



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

Monday, May 8, 2017, 2:00 p.m.

Council Chamber, City Hall

Committee Members:

Councillor R. Donauer, Chair, Councillor Z. Jeffries, Vice-Chair, Councillor C. Block, Councillor S. Gersher, Councillor A. Iwanchuk, His Worship Mayor C. Clark (Ex-Officio)

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of regular meeting of the Standing Policy Committee on Transportation held on April 4, 2017 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

**6.1.1 Kevin Tobin - Request to Waive Fees for Parking Meter Hooding
- Saskatchewan Jazz Festival [Files CK 6120-3 and x205-1]**

7 - 8

A communication from Kevin Tobin, Artistic Director, Saskatchewan Jazz Festival and Brent Penner, Executive Director, Downtown Saskatoon, dated April 27, 2017 is provided.

Recommendation

That the information be received and forwarded to the Administration for a report to the May 23, 2017 Regular Business meeting of City Council on the implications of hooding the meters as outlined in the communication.

6.2 Matters Requiring Direction

6.2.1 2016 Annual Report - Traffic Safety Committee [File No. CK 430-59]

9 - 12

Ms. Cora Janzen, Chair, will be available to answer questions.

Recommendation

That the 2016 Annual Report of the Traffic Safety Committee be received as information and forwarded to City Council for information.

6.2.2 2018 Proposed Budget - Traffic Safety Committee [File No. CK 1704-5]

The following budget proposal from the Traffic Safety Committee is provided for the Committee's consideration for placement in the 2018 Business Plan and Budget document for review by City Council at the appropriate time:

- \$6,500 (same as 2017 budget) for traffic safety education/awareness initiatives.

Recommendation

That the proposed budget of the Traffic Safety Committee be included in the 2018 Business Plan and Budget for consideration.

6.3 Requests to Speak (new matters)

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

- 7.1.1 **Request for Encroachment Agreement - 127 116th Street West [Files CK 4090-2 and PL 4090-2]** 13 - 16

Recommendation

1. That the existing encroachment at 127 116th Street West (Lot K, Block 2, Plan No. 76S2102-1) be recognized;
2. That the City Solicitor be requested to prepare the appropriate encroachment agreement, making provision to collect the applicable fees; and
3. That His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal and in a form that is satisfactory to the City Solicitor.

- 7.1.2 **2012 to 2016 Provision of Civic Services Program Update [Files CK 1871-9, x205-0 and TS 205-1]** 17 - 23

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated May 8, 2017, be received as information.

- 7.1.3 **Moving Around - Saskatoon's Transportation Strategy [Files CK 6330-1 and TS 6330-1]** 24 - 29

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated May 8, 2017, be received as information.

- 7.1.4 **Transportation Network Companies - Update [File No. CK 7000-1]** 30 - 39

Recommendation

That the report of the City Solicitor dated May 8, 2017 be received as information.

7.1.5 Transportation Network Companies: Taxi and Limousine Stakeholder Engagement [Files CK 7000-1, x307-1 and AF 7000-003]

40 - 51

Recommendation

That the report of the CFO/General Manager, Asset and Financial Management Department dated May 8, 2017, be received as information.

7.2 Matters Requiring Direction

7.2.1 Issues Regarding the Taxi Industry [Files CK 307-1 and AF 307-1]

52 - 64

Recommendation

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

1. That the report of the CFO/General Manager, Asset and Financial Management Department, dated May 8, 2017, be received as information;
2. That Bylaw No. 9070, The Taxi Bylaw, 2014, be amended to include a passenger cleaning fee of up to a maximum of \$100; and
3. That the City Solicitor be requested to amend Bylaw No. 9070, The Taxi Bylaw, 2014.

Recommendation

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

1. That the amount of \$100,000 be approved for Capital Project #2446 – Pedestrian Crossing Improvements from the Traffic Safety Reserve;
2. That the amount of \$70,000 be approved for specific enforcement activities from the Traffic Safety Reserve;
3. That the amount of \$30,000 be approved for Capital Project #1512 – Neighbourhood Traffic Reviews from the Traffic Safety Reserve;
4. That the amount of \$40,000 be approved for Capital Project #2446 –Pedestrian Crossing Improvements from the Traffic Safety Reserve;
5. That the amount of \$45,000 be approved for Capital Project #1512 – Neighbourhood Traffic Reviews from the Traffic Safety Reserve; and
6. That the City Solicitor be directed to amend Bylaw No. 6774, The Capital Reserve Bylaw as outlined in this report.

Recommendation

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

1. That the City enter into an agreement with HDR Corporation for the provision of engineering services to complete a Rail Relocation versus Grade Separation Feasibility Study at a total upset cost of \$599,616 (including taxes); and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Recommendation

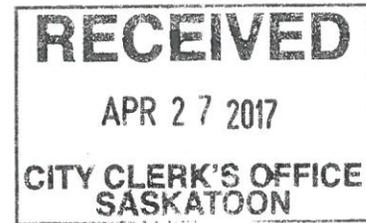
That the Standing Policy Committee on Transportation recommend to City Council:

That the Neighbourhood Traffic Review for the Silverspring neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

- 8. URGENT BUSINESS
- 9. MOTIONS (Notice Previously Given)
- 10. GIVING NOTICE
- 11. IN CAMERA AGENDA ITEMS
- 12. ADJOURNMENT

6120-3
x 505-1

From: City Council
Sent: April 27, 2017 11:25 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Thursday, April 27, 2017 - 11:25
Submitted by anonymous user: 71.17.104.80
Submitted values are:

Date: Thursday, April 27, 2017
To: His Worship the Mayor and Members of City Council
First Name: Kevin
Last Name: Tobin
Address: 701 601 Spadina Crescent E
City: Saskatoon
Province: Saskatchewan
Postal Code: s7k3g8
Email: kevin@saskjazz.com
Comments:
His Worship the Mayor and Members of City Council
222 3rd Ave North
Saskatoon, SK S7K 0J5

Dear Mayor Clark and City Councillors:

We are writing this letter on behalf of the Saskatchewan Jazz Festival to request fees associated with Parking Meter Hooding Bylaw 7200 be waived for this year's event while the festival is utilizing Kiwanis Park North for our main Festival free stage.

Since 2012 the primary festival free stage, known as the PotashCorp Club Jazz Free Stage, has been located in Friendship Park. Showcasing local, national and international talent the free stage attracts an estimated 50,000 attendees annually while contributing to the roughly \$7 million dollars in economic impact the festival generates for the local economy.

In 2015, the City of Saskatoon communicated that due to the construction of the Victoria Bridge, Friendship Park may not be a viable option until 2019. While city administration along with Graham Construction made allowances for the Festival to use Friendship Park in 2016, in late summer of 2016 communication from city administration and Graham Construction indicated the site would not be accessible in 2017 and recommended the Festival secure a new location.

After extensive review of Kinsmen Park, Victoria Park, Kiwanis Memorial Park South, and Kiwanis Memorial Park North, festival management determined that either Kiwanis Park South or Kiwanis Park North would be a viable location for the free stage due to their close proximity to Downtown Saskatoon, other Festival venues and general operations. After communicating the two viable locations to the Open Space Consultant, the Festival was informed that Kiwanis Park South would not be a viable location. This information was reiterated in a letter received by the Festival in our City of Saskatoon Greenspace Application on December 4, 2016 which included the following:

There are multiple construction projects that have the possibility to impact your Special Event:

1. Diefenbaker Park; unavailable after July 2, 2017;
2. Kinsmen Park Festival Site; unavailable after June 6, 2017; subject to construction completion, this site may be available in 2018;
3. Kiwanis Memorial Park – South; unavailable in 2017; and
4. Traffic Bridge construction continues in 2017.

With relocation options further reduced, the Festival concluded that with support of civic provisions from the City of Saskatoon, including street closure of Spadina Crescent East from 22nd to 23rd Street, the Festival could relocate to Kiwanis Park North with minimal impact on Festival operations or budget.

After receiving communication the Festival street closure application would be approved, the Festival was informed the city would charge the Festival for all the parking spots that fell within the street closure. To our best estimate, paying the non-profit rate of \$18 per day per spot, the Festival would be required to pay an estimated \$4,000. In comparison, we understand City Council will soon decide on a recommendation from a Council Committee to reduce the metered parking rate for businesses wanting to create a patio in a metered parking spot to as low as \$13 per day.

Due to the limited relocation options set forth by city administration, the Festivals standing and impact on the local economy and the cultural and community benefits we respectfully request the fees associated with Parking Meter Hooding Bylaw 7200 be waived for the duration the Festival free stage is located in Kiwanis Park North.

Sincerely,

Kevin Tobin
Artistic Director
Saskatchewan Jazz Festival

Brent Penner
Executive Director
Downtown Saskatoon

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/165247>



Office of the City Clerk
222 3rd Avenue North
Saskatoon SK S7K 0J5

www.saskatoon.ca
tel (306) 975.3240
fax (306) 975.2784

April 11, 2017

Secretary, SPC on Transportation

**Re: 2016 Annual Report – Traffic Safety Committee
(File No. CK. 430-59)**

The mandate of the Traffic Safety Committee is to provide advice to City Council on policy matters relating to traffic safety. The Committee reports to City Council through the Standing Policy Committee on Transportation. The Committee also provides education and awareness programs relating to traffic safety.

The Traffic Safety Committee membership for 2016 was as follows:

- Councillor Ann Iwanchuk
- Mr. Steve Shannon, representing the Board of Education for Saskatoon Public Schools – School Community Council Assembly
- Sergeant Dan Bryden, representing the Saskatoon Police Service – Traffic Division
- Mr. Joseph Chan, representing SGI – Traffic Safety Promotion Division
- Mr. Ken Claffey, representing the Board of Education for Saskatoon Public Schools – Driver Education
- Mr. Brock Girling, representing the Trucking Industry
- Mr. Doug Hingston, representing the general public
- Ms. Cora Janzen, representing the Saskatoon Health Region
- Mr. Carl Kuhnke, representing the general public
- Mr. Rod Meier, representing the general public
- Mr. Al Reichert, representing the Saskatoon and District Safety Council
- Ms. Deb Taylor, representing the general public

REPORT

Summary of Activities for 2016

1. Traffic Safety Education and Awareness

The Committee undertook to promote traffic safety with the purchase of 500 bicycle bells and 100 bicycle lights. The Saskatoon Police Service Bike Unit was able to distribute the bicycle lights and 220 bicycle bells. Fifty bells were provided to the Hike, Bike, and Roll event held at the University of Saskatchewan, and the remaining 230 bells were provided to the Grade 3 bike education program for students that do not have

a bell on their bike. This campaign increased awareness about cycling safety and having appropriate lights and reflectors on bikes at night.

In addition, the Committee also provided funding to the Saskatoon Police Service in the amount of \$4,500 for the purchase of bicycle helmets and with these funds approximately 112 bike helmets were purchased and distributed by the School Resource Unit to children in need of a helmet.

The Committee presented to the Standing Policy Committee on Transportation to recommend to City Council that:

- a letter be sent to the Government of Saskatchewan to consider stiffer criminal penalties for non-compliant drivers, higher incentives for good drivers and larger SGI penalties for infractions; and
- the concerns of the Traffic Safety Committee be forwarded to the Board of Police Commissioners for information.

2. Presentations

The Committee received a presentation from Mr. Josh Marko, Epidemiologist with the Saskatoon Health Region – Public Health Observatory regarding injury/hospitalization rates for motor vehicle accidents, pedestrian injuries and cycling injuries. Mr. Marko provided an overview of the Public Health Observatory, Health Information Unit, which focusses on the population of the health region and looking at issues that affect that region. Mr. Marko provided information regarding motor vehicle, bicycling, and pedestrian injury statistics, and how the statistics are used to address health inequities in order to promote equitable health outcomes. The Committee was consulted regarding the data results as well as existing strategies and interventions that could be highlighted in the fact sheets.

The Committee also received a presentation from Constable Les Brauner of the Saskatoon Police Service regarding the “Preventing Alcohol and Risk Related Trauma in Youth” program (P.A.R.T.Y.). The same presentation is shown to new drivers in Saskatoon schools to raise awareness.

The Administration provided a presentation to the Committee regarding the City of Saskatoon’s pedestrian awareness campaign, which focussed on pedestrian and school zone safety.

3. Issues Identified by Committee Members

Throughout the year, the Committee identified a number of traffic safety concerns that the Administration reviewed and took appropriate action if required, as well as responding to the Committee. The following matters are some of the traffic issues raised by Committee members and reviewed by the Administration:

- Concern was expressed with the intersection at Wilson Crescent and Preston Avenue because of the angle that is present when turning left on to Preston Avenue, as the visibility from a truck or cube van is almost nil.
- The intersection of Idylwyld Drive and 25th Street was raised with regard to when snow is piled on the raised concrete centre median on the south side of the intersection, which makes seeing oncoming traffic more challenging.
- Trees blocking the view heading west on 113th Street at Lanyon Avenue was raised as the traffic travels very fast and vehicles need to be part way into the intersection to see if there is traffic.
- The matter of a "no left turn" sign installed for traffic driving north on Idylwyld Drive to stop vehicles from turning left on Jamieson Street was raised (intersection where 23rd Street becomes Jamieson Street in the downtown), as there are two left turning lanes at the light just before and none at this intersection.
- Concern was raised with Highway 16 and Boychuk Drive as the changes to the light sequence have caused long backups at peak times down the passing lane of the highway for people travelling east to turn north on Boychuk Drive.
- A signage concern was brought forward at the intersection of 24th Street and Ontario Avenue, as there is no signage indicating that one of the two lanes ends.
- Street sweeping in the North Industrial area was raised as an area that could use more attention.
- Left turns across traffic in the middle of the block to gain entrance to fast food or coffee establishments (i.e. McDonalds on 51st Street & Miller Avenue) was brought forward for discussion.
- Trees blocking school zone signs was raised and the pruning cycle was discussed.
- Concerns were raised relating to the bike lanes on 4th Avenue with respect to signage, safety, and illegal parking issues, as well as restricting access to the sidewalk for people with mobility problems. The Administration noted the bike lanes downtown are a demonstration project and the City is aware of the mobility issues and are currently working on a solution.
- The intersection of 25th Street and Spadina Crescent was raised as it has only a "merge" sign to indicate to motorists in the right lane travelling east on 25th Street that they are expected to yield to traffic entering 25th from Spadina Crescent.
- The need for the light to be longer at 1st Avenue and 19th Street going south onto Idylwyld Drive was raised because at rush hour the on-ramp is backed up to 20th Street at times.
- The intersection of 51st Street and Warman/Wanuskewin Road was raised due to the need for longer green/flashing turn signals heading north and south. Rush hour vehicles travelling north are backed up to Primrose Drive at times. Vehicles heading south on Wanuskewin are backed up to Goerzen Street.
- The area of Idylwyld Drive and Flyover to Highway 16 was raised due to deep gaps in the painted lines.
- Construction equipment travelling on Circle Drive was raised with a recommendation that all slow moving construction equipment be transported in such a way that a higher speed can be used so that the equipment is not impeding traffic. The Administration advised a review of the Special Permit Policy will be forthcoming with regard to slow moving construction equipment needing to be trailered.

April 11, 2017
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Plans for 2017

The Traffic Safety Committee, in consultation with the Administration, will pursue opportunities for further traffic safety education.

Yours truly,



for **Cora Janzen, Chair**
Traffic Safety Committee

:jf

Request for Encroachment Agreement – 127 116th Street West

Recommendation

1. That the existing encroachment at 127 116th Street West (Lot K, Block 2, Plan No. 76S2102-1) be recognized;
2. That the City Solicitor be requested to prepare the appropriate encroachment agreement, making provision to collect the applicable fees; and
3. That His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal and in a form that is satisfactory to the City Solicitor.

Topic and Purpose

The purpose of this report is to seek approval for the existing encroachment for the portions of the building eaves located at 127 116th Street West.

Report Highlights

1. The existing encroachment area is 5.27 square metres.
2. The building eaves extend onto the lane by up to 0.56 metres and onto Rayner Avenue boulevard by up to 0.29 metres.

Strategic Goals

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

Background

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

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

Report

The owner of the property located at 127 116th Street West has requested approval to allow an existing encroachment (see Attachment 1). As shown on the Real Property Report (see Attachment 2), the building eaves extend onto the lane by up to 0.56 metres and onto Rayner Avenue boulevard by up to 0.29 metres. The total area of the existing encroachment is 5.27 square metres; therefore, will be subject to an annual charge of \$50.

Public and/or Stakeholder Involvement

There is no public or stakeholder involvement.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

There is no follow-up report planned.

Public Notice

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

Attachments

1. Request for Encroachment Agreement Dated April 3, 2017
2. Copy of the Real Property Report Detailing Existing Encroachment

Report Approval

Written by: Tanda Wunder-Buhr, Commercial Permit Supervisor, Building Standards

Reviewed by: Kara Fagnou, Director of Building Standards

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

S/Reports/2017/BS/TRANSP – Request for Encroachment Agreement – 127 116th Street West/ks

Request for Encroachment Agreement Dated April 3, 2017



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

THIS IS NOT AN AGREEMENT

ENCROACHMENT AGREEMENT APPLICATION

SECTION A – PROJECT INFORMATION (to be completed for ALL ENCROACHMENT AGREEMENT APPLICATIONS)
(Please note the approval process may take up to 10 weeks dependent on the Standing Policy Committee Meeting Schedule)

TYPE OF ENCROACHMENT		New Proposed <input checked="" type="checkbox"/>	Revision <input type="checkbox"/>
PROJECT INFORMATION	Site Address <i>127 116th St. West</i>		
	Legal Description (Lot/Block/Plan)		
APPLICANT	Contact Name <i>Matt Kahovec</i>		Company Name (if applicable)
	Address <i>127 116th St West</i>		City <i>Saskatoon</i>
	Province <i>SK</i>	Postal Code <i>S7N-2R4</i>	
	Phone Number (incl. Area Code) <i>306 251-1957</i>	Email Address <i>matt.kahovec@gmail.com</i>	Preferred method of correspondence: MAIL or EMAIL
OWNER	Contact Name (Official Name that will appear on the Agreement) <i>same as above</i>		Company Name (if applicable)
	Address		City
	Province	Postal Code	
	Phone Number (incl. Area Code)	Email Address	Preferred method of correspondence: MAIL or EMAIL

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

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

Upon receipt of the request, the Building Standards Division of the Community Services Department will request approvals from the necessary Departments and Divisions, including Development Services, Building Standards, Transportation & Utilities and any other Department or Division as deemed necessary, depending on the type of encroachment. Upon receipt of the various approvals and that there are no objections to the request; the application will be forwarded to the next available Standing Policy Committee on Transportation meeting for their approval. Once the Standing Policy Committee on Transportation has approved, the City Clerks office will advise the applicant of the Committee's decision and will prepare the agreement. Please note that encroachment agreement requests may take up to 10 weeks to process and is dependent on the Standing Policy Committee Meeting Schedule.

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

DECLARATION & SIGNATURES	I DO HEREBY DECLARE:		
	<ul style="list-style-type: none"> That the issuance of an Encroachment Agreement does not relieve the owner and authorized agents from complying with the requirements of the 2010 National Building Code of Canada, as amended and within the scope of the Uniform Building and Accessibility Standards Act. That the submission of this application does not give permission for encroachment of any portion of the building, and that appropriate building permits are required to be obtained prior to the construction of the encroachment. 		
	I certify that I have read and agree to abide by the conditions above, and all information contained within this application is correct.		
	<i>[Signature]</i> Applicant Signature	<i>April 3/17</i> Date	<i>[Signature]</i> Application Received By
			 APR 03 2017 Date Received



© 2017

Saskatchewan Land Surveyor's
Real Property Report

LEGAL DESCRIPTION OF PARCEL:

Lot K
Block 2
Plan 76S2102-1
Saskatoon Saskatchewan

CIVIC ADDRESS:

127 116th Street West
Saskatoon Saskatchewan

OWNER:

Matthew Thomas Kahovec
Box 1015
Rosetown, Saskatchewan
S0L 2V0

TITLE NO.:

139702462

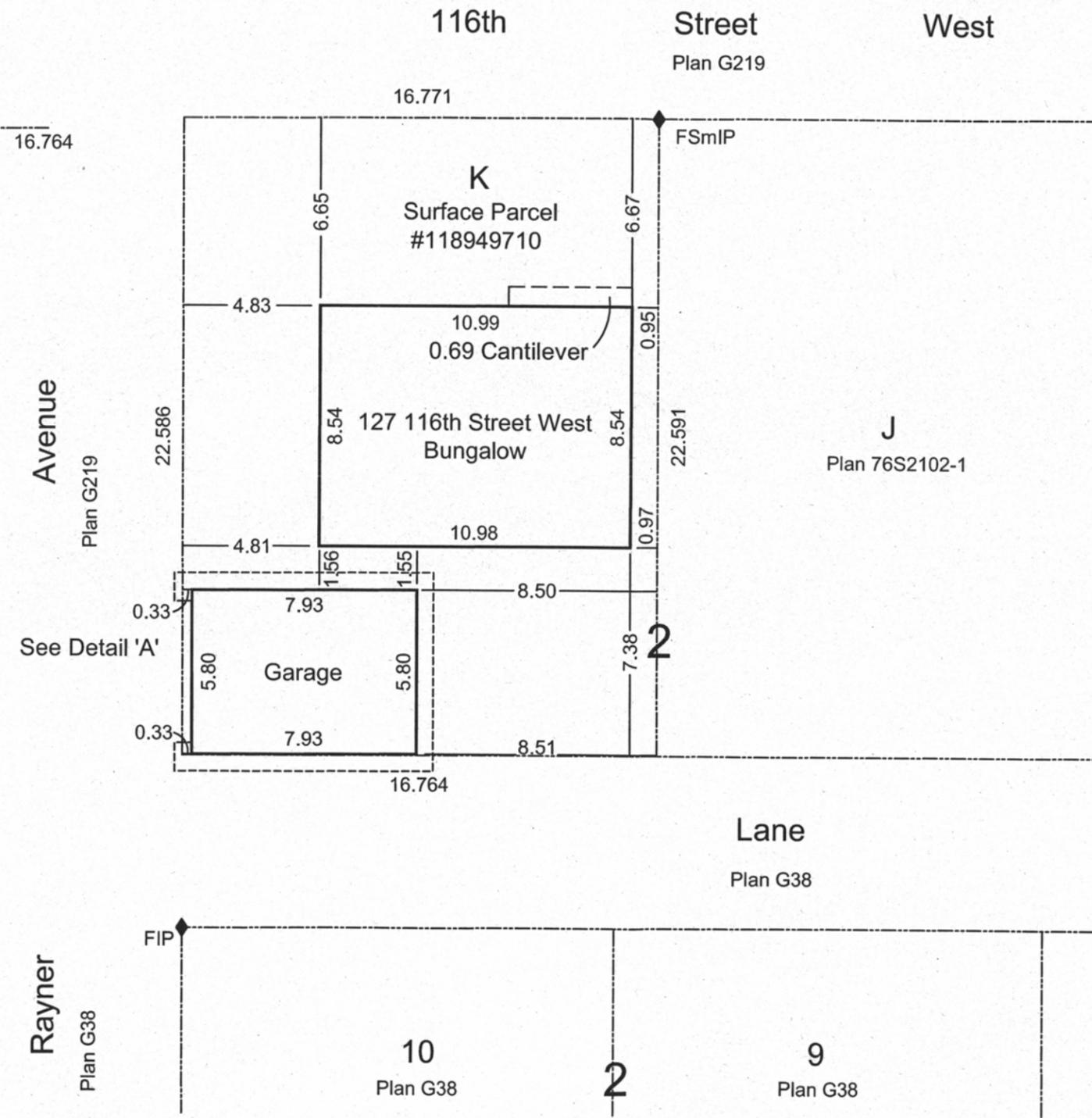
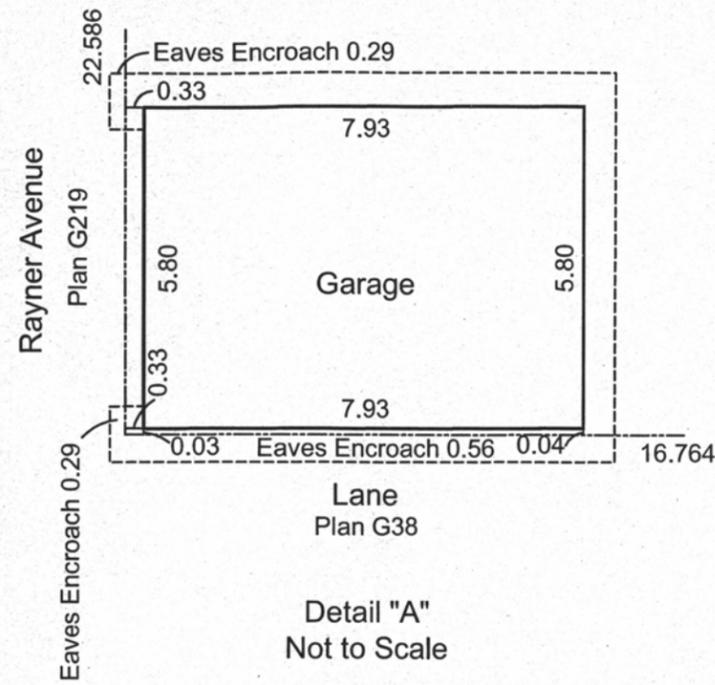
DATE OF TITLE SEARCH:

March 22, 2017

SURVEYOR'S CERTIFICATION

I, PETER FRANK UNGER, Saskatchewan
Land Surveyor, do hereby certify that:

- 1) This Report and Plan of Survey was prepared in accordance with the standards set out in Bylaw XIII of the SASKATCHEWAN LAND SURVEYORS' ACT.
- 2) The building situated on the property above is not entirely within the boundaries of the subject property, at or above ground level.
- 3) There are no other visible encroachments of adjoining buildings onto the subject property.
- 4) This survey was completed on the 21st day of March, 2017



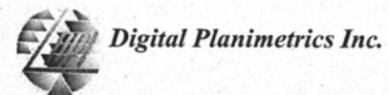
SASKATCHEWAN LAND SURVEYOR

LEGEND:

SCALE: 1:200
Iron posts planted are shown thus. ●
Survey monuments found are shown thus. ◆
Measurements are in metres and decimals thereof.
Measurements are to the foundation at ground level.
Dimensions shown are not to be used to re-establish property boundaries.

