll drop off front door keys for the Police.... We may be moving some [drug-involved] people to a house, and if we do, will be notifying SCAN. My plan is to get them out of the building and into a stand-alone house that we can all monitor better. That makes the multi-unit safer. We have had a lot of positive feedback from tenants that the building is getting better and better.

S. Moormann, Property Manager, 100 block 2nd Ave S, Western Premium Property Mgmt.

3. Objective:

Form effective crime prevention partnerships.

Outcome:

CFMH effectively assists diverse groups combat, and cope with, crime through training and information sharing.

In 2016, **48 new property staff attended our 8-hour-long Phase 1 training**. This extensive training prepared property managers and owners to: better screen their new tenants; learn how to combat illegal activity (drugs & gangs); assess their building's security; and work with residents. They also learn how to effectively use the Office of Residential Tenancies services, and be proactive in their property management. Finally the training detailed how CFMH

can help reduce crime in their buildings, and how Police assist victims of crime and criminals with mental health challenges.

I never knew about SCAN [Safer Communities and Neighbourhoods] until today, and I learned a lot about how to screen tenants. It was a very informative training!
C. Jeanneau, Risa Management

One hundred and forty one (141) landlords and property owners also attended Renewal Training seminars in 2016. Property

managers work with a great variety of tenants, some of whom are vulnerable and/or violent. To better prepare them to deliver equitable and safe housing, our 2016 training focused on:

- *Mental Health & Addictions*, (with Police and Crisis Team (PACT), Saskatoon Health Region, Schizophrenia Society of Sk.)
- *Housing Services for People with Intellectual Disabilities*, (with Fetal Alcohol Disorder Network, Sk. Community Living)
- a networking *Bus Tour* of 4 diverse rental properties
- *Residential Tenancy Act Seminar*; and
- *Violence Prevention Training*- often requested by rental staff.

Join us for the December 7th Violence Prevention training!
Gain the tools & skills to recognize violence & learn how to avoid it.

When?: Wed. Dec. 7th 9am- noon at
Saskatoon Police Station, Community Room

Cost: Free for those with Phase 1 training,
\$25 for others

Register: 306.975.8173 Jasmine.Calix@police.saskatoon.sk.ca

Check out successful rental properties & learn from their managers. Join the 2016 Bus Tour! Lunch provided.
Wednesday, September 7th 12 pm - 3 pm

12 pm meet in front of Saskatoon Police Services, 78 25th St. East. Park for free in the visitors' parking lot.

2 222 4th Ave N- learn how video cameras have stopped graffiti and other antisocial property manager.

3 906 Duchesne- 6 buildings that work to build safe community. Managed by Management.

4 1801 22nd St. We meet the manager who has decreased crime in this building.

5 1000 Tilden Cres. Oliver Lodge Enjoy the garden & property in this apartment for seniors.

Please register in advance with Jasmine at 306-975-8173 or jasmine.calix@police.saskatoon.sk.ca
Pay at the bus. Just \$10 if you've done Phase 1 training, or \$25 if you haven't yet.

Bus Tour: 18 property managers from across the city viewed 4 diverse properties and learned from each other, and the managers at the sites.



"I always find your seminars helpful. I learned ways to approach tenants and proper techniques to use. I was reminded that there are supports in the community."

Anonymous comment from a training evaluation form

Office of Residential Tenancies Hearing Preparation Seminar

Wednesday, May 11th
9:00am to 12:00pm
Saskatoon Police Headquarters
78 25th Street East
(parking available on west side)

The hearing process can seem overwhelming when a property manager is faced with one. Knowing the procedures on how to prepare for a hearing can make this process more manageable.

Office of Residential Tenancies, SKLA (Saskatchewan Landlords Association) and The Sheriff's Office will facilitate on how to increase your success through the eviction process.

Registration is free and on a first come, first served basis. Please RSVP by Friday, May 5th to Jasmine Calix.
306-975-8173 or edmg@police.saskatoon.sk.ca

Saskatoon Police Service
Humanity. Justice. Power.

Mental Health & Addictions

Mental health disorders and addictions often go hand in hand. How prevalent are mental health disorders?

