



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

Tuesday, August 15, 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 June 12, 2017 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.1.1 Request for Sole Concessionaire Rights - Rock 102 Show & Shine Weekend, August 20, 2017 [File No. CK. 205-1]

6 - 6

Recommendation

That permission be granted to Rock 102 to be the sole agent for the allocation of vending and concession locations at the Rock 102 Show & Shine Weekend, August 20, 2017, subject to administrative conditions.

6.2 Matters Requiring Direction

- 6.2.1 **Emergency Light for Taxicabs [File No. CK. 225-8]** 7 - 10

Recommendation

That the information be received and referred to the Administration.

- 6.2.2 **Response to Issues Regarding Taxi Industry - Malik Umar Draz, President, United Steelworkers Local 2014 [File No. CK. 307-1]** 11 - 13

Recommendation

That the information be received and referred to the Administration.

- 6.2.3 **Saskatchewan Taxi Cab Association - Made-in-Saskatchewan Solutions to Curb Impaired Driving [File No. CK. 307-1]** 14 - 15

Recommendation

That the information be received and referred to the Administration.

6.3 Requests to Speak (new matters)

- 6.3.1 **Louise Jones, Chair, Northeast Swale Watchers - Traffic Calming Measures [File No. CK. 6000-1]** 16 - 22

Recommendation

That the information be received and referred to the Administration.

- 6.3.2 **Brodie Thompson - Saskatoon Cycles - The Bicycle Bylaw, No. 6884 [File No. CK. 6000-5]** 23 - 58

Recommendation

That the information be received and referred to the Administration.

- 6.3.3 **Roy Jacobson - Parking for Seniors [File No. CK. 5122-1]** 59 - 62

Recommendation

That the information be received and referred to the Administration.

6.3.4	Raj Randhawa, CEO, Horizon - Traffic Issue on Spadina Crescent from 33rd Street to University Bridge [File No. CK. 6320-1]	63 - 63
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Recommendation

That the information be received.

6.3.5	Ron Anspach - Changes to Victoria Avenue Sidewalk [File No. CK. 6220-1]	64 - 64
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Recommendation

That the information be received.

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

7.1.1	Request for Encroachment Agreement – 401 Avenue L South [File No. CK. 4090-2]	65 - 69
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Recommendation

1. That the proposed encroachment at 401 Avenue L South (Lot 1 to 15 inclusive, Block 12, Plan No. F5554) 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	Request for Encroachment Agreement – 475 Avenue L South [File No. CK. 4090-2]	70 - 74
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Recommendation

1. That the proposed encroachment at 475 Avenue L South (Lot 16 to 20 inclusive, Block 12, Plan No. F5554) 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.

- 7.1.3 Request for Term-Limit and Tracking on Loading Zones in Residential Areas [File No. CK. 6145-1]** 75 - 80

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated August 15, 2017, be received as information.

- 7.1.4 2017 Street Sweeping and Cleaning Update [File No. CK. 116-2 x6315-3]** 81 - 84

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated August 15, 2017, be received as information.

7.2 Matters Requiring Direction

- 7.2.1 Residential Parking Permit Program Update [File No. CK. 6120-4-2]** 85 - 88

Recommendation

That the report of the General Manager, Community Services Department, dated August 14, 2017, be forwarded to City Council for information.

- 7.2.2 Neighbourhood Traffic Management – Vertical Traffic Calming Devices Pilot Project [File No. CK. 6320-1]** 89 - 91

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated August 15, 2017, be forwarded to City Council for information.

Recommendation

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

That the current service level for the Snow and Ice Management
service line be maintained and approved.

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

205-1



August 4, 2017

His Worship the Mayor and Members of City Council
Office of the City Clerk
City of Saskatoon
2nd Floor, City Hall
222 3rd Ave. North
Saskatoon, SK S7K 0J5

His Worship the Mayor and Members of Council,

Re: Request for Sole Concessionaire Rights – Rock 102 Show & Shine Weekend

Rock 102, in conjunction with Downtown Saskatoon, will be hosting the Rock 102 Show & Shine in downtown Saskatoon on Sunday, August 20, 2017. We would request permission to once again be the sole agent for the allocation of vending and concession locations. This will ensure our downtown businesses and licensed vendors are not compromised.

If you have any questions, please contact our office.

Sincerely,

Nicole Kelly
Director of Promotions

Rock 102, 650 CKOM, and C95
715 Saskatchewan Crescent West
Saskatoon, SK S7M 5V7

Office of the City Clerk

To: Shellie Bryant, Deputy City Clerk
Standing Policy Committee on Transportation

Date: June 20, 2017

Phone: 306-975-3240

Our File: CK. 225-8

From: Joyce Fast, Committee Assistant
Traffic Safety Committee

Your File:

Re: Emergency Light for Taxicabs

The Traffic Safety Committee considered the above matter, along with the attached handout, at its meeting held on June 13, 2017. The issue of installation of emergency lights in taxicabs was raised by a member of the Committee.

The Traffic Safety Committee resolved that the information be received and forwarded to the Standing Policy Committee on Transportation for consideration.

Would you please place this matter before the Standing Policy Committee on Transportation at its next meeting scheduled for August 15, 2017.



JF

Attachment

cc: Cora Janzen, Chair, Traffic Safety Committee

Starting December 1, 2000, mandatory installation of emergency lights began in all taxicabs licensed by the City of Toronto. Cabs will also be equipped with hidden security cameras or automatic vehicle location/global positioning systems (AVL/GPS).