No one may copy, reproduce, alter, or redistribute
this certificate without the written permission
of Peter F. Unger, S.L.S.

NOTE: This document is not valid unless it bears the
original signature and seal of the certifying
Saskatchewan Land Surveyor.



2012 to 2016 Provision of Civic Services Program Update

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated May 8, 2017, be received as information.

Topic and Purpose

The purpose of this report is to provide an update on the Provision of Civic Services (POCS) program for special events.

Report Highlights

1. Historical five-year budgets and actual costs are included, showing that the expenditures significantly exceed the budgeted funds resulting in an annual deficit.
2. An internal review of special events was completed in 2016 recommending the establishment of fees for service to help support special events.

Strategic Goals

This report supports the Strategic Goals of Continuous Improvement by allowing event organizers to improve services for the best quality of events for the public to experience.

This report also supports Asset and Financial Sustainability by reviewing actual costs and establishing fees for service to better allocate costs to special events requiring support.

Provision of civic services for special events supports Quality of Life by supporting the many events taking place in Saskatoon, which in turn provide a warm, welcoming environment by bringing citizens and tourists together to experience quality entertainment in the city.

Background

The POCS program provides non-cash assistance for activities of outside organizations and is one component of the Special Events program. Typical services provided primarily include the provision of garbage collection, street sweeping, and barricades.

Report

Historical Five-year Budgets

The POCS program is funded by the mill-rate through the annual Business Plan and Budget process. The table below provides a summary of program costs exceeding available funding from 2012 to 2016.

Table 1 – Special Events Budget versus Actual Costs

Item	2012	2013	2014	2015	2016
Budget	\$ 60,000.00	\$ 70,000.00	\$ 75,000.00	\$ 80,000.00	\$ 80,000.00
Actuals	\$134,516.44	\$159,072.43	\$191,134.04	\$190,153.63	\$198,637.76

Attachment 1 provides the 2016 breakdown of costs for events funded by the POCS program.

Additional sweeping is requested for some special events and funded through the POCS program. Some examples from 2016 include:

- Saskatchewan Marathon – \$6,400 sweeping costs
- Prairie Grand Fondo - \$2,500 sweeping costs
- Exhibition Parade - \$5,100 sweeping costs
- Fringe Festival - \$960 sweeping costs

Special Events - Internal Process Review

This historic funding gap must be addressed through either a budget adjustment or a policy and process adjustment. Considering this, a comprehensive process review was conducted and was completed in 2016. This Special Events - Internal Process Review proposed that a fee-for-service model be established for special event activities, where appropriate, with a goal of ensuring a balance between mill-rate support and user-pay fees within the special event model. Introducing a fee for service will help to minimize the reliance on the mill-rate and over expenditures in the POCS program. Development of a fee-for-service model is underway and will be presented later in 2017, in advance of the 2018 business plan and budget process.

Public and/or Stakeholder Involvement

As the Special Events – Internal Process Review continues and new policies, bylaws and fees for services are being considered and/or developed, the Administration will continue to consult with event organizers and other stakeholders.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

A report will be submitted annually to the Standing Policy Committee on Transportation. Recommendations related to fees for service will be forthcoming in late 2017.

Public Notice

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

Attachment

1. Provision of Civic Services – 2016

Report Approval

Written by: Todd Harms, Operations Superintendent, Transportation
Reviewed by: Cory Funk, Traffic Operations & Control Manager, Transportation
Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS TH – Provision of Civic Services Program Update.docx

Provision of Civic Services - 2016

<u>Month Billed</u>	<u>Event</u>	<u>Charges</u>
	Block Party Charges	5370.79
February	Blizzard Run	2290.64
	Enchanted Forest	1339.77
	Hockey Night at Persephone	452.59
	Hypothermic Marathon	420.47
	Princess Alexandra Winter Carnival	229.40
	Wintershines	555.10
April	Brainfreeze	2010.32
	Free Savchencko Rally	173.57
	High Voltage Classic	1139.46
	Kinsmen Park Ski Trails	89.70
May	Blue Cross MS Walk	159.62
	Heart & Sole Fun Run	518.83
	Police Half Marathon	1225.50
July	BACA 100 Mile Ride	767.45
	Battle of the Atlantic Parade	234.52
	Bikes on Broadway	1041.31
	Bridge City Duathlon	716.04
	Broadway Art Fest	1272.82
	Brunskill Move-A-Thon	1382.48
	Budz Guenter Memorial	425.46
	Children's Festival	2953.86
	Community Development Volunteer Appreciation Day	101.45
	Draggins	166.48
	ED Feehan Track Meet	78.45
	Gutsy Walk	195.51
	Hampton Village Garage Sale	130.66
	Holy Cross Car Show	309.19
	Dr Egnatoff Paddle Roll Run	287.06
	Big Brother/Sister BBQ	107.66
	Broadway Fitness Day	533.81
	Caswell in the Park	398.61
	Civic Pancake Breakfast	307.14
	Color Me Rad	3085.01
	Downtown Sidewalk Sale	2919.10
	Dundonald Canada Day	296.48
	Dustin Boulet Slo Pitch Tourney	266.13
	Family Fun Day in the Park	193.64
	Farmer's Market	168.59
	GSCS Traditional Pow Wow	730.46
	Hampton Village Family Festival	320.47
	Jazz Festival	2215.10
	Kinsmen Day in the Park	212.46
	Mayor's Paddle Palooza	286.26
	Metis Day of Learning	328.27
	Moe's Triathlon	5567.41
	MOSO Conference	288.50
	Motorcycle Ride for Dad	489.89
	Mount Royal Fun Day in the Park	153.66
	National Aboriginal Day	365.82

Private Wedding	50.83
Pee Wee AA Open Tourney	197.42
Pets in the Park	846.93
Prairie Grand Fondo	4330.96
Pride Festival & Parade	3979.60
Pride Street Party	1908.46
Red Shoe Walk	153.45
River Run Classic	776.64
Rock Your Roots	283.49
Senior Rally Cap Jamboree	84.96
Share Your Sun	307.38
Silverwood Heights Fun Day	170.01
Sask. Roughriders Street Fair	773.87
Slide the City	624.77
Slo Pitch Master Championship	177.61
Stein Electric Staff BBQ	335.16
Subaru Triathlon	5195.37
TCRC Family Day in the Park	187.86
Wm. Rabbitskin Soccer Tourney	283.72
Kidney Walk	108.97
Makin It Happen	388.62
Meadowgreen Fair	173.10
Mosquito League Tourney	175.39
Nutana CA Community Cleanup	281.62
Private Wedding	245.01
Pleasant Hill Community Pow Wow	230.63
Redline Poker Run	445.80
Rush Rally	610.21
Sask Food Trucks Global	112.12
Saskatchewan Marathon	11192.33
Saskatoon Fashion & Design	719.90
SASPA Pre Season Tourney	215.36
SIIT Student & Staff BBQ	81.84
Syrian Fundraiser for Fort McMurray	747.62
Walk to Fight Arthritis	58.46
Welcome to the Gaybourhood	312.66
August Private Wedding	93.92
13U West Canadian Championship	151.41
Alternative Sports Day	556.46
Brits by the Bus	157.58
Dragon Boat Festival	652.50
Dramasize	752.55
Easter Seals Drop Zone	910.97
Exhibition Parade	23783.75
Festival of India	221.61
Food Truck Food Court	658.12
Friends Festival	734.64
Fringe Festival	14417.38
Frontier Vet Appreciation BBQ	257.81
Hindu Walk	189.13
Open Door Potluck	160.38
Police Colors	357.63
Police Community BBQ	422.81
Prairie Feast	454.53
QEXCA Day in the Park	444.71

	Ribfest	1081.98
	River Heights Kid's Fun Day	355.76
	SESQUI Horizon Film	222.79
	Taste of Saskatchewan	614.08
	Thursday Night Criterium	348.22
	Tourism 2016 Park/Sidewalk	432.34
	Tourism 2016 University Bridge	1449.74
	Wakeboard Provincials	548.71
	Waterski Championships	179.24
	Wounded Warrior Cavalcade	154.52
	World Hepatitis Day	482.06
	Pilates, Pie & Lattes	249.39
	Rock 102 Show & Shine	4572.92
September	112th St Fair	458.29
	33rd St Fair	1706.67
	Broadway St Fair	3560.41
	Collier's Road Hockey	859.60
	Culture Days	464.29
	Day in the Park	1197.03
	Elder's Pancake Breakfast	282.95
	Etsy Made in Canada Market	393.19
	Fierce Femme 5	248.24
	Fire Prevention Week	395.81
	Fireworks Festival	9811.68
	FSIN Soccer Championship	334.58
	Insane Inflatable SK	126.80
	Lace Up For Diabetes	476.42
	Lakeview Family Fun Day	248.20
	Light the Night Walk	795.17
	March for Jesus	430.60
	Media League Slo Pitch	216.00
	Miles for Smiles	1805.14
	Montgomery Place 70th Anniversary	186.16
	Night to Howl	155.14
	NSBA Popcorn & Entrepreneurship	540.69
	Nuit Blanche	2532.28
	Oskayak Pow Wow	234.68
	Parkinson Superwalk	421.13
	Race Against Racism	164.00
	Rally for Jobs & Justice	132.98
	Ride for Refuge	928.68
	Rosewood Family Day	337.19
	Run for the Cure	420.39
	Saskatoon Highland Games	359.78
	Salvation Army Biker Toy Run	797.95
	SDLC Labour Day BBQ	274.81
	SIIT Welcome Back BBQ	732.53
	Small But Mighty	194.34
	SPN Provincial Championships	671.85
	Terry Fox Run	181.11
	Vibe Music Festival	1021.06
	Ukrainian Day in the Park	638.51
	United Way Kick Off	567.64
	Walk for Muscular Dystrophy	193.06
	Walk of Hope	173.60

	Westmount Movie in the Park	343.78
	Word on the Street	665.77
	YXE Beer Festival	781.54
October	Ashworth Holmes Walk/Run	255.72
	E.I.D. Festival	131.94
	Investors Family Breakfast	170.42
	Maple Leaf Summer Play Day	166.46
	Newfie Dog Draft Test	600.40
	Pee Wee AA Tri 2 Provincial Championship	145.72
	Ultimate Canada Championship	205.46
	Walk for Freedom	95.44
	Zombie Run	123.34
November	Big Bike Kick Off	1184.30
	Canada Day	4866.18
	Gingerbread Run	1506.81
	Pumpkins in the Park	710.77
	Santa Claus Parade	3915.22
December	Optimist Club Foundation	4318.41
	St. Mary's Christmas	216.11
	YXE - NYE 150	4452.60
	Total	<u>198637.76</u>
	Budgeted	80000.00

Moving Around – Saskatoon’s Transportation Strategy

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated May 8, 2017, be received as information.

Topic and Purpose

This report provides information on the development of a framework linking together existing and future policies to define Saskatoon’s Transportation Strategy for moving around.

Report Highlights

1. Transportation Strategies from other municipalities were reviewed, and a summary is provided.
2. Saskatoon’s Transportation Strategy would treat each component as a stand-alone item and adhere to existing community guiding and principled documents.

Strategic Goal

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

Background

A Transportation Strategy identifies the transportation facilities, services and policies to serve the City of Saskatoon. It sets direction for the City’s day-to-day transportation programs and provides a basis for planning and operations that is consistent with the Growth Plan and the Official Community Plan.

Report

The City of Saskatoon’s current guiding documents and policies related to the safe and efficient movement of people and goods include the following:

- City of Saskatoon Official Community Plan Bylaw No. 8769
- Strategic Plan 2013-2023
- Growth Plan to Half a Million
- Active Transportation Plan
- Strategic Traffic Safety Action Plan
- Downtown Parking Strategy

Documents and policy initiatives that are currently underway are as follows:

- Intelligent Transportation Systems Strategic Plan
- Rail Relocation versus Grade Separation Feasibility Study
- Complete Streets Design Handbook

Documents and policies scheduled for development include:

- Access Management Guidelines
- Transportation Network Plan

The purpose of Saskatoon’s Transportation Strategy is to comprehensively unite all the above documents and policies (as well as those yet to be developed) into an integrated framework to guide: implementation plans, annual budgets, program development, long-range financial plans, area and corridor transportation studies, and design or practice guidelines.

Attachment 1 provides a summary of other municipalities’ principles and policy components for inclusion in transportation strategies. Saskatoon’s Transportation Strategy components are illustrated in Attachment 2. The components are grouped as existing or requiring development.

Each component will be approached initially as a stand-alone item and will be reported on individually but linked to the overall strategy. During development of individual components, the Administration will ensure that the components are complimentary and compatible, and adhere to the community guiding and principled documents.

A preliminary schedule for components requiring development is included as Attachment 3. The majority of the work to develop the strategy and the specific components will be done in-house with existing staff. Certain components such as the Rail Relocation versus Grade Separation Feasibility Study, will be done by external service providers due to their unique requirements for specific technical knowledge or time requirements.

Public and/or Stakeholder Involvement

Engagement will be strategic as required. An example is the completed Active Transportation Plan component that included a comprehensive public engagement program. In contrast, the Access Management Guidelines require specific engagement with the development community, and the Rail Relocation versus Grade Separation Feasibility Study requires a different set of specific engagement processes to gain public input. It is anticipated that at the time the components are undertaken, public engagement would occur to raise awareness of the Transportation Strategy and identify any final potential conflicts for resolution.

Communication Plan

A communication plan will be developed for each component as required.

Financial Implications

Capital Project #2541 – Growth Plan to Half a Million Implementation has included a funding requirement of \$160,000 for 2017 and 2018 to develop the overall Transportation Strategy.

This includes funding to support existing staff assigned to the project, communications/ engagement and marketing costs, as well as funds for an external advisor/peer review as required. The individual components will continue to be funded through separate capital projects.

Environmental Implications

The overall impact of the recommendations on traffic characteristics, including the impacts on greenhouse gas emissions, has not been quantified at this time.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

An annual report outlining the progress will be presented to City Council in early 2018.

Public Notice

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

Attachments

1. Municipality List of Transportation Strategies
2. Saskatoon’s Transportation Strategy – Supporting Plans and Policies
3. Documents and Policy Components Project Schedule

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

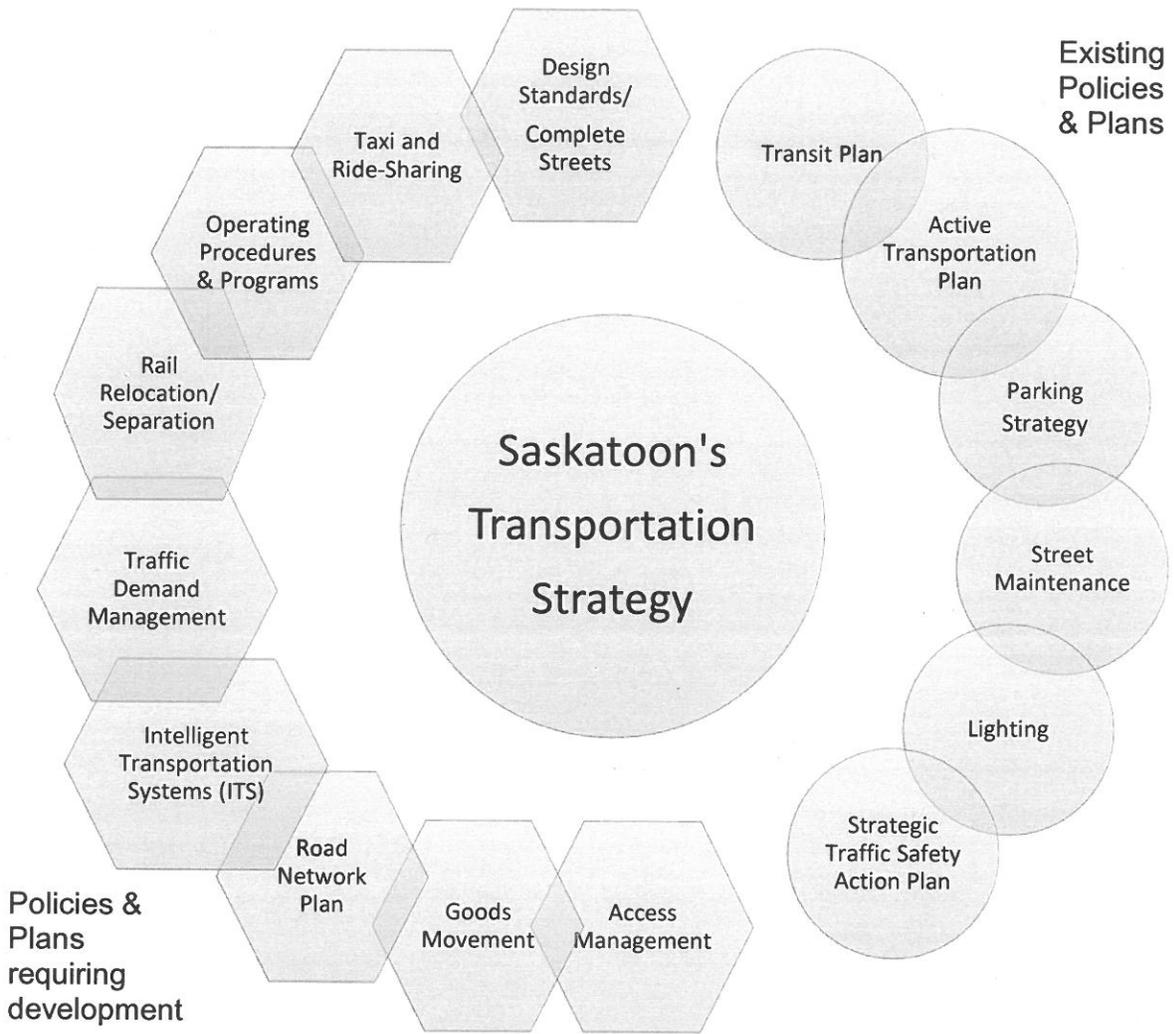
TRANS JM – Moving Around – Saskatoons Transportation Strategy.docx

Municipal List of Transportation Strategies

Attachment 1

Theme	Item	Municipalities				
		Calgary	Ottawa	Winnipeg	London	Edmonton
Principles	Vision					
	Alignment with Land Use Plan					
	Sustainability					
	Public and community engagement					
	Amending the Plan					
	Livable City					
	Strategic Goals					
	Monitoring and Reporting					
	Funding					
Elements	Active Transportation					
	Transit					
	Goods movement					
	High Occupancy Vehicles (HOV)					
	Quality of Service					
	Complete Streets					
	Neighbourhood Connectivity and Impacts					
	Parking					
	Transportation Safety					
	Universal Access					
	Environment and Transportation					
	Asset Management					
	Traffic Demand Management (TDM)					
	Regional Connection					
	Taxis and Ride-Sharing					
	Intelligent Transportation Systems (ITS)					
Funding						

Saskatoon's Transportation Strategy – Supporting Plans and Policies



Transportation Network Companies - Update

Recommendation

That this report be received as information.

Topic and Purpose

This report provides an update on the regulation of transportation network companies (“TNCs”). The Administration has formed a Steering Committee to address the various resolutions made by Committee and Council and to report back on policy options for consideration by Committee and Council. This report provides an update to the Standing Policy Committee on Transportation on the Steering Committee’s work in addressing Committee’s resolutions. A further report will be presented to Committee and Council in the second or third quarter of 2017 with policy options for consideration by Committee and Council.

Report Highlights

1. This report provides a summary of steps taken over the past year towards TNC-specific insurance and regulation in Alberta municipalities.
2. This report summarizes discussions that The City Solicitor’s Office has had with representatives from various TNCs to ascertain interest in the Saskatchewan market.

Strategic Goals

Saskatoon is a city on the move and the proposed options will help to optimize the flow of people and goods in and around the City.

Background

On March 8, 2016, the Standing Policy Committee on Transportation considered a report of the City Solicitor which provided information on the Province’s response to the City’s letter supporting provincial regulation of TNCs, a cross-Canada update on TNC developments and options for regulation. The Standing Policy Committee on Transportation resolved, in part:

“ ...

2. That the Administration report back to the Standing Policy Committee on Transportation on the possibility of implementing consistent standards with respect to training, medical reporting, etc. should Saskatoon proceed with introduction of Transportation Network Companies;

3. That the Administration engage with the industries, including taxi and limousine drivers and companies, to hear their concerns and issues regarding the matter;
4. That the correspondence from Uber be joined to the file and that the City Solicitor be encouraged to reach out to the representatives of Transportation Network Companies”; and
5. That the Administration report back on the Edmonton model, as presented in the report, including information on the fee structure and feedback from taxi drivers and companies”.

Report

This report addresses the Standing Policy Committee on Transportation’s resolutions 4 and 5 identified above and accompanies the report from the Asset & Financial Management Department entitled “Transportation Network Companies: Taxi and Limousine Stakeholder Engagement”, which addresses consultations which occurred regarding resolutions 2 and 3. A further report will be brought forward to the Standing Policy Committee on Transportation in the second or third quarter of 2017 with policy and regulatory options for consideration by Committee and Council.

Reaching Out

The City Solicitor’s Office has been in contact with representatives from Uber Technologies Inc. (“Uber”). In discussions with Uber, it is clear that there is an appetite to expand into the Saskatchewan market. Uber has expressed an interest in having further discussions with the Province and SGI, though no timelines were mentioned. Uber stipulated that it is not a substitute for transit and its business model is geared towards the “first mile – last mile”. Uber has indicated it would not be interested in expanding into the rural market at this time.

The City Solicitor’s Office sent correspondence to TappCar, BlancRide and Lyft. BlancRide has yet to respond. Tappcar responded and has shown interest in expanding into the Saskatchewan market. TappCar is a TNC similar to Uber with some notable differences such as:

- the ability to make telephone call requests (in addition to the app);
- the use of extensive decals;
- in-vehicle cameras; and
- a collaborative approach taken with municipalities and regulatory bodies to develop appropriate regulations.

TappCar has a government relations firm and law firm, and was actively involved in the development of the regulatory framework for TNCs in Edmonton and Calgary. TappCar worked with the Province of Alberta to refine insurance policies. TappCar

indicated an interest to collaborate in a similar fashion in Saskatchewan. Further, TappCar indicated that it would be interested in accommodating the rural market.

Lyft responded and a telephone meeting has been scheduled. The results of this meeting will be included in the follow-up report to Committee.

The TNC Insurance Model

As of December 2016, TNCs are once again active in Alberta after months were spent developing the proper insurance policies. The new policy available for TNC drivers is known as an “SPF No.9 policy” and it provides a commercial-personal hybrid model based on four stages. The stages are as follows:

- 0- Driving without TNC app engaged
- 1- Driving with TNC app engaged but without actively picking up a customer
- 2- Driving with TNC app engaged and actively picking up a customer
- 3- Driving a TNC customer.

Personal insurance covers stages 0 and 1 with commercial insurance activating in steps 1, in specific instances, and 2 and 3 when a ride is accepted. An overview of the insurance coverage is provided in Attachment 1 to this report.