- Mental illness affects 1 in 5 people at some time.
- 25% of Canadians with serious mental illness are women.
- Mental illness affects people of all ages, cultures and income levels.

Wednesday, March 9th, 2016
9:00 am to 12:00 pm



At this workshop, community service experts will provide information on dealing with mental health issues and addictions at rental properties. The workshop will address what supports are available in the community, and the new joint initiative between Saskatoon Police and mental health professionals for dealing with calls related to mental health.

Presenters will include representatives from:

- Saskatoon Health Services Addictions team and Addictions Services
- Saskatchewan Society of Saskatchewan
- Police and Crisis Team (PACT)

Please RSVP by Monday March 7th, 2016 to Janine Galt at 306-975-8173 or janine.galt@saskatoon.ca

Registration is free! If you have a membership to a service and \$25 a fee, this \$25 can be applied towards the next Police Page 1 Liaison!

Not a Problem



Housing Services for People with Intellectual Disabilities
Wednesday, July 13th, 2016
9:00am to 12:00pm

In Saskatchewan's currently more challenging rental market, it is increasingly important to be able to accommodate particular sectors. Up to 10% of the population may suffer from some type of intellectual disability including seniors, and people living with FASD. We have a number of programs in place to help landlords and tenants better accommodate people with intellectual disabilities in rental housing.

Registration is free and on a first-come, first-served basis.
Please RSVP to Janine Galt at 306-975-8173 or janine.galt@saskatoon.ca

Saskatoon Police Service
Community Support Division

Beyond educating those in the rental industry, we are an **active member of the Safe Communities Task Force** (with Fire, Social Services, Saskatoon Health Region and SCAN). We share apartment-specific crime statistics and strategize how to decrease crime in apartments where the incidents are highest. We met with this group three times in 2016.

We were pleased to **share crime reduction tips with the public** at the Police BBQ, YXE Connects, and the National Housing and Homelessness Conference.

Our partnership with other Saskatoon Police units grew in 2016. We provided 'inside' information about apartments with high crime rates that was helpful to the Central Division Patrol Analyst, Community Liaison Officers and the Inspector. We helped get apartment front door keys into the hands of Police so they could quickly respond to emergencies. We engaged Community Liaison Officers to share information with tenants at Safety Socials, and to liaise with property managers in buildings with very high crime shared information about other Police units such as the Police and Crisis Team (PACT).

Our work is guided by the CFMH Advisory Committee who include representatives from Fire, City Planning, Police, Ministry of Social Services, rental property management, Ministry of Justice, Office of Residential Tenancies, a Tenant representative (who lives in Pleasant Hill), and the Sask. Landlord Association.

4. Objective:

Empower tenants to actively reduce and/or report crime.

Outcome:

In 2016 we **coordinated Police, Fire, property management and tenants' participation in 18 Safety Socials**. These were attended by as few as 3 tenants, (in a building with 8 units), to as many as 85 tenants.

All ages, ethnicities and socio-economic groups attend. For some Newcomers to Canada this can be their first encounter with Saskatoon Police, (and first experience with kind and uncorrupted police officers.) The Safety Social empowers them to call us for help. For many renters, isolated in their apartments, the Social can be an important tool for them to meet each other, share names and socialize. This builds community which can motivate tenants to call Police when they see a neighbour's car being damaged or see suspicious strangers in their building. Education and relationship building with Police and Fire at Safety Socials builds a community within the apartments.

As a tenant in an apartment building, I am now more aware of interior and exterior features that could potentially reduce or invite crime. I think to promote safe and secure neighbourhoods, more tenants and landlords need to be educated about CFMH. Thanks!

K. Mofazzali, tenant

New Initiatives in 2016:

- Certified CFMH properties have new tenants sign a CFMH Addendum which states that tenants will not engage in crime in the rental property. This powerful tool is used to help evict tenants who do commit crimes. The Addendum is presently written at graduate-university-reading-level. To ensure tenants are exercising informed consent when they are signing this legal document, we've developed a **Plain language Guide to the Addendum**. Landlords have been thrilled to use this.

The Acting Coordinator has also created a plain language Addendum which is presently being reviewed by the Saskatoon Police Legal department. Interest has been expressed by the International Crime Free Organization in using this document. Please note **Appendix B**.