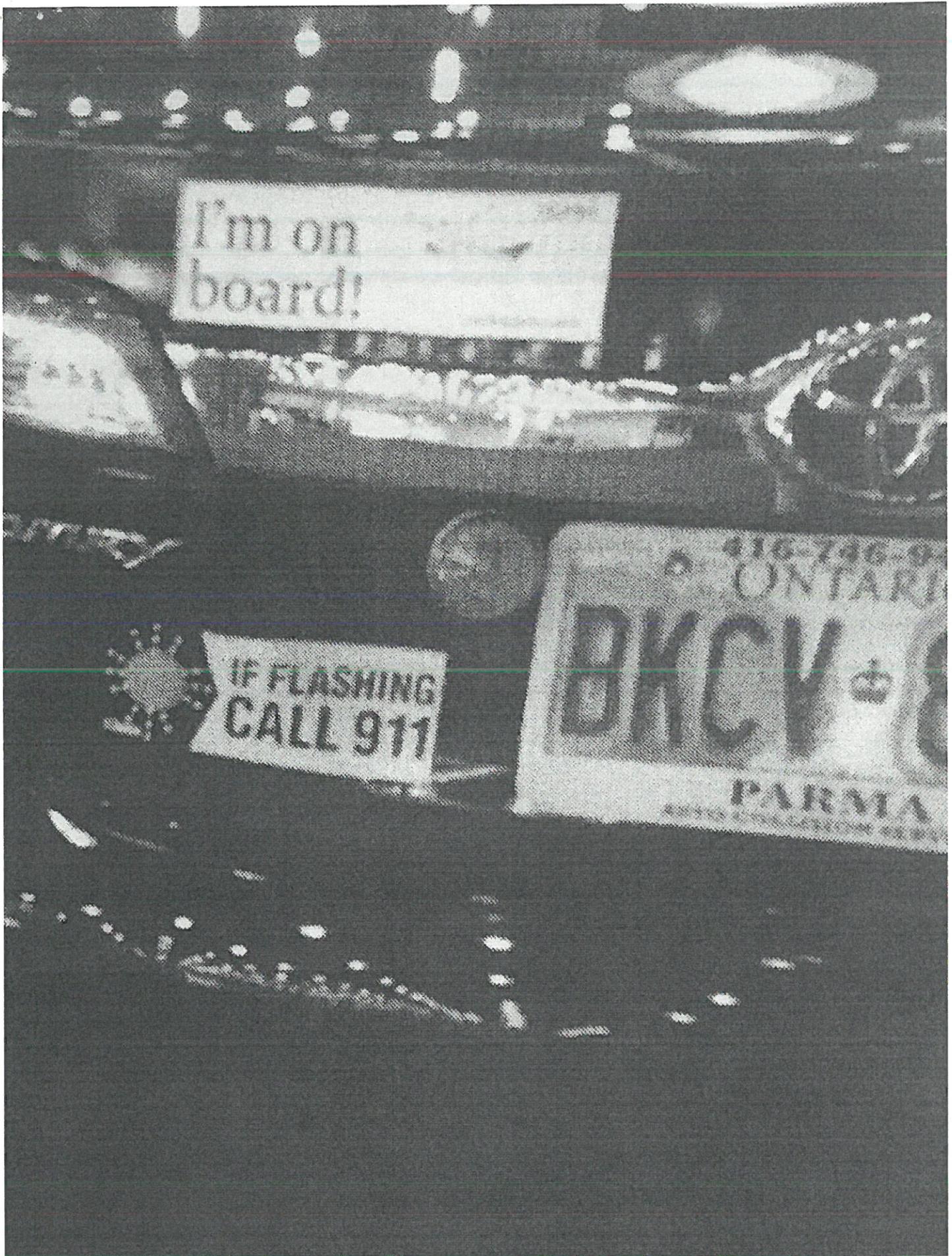
Toronto City Council recently enacted a bylaw to mandate the installation of safety devices in all taxicabs as a response to the alarming number of homicides and other violent crimes involving cabbies. Since the summer, the Taxi Industry Unit has been working with the taxi industry and the police to develop a driver safety program that includes defining 911 emergency procedures to respond to taxicab driver distress and the technical specifications for each of the safety devices used.

- Taxicab emergency lights are produced in a number of styles. One system relies on using the existing roof light to flash on and off when activated. Another system incorporates two flashing lights, one behind the front grill and the other at the rear of the cab. A switch is readily accessible to the driver for activation when under distress. The flashing lights should attract the attention of the police, other cab drivers and the public.
- All AVL/GPS systems will be appropriately monitored. Camera photographic records are strictly controlled and are only accessible to the police and other appropriate officials. All costs for the safety devices will be borne by the taxi plate owner.
- A police/industry training program is being developed to educate drivers on how to use the emergency light system and other safety devices. The training will be incorporated into the Taxi Driver Training Refresher course conducted by the Taxi Industry Unit, Municipal Licensing & Standards Division of Urban Development Services.
- To further educate members of the taxi industry safety information and tips will be included in the Taxi Industry Unit's Fare Exchange and in various publications produced by the taxi industry.
- A sub-committee of the Taxi Advisory Committee (T.A.C.) will be established to continue monitoring and responding to safety concerns faced by taxicab drivers.

The Taxi Industry Unit will conduct a systematic check of the safety devices during regularly scheduled taxi inspections in January 2001. This will ensure that they are installed properly and according to the Municipal Licensing & Standards specifications. It is anticipated that all taxicabs will be properly equipped with safety devices by the end of April 2001.

For further information please contact Ian Redfearn, City of Toronto, Taxi





I'm on board!

IF FLASHING
CALL 911

416-796-9...
ONTARIO
DKCV
PARMA
OFFICIAL COLLECTION SERVICE



August 7, 2017

Chairman Transportation Committee
City of Saskatoon
222-3rd Avenue North
Saskatoon SK
S7K 0J5

Subject: Response to Issues Regarding Taxi Industry, dated May 8, 2017

References: a. Issues Regarding Taxi Industry, letter by Malik Umar Draz to Transportation Committee, dated Jan 20, 2017.
b. Issues Regarding the Taxi Industry, response provided by the Transportation Committee, dated May 8, 2017.