Fee Structures: Edmonton and Calgary

We have reattached our summary of the Cross-Canada TNC Regulation Update from March 8, 2016 as Attachment 2 to this report. In response to Committee’s resolution number 5 we can report the following update:

- The City of Edmonton amended the *Vehicle for Hire Bylaw* on March 1, 2016 and the City of Calgary amended to its *Livery Transport Bylaw* on April 4, 2016 to address the regulation of TNCs. In speaking with representatives from Uber and TappCar, the regulatory models, which include Edmonton and Calgary’s bylaws and Alberta’s provincial insurance scheme, seem to be well-received by TNC companies. However, as TNC operations were suspended in Alberta for the majority of 2016 while an insurance scheme was created, it is difficult to predict how the regulations will be received in the long-term.
- In the Edmonton model, the TNC pays an annual fee of \$50,000 plus a \$20,000 accessibility surcharge, which can be waived.
- Calgary:
 - One of the initial issues with the Calgary model was that the individual drivers are required to pay the annual fee for operating within Calgary rather than the commercial TNC dispatcher. TNCs worried this would dissuade individuals from signing up as drivers.

- In November of 2016, Calgary’s City Council further amended its *Livery Transport Bylaw* by approving a one-year pilot project to allow TNCs the option to elect to use the status quo method of an annual license fee in the amount of \$1,753 payable by the TNC, plus an annual driver fee of \$220 payable by each driver. Or, in the alternative, TNCs may choose to pay a “Combined Fee” consisting of an administrative fee, a driver fee and a per trip fee. The administrative fee is paid annually by the TNC as follows:

<u>“Number of Transportation Network Drivers</u>	<u>Administration Fee</u>
1-100	\$5,000
101-500	\$10,000
501-1000	\$15,000
1001 or more	\$20,000”.

- In addition, under the Combined Fee option, TNCs must pay a quarterly driver fee of \$15 for each licensed driver and a \$0.20 per trip fee of all trips arranged through the TNCs app. Each TNC may choose its preferred licence option at the time of application or renewal. The City of Calgary is to report back on the results of the pilot in the first quarter of 2018.

Again, the regulatory schemes in Calgary and Edmonton have not had a chance to operate very long. Therefore, the analysis of feedback from taxi drivers and TNCs is premature at this time.

Public Notice

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

Attachments

1. Alberta Insurance Policy Overview
2. Cross-Canada TNC Regulation Update

Report Approval

Written by: Derek Kowalski, Solicitor
Approved by: Patricia Warwick, City Solicitor

Admin Report – TNCUpdate.docx
227-1524-djk-11.docx

Alberta Insurance Policy Overview

Insurance for the TNC Driver

TNC drivers have always had the option of obtaining commercial insurance, similar to the coverage purchased by taxis. Alberta is the first Canadian province to develop a new policy form designed specifically for TNCs. The policy will cover all TNC drivers from the moment they log into their TNC's mobile app to provide rides for hire. This differs from commercial insurance used by taxi companies which is in place 24 hours a day, seven days a week.

As a TNC driver, there are three different periods of coverage:

- **Period 1** starts when a driver opens the app. Personal insurance may NOT cover this period, therefore if a crash occurs while the driver has the app open and is looking for a passenger, the driver may be driving without any insurance coverage since personal insurance may not apply during this time. Under the *Traffic Safety Act*, this is illegal. The TNC insurance policy will provide at least \$1 million of coverage in this period;
- **Period 2** is when a driver has secured a fare, and
- **Period 3** is when a passenger is in the car with the TNC driver. The TNC policy will provide at least \$2 million of coverage during these periods. Under the terms of this coverage, TNC drivers are not permitted to accept street hails. TNC passengers must always book their TNC rides through the TNC's network. Hailing a TNC vehicle on the street or phoning the driver directly may invalidate the insurance policy.

Insurance for the TNC

TNCs are responsible for ensuring any TNC driver accessing its transportation network has a Class 1, 2, or 4 Operator's Licence and proof of insurance coverage that specifically covers driving a transportation network automobile for a TNC.

TNCs are required to have in place either a motor vehicle liability policy or transportation network automobile insurance policy that meets minimum insurance coverage requirements as outlined in the Transportation Network Companies Regulation.

Cross-Canada TNC Regulation Update

City of Edmonton

Edmonton's City Council has approved the *Vehicle for Hire Bylaw*, Bylaw No. 17400, making Edmonton the first Canadian city to legalize ride-share services.

The *Vehicle for Hire Bylaw*, Bylaw No. 17400 came into effect March 1, 2016, and will allow technology-based companies, such as mobile app dispatchers, to operate legally in Edmonton under a new class called Private Transportation Providers ("PTP").

The new regulatory framework enables the taxi business and ride-sharing services to co-exist.

Bylaw Overview

Under the Bylaw, ride-share companies are defined as PTPs, "a vehicle for hire that provides pre-arranged transportation services to passengers and includes but is not limited to a vehicle for which a private transportation provider licence has been issued". PTPs require a special vehicle and driver's licence with many of the same criteria required for a taxi licence. The number of permitted PTP licences is unlimited.

Fares

Under the hybrid fare model in the Bylaw, both taxis and PTPs will be required to charge a minimum of \$3.25 for any trip pre-arranged through a mobile app or written contract. Rates above the \$3.25 minimum have been deregulated and may be negotiated between the PTP or taxi and the customer. No limit has been placed on "surge" pricing.

Only taxis will be permitted to pick up street hails or use taxi stands. Street hails, pickups from taxi stands and trips arranged by telephone dispatch will be charged at a stipulated metered rate of \$3.60 for the first 135 metres and \$0.20 for each additional 135 metres or 24 seconds waiting time.

Fees

Edmonton regulates the vehicle for hire program, which is funded on a cost recovery basis. Fees collected are used to pay for the resources needed to administer and enforce the Bylaw.

The Bylaw establishes two types of PTP dispatchers: Regional PTPs operating less than 200 vehicles, and Commercial PTPs operating 200 or more vehicles.

The licence fees will be the same between taxis and regional PTPs:

Dispatcher/Broker: \$1000.00 per year
Vehicle: \$400.00 per year
Driver: \$100.00 per two years or \$60.00 per year

Regional PTPs will also be required to pay an accessibility surcharge of \$50.00 per vehicle.

The licence fees for Commercial PTPs will be:

Dispatch: \$50,000.00 per year
Vehicle/Driver: \$0.00
Per-Trip Fee: \$0.06

Commercial PTPs will also be required to pay a dispatch accessibility surcharge of \$20,000.00 per year.

PTPs will pay a rate of \$70,000.00 per year to operate in Edmonton. A per-trip fee of \$0.06 will also be paid to Edmonton by the PTP.

Safety

The Bylaw will require drivers to provide Edmonton with proof of the proper insurance and class of driver's licence (1, 2 or 4) as outlined in Alberta Provincial Law. Currently, the only acceptable insurance is a commercial policy used by all taxi drivers. Transportation Minister, Brian Mason, announced February 29, 2016, that Alberta has rejected Uber's request to waive the requirement for drivers to have Class 4 licenses, which are required for taxi drivers.

Edmonton's City Administration confirmed that Uber has agreed to cease operating when the Bylaw comes into effect on March 1, 2016, and will not resume operations until drivers can obtain proper insurance. The Government of Alberta is currently reviewing an insurance policy proposal prepared by Intact Insurance and Uber. The proposed policy would be purchased by Uber and cover its drivers, and is scheduled to be ready July 1, 2016. Alberta does not have a plate classification system like Saskatchewan as all motor vehicle insurance is private.

Criminal record checks and an annual vehicle inspection by a licensed garage and mechanic will also be required.

The fine for operating without a valid driver's licence or vehicle licence under the Bylaw will be \$5,000.00 and regular enforcement of unlicensed PTPs will continue.

City of Calgary

Uber ceased operations in Calgary on November 21, 2015; the result of a successful court injunction.

Currently, bylaws do not allow private for-hire vehicles to operate in Calgary. Those found operating a private for-hire vehicle may be subject to a fine of \$1,500.00 per offence under Sections 25, 26, and 27 of the *Livery Transportation Bylaw* which currently only applies to taxis and limousines.

Calgary's City Administration is in the process of amending the *Livery Transportation Bylaw* to include "private for hire vehicles" and require that the drivers undergo police background checks, be properly insured, hold Class 4 licences and have their vehicles undergo safety checks. Calgary reduced required safety inspections to once per year, rather than an initial request of twice per year. The amendments are set to come into effect April 4, 2016, and will legitimize Uber operations in Calgary; Uber maintains the proposed regulations are unworkable and it will not resume operations until changes are made.

Calgary released the requirements for Uber or Lyft drivers Monday, February 22, 2016. These requirements are:

- an operating licence from the City of Calgary at an annual cost of \$220.00;
- valid Class 4 driver's licence;
- annual Calgary Police Service background check;
- proof of valid commercial insurance as required by the Government of Alberta;
- proof of eligibility to work in Canada; and
- proof of provincially-approved 134-point mechanical inspection conducted annually or every 50,000 kilometres, whichever occurs first.

The proposed regulatory regime referenced below will impose varying standards on taxi, limousine and Uber drivers.

UBER

Calgary has drafted a revised Livery Transport Bylaw to allow for Uber to operate in the city, under certain conditions.

Here are some highlights of the different regulations for taxis, Uber and limousines under the proposed new rules.

REGULATORY REQUIREMENT	TAXI	UBER	LIMO
City-issued driver's licences	✓	✓	✓
City-provided driver training	✓	X	X
Street hails / taxi-stand pickups permitted	✓	X	X
Limit on total number of vehicles	✓	X	X
Trip data submissions required	✓	✓	✓
On-road inspections	✓	✓	X
Physical copy of licence displayed in vehicle	✓	X	✓
Mandatory CCTV in vehicle	✓	X	X

¹ Fletcher, Robson, "Calgary allows Uber in theory but company says it can't operate under new bylaw: Council makes minor tweaks but stops short of overhauling bylaw in the way Uber had wanted". *CBC News* [Calgary] 23 Feb. 2016. Retrieved from: <http://www.cbc.ca/news/canada/calgary/uber-calgary-bylaw-council-debate-feb-2016-1.3458511>

City of Toronto

Toronto has directed their Executive Director of Municipal Licensing and Standards to draft new rules to regulate the taxicab and ground transportation industry. City Council specified that any “new rules regarding the taxicab and ground transportation industry be identical; for example, fare structure, safety features, and assuring that there is no distinction between rules for street hails, pre-arranged fares by any other means”. This would be a departure from the approach taken in Edmonton and Calgary which does differentiate for street hails.

Uber is currently illegal in Toronto. A follow up on the new rules is due in the next few months.

City of Vancouver/Province of British Columbia

The Government of British Columbia has stated that it is only “a matter of time” before such ride-sharing services are introduced into the local market. The Minister of Transportation, Todd Stone, acknowledged that he has been meeting with ride-sharing and taxi companies to hear their concerns and potentially establish a policy that complements both businesses.

There is no timeline for when ride-share services could begin operating legally as companies will need to have discussions with the Government of British Columbia’s Passenger Transportation Board on developing safety standards and setting regulation issues such as insurance and vehicle inspections. However, even with Provincial approval, municipal barriers could still exist. Vancouver, in particular, has opposed Uber’s expansion into municipal territory.

Vancouver’s City Administration has been in consultation with Uber; Vancouver still has a moratorium on the service.

At its meeting on October 29, 2015, Vancouver City Council voted to extend a moratorium on new taxi licences by a year.

City of Montreal/Province of Quebec

Transport Minister, Jacques Daoust, has stated that he is not opposed to Uber operating in Quebec and he is launching public hearings through committee, beginning February 18, 2016, into Uber and the taxi industry.

Montreal has tried to upgrade taxis by instituting a dress code and requiring electronic payments, but many drivers are not complying. Uber is currently illegal in Montreal. On February 2, 2016, the Montreal taxi union (Regroupement des travailleurs autonomes Métallos) applied for an injunction to ban Uber in Montreal and all of Quebec.

Also, the Montreal Economic Institute just proposed a distinct Quebec solution for assisting taxi owners. They are proposing that Quebec impose a special tax of \$1.00

per ride on all Uber rides, to create a fund to compensate taxi owners, similar to Australia.

City of Ottawa/Province of Ontario

Aviva Canada Inc. announced on January 6, 2016, that it would be launching ride-sharing insurance coverage which became available for Ontario part-time, ride-share drivers in early February. Coverage could cost drivers, approximately an additional \$500.00-\$600.00 annually.

In 2015, Ottawa hired an independent consultant to complete a Taxi and Limousine Service Review, which examines the vehicle for hire industry across Ontario and, particularly, how ride-share companies have been addressed, customer service reviews and an analysis of how ride-share is reshaping the face of the industry across the globe. Ottawa's review of its taxi bylaw, By-Law No. 2012 – 258, and possible regulations to deal with the emergence of Uber is ongoing. Uber is currently illegal in Ottawa.

Transportation Network Companies: Taxi and Limousine Stakeholder Engagement

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide information to the Standing Policy Committee on Transportation regarding the concerns and issues of the taxi and limousine industries about the potential impact of Transportation Network Companies (TNCs) operating in Saskatoon.

Report Highlights

1. Between March 2 and 17, 2017, the Administration held a series of engagement sessions with stakeholders in the taxi and limousine industries.
2. The majority of those within the taxi and limousine industries suggested that if TNCs are allowed to operate in Saskatoon:
 - the economic livelihood of those within both industries would be significantly threatened;
 - TNCs should be required to follow the same provincial and municipal regulations as the taxi industry; and
 - a number of considerations are necessary to ensure public safety.

Strategic Goal

Taxi regulation supports the long-term strategy of optimizing the flow of people and goods in and around the city under the Strategic Goal of Moving Around. Taxis are an important part of the city's public transportation service and are heavily relied upon by both residents and visitors.

Background

On May 11, 2015, representatives of Uber Technologies Inc. presented information to the Standing Policy Committee on Transportation (Committee) regarding its Transportation Network Company. The Committee resolved that the Administration bring forth a report in response to the information presented by Uber.

At its meeting on July 21, 2015, the Committee considered a report of the City Solicitor which outlined the implementation and regulation of TNCs across North America, as well as how TNCs would fit into the City of Saskatoon's (City) and the Province's current regulatory framework. The Committee recommended to City Council that the City, in cooperation with Regina, communicate its support to the Province for the regulation of TNCs at the provincial level.

Transportation Network Companies: Taxi and Limousine Stakeholder Engagement

At its meeting on September 14, 2015, when considering a report of the City Solicitor which provided information pertaining to the progression of ride sharing, the Committee resolved that City Council should communicate to the Province that TNCs be regulated at the provincial level, which was adopted by City Council at its meeting on September 28, 2015.

At its meeting on March 8, 2016, when considering a report from the City Solicitor regarding the Province's response that it does not intend to regulate TNCs and that other municipalities across Canada have taken steps towards creating their own regulatory frameworks, the Committee resolved:

- “2. That the Administration report back on the possibility of implementing consistent standards with respect to training, medical reporting, etc. should Saskatoon proceed with the introduction of Transportation Network Companies; and
3. That the Administration engage with the industries, including taxi and limousine drivers and companies, to hear their concerns and issues regarding the matter.”

Report

Taxis are an important part of the City's public transportation service and are heavily relied upon by both residents and visitors to the city. Attachment 1 provides some history of regulation in Saskatoon. Regulation of taxi service ensures that taxi services will be available, safe and economical.

Engagement Sessions

As it is important to engage the taxi and limousine industries in discussions about the potential of TNCs, the Administration held engagement sessions with stakeholders from both industries between March 2 and 17, 2017. The sessions were held during the morning, afternoon and evening, as to not interfere with work schedules and provide ample opportunity to participate. Moreover, two additional engagement sessions were offered to accommodate stakeholders due to inclement weather.

Stakeholders who chose to participate included:

- 33 taxi drivers attended 6 sessions
- 46 taxi licence owners attended 2 sessions
- 3 taxi brokers attended 1 session
- United Steel Workers Local 2014 attended 1 session
- 7 companies from the limousine industry attended 1 session (included black car operators and other private transportation services).

In addition to the engagement sessions, stakeholders had the opportunity to submit comments via an online survey between March 2 and March 17, 2017, as well as the option to schedule a one-on-one meeting with the Taxi Bylaw Manager (four stakeholders scheduled a meeting).

Potential Impact of TNCs

Stakeholders were asked the following three questions (engagement sessions and online). A summary of the responses are as follows, with more detail provided in Attachment 2.

1. *If a Transportation Network Company (TNCs) came to Saskatoon, how do you believe your job or business might be affected?*

The majority of the stakeholders believe that the introduction of TNCs would have a devastating impact on the economic viability of their industries (i.e. wages, income, profits), particularly if TNCs were left unregulated. They also believe that the introduction of TNCs would create an oversupply of transportation services in Saskatoon but that the demand would remain relatively unchanged.

2. *If City Council permits TNCs or private vehicles for hire industry to operate in Saskatoon, what regulations do you feel would be needed to ensure fair competition?*

The consensus was that the concern is not about competition from TNCs but that a level playing field be established through regulation. Both industries asserted that TNCs should be regulated using SGI's current policy on ridesharing and through the current Taxi Bylaw.

Stakeholders identified specific regulations (Attachment 3) that they deemed important to ensure fair competition.

3. *There are a number of current regulations on taxicabs and limousines that protect the public. Should City Council wish to regulate private vehicles for hire, what key considerations are necessary to ensure public health and safety?*

Both industries asserted that the Province and City have already established a comprehensive set of guidelines to ensure public safety. Specific regulations and other concerns deemed important by the industry are provided in Attachment 4.

Public and/or Stakeholder Involvement

As identified in the body of the report, multiple engagement sessions were held to provide stakeholders within the taxi and limousine industries an opportunity to express their concerns and discuss the potential impact of TNCs operating in Saskatoon. In addition, they were also given an opportunity to provide feedback online, as well as schedule a meeting with the Taxi Bylaw Manager.

Stakeholders have been notified of this report and the date of this meeting.

Due Date for Follow-up and/or Project Completion

There is no due date for follow up and project completion.

Public Notice

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

Attachments

1. Overview: Taxi Industry in Saskatoon
2. Engagement Questions
3. Specific Regulations to Ensure Fair Competition
4. Specific Regulations to Ensure Public Health and Safety

Report Approval

Written by: William Kuchapski, Taxi Bylaw Manager

Reviewed by: Shelley Sutherland, Director of Corporate Revenue

Andrew Hildebrandt, Director of Community Standards

Randy Grauer, General Manager, Community Services Department

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

TNC Engagement 2017.docx

Overview: Taxi Industry in Saskatoon

The City of Saskatoon (City) has regulated the taxi industry since 1907. Prior to 1979, 132 taxicab licences had been issued by the City without restriction. Licence holders did not have to drive a taxi, and they could lease the taxi to another operator or sell the licence to another individual. New licences were issued based on a waiting list, whereupon the person whose name was at the top of the list received the next available taxi licence.

In 1979, City Council adopted a revised policy regarding the allocation of new taxi licences, as it had become apparent that a few individuals were selling their newly obtained licences for an instant profit. The new policy provided that *bona fide* taxi drivers whose principle occupation was that of a taxi driver and who had not previously been issued a taxi licence would be eligible for any new taxi licences. These new licences could not be transferred, leased, or assigned. On termination, the licence was returned to the City, unless the licence holder died or was disabled, in which case the licence could be transferred to a spouse or child who was also required to be a *bona fide* taxi driver.

Between 1979 and 1987, 30 “new licences” were issued by the City, which included two wheelchair accessible licences. During this time period, the original 132 taxi licences could still be bought and sold; however, the restricted licences could not be bought and sold.

In late 1987, the process of allocating taxi licences in Saskatoon was questioned by some within the taxi industry. The main issue pertained to the two classes of licences that now existed. One class could only be held by an owner/operator and must be returned to the City, while the other class of licence could be sold and was not returned to the City.

After a series of meetings and discussions, City Council passed a resolution in February 1988, to repeal the restrictions on the 28 licences issued after July 1970. All licences were now of the same class. In addition, City Council established that the number of taxi licences be based on a ratio of 1 taxicab per 1,000 city residents.

In October 1997, a request to decrease the number of licences to a ratio of 1 taxicab per 1,400 city residents was received from the taxi industry. As a result of discussions with the industry, City Council capped the number of licences at the existing number (160 licences) and agreed that any additional licences would only be issued at the request of the industry. Additional temporary licences could be issued by the City if necessary above the 160 licences.

In 2010, as approved by City Council, a comprehensive study of the taxi industry in Saskatoon was conducted by Dr. Ray Mundy of Tennessee Transportation & Logistics Foundation. The resulting recommendation was that the City move from a licensing function to one of “light regulation.” Bylaw No. 9070, The Taxi Bylaw, 2014 was approved by City Council in February 2014.

Allocation of Taxi Licences

The four different types of taxi licences that have been issued by the City are:

- **Regular Taxi Licence**
The number of regular taxi licences is currently capped at 160. They are owned by different individuals or corporations, which grant the licence holder the right to operate a taxi in Saskatoon. These licences may be leased to other individuals wishing to operate a taxi, or bought and sold on the open market.
- **Wheelchair Accessible Taxi Licence**
There are currently 4 wheelchair accessible taxi licences, which may be owned by different individuals or corporations, and allow the licence holder the right to operate a taxi in Saskatoon. These licences can be leased to other individuals wishing to operate a taxi, or bought and sold on the open market.
- **Temporary Wheelchair Accessible Taxi Licence**
Twenty-one (21) temporary wheelchair accessible taxi licences have been issued by the City. These licences are owned by the City and allocated proportionally to each brokerage based on the size of their fleet. Sixteen (16) temporary wheelchair accessible licences were issued for a 5-year term commencing on January 1, 2014 and ending December 31, 2018. An additional 5 licences were issued on September 3, 2015, for a 5-year term which ends on September 2, 2020.
- **Seasonal Taxi Licence**
Twenty-four (24) seasonal taxi licences have been issued for a 3-year term commencing September 1, 2015 to June 30, 2018. These licences are owned by the City and were allocated through a lottery to taxi drivers. The licences can only be operated between September 1 and June 30.

Stakeholders in the Taxi Industry

The taxi industry has a number of stakeholders, which include:

- **Taxi Drivers**
A taxicab typically has two drivers: a daytime and nighttime driver. Each driver roughly works a 12-hour period. They pay a daily or weekly fee to the licence owner or lease operator for the ability to use the taxicab. A taxi driver has no financial investment within the industry other than the fee outlined above.
- **Taxi Licence Owners**
Taxi licence owners are the individuals that own one or more of the 160 taxi licences that the City has issued (excluding, Temporary Wheelchair Accessible Licences and Seasonal Licences). Licence owners fall into two different categories: licence owners or licence owner-operators. Licence owners lease their licence to other individuals to operate a taxicab; whereas, licence owner-operators own the licence and operate a taxicab.
- **Taxi Brokerages**
A taxi brokerage's primary responsibility within the industry is providing dispatch services, sales and marketing, as well as, general oversight of drivers and taxicabs.

Engagement Questions

1. *If a Transportation Network Company (TNC) came to Saskatoon, how do you believe your job or business might be affected?*

The majority of stakeholders in both the taxi and limousine industries said that the introduction of TNCs would have a devastating impact on the economic viability of their industries (i.e. wages, income, profits), particularly if TNCs were left unregulated. They believe that the introduction of TNCs would create an oversupply of transportation services in Saskatoon while demand would remain relatively unchanged.

In addition, the following are specific concerns identified by each stakeholder group:

Taxi Drivers

- Concerned they would no longer be able support themselves and their families driving taxi on a full-time basis (i.e. 12 hours shifts) if TNCs are introduced. Instead, they will need to find an additional job or alternative employment.
- TNCs will accept only the most lucrative trips, as they utilize only credit cards as payment and these are generally larger fares. The taxi industry is required to accept cash and debit as well.
- Taxi drivers provide a service to residents and visitors during peak times (weekends) and slow times (weeknights). TNCs would likely only operate at peak times taking away business during the times of highest demand on which taxi drivers depend.

Licence Owners

TNCs would result in:

- the devaluation of their taxi licences which could be worth less than the original purchase price;
- small business losses as the time and effort licence owners invested over the years to build their businesses could be lost; and
- loss of retirement savings, as licence owners planned to use the value of their licences to support themselves in retirement.

Taxi Brokers

TNCs would impact all employees including administrative staff, dispatchers, accountants, bookkeepers, and IT personnel to support operations.

Limousine Industry

Prices would need to be lowered in order to compete with TNCs, while continuing to incur significant regulatory costs imposed by the Highway Traffic Safety Board.

Union

The Union shared the same concerns as the other industry stakeholders (i.e. the introduction of TNCs would have significant economic impact on the livelihood of the taxi drivers they represent).

2. *If City Council permitted TNCs, or private vehicles for hire industry to operate in Saskatoon, what regulations do you feel would be needed to ensure fair competition?*

The consensus amongst stakeholders within the taxi and limousine industries was that they are not concerned about competing with TNCs, as long as TNCs are regulated in exactly the same manner as the taxi industry. Both industries agree that TNCs should be regulated using SGI's current policy on ridesharing and through the current Taxi Bylaw, and raised the following questions:

1. Why would the City apply two different sets of regulations to exactly the same service?
2. Why would the City lower its regulatory standards in order to allow a TNC to operate in Saskatoon when it has already established what is considered safe and equitable to transport people?
3. If you regulate different groups within the same industry differently, they will each have different costs and the economic playing field will not be level.