- We've **working proactively with new Saskatoon builders** and invited them to learn about our 9 security requirements at a National Housing Day *Innovative Approaches to Housing and Homelessness Conference*. We've also shared information with tenants via the Renters of Saskatoon Association (ROSA).
- Improved **COMPSTAT data collection and reporting process** and cut the staff time required from 2 days to a half-day.
- We're working with Police Finance and IT to develop an **online registration and payment system** to make it easier for the hundreds who attend our training seminars to sign up and pay (small registration fees).

- Working to **amend Property Maintenance Bylaw #8175** to include a Nuisance charge for apartment buildings that receive a high volume of Emergency Services calls, due to their poor property maintenance and management practices. This is an initiative in progress.

Staffing Challenges Resolved:

Working with 445 buildings, CFMH has developed beyond the capacity of one person to professionally manage all requirements. We are pleased to report that a request for a permanent full-time Assistant Coordinator position was granted in February, 2017.

City of Saskatoon Strategic Goals & CFMH:

Quality of Life- Our work makes Saskatoon a safer and more peaceful place to live. We effectively shift rental properties from crime-ridden to safer accommodation for the Saskatoon's most vulnerable, low income populations. Our work ensures that rental accommodation meets minimum safety requirements such as locks that work, and sufficient lighting that make it possible for tenants to safely live in and around their buildings.

We assist landlords and property managers to evict tenants who commit crime and disturb renters' right to the peaceful enjoyment of their home.

Economic Diversity and Prosperity- By the end of 2016, Saskatoon's apartment vacancy rate was 10.3%- the highest on record since 1988. For the first time in recorded local history, rents prices dropped by 0.9 per cent compared to 2015. CFMH 'brands' participating properties as safer which helps property owners and managers fill their suites.

Continuous Improvement- Our work is guided by the needs and urgent challenges of Saskatoon property managers, owners and their tenants, and by crime trends. The training and support we offer continually adapts to respond to these factors.

In 2016, we developed a plain language Addendum, to make it easier for tenants to clearly understand their obligation to live a crime-free lifestyle within their rental accommodation. We also worked to amend the Property Maintenance Bylaw # 8175.

Asset and Financial Sustainability- We carefully monitored expenses for 2016, and did not exceed the budget in our capital purchases.

Public and/or Stakeholder Involvement:

This report has been reviewed by the CFMH Advisory Committee. The committee represents key stakeholder representatives from the Fire Department, the Ministry of Justice – Office of Residential Tenancies, the Ministry of Social Services – Sask. Housing Corp, City of Saskatoon Community Services, Saskatchewan Landlords Association, Property Managers, Saskatoon Police, and a renter who lives on 22nd St. West.

Report and CPTED Implications:

This report has no implications for the areas of policy, finance, environment, or privacy. No communication plan is required. Public Notice, (section 3 of Policy C01-021), is not required.

The CFMH program has integrated the principles of Crime Prevention through Environmental Design (CPTED) and SAFEGROWTH into all aspects of the program.

Conclusion:

Every resident of Saskatoon, no matter their socio-economic situation, deserves a safe and peaceful place to live. Similarly, everyone should be free from violence at work. Our program helps make both these essential conditions possible.

2016 was a year when we noted a 38% reduction in crime in CFMH certified buildings. We ensured crucial security features are established and maintained. We helped empower tenants to call Police if needed for themselves, or their neighbours. Our eight property management training workshops taught apartment management staff to keep safe, and relate respectfully to a diversity of tenants. We also gave property managers insight into the crime that occurred in their building(s) so they could respond in a timely manner, which they often did.

CFMH worked with a great variety of multi-unit buildings across the city: from a brand new apartment in Evergreen (that needed its suite deadbolts fixed), to the Lighthouse towers downtown, to a building on 20th St. W. with 248 calls for Police service in 2016.

Sixteen additional buildings became certified, having completed all three CFMH Phases. We were happy to promote safer buildings in our bus ad promotional campaign, CFMH website and postcard. The promotion for certified buildings acts as an incentive to other property managers to rectify security deficiencies, and also become CFMH certified.