Dear Sir/Madam:

I am writing this letter as a continuation of our previous correspondence regarding concerns raised by our members in the taxi industry. Please refer to references a. and b., noted above. I have three reasons for drafting this letter. First, our members would like to express their gratitude for the attention you have given to these matters thus far. I would also like to present two additional requests for the committee's consideration. In lieu of mandating safety shields to protect our drivers, we request that Council direct the installation of amber flashing emergency lights that signal an emergency to passersby when drivers are in danger. It is our belief that these changes are essential to protect the safety of our drivers. Next, we request that Council consider issuing a second category of (Ambassador) taxicab licence to improve Customer service.

1. Thank you for your attention and consideration thus far.

We would like to thank you for your thoughtful consideration of our members' concerns, and for engaging in meaningful consultation with both drivers and owners in the Industry. We know that you took the time to meet with taxi industry stakeholders to hear their concerns, and made thoughtful recommendations to Council based on those consultations. We appreciate the work you put into providing jurisdictional descriptions on the black car service and access of taxi companies to the airport, and the recommendation of a \$100 cleaning fee that came from your report.

We especially want to thank you for coordinating training sessions for driver safety by the Saskatoon Police Service. These training sessions provided our taxi drivers with information that helped to ensure their safety, and what procedures they should be following if they needed to contact the police. This was an important first step in ensuring driver safety, and helped to alleviate some of the heightened anxiety in our industry. This attention to our requests, and the ongoing dialogue we have fostered, is meaningful to us and greatly appreciated. We hope that these training sessions are offered to our drivers every six months to accommodate turnover in the industry.

2. Request that Council direct the installation of amber flashing emergency lights on all taxicabs.

In my initial letter (reference a.), I requested that a frank and open discussion about the installation of safety shields in taxicabs take place. The report (reference b.) that we received back acknowledges that, “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” (page 2). The issue of driver safety is of key importance to us in the taxi industry.

We request that, in lieu of safety shields, a discussion take place surrounding the installation of amber flashing emergency lights. These emergency lights would be visible on the back of the cab so the driver could signal to warn passersby in an emergency. These lights would not be visible to the offender. Since the lights would be visible outside the cab, they would provide an opportunity for the driver to signal for help in the event of a dangerous encounter. This would involve some communication with the public to heighten their awareness of the emergency system and training them to call 911 if they observed the emergency amber lights. It is our belief that these lights will dissuade would-be offenders and serve as an additional alert system in an emergency situation.

Currently, the existing panic button that is being used by the companies is small and difficult to see. There is concern with the size of the current panic button and its visibility to the driver, and also the fact that the current panic button is in the line of sight of the client. In the event of an emergency situation, the addition of emergency amber lights would provide a failsafe if the existing panic button is not accessible to the driver.

We would appreciate the opportunity to discuss this matter further. We believe there should be changes to the existing Bylaw regarding panic buttons and emergency alerts.

3. Request that Council consider issuing a new category of taxicab licence (Ambassador) to improve service.

In light of the current policy climate in Saskatchewan, where drinking and driving laws became harsher in Jan 2017, members of the taxi industry are concerned about lack of capacity during peak times. If there are extended wait times when the public are awaiting cabs, these individuals will often make decisions that put themselves and the public at risk, such as driving while under the influence. This is a matter of public safety, and we expect that harsher punishments for drinking and driving will lead to an increase in demand for our taxicab industry.

To help provide an additional supply of Cabs on road, we suggest that Council examine the possibility of issuing a new category of taxicab licence. The model we have examined is what was known as “Ambassador plates” in Toronto, but we also recognize that this model was not successful long-term and led to a two-tiered system of ownership in the Toronto taxicab industry. As a result, we are proposing a revised version of this model, where:

- Owners of Ambassador taxicabs are required to be the only drivers under that plate;
- Licences are not transferable, and cannot be bought or sold;

- Once the owner is no longer operating their taxicab, they will return their licence to the City and it will be redistributed;
- The same criteria could be used for these proposed licences as we have seen with the winter plates;
- The owner/operator is required to drive a minimum of 40 hours per week;
- The owner/operator is required to fulfill all other City Bylaws and Regulations that apply to the taxicab industry;
- The owner/operator has to be affiliated with a taxicab broker;
- We suggest that the City limits the number of these licences issued to 50 totals.

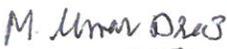
Our members are flexible on what these criteria look like, and whatever name (for the licence) the Council would come up that embodies the spirit of this proposal. We believe they should be discussed and agreed upon with all stakeholders. We want to be cautious about oversupply of taxicabs, so we suggest that the seasonal winter plates should be phased out alongside this initiative.

It is our belief that a model similar to the Ambassador plates in Toronto, with significant changes, is the best way for us to respond to increased demands while ensuring that our Saskatoon residents stay safe.

We are also sensitive to the fact that this would provide some of our members an opportunity to own their own taxicabs, allowing them the opportunities associated with entrepreneurship such as setting their own hours. This is an opportunity to reward some of the long-serving drivers of this industry in Saskatoon.

Thank you for your consideration of these requests. It is our belief that these changes are essential to protect the safety of both our drivers and the public. Please contact me if you would like to discuss any of these issues further. Thank you for your time.