Stakeholders identified specific regulations (Attachment 3) they deemed important to ensure fair competition.

In addition, it was suggested that changes would be required to allow the taxi industry to have increased taxi licenses, flexible fares and the ability to accept pre-authorized payment.

3. *There are a number of current regulations on taxicabs and limousines that protect the public. Should City Council wish to regulate private vehicles for hire, what key considerations are necessary to ensure public health and safety?*

With regard to key considerations to ensure public health and safety, both industries believe that the Province and City have already established a comprehensive set of guidelines to ensure public safety. Specific regulations deemed important by the industry are outlined in Attachment 4.

Other Comments/Questions

- Is there a problem with current levels of service in Saskatoon? And if so, why does the City not work with the taxi and limousine industries to develop a local solution?
- Why would the City welcome a foreign corporation that will remove profits from the City/Province?
- There will be direct job losses in the city of Saskatoon as a result of TNCs, which employs individuals at its headquarters outside of Canada.
- The taxi and limousine industries participate in their communities (i.e. sponsorship, donations).
- TNCs provide service to those individuals that have a credit card, which excludes a vast majority of the population.
- Why would the City of Saskatoon want to invite TNCs that have knowingly flaunted regulations in other jurisdictions?

Specific Regulations to Ensure Fair Competition

Taxi Industry

SGI Regulations

- Licencing Requirements
 - Class 4 licence which requires:
 - 18 years of age and not a novice driver
 - Class 5 licence
 - Satisfactory periodical medical
- Registration and Insurance
 - PT plate which requires:
 - Certificate of Approval from municipality

Taxi Bylaw

- Licencing Requirement
 - Driver's licence which requires:
 - Class 4 licence
 - Criminal record and vulnerable sectors check
 - Photo identification
- Insurance Requirements
 - Liability insurance in the amount of \$2 million identifying the City of Saskatoon as an additional insured.
- Vehicle Requirements
 - Vehicle is equipped with a global positioning system, emergency call button, in-car camera, vehicle marking that identifies company and can be no more than 7 years old.
 - Vehicle has a valid Light Vehicle Inspection completed by an SGI accredited mechanic at a facility approved by SGI.
 - Interior of every vehicle, including the trunk, must be maintained in a clean and tidy fashion.
- Fares
 - Fares should be regulated.
- Reporting Requirements
 - Allow the City to collect any data, conduct any tests, and examine books, records and other documents.
- Physical Location
 - Maintain a permanent office in the city of Saskatoon.

- Inspections
 - The City should be allowed to inspect the vehicle and meters to ensure compliance.
- Limiting the amount of PT plates.

Limousine Industry

- TNCs should only operate within the City limits.
- The City should control the number of PT plates issued to TNCs.
- TNC operators should only be able to operate for a certain number of hours before a break.

Specific Regulations to Public Health and Safety

Driver Requirements

- Criminal record and vulnerable sectors check
- Satisfactory medical check
- Training
- Class 4 licence

Vehicle Requirements

- Vehicle is equipped with a global positioning system, emergency call button, in-car camera, vehicle marking that identifies company and can be no more than 7 years old.
- Vehicle has a valid Light Vehicle Inspection completed by an SGI accredited mechanic at a facility approved by SGI.
- Interior of every vehicle, including the trunk, must be maintained in a clean and tidy fashion.

Company Requirements

- Maintain a permanent office in the city of Saskatoon where the taxi brokerage business is carried out.

Vehicle Inspections

- The City should be allowed to inspect the vehicle and meters to ensure compliance, as well as, remove vehicles from service if there are safety concerns.

Issues Regarding the Taxi Industry

Recommendation

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

1. That the report of the CFO/General Manager, Asset and Financial Management Department, dated May 8, 2017, be received as information;
2. That Bylaw No. 9070, The Taxi Bylaw, 2014, be amended to include a passenger cleaning fee of up to a maximum of \$100; and
3. That the City Solicitor be requested to amend Bylaw No. 9070, The Taxi Bylaw, 2014.

Topic and Purpose

The purpose of this report is to provide information relevant to concerns brought forward in a letter dated January 20, 2017, to the Standing Policy Committee on Transportation from the United Steelworkers Local 2014 regarding the taxi industry (Attachment 1). This report is also requesting City Council approval to amend The Taxi Bylaw.

Report Highlights

1. The installation of safety shields is an option available to the taxi industry but is not mandatory.
2. The Bylaw will be amended to allow for the charging of a passenger cleaning fee where the vehicle is soiled and requires cleaning.
3. The Saskatoon Police Service will lead safety training sessions for taxi drivers starting in May 2017.

Strategic Goal

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

Background

On January 31, 2017, Mr. Malik Umar Draz, President of the United Steelworkers Local 2014 (USW) addressed the Standing Policy Committee on Transportation regarding his letter dated January 20, 2017. The Committee resolved:

- “2. That the issues raised in the January 20, 2017 letter from Mr. Malik Umar Draz be forwarded to the Administration to investigate the concerns with the affected parties (including drivers, owners, and taxi companies) and report back to the Standing Policy Committee on Transportation with recommendations).”

Report

The Administration discussed concerns outlined in Mr. Draz’s letter with taxi drivers and licences owners at the end of each of the Transportation Network Company engagement sessions held between March 2 and 17, 2017. Participating stakeholders

Issues Regarding the Taxi Industry

included 33 taxi drivers (attended 6 sessions) and 46 taxi licence owners (attended 2 sessions).

In addition to the engagement sessions, the Administration held one-on-one meetings with USW and Taxi Brokers.

Safety Shields

Bylaw No. 9070, The Taxi Bylaw, 2014 does not require nor preclude the installation of safety shields. The Administration is not recommending a change to the Bylaw.

Consensus amongst stakeholders (in particular, taxi drivers) is that the installation of safety shields should be optional because:

- taxis are already equipped with safety equipment, such as in-car cameras, panic buttons, and GPS;
- customer service may be negatively impacted, as taxi drivers would not be able to interact as easily with their passengers;
- visitors to Saskatoon may be left with the impression that the city is a dangerous place; and
- installation of safety shields would be costly.

Taxi drivers who support the mandatory installation of safety shields believe that if they are optional, individuals choosing to install a safety shield will be stigmatized within the industry.

Cleaning Fee

On occasion, taxi vehicles require immediate cleaning as a result of some action of a passenger. Stakeholders within the industry are in agreement that a passenger cleaning fee should be added to the Bylaw. The fee would cover costs incurred and earnings lost while the vehicle is out of service.

The Administration is recommending that the cleaning fee should be up to a maximum of \$100 to cover the costs of cleaning the vehicle and the amount of time the vehicle is out of service.

Other jurisdictions across Canada have a cleaning fee established in its taxi bylaws ranging from \$25 to \$100.

Police Response/Training Session

Taxi Brokers met with a community liaison officer at the Saskatoon Police Service. Safety training sessions will take place during the first week of May 2017, with additional sessions scheduled as necessary. These training sessions will provide taxi drivers with information to help ensure their safety, and procedures to follow should they need to contact the police.

Other Concerns

The following is the Administration's response to other concerns noted in Mr. Draz's letter:

- **Temporary Wheelchair Accessible Licences**
Sixteen licences expire on December 31, 2018 and five licences expire on September 2, 2020. The Administration will be reviewing accessible service and bringing forward recommendations for numbers and allocation in mid-2018.
- **Taxi Drivers Charges Pursuant to the Bylaw**
City Council approved temporary wheelchair accessible licences to improve accessible taxi service to the community. The Bylaw requires that every taxi driver shall accept dispatch requests for accessible taxi service from, or for, a person with a disability on a priority basis. The Bylaw also includes potential consequences where evidence exists that this did not occur. The charges referred to in the letter are currently before the courts.
- **Black Car Service**
Black car service is regulated under *The Highway Traffic Act*. The complaint within the letter deals with third parties contracting for service. Issues or concerns with black car service must be dealt with by the Highway Traffic Board.
- **Driver Insurance**
Taxi drivers and taxi licence owners operate independently and may choose to purchase additional insurance. These types of individual business decisions are best determined by the industry and are not an aspect of light regulation.
- **Access to Airport**
The John G. Diefenbaker International Airport is not under municipal jurisdiction. The Saskatoon Airport Authority has the ability to establish contracts for service at the airport, including ground transportation. Questions regarding access to provide that service at the Airport are best directed to the Saskatoon Airport Authority.
- **Taxi Commission**
Provincial legislation requires that the responsibility for considering and approving bylaws remains with City Council. Attachment 2 is a report that was presented to the Standing Policy Committee on Transportation at its meeting on November 9, 2015, regarding this topic.

Options to the Recommendation

City Council may choose to not approve a cleaning fee and maintain the status quo, or propose an alternate rate.

Public and/or Stakeholder Involvement

As identified in the body of the report, sessions were held to provide stakeholders within the taxi industry an opportunity to express their views and concerns.

Communication Plan

Corporate Revenue and Communications will work together to ensure industry participants, media, and public are made aware of any Taxi Bylaw amendments approved in this report.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If City Council approves the recommendations in this report, the Bylaw amendments would be subsequently drafted.

Public Notice

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

Attachments

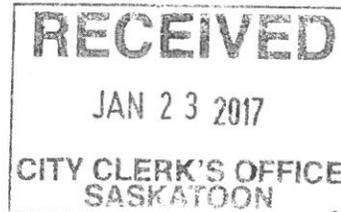
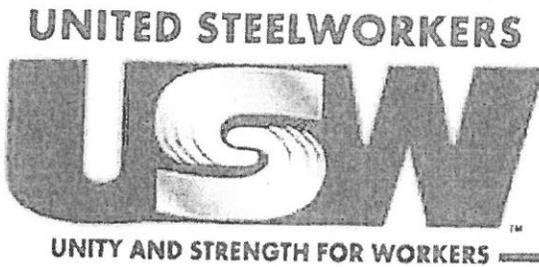
1. Letter - United Steelworkers Local 2014, January 20, 2017.
2. Report to Standing Policy Committee on Transportation, November 9, 2015

Report Approval

Written by: William Kuchapski, Taxi Bylaw Manager
Reviewed by: Shelley Sutherland, Director of Corporate Revenue
Approved by: Kerry Tarasoff, CFO/General Manager Asset & Financial
Management Department

Taxi Industry Issues.docx

307-1



LOCAL 2014 District 3
 Stephen Hunt, District Director
 Mike Pulak, Staff Rep. Saskatoon

January 20, 2017

Chairman Transportation Committee
 City of Saskatoon
 222-3rd Avenue North
 Saskatoon, Sk.
 S7K 0J5

Subject: Issues Regarding Taxi Industry

Dear Sir/Madam:

I am writing this letter to draw your attention to our members concerns in the Taxi Industry, which are regulated by the City of Saskatoon Bylaws and Regulations.

A recent event in Regina where cab driver Iqbal Singh was stabbed multiple times and severely injured while he was on the job has heightened anxiety about driver safety. He is still in a rehabilitation centre and may never fully recover. Because of this incident and many others, cab drivers are scared. They have many concerns about their safety and questions about the insurance coverage provided by SGI.

I would like to bring your attention to our members concerns:

1. There should be an open and frank discussion regarding the installation of safety shields in cabs to protect the drivers and the public.
2. Drivers should be covered by SGI and should also be covered by City Bylaws. If no Bylaw exists which cover the drivers in case of assaults there should be open discussions how the City help ensure drivers and the public are protected in case of physical assault while they are on the job.
3. A discussion on the ability to charge passenger a cleaning fee for bodily fluids (vomit, etc.) discharged in the cab. This Bylaw exists in other cities in Canada.
4. Recently the City of Saskatoon issued tickets to our members for not accepting wheelchair trips which we believe is quite unfair. We believe the City of Saskatoon should review the Bylaws covering wheelchair trips. There are many technicalities and administrative issues which need to be resolved or clarified before tickets are issued.
5. All existing wheelchair licences which were issued to companies for a temporary term of five (5) year period are coming up for renewal. We believe those wheelchair licences should be allotted to drivers instead of companies. The company shouldn't be charging administration fees on wheelchair licences which were given free to companies.

2

United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International
 Union

#110A - 2103 Airport Drive, Saskatoon, SK S7L 6W2 • 306-382-2122 • 306-382-5616(Fax) • www.usw.ca

6. Black cars are being operated in the City of Saskatoon. We believe that these Black cars are being operated just like a taxi business, taxi drivers have a lot of questions about the Black cars and I would like to point out a few of them:
- What is minimum fare by the hour (as it's common to charge by hourly rate in other provinces of Canada)?
 - If its limo service, can they pick up flag customers and is there any minimum service fee to use a Black car? Can these Black cars charge same taxi rate set by city of Saskatoon?
 - If they take only pre booked trips, how long before the trip should be booked prior to being dispatched or served and who verifies those bookings?
 - Can Black cars or Limo service pick up the School boards fares , Can Black cars take charge accounts customers (i-e Senior Homes ,etc.) as these accounts customers used to be transported by city of Saskatoon taxis and can they charge limo rates to these accounts or those trips are being charged according to taxi meters?

We believe that Black cars are taking taxi business and they should be monitored by the City of Saskatoon and if they are violating any bylaws they should be dealt with accordingly.

7. Police response to cab driver calls needs to be improved. Training sessions should be arranged by the City Police for existing and new drivers free of charge.
8. Access to the airport shouldn't be restricted to only one Company.
9. We believe there should be a taxi commission to deal with this Industry.

Many of the above mentioned issues have been dealt with in other municipal jurisdictions and we would like to look at them and ensure we are operating under best practises.

Best Regards,

M. Umar Draz
Malik Umar Draz
President United Steel Worker Local 2014

cc: Honorable Mayor Charlie Clark, City of Saskatoon.
All respected City Councillors
Mike Pulak/Leslie McNabb Staff Reps. United Steelworkers

Taxi Regulation Section

Recommendation

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

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

Topic and Purpose

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

Report Highlights

1. Taxis are an important part of the City of Saskatoon's (City) public transportation service and are heavily relied upon by both residents and visitors to the city.
2. There is no one model of taxi regulation that operates equally well in every jurisdiction.
3. Current legislation requires City Council to approve all changes to the Taxi Bylaw, 2014.
4. The Taxi regulation process includes a bylaw enforcement component, a Taxi Review Committee and the Licensing Appeals Committee. The responsibility for taxi regulation will be concentrated into the position of a Taxi Bylaw Coordinator.
5. Taxi license fees will increase to \$525 effective January 1, 2016.

Strategic Goal

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

Background

At its meeting of October 21, 2013, City Council resolved, in part:

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

Report

Regulation of Taxi Service

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

- ensure that the taxi services will be available, safe and economical to use for both citizens and visitors to the city;

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

Regulatory Models

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

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

Current Situation

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

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

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

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

Taxi Bylaw Analyst/Coordinator

The role of the Administration is to work with the industry to improve customer service and enforce the bylaw. The full cost of the work is to be recovered through the annual license renewal fees. A balance is sought between an adequate level and a reasonable cost of regulation.

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

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

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

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

Taxi License Fee Increase

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

Options to the Recommendation

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

Public and/or Stakeholder Involvement

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

Communication Plan

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

Financial Implications

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

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

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

Public Notice

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

Attachments

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

Report Approval

Written by: Shelley Sutherland, Director of Corporate Revenue

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

Taxi Regulation_License Increase.docx

Governance Models

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

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

Consultant Recommendations - 2010

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

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

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

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

Proposed 2016 Budget

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

Proposed Tax Bylaw Enforcement Budget

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

Traffic Safety Reserve Program – 2017 Budget Adjustment

Recommendation

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

1. That the amount of \$100,000 be approved for Capital Project #2446 – Pedestrian Crossing Improvements from the Traffic Safety Reserve;
2. That the amount of \$70,000 be approved for specific enforcement activities from the Traffic Safety Reserve;
3. That the amount of \$30,000 be approved for Capital Project #1512 – Neighbourhood Traffic Reviews from the Traffic Safety Reserve;
4. That the amount of \$40,000 be approved for Capital Project #2446 – Pedestrian Crossing Improvements from the Traffic Safety Reserve;
5. That the amount of \$45,000 be approved for Capital Project #1512 – Neighbourhood Traffic Reviews from the Traffic Safety Reserve; and
6. That the City Solicitor be directed to amend Bylaw No. 6774, The Capital Reserve Bylaw as outlined in this report.

Topic and Purpose

The purpose of this report is to follow up on the strategy outlined in the 2017 Business Plan and Budget process. Administration indicated that a further report would be brought forward in 2017 once final revenue estimates were known, in order to obtain approval for Traffic Safety Reserve funding for transportation safety projects.

Report Highlights

1. In addition to the previously approved 2017 capital programs, it is anticipated that \$460,000 of funding will be available to fund additional traffic safety initiatives.
2. Funding is being requested from the Traffic Safety Reserve to complete additional transportation safety improvement initiatives at a total cost of \$285,000.
3. Bylaw No. 6774, The Capital Reserve Bylaw requires amendment to allocate a portion of the City's share of fine revenues to traffic enforcement initiatives prior to transferring to the Traffic Safety Reserve.

Strategic Goal

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

Background

The City's portion of revenues from the Red Light Camera (RLC) and Automated Speed Enforcement (ASE) programs are allocated to the Traffic Safety Reserve to fund traffic safety initiatives.

At the Regular Business Meeting of City Council held on December 12, 2016, City Council considered the report Inquiry – Councillor Z. Jeffries (August 18, 2016) Use of RRFB's (Rapid Rectangular Flashing Beacons) as Pedestrian Crossing Device and resolved:

“That the Administration be directed to bring forward a report by April 2017 outlining funding options for implementation of a pilot project for Rapid Rectangular Flashing Beacons.”

Report

Traffic Safety Reserve Status

The Traffic Safety Reserve is funded through the City's portion of revenues from the RLC and ASE programs. The revenues cover the operational expenditures of these programs with the remaining funds earmarked to fund improvements on the transportation network to enhance safety for drivers, cyclists and pedestrians.

It is anticipated that \$460,000 will be available by the end of 2017, in addition to the previously approved capital programs.

Proposed Traffic Safety Initiatives

As the city continues to grow, so do the pressures on the existing transportation network. In order to increase the level of safety for all users (drivers, cyclists, and pedestrians), the Administration continues to monitor the transportation network and recommend modifications and initiatives to improve both the efficiency and safety for all road users. As a result of the monitoring and assessment, the following initiatives have been identified as priorities and are consistent with the prioritization strategy for road network improvements adopted by City Council in 2015:

No.	Initiative	Amount	Capital Project No.
1	Rectangular Rapid Flashing Beacon Pilot Project	\$ 100,000	2446
2	Enforcement	70,000	N/A
3	Industrial Area Traffic Review	30,000	1512
4	Pedestrian Safety Awareness Campaign	40,000	2446
5	Permanent Neighbourhood Traffic Calming Installation	45,000	1512
Total		\$ 285,000	

Details of the above indicated recommended initiatives are provided in Attachment 1.

Amendment to Bylaw No. 6774, The Capital Reserve Bylaw

Bylaw No. 6774, The Capital Reserve Bylaw outlines the purpose, funding and expenditures for the Traffic Safety Reserve. Currently, the City's portion of fine revenues, after expenses, are allocated to the Traffic Safety Reserve to fund traffic, pedestrian and cyclist safety-related and traffic calming measures. The Administration is recommending that the bylaw be amended to include a provision to allocate a portion

of the revenues to traffic enforcement initiatives, as approved through the annual budget process, prior to transferring the remaining revenues to the Traffic Safety Reserve.

Options to the Recommendation

Other potential transportation safety initiatives include:

1. Permanent Neighbourhood Traffic Calming:
The Neighbourhood Traffic Reviews Implementation Plan provided to City Council on November 30, 2016, identified the following projects to be completed in 2018 that may be advanced to 2017:
 - Nutana - 2 curb extensions, 1 median island, \$95,000
 - Adelaide - Churchill - 2 curb extensions, \$90,000
 - Avalon - 4 curb extensions, \$180,000
 - Lakeview - median island, \$5,000
2. Traffic Signals:
The next priority location is 33rd Street and Northumberland Avenue. This location was identified through the 33rd Street Corridor Study for improvement from Pedestrian Actuated Signals to full traffic signals. The preliminary cost estimate for this location is \$105,000.

Policy Implications

Bylaw No. 6774, The Capital Reserve Bylaw requires amendment as outlined in this report.

Public and/or Stakeholder Involvement

The public and/or stakeholder involvement is listed in the table below:

No.	Item	Status of Involvement
1	Rectangular Rapid Flashing Beacon Pilot Project	None to date
2	Enforcement	None to date
3	Industrial Area Traffic Reviews	None to date
4	Pedestrian Safety Awareness Campaign	2016 campaign is complete, would continue to engage throughout 2017
5	Neighbourhood Traffic Calming Installation	Significant public involvement via Neighbourhood Traffic Reviews

Communication Plan

Communication plans will be developed for the individual projects as the planning work proceeds.

Financial Implications

The cost to complete the recommended initiatives is \$285,000. The Traffic Safety Reserve, through funding obtained from the RLC and ASE programs, will have adequate funds available to fund these initiatives by the end of 2017. Upon approval of these funds, it is anticipated that approximately \$175,000 will remain in the reserve at the end of 2017 to compensate for any difference in projected versus actual revenues.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If approved, the Administration will proceed with incorporating the initiatives into the 2017 work plan.

Public Notice

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

Attachment

1. Project Details

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 – Traffic Safety Reserve Program – 2017 Budget Adjustment

Project Details

Project 1 – Rectangular Rapid Flashing Beacon Pilot Project (RRFB)

Objective

The objective of the pilot project would be to determine the effectiveness of RRFB's at various locations throughout the city.

Details

RRFB's are high intensity flashing beacons that flash in a rapidly alternating "wig-wag" flashing sequence to warn drivers of the presence of a pedestrian in the crosswalk. RRFBs consist of two rectangular-shaped amber indications, each with an LED-array based light source, which are attached to existing pedestrian crossing signage.

In the absence of formal guidance from Transportation Association Canada (TAC), the Administration is recommending that an RRFB pilot project be considered. The scope of the pilot project is as follows:

- Install RRFB's at the following five locations, which were identified by cross-referencing the information provided in the TAC research study with known locations of concern:
 - Clarence Avenue and Glasgow Street (south);
 - Clarence Avenue and 14th Street;
 - Taylor Street and Weyakwin Drive;
 - Lowe Street south of Atton Crescent; and
 - Spadina and 33rd Street (located at the multi-use path on south side).
- The RRFB's are left in place for a period of two years;
- Before and after studies completed to assess yield compliance; and
- A report back to City Council after two years.

If tender prices are below the estimated cost, additional locations may be added to the pilot program. Further expansion of the use of RRFB's would be dependent on the outcome of the pilot project and the completion of Phase 2 of TAC's RRFB project.

Schedule

The two year pilot project would begin as soon as possible, with an installation date tentatively planned for September of 2017.

Budget

\$100,000

Project 2 – Enforcement

Background

For the last several years, Saskatchewan Government Insurance funded specific traffic enforcement projects. Beginning in 2016, this funding was no longer available. This past year SGI did not provide this funding.

Details

Two projects the Saskatoon Police Service participated in were Operation Overdrive / Checkstop, and Intersection Safety. The total amount of SGI's previous funding was \$135,000 per year (\$85,000 for Overdrive / Checkstop and \$50,000 for Intersection Safety). Operation Overdrive and Checkstop both target impaired driving. The officers are called out on overtime, so they can dedicate 100% of their energy to the project, and do not get called away on Patrol calls.

Operation Overdrive consists of two person units that drive around during expected peak times focusing on impaired drivers.

Checkstops consists of a traditional stationary checkstop, where all traffic is pulled into the checkstop area to check for impaired drivers.

Intersection Safety is a program targeting heavily travelled intersections. These would be the high collision Intersections. The officers again are able to dedicate 100% of their time to the project. Traffic infractions, such as running red lights and distracted driving are focused on.

Budget

\$70,000

Project 3 – Industrial Area Traffic Reviews

Background

There is currently no systematic approach to addressing transportation issues that arise within the city's industrial areas. Issues are addressed on a case by case basis. In a similar approach to the successful Neighbourhood Traffic Review program, two Industrial Area Traffic Reviews were initiated in 2016 (North Industrial and Hudson Bay Industrial). The Administration recommends that this program is continued in 2017 and the Airport Business Area be reviewed. This will continue to provide a systematic approach in developing recommendations that improve traffic conditions and pedestrian safety within industrial areas.