Through positive encouragement, and helpful, consistent guidance, the CFMH program brings about transformative change for many of the most vulnerable people in our city. CFMH offers a proactive and effective form of community policing.

Appendix A: 38.2% reduction in Crime in CFMH buildings

address	before phase 1	after phase 3	Change	%change
100 block AVE U S	17	5	-12	-70.59%
1100 block MOSS AVE	5	5	0	0.00%
100 block REINDEER RD	1	0	-1	-100.00%
100 block AVE O S	34	45	11	32.35%
100 block MCCORMACK RD	15	0	-15	-100.00%
1400 block FAULKNER CRES	3	2	-1	-33.33%
1700 block 20TH ST W	15	1	-14	-93.33%
100 block PINEHOUSE DR	4	3	-1	-25.00%
1800 block 22ND ST W	11	1	-10	-90.91%
2000 block 20TH ST W	41	17	-24	-58.54%
2000 block 22ND ST W	30	78	48	160.00%
2000 block 7TH ST E	1	0	-1	-100.00%
200 block AVE V S	13	32	19	146.15%
200 block AVE R S	10	12	2	20.00%
200 block 2ND AVE N	7	1	-6	-85.71%
2300 block ST HENRY AVE	2	2	0	0.00%
200 block LENORE DR	5	0	-5	-100.00%
200 block AVE E N	11	4	-7	-63.64%
2400 block KOYL AVE	19	9	-10	-52.63%
300 block 108TH ST	1	0	-1	-100.00%
300 block CAMPONI PL	0	0	0	0
300 block AVE S S	9	0	-9	-100.00%
300 block AVE D S	1	7	6	600.00%
300 block AVE T S	28	3	-25	-89.29%
100 block BORDEN PL	34	16	-18	-52.94%
500 block 20TH ST W	39	1	-38	-97.44%
500 block 5TH AVE N	10	5	-5	-50.00%
700 block CONFEDERATION DR	2	16	14	700.00%
900 block 4TH AVE N	2	1	-1	-50.00%

Appendix B: CFMH Addendum & plain language CFMH Addendum (draft-presently under review by SPS legal)



SASKATOON POLICE SERVICE

SPS-25
Rev. 10/01/08

SASKATOON POLICE SERVICE

RESIDENTIAL TENANCY AGREEMENT CRIME FREE ADDENDUM

In consideration of the execution or renewal of a Residential Agreement for the residential property identified below, the Owner and Tenant agree as follows:

Tenant(s), any members of the tenant's household, and any persons affiliated with the tenant or invited onto the residential property or residential premise by the tenant(s) or any member of the tenant's family, shall not engage in any criminal activity on the residential premises or property including, but not limited to:

- Any drug-related criminal activity (including smoking marijuana);
- Solicitation (sex trade workers and related nuisance activity);
- Street gang activity;
- Sex trade solicitation or related nuisance activity;
- Assault or threatened assault;
- Unlawful use of a firearm;
- Any criminal activity that seriously jeopardized the health, safety or a lawful right (including the right to quiet enjoyment, security, safety or physical well-being) or interest of the landlord, other tenants or persons on the residential property, residential premises or adjacent property, or which has caused, or is likely to cause damage to the landlord's property.

VIOLATION OF THE ABOVE PROVISIONS, WHICH ARE AGREED TO BE A REASONABLE AND MATERIAL TERM OF THE RESIDENTIAL TENANCY AGREEMENT, SHALL CONSTITUTE GOOD CAUSE FOR A NOTICE TO END A TENANCY.

A single violation of any of the provisions of this Addendum shall be deemed a serious violation and a material non-compliance with the Residential Tenancy Agreement. It is understood and agreed that a single violation shall constitute good cause for a notice to end the Residential Tenancy Agreement. Unless otherwise provided by law, proof of violation shall not require criminal conviction, but shall be determined on a balance of probabilities.

Should incidents involving tenant(s) or guest(s) requiring police involvement occur on the property, the Tenant(s) do hereby authorize and consent to Landlord or his authorized agent applying to the investigating police service for further details of the incident(s) for purposes of determining if there has been any criminal activity (as described above), or if the property or other tenants' safety and security are at risk.