Best Regards,


 Malik Umar Draz
 President United Steelworkers Local 2014
 325 Fairmount Drive
 Saskatoon , SK S7M 5G7
Malikusw2014@yahoo.ca
 306-382-2122 (office)
 307-370-3838 (cell)

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



From: Web E-mail - Mayor's Office
Sent: Wednesday, July 12, 2017 4:07 PM
To: samantha@harrisgreenaway.ca
Cc: Web E-mail - City Clerks
Subject: FW: More than just Uber hype: Saskatoon taxis offer made-in-Saskatchewan solutions to curb impaired driving
Attachments: OP ED - July 12 - STCA.pdf

Good afternoon Ms. Rumberger:

On behalf of Mayor Charlie Clark, thank you for your email.

Our office is forwarding your correspondence to the City Clerk's Office for any further handling.

Thanks again,

Office of the Mayor | tel 306.975.3202

City of Saskatoon | 222 3rd Avenue North | Saskatoon SK S7K 0J5
www.saskatoon.ca

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Please contact the sender and delete the message and any attachments.*

From: Samantha Rumberger [mailto:samantha@harrisgreenaway.ca]

Sent: Wednesday, July 12, 2017 11:21 AM

To: councillors@saskatoon.ca; Web E-mail - Mayor's Office <Mayors.Office@Saskatoon.ca>

Subject: More than just Uber hype: Saskatoon taxis offer made-in-Saskatchewan solutions to curb impaired driving

Good morning,

For your information, please see the attached opinion piece from the Saskatchewan Taxi Cab Association submitted care of Harris Greenaway Communications.

Thanks,

Sam

Samantha Rumberger
ACCOUNT COORDINATOR



619 Main St
Saskatoon, SK, S7H 0J8
T: 306.384.6200 ext. 6

More than just Uber hype: Saskatoon taxis offer made-in-Saskatchewan solutions to curb impaired driving

by Shondra Boire, Spokesperson, Saskatchewan Taxi Cab Association

The fact that Saskatchewan has the highest rates per capita of impaired driving in Canada is a clarion call for all – citizens and governments – to find real workable solutions to what can only be described as a terrible black eye for our province.

That's why the Saskatchewan Taxi Cab Association (STCA), on behalf of the 240 licensed cabs in Saskatoon want to create a "flex-service" fleet of cabs that will better serve the public during periods of high demand – when the bars close, the Saskatoon Rush game ends or even during Jazz Fest. And without hitting people with higher cab fares in these peak periods.

These "flex" cabs would operate like any other taxi and require the same safeguards – commercial insurance, criminal record checks and training, vehicle safety inspection and identification and in-car camera surveillance. And these flex cabs could be ordered through a mobile app, just as all taxis can now be hailed in Saskatoon.

Private vehicles, driven by trained cab drivers, would be licensed and insured during peak times only, which allows increased demand to be met in a logical and environmentally conscious way. The last thing our city needs is dozens of idling vehicles waiting to be dispatched when public demand is low.

This solution could be adopted quickly with the cooperation of both Saskatoon City Council and the provincial government, certainly no later than this Christmas and New Year. The STCA has begun reaching out to both levels of government and remain optimistic that they will both see the benefits of this practical, made-in-Saskatchewan solution.

When considering numerous factors including public safety and service, long term sustainability, local employment, provincial tax revenue, Saskatchewan taxi owners and operators believe a fleet of "flex-service" cabs is the best solution for Saskatoon. It would certainly be preferable to the traffic chaos, loss of full-time jobs, business income and taxes that would result from the introduction of Uber or Uber-like businesses to our province.

A Google News search of Uber quickly results in hundreds of articles about Uber and drivers that work dangerously long hours, are underpaid, have no benefits, no insurance coverage, no wheel-chair accessible vehicles and undergo no criminal record checks. Uber is a business with no regard for local safety, license, tax or business regulations. And its business model – with corporate shareholders heavily subsidizing fares - is now widely seen as unsustainable.

The Saskatoon taxi industry also acknowledges that it isn't good enough to simply find fault with Uber. The public expects and deserves more. We can and we must improve our service. That's why we now have apps for ordering a cab ride. We continue to invest in new technology to make dispatch more efficient and reduce wait times for our customers (texting for your cab is currently being tested and is coming soon!). In short, the goal is to improve every aspect of our business for every one of the approximately 3,500 customers that we serve daily.

Today, the STCA is ready, willing and able to offer improved customer service in person, by telephone and mobile app and look forward to working with governments to meet all regulatory and safety standards without risking hundreds of local jobs and millions in local business investment.

Can Uber say the same?

For more information contact:
Shondra Boire, STCA Spokesperson
Email: smboire@yahoo.ca
Phone: 306.202.7744

6000-1

From: City Council
Sent: August 02, 2017 1:26 PM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Wednesday, August 2, 2017 - 13:26
Submitted by anonymous user: 204.83.109.202
Submitted values are:

Date: Wednesday, August 02, 2017
To: His Worship the Mayor and Members of City Council
First Name: Louise
Last Name: Jones
Address: 206 111th Street
City: Saskatoon
Province: Saskatchewan
Postal Code: S7N 1T2
Email: swalewatchers@gmail.com

Comments: On behalf of the Northeast Swale Watchers, I am requesting to speak to the Standing Committee on Transportation on Tuesday, August 15th. The topic is providing for safe road crossings of the main roadways crossing the Northeast and Minor Swales. We have a number of suggestions relating to this topic. We are also going to speak to our proposal to close Lowe Road which crosses through the core area of the Swale. The presentation will be submitted directly to City Clerks since there is no means of attaching it offered in this online registration.