Objective

The objectives of the industrial area traffic reviews are:

1. Identify current transportation issues and confirm with data collection and engineering assessments;
2. Identify the necessary improvements required to improve safety and operations; and
3. Work with stakeholders throughout the process.

Details

The traffic reviews would be completed as follows:

1. Identify existing problems, issues and possible solutions through consultation with the business owners.
2. Complete data collection and traffic assessments.
3. Develop a draft traffic plan based on the consultation received and traffic assessment.
4. Present a draft traffic plan to the stakeholders for review and comment.
5. Circulate the plan to other civic divisions for feedback; make adjustments as needed, and present the plan to City Council for approval.

Once approved, implement the recommendations within a specific time frame.

Schedule

The initial consultation with the business owners may begin in May and June of 2017, data collection and assessment completed over the months of July to October, draft traffic plans prepared in November and December, and follow-up consultation with the business owners in early 2018.

Budget

\$30,000 (note this is to complete the traffic review only and does not include any funding for the implementation stage)

Project 4 - Pedestrian Safety Awareness Campaign

Background

In 2016 City Council approved funding to develop a pedestrian safety awareness campaign, and the Administration successfully ran a campaign that focused on pedestrian crossings, distracted driving, and rules of the road. The Administration recommends continuing this campaign in 2017, with a plan to include components in multiple languages.

Objective

Geared towards both pedestrians and drivers, the campaign will:

- Educate both on the rules of the road;
- Build understanding of how both can share the road; and
- Encourage both to pay more attention as they move around.

Details

- The campaign will be launched with heavy campaigning during the initial two weeks.
- Topics may include: caution when using cell phones and walking, jay walking, motorists turning right and left at intersections, school zones, and winter walking. A campaign to support New Canadians is also being considered. New topics may be introduced every month and adjusted according to time of year. For example topics may be relevant to the start of school, the beginning snow and ice conditions, or summer activities, among others.
- Tools to be considered may include news media, social media, saskatoon.ca, as well as paid media such as print and digital advertisements, billboards, bus shelters, posters, flyers, or utility bill accompaniment.
- Although this campaign will be for a limited time, it will be themed / branded for repeat messaging and expanded messaging in the future.

Schedule

The four to six month campaign will begin in late spring of 2017, possibly timed with National Road Safety Week.

Budget

\$40,000

Project 5 – Neighbourhood Traffic Calming Permanent Installation

Background

In November of 2016 the Administration provided a report titled **2016 Neighbourhood Traffic Review – Annual Report** that outlined a plan to convert temporary traffic calming measures to a permanent condition. The plan outlines projects to be completed in 2016, 2017, 2018, and 2019. Funding is in place to complete the 2017 projects with future years reliant on subsequent funding approvals. The Administration proposes that one item identified to be completed in 2018, be added to the 2017 program through additional funding from the Traffic Safety Reserve.

Objective

The objective of the Neighbourhood Traffic Review is to improve safety for all road users within neighbourhoods by installing traffic calming measures, pedestrian crossing facilities, signage, etc.

Details

The following work would be completed:

Neighbourhood	Location	Type	Reason	Cost
Mayfair	Avenue D & 37 th Street	1 curb extension	In place since 2014, near park	\$45,000
Total				\$45,000

Schedule

Two months of work prior to tendering, then construction could proceed in 2017.

Budget
\$45,000

Rail Relocation versus Grade Separation Feasibility Study – Award of Contract

Recommendation

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

1. That the City enter into an agreement with HDR Corporation for the provision of engineering services to complete a Rail Relocation versus Grade Separation Feasibility Study at a total upset cost of \$599,616 (including taxes); and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

The purpose of this report is to obtain approval to enter into a contract with HDR Corporation for the provision of engineering services to complete a Rail Relocation versus Grade Separation Feasibility Study.

Report Highlights

1. Traffic delays due to trains have both direct and indirect costs to Saskatoon residents and the economy.
2. The focus of this study is a detailed economic evaluation of the feasibility of either relocating railways outside of the city limits or constructing grade separations at the nine most important rail crossings. The estimated cost of this first phase is approximately \$221,600.
3. An optional follow-up component of the study will provide either design drawings for each grade separation, or all the components to submit an application for rail relocation to senior government. The estimated cost of this optional phase is \$378,000.
4. A contract awarded to HDR Corporation is recommended for engineering services to complete the Rail Relocation versus Grade Separation Feasibility Study at an upset cost of \$599,616 (including taxes).

Strategic Goal

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

Background

Saskatoon Regional Economic Development Authority has completed a preliminary analysis of the economic impact of rail delays and lost labour productivity to businesses in the Saskatoon Region. According to the analysis, Saskatoon businesses have lost 209 hours of work time per day, totalling 52,668 hours per year. This translates into

\$2.5 Million of lost Growth Domestic Product to the Saskatoon region's economy per year, excluding indirect costs.

In addition, there are many other impacts due to traffic delays caused by trains, including:

- Impact of train delays on public transit users;
- Lost time on weekends;
- Risk of significant delays during events such as trail malfunction;
- Emergency response impacts;
- Increased environmental and vehicle operating costs due to the time vehicles spend idling; and
- Potential for increased accident rates due to traffic congestion around train crossing intersections.

Report

Phase One – Scope of Feasibility Study

This first phase will review two options as part of the Rail Relocation versus Grade Separation Feasibility Study. To determine the relative benefits and costs, each of the two options will be compared to the current state of at-grade rail crossings (i.e. “do nothing”).

1. Construct grade separations at priority rail crossing locations; or
2.
 - a. Relocate CP rail infrastructure, including CP Sutherland Yards; and possibly,
 - b. Relocate CN rail infrastructure.

The analysis to evaluate the feasibility of constructing grade separations will include:

- High level screening to identify the needs of each corridor, considering all users and adjacent land use;
- Identification of constraints, including underground services and utilities;
- Identification of impacts to adjacent properties including access and property acquisitions;
- Develop an order of magnitude cost estimate for each grade separation; and
- Cost/benefit analysis for the construction of grade separated rail crossings taking into consideration (but not limited to):
 - Impact on emergency response, now and in the future;
 - Proposed bus rapid transit lines; and
 - Utility relocations and construction.

The Feasibility Study for rail relocation will include the following components:

- Internal stakeholder consultation including civic departments and emergency services;
- Cost/benefit analysis of rail relocation including, at a minimum:
 - Evaluation of existing rail infrastructure, including inventory of assets, condition, and replacement values;
 - Environmental impacts and site remediation;
 - Economic impacts of rail delays throughout the city;
 - Impact on emergency response and goods movement; and

- Identification and quantification of the impact of relocation to rail operations.

The Feasibility Study will provide the ability to compare both options to determine which to pursue further.

Optional Phase Two - Detailed Analysis:

The second phase will proceed only if approved by City Council following their consideration of the first phase results.

Public Involvement is an important component in the second phase; the proponent will develop an engagement plan for the preferred option from the first phase. Some ideas for engagement include large-scale public events, neighbourhood and community open houses, and online engagement tools. The development of engagement materials may include visualizations of grade separations, maps, and materials suitable for inclusion on Shaping Saskatoon.

If the first phase recommends relocation, this second phase will focus on the documents and designs required to work with CP Rail and the federal government on a relocation strategy.

If Phase One recommends grade separation, a detailed functional plan with enough engineering and design will be completed for each grade separation to provide confident construction estimates and the subsequent preparation of tenders for detailed design. The grade separations will be further prioritized for implementation.

Contract with HDR Corporation

On February 15, 2017, the Administration posted a Request for Qualifications on the SaskTenders website to identify proponents interested and capable of completing this work. Eleven firms provided their qualifications.

Based on the evaluation criteria included in the Request for Qualifications, the Administration identified three firms with good experience and excellent qualifications for this project. A Request for Proposals was then issued to the following three short-listed firms on March 20, 2017:

- Allnorth Consultants Ltd. (Saskatoon, SK)
- Hatch Corporation (Saskatoon, SK)
- HDR Corporation (Calgary, AB)

Based on the evaluation criteria included in the Request for Proposals, the Administration is recommending that the City enter into an agreement with HDR Corporation to complete the Feasibility Study.

The Administration is not recommending that this feasibility study be completed in-house in consideration of the following:

- This project requires extensive specific experience in rail engineering and economics. Given that this type of expertise is rarely required by the City, the

Administration does not have staff with the level of expertise required to successfully deliver this project.

- This project is funded by the Public Transit Infrastructure Funding which has strict timelines for completion of the project and requirements for the work to be incremental. Therefore, utilization of existing staff could render the project ineligible for federal funding.
- The project requires an in-depth understanding of the operations of the railways and detailed knowledge of the processes for seeking Transport Canada approvals for relocation. The preferred proponent has significant experience in these areas.

Public and/or Stakeholder Involvement

Stakeholder consultation is the responsibility of the consultant during the project. Phase One includes primarily stakeholder consultation. Phase Two involves consultation with the public and will include large-scale public events, neighbourhood and community open houses, and online engagement tools.

Communication Plan

Communication materials will be developed by the consultant during this project and will be reviewed by the Administration prior to any public and/or stakeholder communication.

Financial Implications

Capital Project #1456 – TU Railway Crossing Safety Improvements contains sufficient funding for this contract.

Phase One	Contract Amount	\$211,062
	GST (5%)	<u>10,554</u>
	Contract Cost	\$221,616
Phase Two	Contract Amount	\$360,000
	GST (5%)	<u>18,000</u>
	Contract Cost	\$378,000
	Total Project Cost	\$599,616
	GST Rebate (5%)	<u>(28,554)</u>
	Net Cost to the City	<u>\$571,062</u>

Environmental Implications

Delays at rail crossings increase fuel use, greenhouse gas emissions, and air pollution associated with vehicle idling. The environmental impacts of the delays, given the current traffic and train volumes, will be quantified as part of this project.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

A follow-up report will be submitted to the Standing Policy Committee on Transportation with the recommendations of the first phase of this study in December 2017. The second phase may proceed only if approved by City Council during the December 18, 2017 meeting. Completion of Phase Two would be expected in winter of 2019.

Public Notice

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

Report Approval

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

TRANS DL – Rail Relocation versus Grade Separation Feasibility Study – Award of Contract

Silverspring Neighbourhood Traffic Review

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Neighbourhood Traffic Review for the Silverspring neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose

The purpose of this report is to provide information on the Neighbourhood Traffic Review (NTR) for the Silverspring neighbourhood.

Report Highlights

A Neighbourhood Traffic Plan for the Silverspring neighbourhood was developed in consultation with the community in response to concerns such as speeding, traffic shortcutting, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the level of safety of pedestrians, cyclists, and motorists.

Background

A public meeting was held in May 2016 to identify traffic concerns and potential solutions within the Silverspring neighbourhood. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Neighbourhood Traffic Plan was developed and presented to the community at a second public meeting held in January 2017.

Report

The development and implementation of the Traffic Plan includes four stages:

1. Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon.ca website;
2. Develop a draft traffic plan based on residents' input and traffic assessments;
3. Present the draft traffic plan to the neighbourhood at a follow-up meeting, circulate the plan to other civic divisions for feedback, and make adjustments as needed to present the plan to City Council for adoption; and
4. Implement the proposed measures in a specific time frame: short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

The majority of concerns identified during the consultation included speeding and pedestrian safety (specifically on Konihowski Road) as well as difficulty turning onto Central Avenue from Konihowski Road, Garvie Road and Somers Road.

The Administration is recommending the following modifications to improve traffic safety in the Silverspring neighbourhood:

- Standard crosswalks
- Zebra crosswalk
- Traffic signals
- Stop signs
- Median islands
- Yield sign

Installation of each proposed improvement will be implemented in three specific time frames as follows:

Short-term (1 to 2 years)	Temporary traffic calming measures, signage, pavement markings, traffic signals
Medium-term (3 to 5 years)	Permanent traffic calming devices
Long-term (more than 5 years)	Permanent traffic calming devices

The Silverspring NTR is included in Attachment 1.

If approved by City Council, all of the temporary traffic calming measures will be installed in 2017. An annual report on the NTRs will provide an update on the status of converting the temporary measures to a permanent condition.

Public and/or Stakeholder Involvement

In May 2016, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback received was used to develop the Neighbourhood Traffic Plan which was presented at a follow-up public meeting in January 2017. Additional feedback received at the follow-up public meeting was also incorporated into the NTR.

The proposed improvements were circulated to internal civic stakeholders of various divisions and departments: Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Parking Services, Roadways & Operations, and Saskatoon Transit. Feedback was incorporated into the recommended NTR.

Communication Plan

The final Neighbourhood Traffic Plan will be shared with the residents of the impacted neighbourhood using several methods: City website, the Community Association, City website and by a direct mail-out.

Financial Implications

The implementation of the Neighbourhood Traffic Plan will have significant financial implications. The costs are summarized in the following table:

Silverspring Neighbourhood Traffic Review

Category	2017	Beyond 2017
Signs, Pavement Markings & Temporary Traffic Calming	\$4,500	NA
Permanent Traffic Calming	NA	\$30,000
Traffic Signals	\$0	\$125,000
TOTALS	\$4,500	\$155,000

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake the work in 2017, which includes implementation of all signage, pavement markings, and temporary traffic calming measures.

Transportation has reviewed the projected traffic volumes along Central Avenue and has concluded that the North Commuter Parkway Project (NCP) will result in traffic conditions that warrant signals at the intersection of Central Avenue and Konihowski Road. As such, it is appropriate that these costs be borne by the project. The estimated cost for the traffic signals at Central Avenue and Konihowski Road is \$125,000. The funding plan for the traffic signals is as follows:

- Equipment including the poles, signal heads and cabinet was purchased as part of the NCP.
- The NCP received a credit for the elimination of some signage on the Parkway. This credit amount is being used to fund the majority of the underground materials needed to support the traffic signal (i.e. conduit, pole bases, and wiring).
- The remaining cost is estimated at \$30,000 and will be funded by the contingency for the NCP.

The remainder of the work beyond 2017 includes the construction of permanent traffic calming measures and will be considered alongside all other improvements identified through the NTR Program. The Administration will include in their annual budget submission package the list of projects recommended to be funded, and the rationale used to prioritize the projects.

Environmental Implications

The overall impact of the recommendations on traffic characteristics, including the impacts on greenhouse gas emissions, has not been quantified at this time.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If adopted by City Council, temporary traffic calming devices, pavement markings and signage will be implemented during the 2017 construction season.

Public Notice

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

Attachment

1. Silverspring Neighbourhood Traffic Review, April 6, 2017

Report Approval

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

TRANS MF – Silverspring Neighbourhood Traffic Review

SILVERSPRING

2016 Neighbourhood Traffic Reviews

CITY OF SASKATOON

April 6, 2017

Silverspring Neighbourhood Traffic Review

April 6, 2017

Authorization

Prepared By:



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Checked By:



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Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Silverspring residents
- Silverspring Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Planning & Development
- City of Saskatoon Roadways & Operations
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Zach Jeffries

EXECUTIVE SUMMARY

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The program involves additional community and stakeholder consultation that provides opportunity for residents and City of Saskatoon (City) staff to work together in developing solutions that address traffic concerns within their neighbourhood. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2016.

A public meeting was held in May 2016 to identify traffic concerns and potential solutions within the Silverspring neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in January 2017.

A summary of recommended improvements for the Silverspring neighbourhood are included in **Table ES-1**. The summary identifies the location, recommended improvement, reason and a schedule for implementation. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 years); medium-term (3 to 5 years) and long-term (more than 5 years). Accordingly, the specific time frame to implement the improvements ranges from 1 to 5 years.

The Silverspring Traffic Plan is illustrated in **Exhibit ES-1**.

Table ES-1: Silverspring Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason	Time Frame
Konihowski Road				
1	Carr Crescent / Bourgonje Crescent (North)	Standard crosswalk on south leg of Konihowski Road	Improve pedestrian safety	1 to 2 years
2	Le May Crescent (South)	Upgrade standard crosswalk to zebra crosswalk		
3	Central Avenue	Traffic signals	Improve traffic flow	
4	Rever Road	Stop sign on median island on west leg of Konihowski Road and on south leg of Rever Road	Enhance visibility of stop signs	1 to 5 years (traffic calming devices will be installed temporarily until proven effective)
5	Pezer Crescent (North)	Median island on south leg of Konihowski Road	Reduce driver speed	
6	Haslam Place / McWillie Avenue	Median island on east leg of Konihowski Road		
Rever Road				
7	Haslam Street / Fairbrother Crescent (South)	Standard crosswalk on south leg	Improve pedestrian safety	1 to 2 years
		Median island on north leg of Rever Road	Reduce driver speed	1 to 5 years (traffic calming devices will be installed temporarily until proven effective)
8	Haslam Crescent / Fairbrother Crescent (North)	Median island on north leg of Rever Road		
Haslam Crescent				
9	Haslam Street	Yield sign on Haslam Street assigning right-of-way to Haslam Crescent	Improve intersection safety	1 to 2 years

LEGEND

- EXISTING STOP SIGN
- ▲ EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- EXISTING SCHOOL ZONE
- ⬆ EXISTING TRAFFIC SIGNAL
- ⚓ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- Ⓜ RECOMMENDATION



SILVERSPRING TRAFFIC PLAN

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I INTRODUCTION

As the City of Saskatoon continues to grow, many neighbourhoods face issues such as pedestrian safety, cut-through traffic, and increased speeds. In August 2013, City Council adopted the *City of Saskatoon Traffic Guidelines and Tools* that outlines a procedure for completing traffic reviews on a neighbourhood-wide basis. Prior to this, neighbourhood traffic issues were dealt with on a case-by-case basis with mixed results. Since 2013, the formal process has proven to be very successful in providing recommendations that improve neighbourhood traffic conditions and pedestrian safety. Recommendations are developed by the Administration and residents in a collaborative fashion. Accordingly, this report provides the Traffic Management Plan for the Silverspring neighbourhood.

The Silverspring neighbourhood is located in the east portion of Saskatoon and is south of Fedoruk Drive, west of Saskatoon Forestry Farm Park & Zoo, north of Attridge Drive and east of Central Avenue. The land use is mostly residential with elementary schools on Konihowski Road (Silverspring School and Mother Teresa School).

The neighbourhood traffic review includes four stages:

- **Stage 1** - Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon online discussion.
- **Stage 2** - Develop a draft traffic plan based on residents' input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **Stage 4** - Implement the proposed measures in a specific time frame – short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (more than 5 years).

This report presents the study findings and recommendations.

2 STAGE 1: IDENTIFYING ISSUES, CONCERNS, AND POSSIBLE SOLUTIONS

A public meeting was held in May 2016 to identify traffic concerns within the Silverspring neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes are provided in **Appendix A**.

The following pages summarize the concerns and suggested solutions identified during the initial consultation (including all correspondence and Shaping Saskatoon discussion comments received prior to the follow-up meeting) with the residents.

2.1 Concern 1 – Speeding and Shortcutting

Shortcutting occurs when non-local traffic passes through the neighbourhood on streets that are designed and intended for low volumes of traffic (i.e., local streets). As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and / or shortcutting were at the following locations:

- Central Avenue:
 - Speeding
 - Speeding at Konihowski Road
- Garvie Road: speeding (Central Avenue to Konihowski Road)
- Konihowski Road:
 - Speeding (along curves)
 - High traffic volumes (from Fedoruk Drive)
 - Shortcutting (from Fedoruk Drive)
 - Difficult to get out of driveways due to speeding vehicles
- Konihowski Road & Beerling Crescent:
 - Speeding
 - Vehicles are cutting the corner
- Konihowski Road & Bourgonje Crescent: speeding
- Konihowski Road & Carr Crescent: speeding
- Konihowski Road & Garvie Road: speeding
- Konihowski Road & McWillie Avenue: speeding
- Konihowski Road & Pezer Crescent: speeding

- Konihowski Road & Rever Road: speeding (minivans, City buses)
- Pezer Crescent: speeding
- Rever Road
 - Speeding (buses)
 - Speeding to catch green light
- Somers Road: speeding
- General: vehicles shortcut north to avoid Rever Road

The following solutions were proposed by residents:

- Central Avenue:
 - Install stop signs
 - Install traffic lights
- Central Avenue & Somers Road:
 - Install speed bumps
 - Install a stop sign
 - Close Somers Road
- Garvie Road: install speed bumps
- Konihowski Road:
 - Install temporary stop signs
 - Install speed bumps
 - Monitor speeds
 - Introduce playground zones
 - Install curb extensions and raised median islands
 - Speed control measures north of Garvie Road
 - Implement radar speed traps
 - Install a chicane near schools
- Konihowski Road & Bourgonje Crescent:
 - Enforcement
 - Install speed radar

- Konihowski Road & McWillie Avenue:
 - Install speed bumps or roundabout
 - Install a chicane
- Konihowski Road & Pezer Crescent: extend school zone onto Pezer Crescent
- Konihowski Road & Rever Road: install speed bumps or a roundabout
- Konihowski Road & Scissons Crescent: install a three-way stop
- Konihowski Road at Mother Teresa School: closely monitor speeds
- Rever Road:
 - Install speed bumps
 - Monitor speeds
 - Enforcement during weekend hours
 - Install a radar speed sign
 - Install photo radar
 - Track the speeds of transit
- General:
 - Reduce speed limit to 40 kph
 - Implement year-round school zones
 - Extend school zone all year
 - Block Fedoruk Drive

2.2 Concern 2 – Pedestrian Safety

It is important to address pedestrian safety concerns to support active transportation as encouraging walking to nearby amenities, as opposed to driving, reduces traffic volumes.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled *Traffic Control at Pedestrian Crossings – 2004* approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety were at the following locations:

- Attridge Drive & Rever Road:
 - Long wait for pedestrian walk light
 - Pedestrian safety issues
- Central Avenue & Somers Road: potential pedestrian safety issues
- Konihowski Road:
 - Drivers passing on the right when vehicles make left-turns
 - Missing sidewalk between pathway (Somers Road) and Pobran Crescent
- Konihowski Road & Bourgonje Crescent: pedestrian safety issues
- Konihowski Road & Carr Crescent: vehicles are not stopping for pedestrians/bicyclists
- Konihowski Road & Garvie Road: pedestrian safety issues
- Konihowski Road & Pezer Crescent: pedestrian safety issues
- Konihowski Road & Rever Road: drivers are not stopping for pedestrians
- Konihowski Road at Mother Teresa School:
 - Pedestrian safety issues
 - Jaywalking
 - Illegal U-turns
- Rever Road & Haslam Crescent: difficult to see pedestrians and signs due to poor lighting

The following solutions were proposed by residents:

- Attridge Drive & Rever Road: improve pedestrian walk light timing
- Konihowski Road & Carr Crescent / Bourgonje Crescent:
 - Install a crosswalk
 - Install a “Kids are Playing” sign
 - Install a speed limit sign
 - Install a big brick barrier
 - Install amber flashing crosswalk lights
 - Install curb extensions

- Konihowski Road & Carr Crescent:
 - Install crosswalks on both sides
 - Install flashing pedestrian signals
- Konihowski Road & Garvie Road:
 - Install a flashing crosswalk
 - Install a push-button activated pedestrian device
- Konihowski Road & Pobran Crescent:
 - Install a sidewalk on the west side of Konihowski Road from Pobran Crescent to the gravel pathway
 - Install curb extensions
 - Paint a zebra crosswalk
 - Install flashing pedestrian signals
- Konihowski Road & Somers Road: install an improved pedestrian crossing
- Konihowski Road at Mother Teresa School:
 - Install a crosswalk in front of school
 - Install a temporary crosswalk in front of school
 - Install a flashing crosswalk in front of school
 - Introduce the Kiss & Ride program
 - Move crossing guards at Pezer Crescent (North) mid-block in front of Mother Teresa School
- Rever Road & Haslam Crescent:
 - Improve lighting
 - Install a crosswalk
 - Install crossing lights

2.3 Concern 3 – Traffic Control

Traffic control signs are used in order to assign the right-of-way. City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009 states that stop and yield signs are not to be used:

- As speed control devices;
- To stop priority traffic over minor traffic;
- On the same approach to an intersection where traffic signals are operational; or
- As a pedestrian crossing device.

Neighbourhood concerns regarding traffic controls were at the following locations:

- Central Avenue & Garvie Road:
 - Difficult for vehicles to make left turns onto Central Avenue
 - Long wait for vehicles turning onto Central Avenue
- Central Avenue & Konihowski Road:
 - Difficult for vehicles to make left turns onto Central Avenue
 - Long wait for vehicles turning onto Central Avenue
- Central Avenue & Somers Road:
 - Difficult for vehicles to make left turns onto Central Avenue
 - Long wait for vehicles turning onto Central Avenue
 - Vehicles ignore the stop sign
- Haslam Crescent & Haslam Street: many near misses
- Konihowski Road & Rever Road:
 - Drivers are not stopping
 - Rolling stops by vehicles

The following solutions were proposed by residents:

- Central Avenue & Fedoruk Drive: install traffic lights
- Central Avenue & Garvie Road: Install traffic lights
- Central Avenue & Konihowski Road:
 - Install stop signs
 - Install traffic lights

- Central Avenue & Somers Road:
 - Install an additional sign
 - Increase visibility
 - Install traffic lights
 - Install a pedestrian crossing when four-lane arterial is constructed
- Konihowski Road & Rever Road:
 - Paint a different type of stop line
 - Install wider curb extensions
 - Install a median
 - Paint zebra crosswalks
 - Install enhanced Active Pedestrian Corridors with white/blue flashing beacons
 - Install a chicane
 - Install a roundabout
- Haslam Crescent & Haslam Street: install a stop or yield sign

2.4 Concern 4 – Parking

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway or back lane.