In case of conflict between the provisions of this Addendum and any other provisions of the Residential Tenancy Agreement, the provisions of this Addendum shall govern.

This Residential Tenancy Agreement Crime Free Addendum is incorporated into the Residential Tenancy Agreement executed or renewed this ___ day of ___, 20___ between the Landlord and Tenant(s).

Tenant's Signature _____

Tenant's Signature _____

Tenant's Signature _____

Landlord's or Authorized Agent's Signature _____

Property Address _____

Date: _____

Date: _____

Date: _____

Date: _____



Saskatoon Police Service

SPS-26, 2017

Residential Tenancy Agreement Crime Free Addendum

This Addendum is a legal contract. Read it carefully. Please add your initials to each requirement you understand and agree to.

To be considered for a new lease, or to have your lease renewed, the Tenant agrees that the people listed below will not engage in criminal activity in and on the property at: ADDRESS

- the Tenant(s) who signs the lease;
- any member of the Tenant's household who lives with them; and/or
- anyone the tenant(s) and/or their household invite onto the rental property.

Tenant's initials: _____

Criminal activity includes, but is not limited to:

- Selling drugs or having drug equipment, or using illegal drugs, including ingesting marijuana
- Sex trade solicitation or related nuisance activity
- Street gang activity
- Assault or the threat of assault
- Unlawful use of a firearm or weapon
- Any activity that seriously threatens the right to health, safety or security of other tenants or the neighbouring property;
- Any activity that affects the other tenants' or the neighbouring properties right to enjoy a quiet, safe and secure property (for example, noisy parties or loud music.)
- Any criminal activity that can cause damage to the landlord's property.

Tenant's initials: _____

Criminal activity will be good cause for a notice to end a tenancy, (eviction). Engaging in even one of these crimes/violations is considered serious, and it is breaking the Residential Tenancy Agreement. You do not have to be criminally convicted for there to be a just cause for eviction.

Tenant's initials: _____

If there is a criminal incident that involves tenant(s) or their guest(s) that needs Police involvement on the property, the Landlord/Property Manager or his/her staff, can apply to the Police to learn more about the incident. The Police can do research to determine if there has been any criminal activity in the building committed by, or involving you. The Police may also determine if the property or other tenants' safety or security have been at risk. The Police can share this information with the Landlord/Property Manager who can only use it for the process of eviction.

Tenant's initials: _____

This Residential Tenancy Agreement Crime Free Addendum is added into the Residential Tenancy Agreement on _____, 20___, between the Landlord and Tenant(s).

Tenant's signature _____

Tenant's signature _____

Tenant's signature _____

Landlord's or Authorized Agent's Signature _____

Property Address _____

“PUBLIC AGENDA”

TO: Darlene Brander, Chairperson
Board of Police Commissioners

FROM: Clive Weighill
Office of the Chief

DATE: 2017 April 01

SUBJECT: Child Center Relocation – Capital Project Funding

FILE #: 2,007-3

ISSUE:

The Saskatoon Police Service operates an off-site location, the Child Center, which houses investigators who conduct specialized investigations regarding children who are the victim of violent crimes, including being the victim of sexual assault. The Saskatoon Police Service has identified a need to relocate the Child Center. The relocation of the Child Center will require the approval of funding from the Saskatoon Police Service Capital Renovations Reserve in the amount of \$110,000.

Capital expenditures related to this need were approved in the 2017 Capital Budget as an unfunded expenditure. An opportunity has arisen where the appropriate facility has become available at a significantly reduced value, but no outside funding is available at this time. As such, though the capital project was previously approved as unfunded, this request is for approval of utilization of SPS existing capital reserves, as identified above.

RECOMMENDATION:

That this report be received.

BACKGROUND:

The Provincial Child Abuse Protocol sets out that a complaint of child abuse require a coordinated team approach to investigation, assessment, intervention, treatment, and follow-up with child victims. The Child Center is home to investigators, workers from the Ministry of Social Services, and Domestic Violence Court Case Workers from Family Services Inc. It will also be the future office of the Strengthening Families Program.