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/186946>

6320-1



From: Louise Jones <swalewatchers@gmail.com>
Sent: Thursday, August 03, 2017 1:13 PM
To: Web E-mail - City Clerks
Subject: PDF of presentation from Swale Watchers to Transportation Committee
Attachments: Traffic Calming Measures Report, August 2017 final.pdf

Hello,
I have filled in the request to speak to the Standing Committee on Transportation on line and had indicated that there would be an attachment as advised by your office.
Here is the attachment for the August 15 meeting.
Please acknowledge receipt of this.
Thanks,
Louise Jones,
Chair, Northeast Swale Watchers

Requested Traffic Calming Measures

Northeast Swale Watchers

August, 2017

To: Standing Committee on Transportation, City of Saskatoon

The Northeast Swale Watchers, a lobby group representing numerous environmental organizations and citizens, has been active over the last 6 years in attempting to preserve the Northeast Swale as well as the Minor Northeast Swale as wildlife habitat. Both wetland habitats comprise a rich environmental resource, which Saskatoon is fortunate to have within the City limits. These wetlands provide an opportunity for research, environmental teaching and passive recreational enjoyment. Unfortunately, the City's transportation needs have resulted in the fragmentation of these wetlands by several roadways which pose not only a risk of wildlife mortality but human injury or death due to accidental collisions. These crossing locations are shown in red on the attached aerial photograph.

The City has proposed a speed limit of 50 kph on the North Commuter Route where it crosses the Northeast Swale. Whether this will apply to the crossing at the Minor Northeast Swale is in doubt as the speed map from Transportation shows this crossing at 70 kph. Our group regards the Minor Swale as part of the ecological network of lands we call the Northeast Swale. We understand that those lands will soon be under Meewasin's jurisdiction. We are pleased that the proposed speed limit on Central Avenue where it crosses the Northeast Swale through Peturrson's Ravine will be set at 50 kph. These posted speed limits and the elimination of the centre boulevard at the Northeast Swale crossing on the Commuter Route are the only mitigations the City has proposed to date to facilitate vehicular and wildlife safety near the wetland crossings. While an underpass for very small animals has been installed on Central Avenue through the Peturrson's Ravine area, there is no underpass for medium sized animals planned. We are awaiting details for McOrmond section through the Swale. To date no animal underpasses are being installed on Fedoruk Drive where it crosses the swale or on the North Commuter Route where it crosses the Minor Northeast Swale.

The third road crossing the Swale is Lowe Road. We have requested that this road be removed or barricaded for use only by emergency vehicles (Fire, Police and ambulance). To date the Transportation staff have stated that it will be developed as an important access to the proposed neighbourhood north of the swale. However, this road crosses the designated ecological core and its further development would severely compromise the integrity and continuity of the Swale. Clearly the neighbourhoods north of the swale could be redesigned to take advantage of access via Central Avenue and the North Commuter Route to alleviate traffic loading on Fedoruk Drive which could then properly serve the neighbourhoods south of Fedoruk Drive, particularly since the Regional Plan is proposing further residential development north the North Commuter Route. Rethinking the Lowe Road access to the subdivisions north of the swale would go a long way to protect the continuity and integrity of the Northeast Swale.

Fedoruk Drive abuts the Northeast Swale for almost its entire length and, as such, traffic along this route will have a potential negative impact on wildlife in the swale, particularly as the speed limit on this route is posted at 60 kph (to be changed to 50 kph once the proposed trailwork is completed). We understand that the street lighting will now be adjusted to the 3000 K (not 4000K as previously stated) and will be the same as Saskatoon Light and Power has agreed to use on the North Commuter Route crossing of Northeast Swale. However, no mention has been made changing the street lighting to 3000 Kelving at the Minor Northeast Swale crossing on the Commuter Route. At the west end of Fedoruk Drive the road crosses the swale at the University conservation lands. While these lands are not technically part of the designated Northeast Swale area, they effectively connect the Northeast Swale to Peturrson's Ravine. Wildlife is not cognisant of property ownership and will cross these property lines to reach a water source at the river through Peturrson's Ravine. The one small animal crossing for reptiles and amphibians may not be sufficient to reduce wildlife collisions since there are no plans to add a medium sized wildlife underground crossing on Central at Peturrson's Ravine [The continuity of the Northeast Swale and the Minor Northeast Swale are shown in light green on the attached aerial photograph. The interface between Fedoruk Drive and the Northeast Swale is highlighted in a yellow line.]

The 50 kph speed limit should apply to all roads crossing the wetlands including the area where the North Commuter Route crosses the Minor Northeast Swale. Compliance would be an issue as the City's experience on Attridge Drive and Warman Road demonstrates, as well as its experience at school crossings. Police enforcement of speed limits is expensive and should be considered a last resort, particularly when alternative traffic calming measures exist and have been proven to be effective.

Following is a list of potential traffic calming measures which should be considered to obtain compliance to the posted 50 kph speed limits at the swale crossings. Further traffic calming measures can be found in the referenced link below: *Traffic Calming Guide for Toronto*.

1. Installation of rumble bumps or strips across the entire paved surfaces at the crossings in advance of the actual swale crossings. The rumble bumps should be signed in advance of their location with a speed limit sign and a rumble bump advisory. Alternatively, a speed table or platform configuration could be used. As a temporary experimental project, the City could use rubber speed cushions or platforms which are commercially available. These rumble depressions would cause little disruption to the flow of traffic and if the Transportation planners are reluctant to employ this technique, it could be done on a limited experimental basis to test its positive or negative effects.
2. The use of a choker or roadway narrowing by the deletion of a centre median and the elimination of shoulders at the crossings. This method is being used on McOrmand Drive, but it should also be used at the Minor Northeast Swale crossing.
3. All swale crossing should have an Environmental Protection sign advising commuters that they are crossing a wildlife habitat area. Simple "deer crossing" signs are not particularly effective. Signs need to be a lot more graphic. One suggestion is an

overhead large sign which reads “Entering the NE Swale Environmental Preserve – animals are present. Monitored Speed Limit 50 kph maximum. Fines Triple”. The signage, speed limit and fines should be included in the Zoning Bylaw 8870 under the Swale Protection section.