Neighbourhood concerns regarding parking were at the following locations:

- Konihowski Road & Rever Road: vehicles park in crosswalk
- Konihowski Road at Mother Teresa School:
 - Not much parking by the schools
 - Cars park in front of photo radar camera

The following solutions were proposed by residents:

- Konihowski Road at Mother Teresa School:
 - Move bus stops to create space for more parking
 - Construct a larger traffic loop to create more parking for parents
 - Move photo radar camera

2.5 Concern 5 – Maintenance

Maintenance is requested throughout the consultation process that reflects the work of other civic departments. These include the condition of the street signs (i.e., knocked over, damaged, obstructed by trees), trees obstructing driver's view, or roadway maintenance (i.e., snow clearing, potholes, sanding).

The following neighbourhood concerns regarding maintenance were received:

- Potholes along Central Avenue south of Attridge Drive to 115th Street
- Icy roads at Konihowski Road & Somers Road
- Snow piled on roads along Konihowski Road and between schools on west side near Pezer Crescent

The following neighbourhood solutions identified by residents were received:

- Resurface Central Avenue south of Attridge Drive to 115th Street

2.6 Concern 6 – Major Intersections & Corridors

Major intersections include roadways with higher traffic volumes (i.e., arterials, collectors) or intersections with an existing traffic signal.

Neighbourhood concerns regarding major intersections were at the following locations:

- Attridge Drive:
 - Increase speed from 60 kph to 70 kph
 - Difficult to cross four lanes of traffic to make a left-turn at Central Avenue
 - Speeding
 - High traffic volumes
- Attridge Drive & Central Avenue:
 - Difficult to turn left
 - Sharp southbound ramp radius
 - Truck concerns
 - Concerns turning left onto Central Avenue eastbound to northbound from Attridge Drive

- Attridge Drive & Garvie Road: seniors do not want their view obstructed by a sound wall
- Attridge Drive & Rever Road:
 - Long wait for vehicles
 - Congestion
 - Only seven to eight vehicles are able to cross the intersection before light changes
 - Green light is short
 - Near misses due to eastbound left-turning vehicles speeding to catch the amber light
- Central Avenue:
 - Noisy
 - Wildlife concerns when Central Avenue becomes a four-lane arterial
- Central Avenue & Beef Research Road:
 - Congestion at the entrance
 - Safety concerns

The following solutions were proposed by residents:

- Attridge Drive:
 - Improve traffic flow for westbound drivers immediately after Attridge Drive & Central Avenue intersection
 - Reduce the speed limit to 40 kph
 - Construct a sound wall
 - Install a red light camera
 - Educate drivers
 - Install four lanes rather than three lanes
 - Install a double lane ramp from 108th Street
- Attridge Drive & Central Avenue:
 - Install protected left turns
 - Modify traffic signal timing
 - Construct an interchange
 - Extend the gravel road north of Attridge Drive & Central Avenue and establish a new access at Central Avenue & Konihowski Road
 - Prioritizing signal timing by allowing one green phase at a time

- Tighten southbound ramp radius
- Install lane designations
- Attridge Drive & Rever Road: modify traffic signal timing
- Central Avenue:
 - Install a wildlife fence or signs
 - Install low light standards to reduce light pollution
 - Construct a bicycle pathway along Attridge Drive
 - Create a walkway connection south of Fairbrother Court to the hydrostation

3 STAGE 2: DEVELOPMENT OF DRAFT TRAFFIC PLAN

3.1 Methodology

Stage 2 of the neighbourhood traffic review included developing a draft traffic management plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic studies and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Daily and weekly traffic counts
 - Speed measurements
 - Intersection turning movement counts
 - Pedestrian counts
 - Site observations
 - Collision analysis
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgment.

The following sections provide details on the data collected for traffic volume and speed assessments, traffic control assessments, pedestrian crossing assessments, traffic signal assessments and collision analysis. A map of the traffic data collection is shown in **Appendix B**.

3.2 Traffic Volume and Speed Assessments

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon, the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes [referred to as Average Daily Traffic (ADT)] on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

Characteristics	Classifications					
	Back Lanes		Locals		Collectors	
	Residential	Commercial	Residential	Commercial	Residential	Commercial
Traffic Function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance	
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000
Typical Speed Limits (kph)	20		50		50	
Transit Service	Not permitted		Generally avoided		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour	

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Silverspring neighbourhood is 50 kph, except for school zones where the speed limit is 30 kph from September to June, Monday to Friday, 8:00 a.m. to 5:00 p.m.

The speed studies and ADT on streets where speeding was identified as an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2016)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Konihowski Road	Carr Crescent / Bourgonje Crescent (North) to Carr Crescent / Bourgonje Crescent (South)	Major Collector	1650	53
	Beerling Crescent (North) to Beerling Crescent (South)		1750	51
	Pezer Crescent (North) to Pezer Crescent (South)		2200	School = 32 Regular = 52
	Haslam Place / McWillie Avenue to Rever Road		1850	55
Garvie Road	McWillie Avenue to Scissons Crescent (West)		1300	54
Rever Road	Haslam Crescent / Fairbrother Crescent (North) to Haslam Street / Fairbrother Crescent (South)		4600	58

3.3 Traffic Control Assessments

Yield, stop, and all-way stop controls need to meet the City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009.

Turning movement counts were completed to determine the need for an all-way (i.e., three-way or four-way) stop control. Criteria outlined in Council Policy C07-007 that may warrant an all-way stop include:

- A peak hour count greater than 600 vehicles
- An ADT greater than 6,000 vehicles per day; or
- When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.

Further conditions that must be met for an all-way stop to be warranted are:

1. Traffic entering the intersection from the minor street must be at least 35% for a four-way stop and 25% for a three-way stop.
2. No other all-way stop or traffic signal within 200 metres.

Results of the studies are shown in **Table 3-3**.

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600 vehicles)	Criteria 2: Average Daily Traffic (greater than 6,000vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Result
Garvie Road & Scissons Crescent (West)	234 vehicles (no)	2,520vpd (no)	0 (no)	Continue to Step 2
Central Avenue & Konihowski Road	1,115 vehicles (yes)	16,120vpd (yes)	0 (no)	
Central Avenue & Garvie Road	947 vehicles (yes)	13,510vpd (yes)	1 (no)	
Central Avenue & Somers Road	825 vehicles (yes)	10,470vpd (yes)	1 (no)	

Provided one of the above criteria are met, continue to Step 2 to check the condition requirements.

Table 3-4: All-Way Stop Warrant Condition Requirements

Location	Condition 1: Traffic on minor street is at least 25% for a three-way stop and 35% for a four-way stop	Condition 2: No all-way stop or traffic signals within 200 metres	Result
Garvie Road & Scissons Crescent (West)	10% (no)	>200 metres (yes)	All-Way Stop Not Warranted
Central Avenue & Konihowski Road	10% (no)	410 metres (yes)	
Central Avenue & Garvie Road	20% (no)	840 metres (yes)	
Central Avenue & Somers Road	30% (yes)	550 metres (yes)	All-Way Stop Warranted

3.4 Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which are in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004. Devices include an activated pedestrian corridor (flashing yellow lights) or pedestrian actuated signal. A warrant system assigns points for a variety of conditions including:

- Number of traffic lanes to be crossed;
- Presence of a physical median;
- Posted speed limit of the street;
- Distance the crossing point is to the nearest protected crosswalk point; and
- Number of pedestrians and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:30 p.m., and 3:00 p.m. to 5:00 p.m.

A standard pedestrian crosswalk or a zebra crosswalk (i.e., striped) may be considered when a signalized crosswalk is not warranted. A summary of the pedestrian studies are provided in **Table 3-5**.

Table 3-5: Pedestrian Assessments

Location	Number of Pedestrians Crossing During Peak Hours	Result
Konihowski Road & Rever Road	33	Pedestrian Device Not Warranted
Konihowski Road & Pobran Crescent (South)	28	
Konihowski Road at Mother Teresa School	97	
Konihowski Road & Carr Crescent / Bourgonje Crescent (North)	8	
Konihowski Road & Garvie Road	245	Pedestrian Device Warranted

Details of the active pedestrian corridor and pedestrian actuated signal assessments are provided in **Appendix C**.

3.5 Traffic Signal Assessments

Assessments are conducted to determine the need for traffic signals, in adherence to the Traffic Signal and Pedestrian Signal Head Warrant Handbook. A warrant system assigns points for a variety of conditions including:

- Number of traffic lanes;
- Posted speed limit of the street;
- Distance to the nearest traffic signal; and
- Number of pedestrians and vehicles at the location.

Pedestrian and traffic data is collected during the six peak hours of: 7:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:30 p.m., and 4:00 p.m. to 6:00 p.m.

If a traffic signal is not warranted, additional measures to improve safety (i.e., parking restrictions, oversized stop signs) may be considered. A summary of the traffic signal assessments is provided in **Table 3-6**.

Table 3-6: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Result
Central Avenue & Konihowski Road	105	Traffic Signal Warranted
Central Avenue & Garvie Road	38	Traffic Signal Not Warranted
Central Avenue & Somers Road	28	

Details of the traffic signal assessments are provided in **Appendix D**.

3.6 Collision Analysis

The most recently available five year collision data (2011 to 2015) was provided by SGI. High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Locations with two or more collisions per year include:

- Konihowski Road & Somers Road

Details of the collision analysis are provided in **Appendix E**.

4 STAGE 3: PRESENTATION OF TRAFFIC PLAN

4.1 Methodology

Stage 3 of the neighbourhood traffic review included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvements
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the civic divisions for comments
- Revise the draft plan based on feedback from the stakeholders
- Prepare a technical document summarizing the recommended plan and project process

The tables in the following sections provide the details of the recommended traffic management plan, including the location, recommended improvement, and reason for the recommended improvement.

4.2 Speeding and Shortcutting

As stated in Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs, January 26, 2009, “stop signs are not to be used as speed control devices.”

The recommended improvements to address speeding and shortcutting are detailed in **Table 4-1**.

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Reason
Konihowski Road & Pezer Crescent (North)	Median island on south leg of Konihowski Road	Reduce driver speed
Konihowski Road & Haslam Place / McWillie Avenue	Median island on east leg of Konihowski Road	
Rever Road & Haslam Street / Fairbrother Crescent (South)	Median island on north leg of Rever Road	
Rever Road & Haslam Crescent / Fairbrother Crescent (North)	Median island on north leg of Rever Road	

4.3 Pedestrian Safety

The recommended improvements to increase pedestrian safety are listed in **Table 4-2**.

Table 4-2: Recommended Improvements - Pedestrian Safety

Location	Recommended Improvement	Reason
Konihowski Road & Carr Crescent / Bourgonje Crescent (North)	Standard crosswalk on south leg of Konihowski Road	Improve pedestrian safety
Konihowski Road & Le May Crescent (South)	Upgrade standard crosswalk to zebra crosswalk	
Rever Road & Haslam Street	Standard crosswalk on south leg	

4.4 Intersection Safety

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in **Table 4-3**.

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Reason
Konihowski Road & Central Avenue	Traffic signals	Improve traffic flow
Konihowski Road & Rever Road	Stop sign on median island on west leg of Konihowski Road and on south leg of Rever Road	Enhance visibility of stop signs
Haslam Crescent & Haslam Street	Yield sign on Haslam Street assigning right-of-way to Haslam Crescent	Improve intersection safety

4.5 Follow Up Consultation – Presentation of Traffic Management Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in January 2017. Meeting minutes are provided in **Appendix F**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix G**. Additional issues raised after the presentation of the draft traffic plan were considered and outlined in **Appendix H**. Recommendations were added to the list of improvements if necessary.

The revised list of recommendations was then circulated to the civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Parking Services, Roadways & Operations and Transit) to gather comments and concerns. General support was received.

5 STAGE 4: IMPLEMENTATION

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements within the specified time frame. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is more than 5 years.

The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring / summer of the following year. Therefore, installations for Silverspring are likely to take place in spring / summer 2017.

The estimated cost of the improvements included in the Neighbourhood Traffic Management Plan are outlined in the following tables:

- **Table 5-1:** Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- **Table 5-2:** Permanent Traffic Calming Cost Estimate
- **Table 5-3:** Traffic Signal Cost Estimate
- **Table 5-4:** Total Cost Estimate

Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate

Location	Device (# of Devices)	Cost Estimate	Time Frame
Konihowski Road & Carr Crescent / Bourgonje Crescent (North)	Standard crosswalk (1)	\$250	1 to 2 years
Konihowski Road & Le May Crescent (South)	Zebra crosswalk (1)	\$250	
Rever Road & Haslam Street / Fairbrother Crescent (South)	Standard crosswalk (1)	\$250	
Haslam Crescent & Haslam Street	Yield sign (1)	\$250	
Konihowski Road & Rever Road	Stop sign (2)	\$500	
	Median island (2)	\$1000	1 to 5 years (traffic calming devices will be installed temporarily until proven effective)
Konihowski Road & Pezer Crescent (North)	Median island (1)	\$500	
Konihowski Road & Haslam Place / McWillie Avenue	Median island (1)	\$500	
Rever Road & Haslam Street / Fairbrother Crescent (South)	Median island (1)	\$500	
Rever Road & Haslam Crescent / Fairbrother Crescent (North)	Median island (1)	\$500	
Total		\$4,500	

Table 5-2: Permanent Traffic Calming Cost Estimate

Location	Device (# of Devices)	Cost Estimate	Time Frame
Konihowski Road & Rever Road	Median island (2)	\$10,000	3 to 5 years
Konihowski Road & Pezer Crescent (North)	Median island (1)	\$ 5,000	
Konihowski Road & Haslam Place / McWillie Avenue	Median island (1)	\$ 5,000	
Rever Road & Haslam Street / Fairbrother Crescent (South)	Median island (1)	\$ 5,000	
Rever Road & Haslam Crescent / Fairbrother Crescent (North)	Median island (1)	\$ 5,000	
Total		\$30,000	

Table 5-3: Traffic Signal Cost Estimate

Location	Device (# of Devices)	Cost Estimate	Time Frame
Konihowski Road & Central Avenue	Traffic signals (1)	\$0 (Funded by other sources)	1 to 2 years
Total		\$0	

Table 5-4: Total Cost Estimate

Category	Time Frame	
	Short-Term (1 to 2 years)	Medium-Term (3 to 5 years)
Signs, Pavement Markings & Temporary Traffic Calming	\$4,500	NA
Permanent Traffic Calming	NA	\$30,000
Traffic Signal	\$0	NA
Total	\$4,500	\$30,000

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is **\$4,500**. The total cost estimate for medium-term improvements (permanent traffic calming) is **\$30,000**.

Resulting from the Neighbourhood Traffic Review is a list of recommended improvements, including the location, reason and time frame as summarized in **Table 5-5**.

The resulting recommended Silverspring Neighbourhood Traffic Plan is illustrated in **Exhibit 5-1**.

Table 5-5: Silverspring Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason	Time Frame
Konihowski Road				
1	Carr Crescent / Bourgonje Crescent (North)	Standard crosswalk on south leg of Konihowski Road	Improve pedestrian safety	1 to 2 years
2	Le May Crescent (South)	Upgrade standard crosswalk to zebra crosswalk		
3	Central Avenue	Traffic signals	Improve traffic flow	
4	Rever Road	Stop sign on median island on west leg of Konihowski Road and on south leg of Rever Road	Enhance visibility of stop signs	1 to 5 years (traffic calming devices will be installed temporarily until proven effective)
5	Pezer Crescent (North)	Median island on south leg of Konihowski Road	Reduce driver speed	
6	Haslam Place / McWillie Avenue	Median island on east leg of Konihowski Road		
Rever Road				
7	Haslam Street / Fairbrother Crescent (South)	Standard crosswalk on south leg	Improve pedestrian safety	1 to 2 years
		Median island on north leg of Rever Road	Reduce driver speed	1 to 5 years (traffic calming devices will be installed temporarily until proven effective)
8	Haslam Crescent / Fairbrother Crescent (North)	Median island on north leg of Rever Road		
Haslam Crescent				
9	Haslam Street	Yield sign on Haslam Street assigning right-of-way to Haslam Crescent	Improve intersection safety	1 to 2 years

APPENDIX A: PUBLIC MEETING #1 – MAY 12, 2016 MINUTES

Silverspring Neighbourhood Traffic Review
Thursday, May 12, 2016, 7:30 PM – 9:30 PM
Mother Teresa Elementary School (738 Konihowski Road)

Agenda

1. Welcome & Introductions
2. Presentation from Transportation Division
3. Small Group Discussions & Report Back to Large Group
4. Next Steps
5. Large Group Discussion – Questions & Answers

1. Welcome & Introductions

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

2. Presentation from Transportation Division – Silverspring Neighbourhood Traffic Review

(Presented by Mariniel Flores, Engineer-in-Training, Transportation Engineer)

- Presentation Outline
 - Neighbourhood Traffic Review Process
 - Silverspring Review Schedule
 - Sources of Information
 - Past Concerns Received
 - Description of Traffic Calming & Pedestrian Safety Devices
 - Attridge Drive & Central Avenue Intersection Improvements
 - Corridor Reviews & Major Intersection Reviews
- Neighbourhood Traffic Review Process
 - August 2013 – New process
 - Mandate – Reduce and calm traffic, and improve safety within neighbourhoods
 - 2014 – Reviewed 11 neighbourhoods
 - 2015 – Reviewed 8 neighbourhoods
 - 2016 – Silverspring, Parkridge, Sutherland, Willowgrove, Stonebridge, Hampton Village, Grosvenor Park, Lakeridge
- Silverspring Review Schedule
 - Stage 1 – Identify issues & possible solutions through community consultation (May to Fall 2016)
 - Stage 2 – Develop a draft traffic plan
 - Stage 3 – Present draft traffic plan to community for feedback (Fall 2016)
 - Stage 4 – Implement changes over time (Beginning Spring 2017)
- Sources of Information
 - Past studies
 - Collision analysis

- Feedback from public consultation
- Traffic counts & assessments
- Past Concerns Received
 - Speeding & Pedestrian Safety – Konihowski Road, Garvie Road, Rever Road
 - Konihowski Road & Rever Road
 - Garvie Road & Scissons Crescent
 - Central Avenue & Konihowski Road
 - Attridge Drive & Central Avenue
- Traffic Calming Devices
 - Speed Display Board
 - Curb Extension
 - Raised Median Island
 - Roundabout
 - Diverter
 - Right-In/Right-Out Island
 - Directional Closure
 - Raised Median Through Intersection
 - Full Closure
- Pedestrian Devices
 - Standard Crosswalk
 - Zebra Crosswalk
 - Active Pedestrian Corridor
 - Pedestrian Actuated Signal
- Attridge Drive & Central Avenue Intersection Improvements
 - Intersection improvements are being conducted as part of the North Commuter Parkway and Traffic Bridge Project
 - Intersection improvements include relocating the northbound to eastbound off-ramp from Circle Drive further west to alleviate weaving issues, addition of an eastbound to northbound dual left-turn bay, and revised signal timing. This work is scheduled to be complete in the upcoming construction season.
 - Sound attenuation walls will be constructed and will be in place by October 2018.
- Corridor Reviews & Major Intersection Reviews
 - Created to address issues at intersections along arterial streets as Neighbourhood Traffic Reviews addresses local and collector streets within neighbourhoods
 - Recommendations will be identified and projects will be prioritized for funding approval
 - Report will be presented to City Council

3. Small Group Discussions

- Residents were divided into small groups to discuss traffic concerns in Silverspring and potential solutions

- Group 1: Mariniel Flores (City Facilitator)
 - Attridge Drive
 - Difficult to merge onto Attridge Drive from Circle Drive to turn left onto Central Avenue. Have to complete a u-turn around curb (or Dutch Growers) or re-route from College Drive. Drivers need to be more courteous. Suggest driver education awareness.
 - Attridge Drive & Rever Road
 - Lights are too long at this intersection
 - Attridge Drive
 - There should be four lanes on Attridge Drive rather than three lanes. A double lane ramp from 108th Street is suggested.
 - Attridge Drive & Central Avenue
 - Suggesting one green phase at a time. Prioritize signal timing.
 - Sharp southbound ramp radius from Central Avenue onto Attridge Drive especially in winter. Suggest tightening turn.
 - No lane designations
 - Central Avenue
 - Many potholes along Central Avenue south of Attridge Drive to 115th Street. Resurfacing needed.
 - Check if traffic signals or four-way stop is warranted at Fedoruk Drive, Somers Road, Garvie Road and Konihowski Road
 - Central Avenue & Beef Research Road
 - Backed up at the entrance
 - Did North Commuter Parkway Project study look at this?
 - Konihowski Road & McWillie Avenue
 - Speeding concerns (City buses, minivans). Speed bumps or roundabout suggested.
 - Suggest a chicane
 - Konihowski Road & Rever Road
 - Speeding concerns (City buses, minivans). Speed bumps or roundabout suggested.
 - People are not stopping at the three-way stop. Suggesting different type of stop line, wider curb extensions and a median to narrow the roadway, zebra crosswalks, enhanced Active Pedestrian Corridors with white-blue flashing beacons.
 - Very dangerous for children
 - Vehicles park in crosswalk
 - Suggest a chicane
 - Konihowski Road
 - Concerns at school routes along Konihowski Road to and from school (during non-school hours too)
 - Suggest a chicane near schools

- Konihowski Road & Somers Road
 - Icy roads
- General
 - Seniors at the care home near Garvie Road & Central Avenue like to look out their windows and do not want their view obstructed by a sound wall
 - Suggest year-round school zones
- Group 2: Justine Nyen (City Facilitator)
 - Mother Teresa School
 - Need crosswalk closer to school
 - Kids crossing mid-block after being dropped off by parents who park on opposite side
 - U-turns
 - Kiss 'N Ride program at Silverspring but hasn't been implemented at Mother Teresa School
 - Review bus loading zone. May have been extended more than school requires. May be opportunity to add more parent parking on school side.
 - Mother Teresa has crossing guards which are currently at Pezer Crescent (N) could be moved to mid-block crossing in front of school
 - Silverspring School
 - Review bus loading zone. May have been extended more than school requires. May be opportunity to add more parent parking on school side.
 - Pezer Crescent
 - Extend Konihowski Road school zone onto Pezer Crescent because there's speeding around corner
 - Kids in area later than school zone hours so extend school zone all year
 - Konihowski Road
 - More traffic from Fedoruk Drive
 - Flashing pedestrian signals at Pobran Crescent, at Carr Crescent, school routes and park paths
 - Drivers passing on right when vehicles make left-turns
 - No sidewalk between pathway (Somers Road) and Pobran Crescent
 - Snow pile between schools on west side near Pezer Crescent
 - Konihowski Road & Rever Road
 - Rolling stop by vehicles at the three-way stop
 - Not stopping for pedestrians
 - Central Avenue
 - Deer crossing. Concerned about collisions when it's four-lane arterial. Follow-up if there are plans for wildlife fence or other plans (i.e., signs etc.).