In March 2013 it was identified that the Saskatoon Police Service should seek to relocate the Child Center from its current location. Factors cited included concerns about inadequate washroom facilities for staff and clients, lack of availability of client parking, and the general age and condition of the building does not provide the professional image that the Saskatoon Police Service requires. Moving the Child Center at the time was not feasible given that the Saskatoon

“PUBLIC AGENDA”

Police Service would be in the process of moving into the new Headquarters Building at about the same time that the Child Center lease expired. Subsequently the lease was renewed. The current lease expires at the end of September, 2017.

Since 2013 conditions at the Child Center have not improved. The character of the neighborhood has also changed and now includes two liquor licensed establishments which are open during the hours that clients come to the Child Center. The interior of the building is in need of renovation and the washroom facilities are inadequate. The workspace is kept clean by a dedicated custodial staff however this becomes an increasing challenge as time goes past. With the move to the new Headquarters Building the Child Center is no longer in close proximity to other police functions.

In January 2017 the Saskatoon Police Service, working with the City of Saskatoon, began actively searching for a suitable location for the Child Center. In February 2017 a proposed location was found in close proximity to the Headquarters Building.

DISCUSSION:

Objectives:

1. To provide a safe and secure environment for the victims of child abuse and their caregivers to participate in investigations and receive outreach from police and social services.
2. To provide support for victims of child abuse and their caregivers by having a safe location including access to parking and public transportation.
3. To provide a professional atmosphere for investigators, social workers and court case workers to conduct their investigations to assist the victims of child abuse.
4. To provide an office environment that would provide the necessary amenities of a lunch room, adequate washrooms, and security.

Alternatives:

1. The alternative to relocating the Child Center would be to conduct extensive renovations of the current location. There would still be the safety concerns of the nearby liquor licensed establishments and the general appearance of the outside of the building.
2. Move the Child Center to the proposed location and fund the renovations from the Saskatoon Police Service Capital Renovations Reserve budget.
3. Wait for a new facility to become available and hope it meets the needs of the victims of child abuse as well or better than this proposed facility and hope third party funding becomes available.

Strategy and Tactics:

It is proposed that the Board of Police Commissioners approve moving the Child Center and seek approval from City Council to fund renovations from the Saskatoon Police Service Capital Renovations Reserve.

“PUBLIC AGENDA”

The Saskatoon Police Service receives revenue from Family Service Inc. for providing office space for the Domestic Violence Court Case Workers. The lease and occupancy costs will also be off-set when the Strengthening Families Program locates their office in the Child Center.

Building lease and occupancy costs for the proposed location are less than the current Child Center site. Based on a projection from initial negotiations the break-even point with renovations factored in would be at five years.

CONCLUSION:

Impact Analysis:

Client Satisfaction: The proposed location provides for client parking off-street as well as nearby on-street parking free of charge. Ease of access to the proposed facility for public transportation will also contribute to client satisfaction with the service provided.

Having a facility which is professional in appearance will promote a sense of confidence by victims and their caregivers in investigators and social workers. The proposed location is both professional in appearance and non-descript, promoting confidence and safety.

A facility like the Child Center should be seen as a place of safety by child victims and their caregivers. The proposed location does not have any business or activity nearby which would make a child victim or caregiver concerned for their personal safety as they attended the Child Center.

Renovations: An estimate for renovating the proposed location is \$110,000. The amount includes \$40,000 for the cost of installation of fiber optic lines between the SPS Headquarters and the proposed property to allow for appropriate and adequate information technology servicing. The remainder of the proposed funding is attributed to facility renovations to facilitate technological and site safety and security modifications to meet the standard required by the SPS to effectively support children who are the victims of violent crimes.

Operating Costs: Lease and occupancy costs for the current location of the Child Center are \$97,956 per year. The proposed location lease and occupancy costs would be \$77,996 per year, a saving of approximately \$20,000 per year.

It is noteworthy that the approximate annual savings over five years would closely equate to the requested-to-be-approved total capital funding associated with this request.

“PUBLIC AGENDA”

Operational Impact: Providing a workspace which is professional in appearance, having the basic necessities of adequate washrooms, and a lunch space will have a positive impact on the morale of people who work at the Child Center.