4. The installation of bold zebra strips along the entire length of the crossings. While this proposal apparently does not conform with convention traffic planning, other cities seem to be getting more creative in dealing with multi-modal transportation issues.
5. Both ends of each swale crossing should be outfitted with Radar Speed Signs or Driver Feedback Signs to remind rushing commuters of their actual speed. They should be combined with 50 kph speed limit signs. Studies have shown that they are quite effective in reducing speeds, and they are being used more extensively in the USA. (eg, trafficalm.com/traffic-impact-study-radar-speed-signs-effective/)
6. The City, in cooperation with the MVA, could create “trail head/wayfinding” signage at the pedestrian’s entry points to the swale which meet the pedestrian/bicycle trails along the roadways. This signage at trail head points would emphasize the environmental zone the commuter is entering.
7. In all swale crossing zones, the street lighting should use a 3000 K temperature light source. The changing in lighting colour would help emphasis to the driver that they are entering the conservation zone. This is already propose for the McOrmand crossing and Fedoruk Drive but not for Central Avenue and Minor Northeast swale crossings.
8. All street lighting along Fedoruk Drive should be located on the north side of the street shining toward opposite side of the street with no back-lighting into the swale and employ a 3000 K temperature light source. We understand that the city is proposing to install the lighting on a centre median, in which case the lights should be designed for cutoff at the edge of the road abutting the Swale.

When the speed limit issue was first brought up at the public input meetings regarding the planning of the North Commuter route, it was suggested by one of the proponents that the issue could simply be addressed by the installation of speed cameras. This solution seems expensive and punitive when the real solution should involve good design that encourages the driver to reduce speed and watch for crossing wide life.

Traffic Calming is a field extensively studied in the last 20 years and we would encourage the City’s traffic planners to avail themselves of this research and devise solutions which do not involve extensive use of policing resources. We request the City of Saskatoon to reduce speed limits 50 kph at all roads crossing both the Northeast Swale and the Minor Northeast Swale including Central Avenue, the North Commuter Route, Fedoruk Drive, as well as Lowe Road (if the City cannot see its way to closing it and to implement well designed traffic calming measure to encourage compliance to these speed limits. We understand that the City might be willing to consider speed feedback monitor for drivers, but we would encourage their use at the outset while it could be incorporated in to existing budgets.

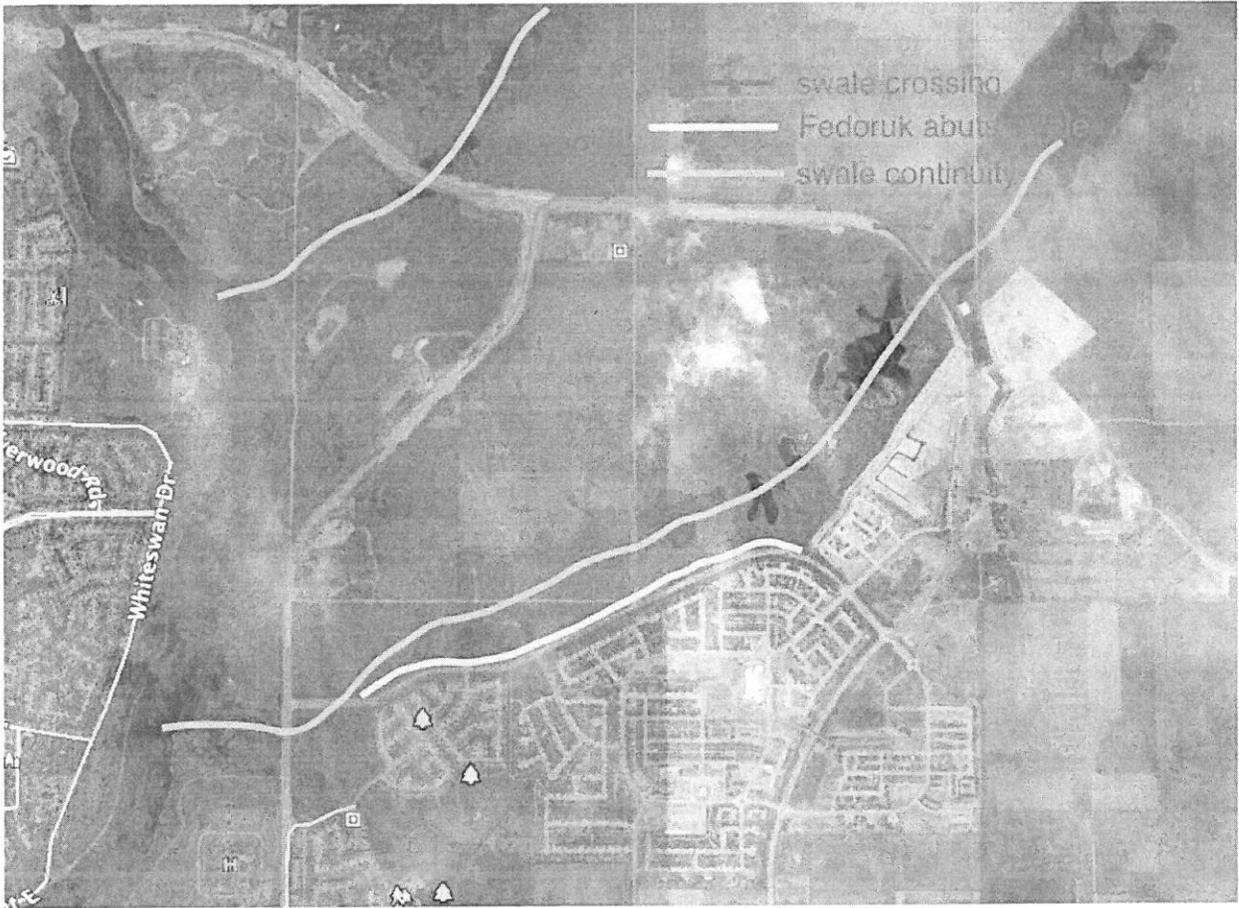
We appreciate that the lighting on Fedruk Drive has been changed to 3000 Kelvin, but would appreciate the lighting on the Commuter Route where it crosses the Northeast Minor Swale also to be changed to 3000 Kelvin colour temperature as well as the Central Avenue crossing.