- Difficult to make left-turns out of Silverspring at Somers Road, Garvie Road and Konihowski Road
 - Central Avenue & Somers Road
 - Ensure there's a pedestrian crossing when four-lane arterial is constructed
 - Rever Road
 - Speeding southbound to "catch" green light
 - General
 - Speed limit should be 40 km/h (lower than 50 km/h)
 - Photo radar camera is in poor location because cars park in front (one area that cars can actually park)
- Group 3: Lanre Akindipe (City Facilitator)
 - Garvie Road
 - Speeding from Central Avenue to Konihowski Road
 - Suggest three-way stop at Scissons Crescent
 - Suggest speed humps
 - Konihowski Road
 - Snow piled on roads
 - Left turn delays at Central Avenue. Suggest traffic signals.
 - Speeding concerns
 - Attridge Drive & Rever Road
 - Pedestrian concerns
 - Central Avenue & Attridge Drive
 - Concerns regarding trucks moving on Central Avenue
 - Unsafe intersection
 - Central Avenue & Beef Research Road
 - Safety concerns
 - General
 - Move photo radar camera (not in a good location)
 - Bicycle pathway along Attridge Drive
 - Walkway connection south of Fairbrother Court to the hydrostation
- Group 4: Jay Magus (City Facilitator)
 - Konihowski Road & Rever Road
 - People run this stop sign
 - Visibility issues
 - Noise concerns (i.e., modified muffler systems, vehicles taking off from the three-way stop)
 - People pause and go at this stop
 - Roundabout suggested
 - Konihowski Road
 - Speeding along curves
 - Difficult to get out of driveway
 - Speeding concerns along the roadway
 - Central Avenue & Attridge Drive

- Concerns turning left onto Central Avenue eastbound to northbound from Attridge Drive
- Central Avenue
 - Lights needed at Somers Road, Garvie Road and Konihowski Road
 - Difficult to get over from Central Avenue to turn left onto Central Avenue
- Central Avenue & Konihowski Road
 - Difficult to turn left from Konihowski Road to Central Avenue
- Somers Road
 - Improved pedestrian crossing suggested
 - Stop sign
- Schools
 - Walking and crossing in front of schools and loops
 - Crosswalk right in front of Catholic school
- Beerling Crescent
 - Speeding concerns and cutting the corner
- General
 - Vehicles shortcut north to avoid Rever Road
 - Block Fedoruk Drive
 - Are loop detectors working?
 - Consider data collection when Fedoruk Drive opens
 - Observe winter conditions in front of schools

4. Next Steps

(Presented by Jay Magus, Transportation Engineering Manager)

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than June 10, 2016
3. Additional public input via City on-line Community Engagement webpage no later than June 10, 2016 at <http://shapingsaskatoon.ca/discussions/silverspring-neighbourhood-traffic-review>
4. Traffic & pedestrian data collection, analysis
5. Develop recommendations and prepare draft Traffic Plan
6. Follow-up public input meeting to provide input on draft Traffic Plan
7. Determine revisions and finalize Traffic Plan
8. Present Traffic Plan to City Council for approval

5. Large Group Discussion – Questions & Answers

- Question/Comment 1:
 - Resident: The process does not account for urgent issues.
 - City: Any urgent concerns will be addressed.
- Question/Comment 2:
 - Resident: Data should not just be collected in the summer.

- Question/Comment 3:
 - Resident: What improvement is being made to the off-ramp from Circle Drive?
 - City: The off-ramp is being relocated further west to alleviate weaving issues.
- Question/Comment 4:
 - Resident: What is the timeline of the improvements at the intersection of Attridge Drive and Central Avenue?
 - City: Improvements will be made this upcoming construction season.
 - Resident: What about eastbound to northbound lanes on Central Avenue?
 - City: This upcoming construction season as well.
- Question/Comment 5:
 - Resident: How much does the City work with the schools (e.g., moving school bus stops). How much contact does City have with the schools?
 - City: There is no regular process. The process is initiated by the school board. The principal use to initiate the process. There is now one select person. The City moves signs in the summer (i.e., parking, loading zones). The City is heavily involved in the planning of new schools (i.e., site plans, pick-ups/drop-offs (e.g., Willowgrove school).
- Question/Comment 6:
 - Resident: Will you be contacting Mother Teresa and Silverspring Schools or will the residents need to contact them?
 - City: It depends on what the concerns are. The loop in front of the schools is their property. Our responsibility is anything in the City right-of-way. The schools need to be consulted regarding school bus loading zones. We are responsible for traffic controls.
- Question/Comment 7:
 - Resident: It's odd that the North Commuter Parkway project is approved without traffic signals at some intersections (i.e., Fedoruk Drive, Somers Road, Garvie Road, Konihowski Road). Are traffic signals proposed?
 - City: We'll look into this.
 - Resident: The traffic signals should be installed now. The neighbourhood can't wait two years.

- Resident: Future volumes should be considered not present volumes. Evergreen wasn't there five years ago.
- City: The analysis considered these neighbourhoods at full build-out. It was forecasted back then. We'll look at this again.
- Resident: Funneling people from two to three neighbourhoods. Lots of traffic.

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Jay Magus – City of Saskatoon, Transportation & Utilities, Transportation Engineering Manager
- Mariniel Flores – City of Saskatoon, Transportation & Utilities, Engineer-in-Training, Transportation Engineer
- Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Yang Li – City of Saskatoon, Transportation & Utilities, Engineer-in-Training, Transportation Engineer
- Justine Nyen – City of Saskatoon, Transportation & Utilities, Transportation Engineer

APPENDIX B: TRAFFIC DATA COLLECTION MAP



SILVERSPRING TRAFFIC DATA

APPENDIX C: PEDESTRIAN DEVICE ASSESSMENTS

Konihowski Road & Rever Road

Prepared By: Mariniel Flores Date: Tuesday, January 17, 2017

Location & Roadway Classification: Konihowski Rd (Major Collector) & Rever Rd (Major Collector)
 Date of Count: Day of wk: Wednesday Mth, Day, Yr: Wednesday, September 21, 2016
 Weather: Warm
 Traffic Control Devices: Three-way stop
 Current Pedestrian Control: Standard crosswalk
 Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? y (y or n)

Speed limit (or 85th percentile speed) 50 km/h

- 85th percentile (check one)
- Posted Limit

Distance to nearest protected crosswalk 430 m

Location: Konihowski Rd & Garvie Rd
 Type: One-way stop, zebra crosswalk

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 5 hrs

Elementary:	33	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	3,180	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	32		
Vehicles passing through crosswalk(s):	1,749				

**ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
 PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED**

****Install device at the East Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	West Crosswalk				East Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00														
7:15														
7:30														
7:45														
8:00		66	39	11									2	
8:15		91	86	25	3								5	
8:30		77	42	12										
8:45		43	28	5										
9:00														
9:15														
9:30														
9:45														
AM Totals		277	195	53	3								7	
11:30		26	21	3									2	
11:45		16	15	4										
12:00		19	21	3										
12:15		17	35	3										
12:30		20	25	7										
12:45		47	26	5									1	
13:00		25	20	2									1	
13:15		17	19	4	1								1	
Noon Totals		187	182	31	1								5	
14:00														
14:15														
14:30														
14:45														
15:00		48	48	16									1	
15:15		78	77	6									4	
15:30		44	44	3									3	
15:45		35	42	9									5	
16:00		22	44	11									2	
16:15		30	51	8										
16:30		36	63	10	1									
16:45		36	53	10									1	
17:00														
17:15														
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19:00														
19:15														
19:30														
19:45														
20:00														
20:15														
20:30														
20:45														
PM Totals		329	422	73	1								16	
Totals		793	799	157	5								28	
					West Crosswalk =				5	East Crosswalk =				28

Konihowski Road & Pobran Crescent (South)

Prepared By: Mariniei Flores Date: Wednesday, January 18, 2017

Location & Roadway Classification: Konihowski Rd (Major Collector) & Pobran Cres (S) (Local)
 Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, September 27, 2016
 Weather: 14.9°C
 Traffic Control Devices: Yield sign on Pobran Cres assigning right-of-way to Konihowski Rd
 Current Pedestrian Control: None
 Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

- 85th percentile (check one)
- Posted Limit

Distance to nearest protected crosswalk 75 m

Location: Konihowski Rd & Le May Cres
 Type: Yield sign, standard crosswalk

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 5 hrs

Elementary:	28	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	1,488	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	16		
Vehicles passing through crosswalk(s):	1,091				

**ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
 PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED**

****Install device at the North Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	49		17	4	2								
8:15	78		26		4								
8:30	68		40										
8:45	19		28	1									
9:00													
9:15													
9:30													
9:45													
AM Totals	214		111	5	6								
11:30	10		14	1									
11:45	12		18										
12:00	18		17	2	1								
12:15	23		20										
12:30	20		22										
12:45	18		19	2									
13:00	15		13										
13:15	8		8		3								
Noon Totals	124		131	5	4								
14:00													
14:15													
14:30													
14:45													
15:00	28		29										
15:15	19		54										
15:30	20		39	1	3								4
15:45	26		37	1	4								1
16:00	17		39										
16:15	21		31										
16:30	24		48	1	4								
16:45	32		32	2	2								
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	187		309	5	13								5
Totals	525		551	15	23								5
North Crosswalk =									23	South Crosswalk =			5

Konihowski Road at Mother Teresa School

Prepared By: Mariniel Flores Date: Wednesday, January 18, 2017

Location & Roadway Classification: Konihowski Rd (Major Collector) mid-block in front of Mother Teresa School

Date of Count: Day of wk: Wednesday Mth, Day, Yr: Wednesday, September 28, 2016

Weather: 13.6°C

Traffic Control Devices: None

Current Pedestrian Control: None

Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 30 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 140 m

Location: Konihowski Rd & Pezer Cres (S)

Type: Stop sign, Active Pedestrian Corridor

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 5 hrs

Elementary:	97	Total Warranted PC Points:	18,261	or	9,131 / period
High School:		Highest PC point value:	11,760	at	
Adult:		Active Ped Corridor Points:	2		
Senior:		Pedestrian Actuated Signal Points:	17		
Vehicles passing through crosswalk(s):	938				

**ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED**

****Install device at the North Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	33		23		6								
8:15	66		48		23								
8:30	77		54		25								
8:45	30		36		8								
9:00													
9:15													
9:30													
9:45													
AM Totals	206		161		62								
11:30	11		19		4								
11:45	14		10		2								
12:00	7		10										
12:15	13		19										
12:30	15		14		1								
12:45	16		13		4								
13:00	7		11										
13:15	8		3										
Noon Totals	91		99		11								
14:00													
14:15													
14:30													
14:45													
15:00	18		27		6								
15:15	37		58		13								
15:30	17		23		4								
15:45	18		23										
16:00	17		17										
16:15	10		22										
16:30	22		28		1								
16:45	14		30										
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	153		228		24								
Totals	450		488		97								
North Crosswalk =									97	South Crosswalk =			

Konihowski Road & Carr Crescent / Bourgonje Crescent (North)

Prepared By: Mariniel Flores Date: Wednesday, January 18, 2017

Location & Roadway Classification: Konihowski Rd (Major Collector) & Carr Cres / Bourgonje Cres (N) (Local)

Date of Count: Day of wk: Wednesday Mth, Day, Yr: Wednesday, September 28, 2016

Weather: 13.6°C

Traffic Control Devices: Two-way yield signs on Carr Cres / Bourgonje Cres assigning right-of-way to Konihowski Rd

Current Pedestrian Control: None

Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 220 m

Location: Konihowski Rd & Carr Cres / Bourgonje Cres (S)

Type: Yield sign, zebra crosswalk

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 5 hrs

Elementary:	8	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	518	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	15		
Vehicles passing through crosswalk(s):	757				

**ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED**

****Install device at the South Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	16	5	21										
8:15	47	4	40										
8:30	45	2	39	2									
8:45	24	3	44										
9:00													
9:15													
9:30													
9:45													
AM Totals	132	14	144	2									
11:30	2		14										
11:45	10	1	11										1
12:00	6		10										
12:15	19	3	12										
12:30	12	2	12										
12:45	3	3	15										
13:00	6	1	7										
13:15	6		10										
Noon Totals	64	10	91										1
14:00													
14:15													
14:30													
14:45													
15:00	15		20										
15:15	15	2	41										
15:30	18	1	22										
15:45	14	2	18	1									4
16:00	18		21										3
16:15	13	2	14										
16:30	15	2	9										
16:45	14	1	22										
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	122	10	167	1									7
Totals	318	34	402	3									8
					North Crosswalk =				South Crosswalk =				8

Konihowski Road & Garvie Road

Prepared By: Mariniel Flores Date: Wednesday, January 18, 2017

Location & Roadway Classification: Konihowski Rd (Major Collector) & Garvie Rd (Major Collector)
 Date of Count: Day of wk: Wednesday Mth, Day, Yr: Wednesday, September 21, 2016
 Weather: Warm
 Traffic Control Devices: One stop on Garvie Rd assigning right-of-way to Konihowski Rd
 Current Pedestrian Control: Zebra crosswalk
 Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 2 lanes
 Is there a physical median in this crosswalk(s)? n (y or n)
 Speed limit (or 85th percentile speed) 30 km/h
 85th percentile (check one)
 Posted Limit
 Distance to nearest protected crosswalk 100 m
 Location: Konihowski Rd & Pezer Cres (S)
 Type: Stop sign, Active Pedestrian Corridor
 Is the orientation of this crosswalk(s) N-S? n (y or n)
 Duration of pedestrian count 5 hrs

Elementary:	245	Total Warranted PC Points:	55,594	or	13,899 / period
High School:		Highest PC point value:	19,270	at	
Adult:		Active Ped Corridor Points:	4		
Senior:		Pedestrian Actuated Signal Points:	41		
Vehicles passing through crosswalk(s):	1,197				

ACTIVE PEDESTRIAN CORRIDOR WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the South Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	33		32	9	4								4
8:15	57		70	9									49
8:30	33		72	6	1								15
8:45	28		24	1	1								3
9:00													
9:15													
9:30													
9:45													
AM Totals	151		198	25	6								71
11:30	9		21	2	1								1
11:45	17		14										3
12:00	13		20		3								9
12:15	12		34	1	7								3
12:30	7		11	3	4								11
12:45	18		10	4									
13:00	9		14	2									3
13:15	6		15	1									
Noon Totals	91		139	13	15								30
14:00													
14:15													
14:30													
14:45													
15:00	22		50	8	1								61
15:15	47		65	13	3								29
15:30	28		36	4									11
15:45	21		38	4	1								6
16:00	16		33										3
16:15	19		45	2									
16:30	17		44	2									2
16:45	20		43	3									4
17:00													
17:15													
17:30													
17:45					2								
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	190		354	36	7								116
Totals	432		691	74	28								217
North Crosswalk =									28	South Crosswalk =			217

APPENDIX D: TRAFFIC SIGNAL ASSESSMENTS

Central Avenue & Konihowski Road

Main Street (name)	Central Ave
Side Street (name)	Konihowski Rd
Quadrant / Int #	

for Warrant Calculation Results, please hit 'Page Down'

Comments	Direction (EW or NS)	NS
	Direction (EW or NS)	EW
	MF	

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2017 Jan 19, Thurs
Count Date:	2016 Nov 22, Tues
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStrea m Signal (m)	# of Thru Lanes
Central Ave NB				1			1	300	1
Central Ave SB		1		1				1,470	1
Konihowski Rd WB		1					1		
Konihowski Rd EB									

Are the Konihowski Rd EB right turns significantly impeded by through movements? (y/n)

	n
	n

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	230,000
Central Business District	(y/n)	n

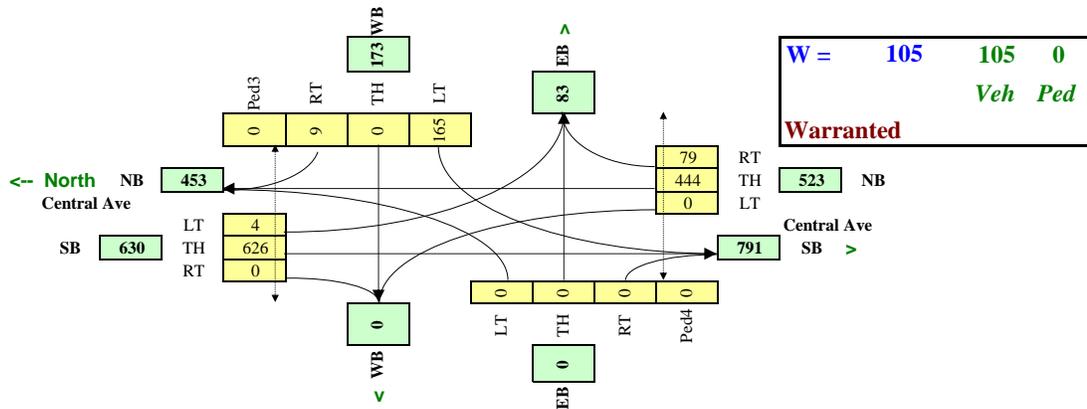
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Central Ave	NS	50	2.0%	n	3.6
Konihowski Rd	EW		2.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1	Ped2	Ped3	Ped4	
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	NS W Side	NS E Side	EW N Side	EW S Side	
7:00 - 8:00	0	207	25	0	1129.5	0	243	0	16	0	0	0	0	0	0	0	0
8:00 - 9:00	0	265.5	66	7	921	0	249	0	13	0	0	0	0	0	0	0	0
11:30 - 12:30	0	297	67	4	351	0	108	0	9	0	0	0	0	0	0	0	0
12:30 - 13:30	0	261	55	2	339	0	135	0	11	0	0	0	0	0	0	0	0
16:00 - 17:00	0	812	129	7	525	0	128	0	2	0	0	0	0	0	0	0	0
17:00 - 18:00	0	824	131	5	492	0	126	0	1	0	0	0	0	0	0	0	0
Total (6-hour peak)	0	2,666	473	25	3,758	0	989	0	52	0	0	0	0	0	0	0	0
Average (6-hour peak)	0	444	79	4	626	0	165	0	9	0	0	0	0	0	0	0	0

Average 6-hour Peak Turning Movements

Konihowski Rd

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



Central Avenue & Garvie Road

Main Street (name)	Central Ave	Direction (EW or NS)	NS
Side Street (name)	Garvie Rd	Direction (EW or NS)	EW
Quadrant / Int #		Comments	MF

for Warrant Calculation Results, please hit 'Page Down'

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2017 Jan 19, Thurs
Count Date:	2016 Nov 15, Tues
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStreet Signal (m)	# of Thru Lanes
Central Ave	NB			1			1	840	1
Central Ave	SB	1		1				1,140	1
Garvie Rd	WB	1					1		
Garvie Rd	EB								

Demographics		
Elem. School/Mobility Challenges	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	230,000
Central Business District	(y/n)	n

Are the Garvie Rd EB right turns significantly impeded by through movements? (y/n)

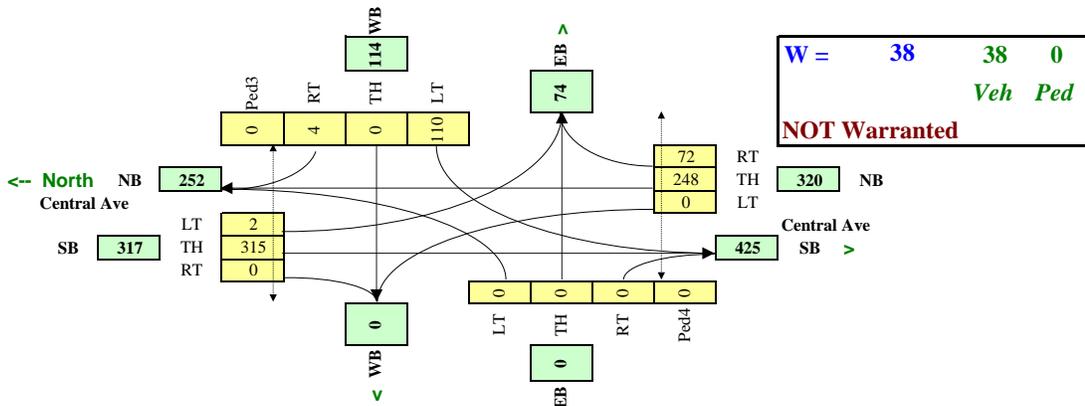
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Central Ave	NS	50	2.0%	n	3.6
Garvie Rd	EW		2.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1	Ped2	Ped3	Ped4
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	NS W Side	NS E Side	EW N Side	EW S Side
7:00 - 8:00	0	153	18	0	579	0	197	0	0	0	0	0	0	0	0	0
8:00 - 9:00	0	155	47	5	458	0	180	0	9	0	0	0	0	0	0	0
11:30 - 12:30	0	154	51	3	153	0	56	0	4	0	0	0	0	0	0	0
12:30 - 13:30	0	175	52	2	151	0	63	0	4	0	0	0	0	0	0	0
16:00 - 17:00	0	413	130	1	253	0	93	0	2	0	0	0	0	0	0	0
17:00 - 18:00	0	440	134	3	294	0	73	0	2	0	0	0	0	0	0	0
Total (6-hour peak)	0	1,490	432	14	1,888	0	662	0	21	0	0	0	0	0	0	0
Average (6-hour peak)	0	248	72	2	315	0	110	0	4	0	0	0	0	0	0	0

Average 6-hour Peak Turning Movements

Garvie Rd

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



Central Avenue & Somers Road

Main Street (name)	Central Ave	Direction (EW or NS)	NS
Side Street (name)	Somers Rd	Direction (EW or NS)	EW
Quadrant / Int #		Comments	MF

for Warrant Calculation Results, please hit 'Page Down'

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2017 Jan 19, Thurs
Count Date:	2016 Nov 15, Tues
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStreet Signal (m)	# of Thru Lanes
Central Ave	NB			1			1	1,410	1
Central Ave	SB	1		1				550	1
Somers Rd	WB	1					1		
Somers Rd	EB								

Are the Somers Rd EB right turns significantly impeded by through movements? (y/n)

n

Demographics		
Elem. School/Mobility Challenges	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	230,000
Central Business District	(y/n)	n

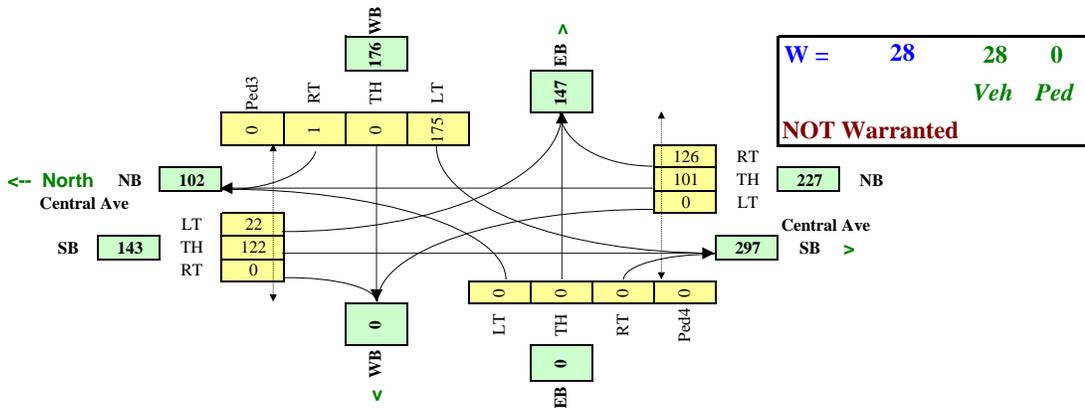
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Central Ave	NS	50	2.0%	n	3.6
Somers Rd	EW		2.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1	Ped2	Ped3	Ped4
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	NS W Side	NS E Side	EW N Side	EW S Side
7:00 - 8:00	0	62	38	0	333	0	233	0	0	0	0	0	0	0	0	0
8:00 - 9:00	0	79	51	2	167	0	289	0	1	0	0	0	0	0	0	0
11:30 - 12:30	0	54	81	4	43	0	87	0	2	0	0	0	0	0	0	0
12:30 - 13:30	0	61	90	2	33	0	97	0	1	0	0	0	0	0	0	0
16:00 - 17:00	0	172	248	11	61	0	147	0	3	0	0	0	0	0	0	0
17:00 - 18:00	0	178	245	110	94	0	196	0	1	0	0	0	0	0	0	0
Total (6-hour peak)	0	606	753	129	731	0	1,049	0	8	0	0	0	0	0	0	0
Average (6-hour peak)	0	101	126	22	122	0	175	0	1	0	0	0	0	0	0	0