Written by: Dave Hays, Superintendent
Dan Gobeil, Director
Earl Warwick, Director

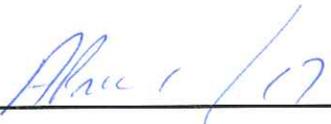
Approved by: Mark Chatterbok, Deputy Chief
Operations

Submitted by:



Clive Weighill
Chief of Police

Dated:



“PUBLIC AGENDA”

TO: Darlene Brander, Chairperson
Board of Police Commissioners

FROM: Clive Weighill
Office of the Chief

DATE: 2017 April 01

SUBJECT: Saskatchewan ICE Unit – LACE Server
Capital Project Funding

FILE #: 2,006-5

ISSUE:

The Saskatchewan Internet Child Exploitation Unit (Sask ICE) was formed in the spring of 2009 to investigate crimes involving the exploitation of children through the use of the Internet. Since the inception of the Unit, the amount of data or datasets attached to investigations has grown dramatically, with the average investigation now requiring the storage of 5 – 20 TB of digital evidence.

The Saskatoon Police Service currently hosts a software application called LACE, which allows investigators to efficiently classify vast amounts of images and videos from seized devices. This application has now exceeded its processing and archiving capabilities and needs to be replaced. The Saskatchewan ICE Unit is recommending the purchase of a hardware server platform with funding coming from their existing budgets.

Capital expenditures related to this need were not approved in the 2017 Capital Budget as either a funded or unfunded expenditure, as the need for this purchase was not known at the time of preparing the capital budget.

This request is for approval to make this purchase through the Saskatoon Police Service capital budget as the funding has to flow through the Service, however the funding for the purchase will come from provincial funding through the ICE Unit budget.

RECOMMENDATION:

That this report be received.

BACKGROUND:

ICE investigations are extremely complicated and technical in nature. They require the cooperation of the two components of the ICE Unit, the actual investigators and the digital

“PUBLIC AGENDA”

examiner. Both play an integral role in processing the large amounts of data that is typically seized, processed and categorized during an investigation.

Databases now exist that assist investigators in being able to process large amounts of data in a short period of time. The seized data is compared with the database of known child pornography images and videos in order to verify and confirm the existence of child pornography. This eliminates the need for investigators to have to actually view every image and video to determine its contents. Files that are categorized as unknown require additional scrutiny of the investigators and require manual categorization.

The current LACE software is housed on a desktop computer at the Saskatoon Police Service and is used by the provincial investigators. This computer and the software has exceeded its processing and archiving capabilities. The mechanical hard drives contained in the RAID bays constantly need to be replaced, which creates risk in terms of possible mechanical failures, mislabeling of data, read/write errors, and overhead maintenance costs. The LACE software is a slave to the processing power of the current hardware platform and because of its age and processing power, has become obsolete.

The current system was designed to allow investigators to remotely access the database, however because of hardware limitations, investigators from other cities must travel to Saskatoon in order to classify their data. In addition, the current system requires significant maintenance (5 – 10 hours per 40 hour work week) which results in down time for the investigators.

The Saskatchewan ICE Unit is recommending the purchase of an actual hardware server platform, which will address the risks and concerns previously identified. The server will be scalable for future growth but will also issues pertaining to the redundancy of current and archived data, processing speeds pertaining to read/write operations, security of the server over Internet connections, and the issue of cost and maintenance.

CONCLUSION:

The Saskatchewan ICE Unit needs to replace the current LACE software and standalone computer, as the investigative requirements now exceed the processing and archiving capabilities of the system. The purchase of a hardware server platform and software will address all of the deficiencies associated with the current system. Funding for this purchase will flow through the Saskatoon Police Service, as the system will be housed in the Saskatoon Police Service Headquarters, however the funding for the purchase will come from provincial funding through the ICE Unit budget.

“PUBLIC AGENDA”

There will be no impacts to the Saskatoon Police Service operating budget, and deconfliction with SPS IT has taken place and they will be involved with the implementation of this project, if approved.

Written by: Joel Baustista
Sergeant, ICE Unit

Mark Chatterbok
Deputy Chief of Operations

Approved by: Mark Chatterbok
Deputy Chief of Operations

Submitted by:



Clive Weighill
Chief of Police

Dated:

April 20 / 17