While it is a challenge to protect environmental resources within an urban context, much can be done to mitigate the negative effect of human encroachment, particularly if we are will to reconsider traditional design approaches. We appreciate the opportunity to communicate with City Council and its Standing Committees and hope it will see fit to take these extra measures to protect our valuable wetlands and natural habitats.

Louise Jones, Chair
The Northeast Swale Watcher

References:

1. **Trafficalm Systems:** trafficalm.com/traffic-impact-study-radar-speed-signs-effective
2. **Traffic Calming Guide for Toronto:**
<http://www.toronto.ca/legdocs/mmis/2016/pw/bqrd/backgroundfile-94207.pdf>
3. **Five Ways to Calm Traffic:** http://www.alltrafficsolutions.com/wp-content/uploads/2017/05/WP_5WaysToCalmTraffic_PWT_WEB_0503171.pdf
4. Attachment: Aerial Photograph of Parkway Commuter Route, Central Avenue, Fedoruk Drive and Lowe Road, showing areas of concern in red and yellow. [next page]



6000-5

From: City Council
Sent: Friday, August 04, 2017 9:57 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Friday, August 4, 2017 - 09:56
Submitted by anonymous user: 167.129.168.33
Submitted values are:

Date: Friday, August 04, 2017
To: His Worship the Mayor and Members of City Council
First Name: Brodie
Last Name: Thompson
Address: 420 27th St W
City: Saskatoon
Province: Saskatchewan
Postal Code: S7L 0J9
Email: brodie.m.thompson@gmail.com
Comments:
Good morning,

This message is for the Standing Policy Committee on Transportation and I am writing on behalf of Saskatoon Cycles. Our group has completed a thorough review of the Bicycle Bylaw (No. 6884) and we would like to present the findings of this review the committee. The review also included a consultation of our membership (both online feedback and an information session). Ben Ralston, a member of the U of S law faculty and a former Saskatoon Cycles board member, was the lead for this project. We are requesting the Ben be granted an opportunity to speak before the committee to present the bylaw review and then answer any questions. I would like to pass along a PDF copy of the bylaw review document so that the committee members have an opportunity to review it prior to the meeting. Would you be able to provide me with an email address to which I could send the document?

Regards,

Brodie Thompson

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/187746>

6000-5

From: Brodie Thompson <brodie.m.thompson@gmail.com>
Sent: Friday, August 04, 2017 11:50 AM
To: City Council
Subject: Re: Form submission from: Write a Letter to Council
Attachments: SC Bicycling Bylaw Review.pdf



Hello,

Please see attached the bylaw review document that I referenced.

Thank you,

Brodie Thompson

On Fri, Aug 4, 2017 at 11:21 AM, City Council <City.Council@saskatoon.ca <<mailto:City.Council@saskatoon.ca>> > wrote:

Hi Brodie,
Please send the PDF attachment too: city.council@saskatoon.ca <<mailto:city.council@saskatoon.ca>>
Thank you.

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

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**SUBMISSIONS TO
THE CITY OF SASKATOON
STANDING POLICY COMMITTEE ON
TRANSPORTATION**

BYLAW NO. 6884

“The Bicycle Bylaw”



**SUBMITTED BY THE BOARD OF
SASKATOON CYCLES INC**

July 2017

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II. Acknowledgements

Saskatoon Cycles would like to acknowledge the University of Saskatchewan Branch of Pro Bono Students Canada for making this submission possible through partnering us with Scott Silver, BA, MA, JD candidate (2017) who worked in collaboration with and under the supervision of Benjamin Ralston, BA, JD, LL.M, a former board member of Saskatoon Cycles. Saskatoon Cycles would also like to acknowledge board members Lee Smith, BA (Hons), RPP and Jeannine Paul, BSc, MSc for their helpful guidance and contributions to this submission. Notably, Lee Smith was also a member of the now defunct City of Saskatoon Cycling Advisory Group that previously sought to reform and update city’s cycling bylaws. Finally, we would like to acknowledge the rest of the board of Saskatoon Cycles for their helpful input and feedback on this document, as well as the membership for their input during consultation on it.

III. Introduction

Founded in 2010, Saskatoon Cycles is a registered non-profit that advocates for a city in which cycling is a viable, year-round mode of transportation that is safe and convenient for all ages. Our vision for the City of Saskatoon includes a city where residents of all ages feel safe and welcome to cycle year-round and mutual respect and tolerance exists for all modes of transportation. In keeping with our organization's objectives and vision, we request that the City of Saskatoon reconsiders and revises Bylaw No. 6884 ("the Bicycle Bylaw") to remove potentially dangerous, confusing and outdated provisions and bring this bylaw in line with current best practices.

We frequently hear concerns from our members over several existing provisions in the Bicycle Bylaw and the city's attempts at enforcing these against them. In 2012, we polled our members to hear their concerns directly and the product of that polling was provided to the city for review. We also understand that the now defunct Cycling Advisory Group was working on seeking reform of uncontroversial items in collaboration with the city's administrative staff. Furthermore, we note that the City of Saskatoon's Active Transportation Plan expressly calls on the city to review and update the Bicycle Bylaw to ensure that it reflects best practices and emerging technologies and equipment.ⁱ For these reasons, we decided to build on our earlier work by making a submission directly to the Standing Committee on Transportation to facilitate an informed discussion of the bylaw by members of city council.