Average 6-hour Peak Turning Movements

Somers Rd

$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p}) L) / K_2] \times C_i$$



APPENDIX E: COLLISION ANALYSIS

Street 1	Street 2	UGRID	2011	2012	2013	2014	2015	Total Number of Collisions (2011 - 2015)	Total Number of Collisions (2015)	Right Angle, Left Turn & Right Turn Collisions Only (2011 - 2015)	Right Angle, Left Turn & Right Turn Collisions Only (2015)	Average Number of Collisions (2011 - 2015)
Konihowski Rd	Somers Rd	SKN3-23	2	0	4	2	1	9	1	2	0	2
Central Ave	Garvie Rd	SKN3-1	2	2	0	2	1	7	1	5	1	1
Central Ave	Somers Rd	SKN3-19	0	2	1	2	2	7	2	2	1	1
Central Ave	2500 Garvie - Somers	SKN3-10	2	0	1	0	3	6	3	0	0	1
Central Ave	Attridge - Konihowski	SKN4-1	0	1	2	0	2	5	2	1	0	1
Haslam Cr	Haslam Way 1500	SKN4-19	1	0	1	1	1	4	1	2	1	1
Konihowski Rd	Garvie Rd - Laycoe	SKN4-2	0	3	0	1	0	4	0	1	0	1
Rever Rd	100 Attridge - Haslam / Fairbrother	SKN4-32	0	0	1	0	3	4	3	1	0	1
Central Ave	Konihowski Rd	SKN4-7	2	1	0	1	0	4	0	1	0	1
Bourgonje Crt	100	SKN2-16	0	1	1	1	0	3	0	1	0	1
Bourgonje W / Carr W	Konihowski Rd	SKN2-3	0	0	2	0	1	3	1	1	0	1
Central Ave	North of Agra Rd	SKN2-62	0	2	1	0	0	3	0	0	0	1
Garvie Rd	Kristjanson Rd	SKN3-14	0	0	1	0	2	3	2	0	0	1
Laycoe Cr	Laycoe Crt	SKN4-26	2	0	1	0	0	3	0	0	0	1
Haslam Cres	Haslam 900 - Rever	SKN4-4	0	0	0	3	0	3	0	1	0	1
Fedoruk Dr	Konihowski Rd	SKO2-11	0	0	0	1	2	3	2	0	0	1
Konihowski Rd	Pobran Cr W	SKN2-1	0	1	0	1	0	2	0	0	0	0
Konihowski Rd	Pezer Cr S	SKN3-11	0	0	1	0	1	2	1	0	0	0
Pezer Cr	500	SKN3-15	0	2	0	0	0	2	0	0	0	0
Konihowski Rd	700	SKN3-25	1	0	0	0	1	2	1	1	1	0
Konihowski Rd	Pezer - Garvie	SKN3-40	0	1	0	0	1	2	1	0	0	0
Garvie Rd	Konihowski Rd	SKN3-9	0	0	0	2	0	2	0	1	0	0
Central Ave	North of Attridge	SKN4-1	1	0	1	0	0	2	0	0	0	0
Konihowski Rd	Rever Rd	SKN4-12	1	0	1	0	0	2	0	0	0	0
Fairbrother N	Haslam Cr / Rever Rd	SKN4-13	0	0	1	1	0	2	0	1	0	0
Rever Rd	Haslam / Fairbrother S - Haslam	SKN4-16	0	1	1	0	0	2	0	1	0	0
Haslam Cr	300	SKN4-18	0	1	1	0	0	2	0	0	0	0
Laycoe Cr	200	SKN4-22	0	0	2	0	0	2	0	0	0	0
Laycoe Lane	300	SKN4-23	0	0	1	1	0	2	0	0	0	0
Fairbrother Cr / Haslam St	1000 Fairbrother Cr - Fairbrother	SKN4-28	0	2	0	0	0	2	0	0	0	0
Fairbrother 100	Fairbrother Terr 200 - Rever	SKN4-34	1	1	0	0	0	2	0	0	0	0
Fairbrother Cr	Fairbrother Crt	SKN4-47	0	0	0	1	1	2	1	0	0	0
Konihowski Rd	200 Laycoe - Laycoe	SKN4-8	1	1	0	0	0	2	0	1	0	0
Konihowski Rd	1500	SKN2-13	0	1	0	0	0	1	0	0	0	0
Carr Cr	100	SKN2-14	0	1	0	0	0	1	0	0	0	0
Carr Cr	Carr Ln	SKN2-17	0	0	1	0	0	1	0	0	0	0

Street 1	Street 2	UGRID	2011	2012	2013	2014	2015	Total Number of Collisions (2011 - 2015)	Total Number of Collisions (2015)	Right Angle, Left Turn & Right Turn Collisions Only (2011 - 2015)	Right Angle, Left Turn & Right Turn Collisions Only (2015)	Average Number of Collisions (2011 - 2015)
Pezer Cr	600	SKN3-18	1	0	0	0	0	1	0	0	0	0
Garvie Rd	200	SKN3-2	0	0	0	0	1	1	1	0	0	0
Pezer Cove	Mid Block	SKN3-20	1	0	0	0	0	1	0	0	0	0
Pezer Cr	100	SKN3-24	0	0	1	0	0	1	0	0	0	0
Beerling Cr	200	SKN3-27	0	0	0	0	1	1	1	0	0	0
Beerling Cr	300 At Walkway	SKN3-28	0	0	1	0	0	1	0	0	0	0
Kristjanson Rd	Mid Block	SKN3-31	1	0	0	0	0	1	0	0	0	0
Konihowski Rd	900 Beerling Cr - Beerling Cr	SKN3-36	1	0	0	0	0	1	0	0	0	0
Le May Cr	100	SKN3-38	0	0	0	1	0	1	0	0	0	0
Konihowski Rd	Somers - Beerling Cr	SKN3-39	0	1	0	0	0	1	0	0	0	0
Garvie Rd	400 Scissons Cr - Scissons Cr	SKN3-6	0	0	0	0	1	1	1	0	0	0
Fairbrother Cr / Haslam St	Rever Rd	SKN4-14	0	0	0	0	1	1	1	1	1	0
Konihowski Rd	200 Haslam - Rever	SKN4-20	0	0	0	0	1	1	1	0	0	0
Central Ave	Garvie Rd - Konihowski	SKN4-21	0	0	1	0	0	1	0	0	0	0
Laycoe Cr S Leg	Konihowski Rd	SKN4-24	1	0	0	0	0	1	0	0	0	0
McWillie Ave	500 Coben Cr - Coben Cr	SKN4-35	0	0	0	1	0	1	0	0	0	0
Konihowski Rd	300	SKN4-36	0	0	0	0	1	1	1	0	0	0
Haslam Way	1500	SKN4-37	0	0	0	1	0	1	0	0	0	0
Laycoe Cr	900	SKN4-40	0	0	0	1	0	1	0	0	0	0
Fairbrother Cr	700	SKN4-41	0	0	0	0	1	1	1	0	0	0
Fairbrother Cr	1400	SKN4-42	0	0	0	0	1	1	1	0	0	0
Scissons Terr	300	SKN4-44	0	0	0	1	0	1	0	0	0	0
McWillie Ave	Coben Cr - Garvie Rd	SKN4-46	0	0	1	0	0	1	0	0	0	0
Haslam Way	Konihowski Rd / McWillie Ave	SKN4-9	0	1	0	0	0	1	0	1	0	0
Carr Lane 200	Carr Cr 300 - Carr Cr 600	SKO2-1	0	0	1	0	0	1	0	0	0	0
Fedoruk Rd	Zary Rd	SKO2-13	0	0	0	0	1	1	1	0	0	0
Carr Cr	600	SKO2-2	0	0	0	1	0	1	0	0	0	0

APPENDIX F: PUBLIC MEETING #2 – JANUARY 26, 2017 MINUTES

Silverspring Neighbourhood Traffic Review
Thursday, January 26, 2017, 7:00 PM – 9:00 PM
Ebenezer Baptist Church (107 McWillie Avenue)

Agenda

1. Welcome & Introductions
2. Traffic Management Presentation
3. Draft Plan (Table Group) Discussion – Seeking Your Input
4. Next Steps – Where From Here?
5. Questions & Answers

1. Welcome & Introductions

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

2. Traffic Management Presentation – Silverspring Neighbourhood Traffic Review

(Presented by Mariniel Flores, P.Eng., Transportation Engineer)

- Presentation Outline
 - Neighbourhood Traffic Review Process
 - Silverspring Review Schedule
 - What We Heard
 - What We Did
 - What We Propose
- Neighbourhood Traffic Review Process
 - August 2013 – New process
 - Mandate – Improve safety for all road users within neighbourhoods, reduce traffic volumes, slow vehicular speeds, improve pedestrian crossings & intersections where necessary
 - 2014 – Reviewed 11 neighbourhoods
 - 2015 – Reviewed 8 neighbourhoods
 - 2016 – Silverspring, Sutherland, Parkridge, Willowgrove, Stonebridge, Hampton Village, Grosvenor Park, Lakeridge
- Silverspring Review Schedule
 - Stage 1 – Identify issues & possible solutions through community consultation (May 2016 to January 2017)
 - Stage 2 – Develop a draft traffic plan
 - Stage 3 – Present draft traffic plan to community for feedback (January 2017)
 - Stage 4 – Implement changes over time (Beginning Spring 2017)
- What We Heard
 - Speeding Concerns
 - Konihowski Rd
 - Rever Rd

- Garvie Rd
 - Shortcutting Concerns
 - Konihowski Rd
 - Pedestrian Safety & Intersection Concerns
 - Konihowski Rd & Carr Cres (N)
 - In front of Mother Teresa School
 - Konihowski Rd & Garvie Rd
 - Konihowski Rd & Rever Rd
 - Attridge Dr & Rever Rd
 - Intersections along Central Ave (Konihowski Rd, Garvie Rd, Somers Rd, Fedoruk Dr)
 - Other Concerns
 - Missing sidewalks
 - Lighting
 - Road condition
 - Snow removal
 - Excessive vehicle noise
 - Attridge Dr & Central Ave
- What We Did
 - Compiled Information Received
 - Past studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Comments from Shaping Saskatoon
 - Collected Data
 - 10 intersection/pedestrian counts
 - 6 – 3-day/7-day traffic counts (24 hour) & speed measurements
 - Collision data
 - Site Visits / Field Reviews
 - Assessed Concerns
 - Generated Proposed Recommendations
- What We Propose
 - Standard Crosswalks
 - Zebra Crosswalk
 - Raised Median Islands
 - Yield Sign
 - Stop Signs
 - Active Pedestrian Corridor
 - Traffic Signals

3. Draft Plan (Table Group) Discussion

- Residents were divided into small groups to discuss the proposed recommendations

Refer to separate attachment for small group comments

4. Next Steps

(Presented by Mariniel Flores, P.Eng., Transportation Engineer)

1. Send comments no later than February 24, 2017
2. Additional public input via City on-line Community Engagement webpage no later than February 24, 2017 at <http://shapingsaskatoon.ca/discussions/silverspring-neighbourhood-traffic-review>
3. Additional consultation if required
4. Present Traffic Plan to Transportation Committee
5. Present Traffic Plan to City Council for approval
 - a. If at any point throughout the process you don't agree with the recommendations, there are opportunities to voice your opinion. You can reserve five minutes to speak during the Transportation Committee or City Council meetings.
6. What happens after City Council approval?
 - a. Recommendations are implemented. Traffic calming devices are installed on a temporary basis using rubber curbs for a trial period of at least one year so we can determine if they are effective. Please let us know if something is not working or needs to be changed or removed.

5. Questions & Answers

Q: Can speed humps/bumps be installed past schools?

A: Speed humps/bumps are not recommended unless there are excessive speeds (i.e., 30% higher than posted speed limit). Speed humps/bumps are also not recommended on emergency routes. There are also concerns regarding noise and vibrations from residents adjacent to the speed humps/bumps.

Q: Can speed humps/bumps be installed as a temporary trial?

A: I'm not sure but we've received feedback on the speed humps/bumps that are installed on 37th Street.

Comment: Vehicles are turning left on Central Ave into the dog park. This access should be moved. Vehicles turn around the corner and have to stop to wait for these vehicles turning into the dog park.

Q: Are sound walls going to be considered? Will there be a sound wall near Central Avenue & Rever Rd?

A: There is a sound wall monitoring list. We will check the list.

Councillor Jeffries: Sound walls will be built in certain locations as part of the North Commuter Parkway Project.

Q: When will the sound walls be built?

Councillor Jeffries: The contractor has until October 2018. It is a P3 project so there is flexibility. The sound walls could be built in 2017.

Q: Are there different styles of sound walls?

Councillor Jeffries: The style of sound walls is not specified in the P3 contract. It is an aesthetically pleasing product at a good price.

Comment: Look at the impact of the double left-turning lane at the intersection of Attridge Dr & Central Ave intersection.

A: We will follow up.

Comment: Mother Teresa School has no active crosswalks.

A: There are issues with the mid-block crossing. I have contacted the school board.

Comment: It is not busy at Konihowski Rd & Pezer Cres (S).

Q: Where do we find information about the Attridge Dr & Central Ave intersection and North Commuter Parkway project?

A: The information can be sent to you and will be posted on the Shaping Saskatoon website.

The link is <https://www.saskatoon.ca/business-development/major-projects/current-projects/north-commuter-parkway-traffic-bridge-replacement-project>.

Comment: It is difficult to make a southbound to westbound turn because it is too tight. Install a 40kph sign.

Q: Is there plans for a median along Central Ave?

A: The plans are on the website.

The link is

https://www.saskatoon.ca/sites/default/files/documents/ncp_functional_plan_20151014.pdf.

Q: Will construction on Attridge Dr & Central Ave start this summer? Is there a way to get out of Silverspring? There will be construction at other locations at the same time.

A: A detour plan will be developed.

Comments: There are high rates of speeds in the neighbourhood.

A: We have completed speed studies. We recommend setting the pace (i.e., pace car), increased enforcement, and information has been passed on to Saskatoon Police Services.

Comment: There is lots of speeding. Young drivers and cell phones are a problem. There are a lot of young kids. One kid drove up onto the fire hydrant.

Comment: I live on Le May Cres and kids do wheelies on the ice. I called Saskatoon Police Services and told their parents.

Q: Is anything being done on Fedoruk Dr? There is lots of traffic out of Evergreen.

Councillor Jeffries: As part of the North Commuter Parkway Project, a traffic study was completed at Central Ave & Fedoruk Dr.

Comment: Consider 30kph near playgrounds and parks.

Councillor Jeffries: That is a decision for City Council and will generate a lot of discussion – is 30kph the right number, should it be all year round and all day?

Comment: Please update the website to include information about the Central Ave & dog park access.

Q: I bike to work. I want to go north at Attridge Dr & Central Ave. Will there be anything going north?

Councillor Jeffries: There will be a multi-use pathway from Attridge Dr to the North Commuter Parkridge bridge.

Q: When will the recommendations be installed?

A: Spring/summer 2017

Q: When the report goes to City Council, will we be notified?

A: The Community Association will be notified.

Councillor Jeffries: A report on speed humps/bumps will be presented at the Transportation Committee meeting. I will be advocating to try them out. There is a lot of work ahead (i.e., traffic signal at Fedoruk Dr & Central Ave, traffic signal at Central Ave & Konihowski Rd, construction at Highway 5 & McOrmond Dr). Thank you for your patience.

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting
- Mariniel Flores, Lanre Akindipe, David LeBoutillier, Justine Marcoux – City of Saskatoon, Transportation & Utilities

Silverspring Neighbourhood Traffic Review: Table Group Discussions

Item	Location	Recommendation	Reason	Group 1: Lanre Akindipe	Group 2: David LeBoutillier	Group 3: Justine Marcoux	Group 4: Mariniel Flores
1	Konihowski Rd & Carr Cres (N) / Bourgonje Cres (N)	Install standard crosswalk on south leg	Improve pedestrian safety	Okay	Okay	Street lighting needed; Zebra crosswalk suggested	Okay with standard crosswalk; Some want a stop sign; Poor road condition
2	Konihowski Rd & Le May Cres (S)	Upgrade standard crosswalk to zebra crosswalk	Improve pedestrian safety	Between Items 1 and 2 (Carr Cres and Le May Cres) to reduce speed	Okay		Okay
3	Konihowski Rd & Pezer Cres (N)	Install median island on south leg of Konihowski Rd	Reduce driver speed	Parking restrictions from intersection	Okay		Some want an Active Pedestrian Corridor; Some do not want the median island
4	Konihowski Rd & Garvie Rd	Install Active Pedestrian Corridor	Improve pedestrian safety	Why install two Active Pedestrian Corridors close to each other? Put it at Konihowski Rd & Pezer Cres (N)	Okay; Move to the north	Concerned about distance from Pezer Cres (S) since it is very close; Maybe consider installing this one at Pezer Cres (N)	Okay; Improve snow removal on north side since it is very narrow
5	Konihowski Rd & Rever Rd	Install stop sign on median islands on west leg of Konihowski Rd and on south leg of Rever Rd	Enhance visibility of stop signs	Take a look at this location again; More enforcement needed	Okay		Salting & sanding needed; Most are okay with this recommendation; Two residents did not like it
6	Rever Rd & Haslam Cres (N) / Fairbrother Cres (N)	Install median island on north leg of Rever Rd	Reduce driver speed	Okay	Okay; Consider an east-west crosswalk		Most are okay with this recommendation; Few are not okay with this recommendation
7	Rever Rd [Haslam Cres (N) / Fairbrother Cres (N) to Haslam St / Fairbrother Cres (S)]	Install mid-block median island on Rever Rd	Reduce driver speed	Okay	No consensus; Might be too much; Maybe lighted crosswalks north & south		Too excessive; Remove this recommendation
8	Rever Rd & Haslam St / Fairbrother Cres (S)	Install standard crosswalk on south leg; Install median island on north leg of Rever Rd	Improve pedestrian safety; Reduce driver speed	Okay	Okay; Put money into Items 6 and 8	Zebra crosswalk suggested	Okay
9	Haslam Cres & Haslam St	Install yield sign on Haslam St assigning right-of-way to Haslam Cres	Improve intersection safety	Haslam Crt & Haslam Pl needs a yield sign	Okay; Look at east/west leg on Haslam Cres to alternate yield signs		Okay
10	Konihowski Rd & Haslam Pl / McWillie Ave	Install median island on east leg of Konihowski Rd	Reduce driver speed		Okay; Consider crosswalk on north, south and east sides		Okay; Suggest zebra crosswalk on the east leg
11	Central Ave & Konihowski Rd	Install traffic signals	Improve traffic flow	More traffic signals are needed north of Konihowski Rd; Traffic signal at Somers Rd is preferred since it makes a break in traffic flow or maybe a four-way stop in the interim	No consensus; Some wants lights now; Some wants lights when Central Ave is twinned	People will shortcut down to McWillie Ave to get to Konihowski Rd instead of waiting on Garvie Rd; All residents to the north (including Evergreen) will use Konihowski Rd (past the school) to get out and this will lead to shortcutting through the neighbourhood; Install traffic signal at Central Ave & Somers Rd to avoid shortcutting being created through the neighbourhood due to only one traffic signal at Central Ave & Konihowski Rd	Okay as long as it is coordinated with other traffic signals

Additional Comments

Item	Location	Comments
1	Central Ave	Reduce speed on Central Ave north of traffic lights; Sound walls wanted due to noise on Central Ave; Merging into one lane north of Attridge Dr is dangerous with so many vehicles; Access to dog park is too close to Attridge Dr; Issues with people turning in
2	Attridge Dr & Central Ave	Dual left turns onto Central Ave should have been extended; Dual left turn lanes should be one lane at least for now; Issues with double turning lanes (westbound to northbound) from Attridge Dr & Central Ave; Traffic will get backed up on Central Ave northbound
3	Central Ave & Somers Rd	Crossing suggested in the future to connect to the multi-use pathway or bike to Attridge Dr; Temporary concrete blocks narrow road making it difficult to turn left from Somers Rd to Central Ave; Want traffic signals
4	Attridge Dr & Rever Rd	Long waits; Detector doesn't work; Vehicle doesn't move far enough ahead to get detected; Lots of left turns
5	Central Ave & Garvie Rd	Want traffic signals
6	General	Suggesting "No U-Turns in Schools" signage; Mini-roundabout suggested at Somers Rd and Konihowski Rd; Police enforcement on Central Ave, Attridge Dr and local streets; Was traffic data collected after Fedoruk Dr was opened? If not, that will change the results of the traffic signal warrants.

APPENDIX G: DECISION MATRIX

Item	Location	Recommendation	Reason	Group 1: Lanre Akindipe	Group 2: David LeBoutillier	Group 3: Justine Marcoux	Group 4: Mariniel Flores	Decision
1	Konihowski Rd & Carr Cres (N) / Bourgonje Cres (N)	Install standard crosswalk on south leg	Improve pedestrian safety	Okay	Okay	Street lighting needed; Zebra crosswalk suggested	Okay with standard crosswalk; Some want a stop sign; Poor road condition	Carried
2	Konihowski Rd & Le May Cres (S)	Upgrade standard crosswalk to zebra crosswalk	Improve pedestrian safety	Between Items 1 and 2 (Carr Cres and Le May Cres) to reduce speed	Okay		Okay	Carried
3	Konihowski Rd & Pezer Cres (N)	Install median island on south leg of Konihowski Rd	Reduce driver speed	Parking restrictions from intersection	Okay		Some want an Active Pedestrian Corridor; Some do not want the median island	Carried
4	Konihowski Rd & Garvie Rd	Install Active Pedestrian Corridor	Improve pedestrian safety	Why install two Active Pedestrian Corridors close to each other? Put it at Konihowski Rd & Pezer Cres (N)	Okay; Move to the north	Concerned about distance from Pezer Cres (S) since it is very close; Maybe consider installing this one at Pezer Cres (N)	Okay; Improve snow removal on north side since it is very narrow	Removed
5	Konihowski Rd & Rever Rd	Install stop sign on median islands on west leg of Konihowski Rd and on south leg of Rever Rd	Enhance visibility of stop signs	Take a look at this location again; More enforcement needed	Okay		Salting & sanding needed; Most are okay with this recommendation; Two residents did not like it	Carried
6	Rever Rd & Haslam Cres (N) / Fairbrother Cres (N)	Install median island on north leg of Rever Rd	Reduce driver speed	Okay	Okay; Consider an east-west crosswalk		Most are okay with this recommendation; Few are not okay with this recommendation	Carried
7	Rever Rd [Haslam Cres (N) / Fairbrother Cres (N) to Haslam St / Fairbrother Cres (S)]	Install mid-block median island on Rever Rd	Reduce driver speed	Okay	No consensus; Might be too much; Maybe lighted crosswalks north & south		Too excessive; Remove this recommendation	Removed
8	Rever Rd & Haslam St / Fairbrother Cres (S)	Install standard crosswalk on south leg; Install median island on north leg of Rever Rd	Improve pedestrian safety; Reduce driver speed	Okay	Okay; Put money into Items 6 and 8	Zebra crosswalk suggested	Okay	Carried
9	Haslam Cres & Haslam St	Install yield sign on Haslam St assigning right-of-way to Haslam Cres	Improve intersection safety	Haslam Cr1 & Haslam Pl needs a yield sign	Okay; Look at east/west leg on Haslam Cres to alternate yield signs		Okay	Carried
10	Konihowski Rd & Haslam Pl / McWillie Ave	Install median island on east leg of Konihowski Rd	Reduce driver speed		Okay; Consider crosswalk on north, south and east sides		Okay; Suggest zebra crosswalk on the east leg	Carried
11	Central Ave & Konihowski Rd	Install traffic signals	Improve traffic flow	More traffic signals are needed north of Konihowski Rd; Traffic signal at Somers Rd is preferred since it makes a break in traffic flow or maybe a four-way stop in the interim	No consensus; Some wants lights now; Some wants lights when Central Ave is twinned	People will shortcut down to McWillie Ave to get to Konihowski Rd instead of waiting on Garvie Rd; All residents to the north (including Evergreen) will use Konihowski Rd (past the school) to get out and this will lead to shortcutting through the neighbourhood; Install traffic signal at Central Ave & Somers Rd to avoid shortcutting being created through the neighbourhood due to only one traffic signal at Central Ave & Konihowski Rd	Okay as long as it is coordinated with other traffic signals	Carried

APPENDIX H: ADDITIONAL CONCERNS RECEIVED AFTER PRESENTATION OF DRAFT
TRAFFIC PLAN

Item	Location	Comments
1	Attridge Dr	Loud and noisy; Construct a sound wall between Central Ave and Rever Rd; Constant traffic
2	Attridge Dr & Central Ave	Dual left turns onto Central Ave should have been extended; Dual left turn lanes should be one lane at least for now; Issues with double turning lanes (westbound to northbound) from Attridge Dr & Central Ave; Traffic will get backed up on Central Ave northbound
3	Attridge Dr & Rever Rd	Long waits; Detector doesn't work; Vehicle doesn't move far enough ahead to get detected; Lots of left turns
4	Central Ave	Reduce speed on Central Ave north of traffic lights; Sound walls wanted due to noise on Central Ave; Merging into one lane north of Attridge Dr is dangerous with so many vehicles; Access to dog park is too close to Attridge Dr; Issues with people turning in
5	Central Ave & Garvie Rd	Want traffic signals
6	Central Ave & Konihowski Rd	Does not want traffic signals at this location
7	Central Ave & Somers Rd	Crossing suggested in the future to connect to the multi-use pathway or bike to Attridge Dr; Temporary concrete blocks narrow road making it difficult to turn left from Somers Rd to Central Ave; Want traffic signals
8	Konihowski Rd	Speeding in the 1300 to 1500 blocks; No obstructions for drivers from Fedoruk Dr to Somers Rd; Place a median island at Le May or Bourgonje intersections; Shortcutting
9	Konihowski Rd & Somers Rd	Speeding - install a roundabout
10	Rever Rd	Speed concern - more policing needed; Noisy
11	General	Suggesting "No U-Turns in Schools" signage; Mini-roundabout suggested at Somers Rd and Konihowski Rd; Police enforcement on Central Ave, Attridge Dr and local streets; Was traffic data collected after Fedoruk Dr was opened? If not, that will change the results of the traffic signal warrants; Raised traffic hump at each of the crosswalks in the school zone; Revise school bus loading zone signs to create additional parent parking; Change bus loading zone signs so they are effective during school months and times only not year-round