We note that a municipal corporation such as the City of Saskatoon exists to fulfill such purposes as developing and maintaining a safe and viable community and fostering the economic, social and environmental well-being of that community.ⁱⁱ These purposes must guide city council's exercise of its bylaw-making powers.ⁱⁱⁱ While we recognize that the city has wide discretion in regulating transportation through bylaws,^{iv} we further note that there are limits to the city's ability to impose dangerous conditions on cycling.^v We also question whether there might be limits to the city's ability to restrict people's access to and movement through public space by way of bicycle.^{vi} Furthermore, we note that there may be legal restrictions on the city's ability to discriminate between individuals traveling by bicycle and those using other modes of transportation with respect to access to public spaces such as roads and sidewalks.^{vii} We ask that the city bear these legal principles in mind when reviewing this submission and reconsidering provisions in the current Bicycle Bylaw.

We also recognize that the fulfillment of the city's obligations in terms of providing safe and equitable transportation options will require more than mere bylaw reforms. Greater investment in cycling infrastructure in the city is a priority for our organization and we acknowledge the significant steps that the city is taking in this regard, particularly by way of the Active Transportation Plan. Nevertheless, we believe that the Bicycle Bylaw must be reformed as part of a comprehensive approach to ensuring the safety, comfort and convenience of people traveling by bicycle in Saskatoon.

Finally, we note that the Saskatoon has unique considerations for our northern climate and for this reason we have tried to include examples of best practices from jurisdictions with broadly comparable winters in terms of sub-zero temperatures and substantial snowfall.

IV. Provisions of Concern

A. Use of horn or bell (section 6)

Our members have raised concerns with this provision being unwieldy, impractical, unnecessary and impossible to fully enforce. We strongly recommend that this section of the Bicycle Bylaw be removed in its entirety.

No empirical support for mandating use of bells or horns

In the preparation of this submission for reform to the Bicycle Bylaw we reviewed numerous studies of cyclist/motorist and cyclist/pedestrian collisions, including collision reports for the cities of Boston, Chicago, Denver, and Vancouver and coroner's reports from Ontario, Toronto, and New Zealand.^{viii} In spite of the number and variety of collisions analyzed in these reports and the number and variety of prescriptive recommendations for improved laws, education and enforcement coming out of these reports, it is notable that not one single report we found identified the failure to use bike bells or horns as a contributing factor in the crashes they analyzed. Likewise, not one single report we found recommended making the use of such devices mandatory, or even recommended greater education or enforcement with respect to use of such devices in preventing future collisions. In fact, we were unable to find any empirical

support whatsoever for the use of bike bells or horns as a safety device to protect either cyclists or pedestrians. On this basis alone, legally mandating the use of such devices is difficult to support.

Practical issues

Many people in the city use road bikes or triathlon bikes for competitions, exercise and training and these bikes are generally designed in such a way that their handlebars will not accommodate ordinary bells or horns. Furthermore, road and triathlon cyclists generally do not wish to further encumber their bikes with bells or horns when these bikes are designed to be as light as possible, are very fast moving and almost exclusively used on roads where bells and horns are of limited utility. We do not anticipate that many road or triathlon cyclists in the city comply with this section of the bylaw, nor do we believe that they should be mandated to.

It is also worth noting that there are many different types of bicycles used for many different types of legitimate purposes in Saskatoon, some of which do not involve commuting or regular interactions with pedestrians. We do not anticipate that a mandatory requirement for a bike bell or horn ought to apply to bicycles such as BMXs, fixed gears or certain types of mountain bikes when these are used solely for recreational purposes that do not give rise to any pedestrian/cyclist interactions, such as when used in skate parks or arenas for polo.

We also urge the city to consider whether a requirement for bicycles to be outfitted with bells or horns that are audible at a distance of not less than 35 metres away could ever possibly be enforced. The audibility of a horn or bell would vary greatly depending on such factors as ambient noise levels and weather conditions, for example. It is also hard to imagine how one could determine whether a particular bell or horn met this requirement before issuing a ticket for an infraction of this bylaw.

The “Bell or Yell” Debate

Some cyclists choose to simply slow down before passing another cyclist or pedestrian and will audibly tell that person that they are “(passing) on your left” before overtaking. We are not aware of any reason why doing so should be any less effective or more startling than the use of a bell or horn to alert pedestrians or other cyclists of one’s intention to overtake. We recognize differing views on whether use of a bell is more or less courteous than the use of one’s own voice (the so-called “bell or yell” debate). However, subjective preferences on cycling etiquette

do not provide defensible support for legally mandating use of a device that has not been empirically shown to improve safety for either cyclists or pedestrians.

Preferable provisions from other jurisdictions

It would be preferable for there to be no requirement for a bell or horn, as appears to be the case in many of the jurisdictions we examined for the purposes of this submission. By way of example, Ohio law no longer requires a bell or horn for cyclists,^{ix} nor does British Columbia's *Motor Vehicle Act*.^x Oregon law has created a more practical and flexible provision by requiring cyclists to "give an audible warning before overtaking and passing a pedestrian" without attempting to constrain how that audible warning might be given.^{xi} We also found numerous other states had either no requirement whatsoever for a bell or horn,^{xii} or had taken a similar approach to Oregon in allowing the use of one's voice as a suitable alternative to a bell.^{xiii} We strongly suggest that this provision be removed in its entirety. However, in the alternative, we suggest that the city not try to constrain how "audible warnings" are given so as to not impose impractical restrictions on certain types of cyclists.

B. Position on street (section 8)

As currently drafted, the bylaw requires people on bikes to be positioned on the street so "as to be as close as is reasonably practicable to the right hand curb" unless they are approaching an intersection and indicating an intention to turn. We submit that this requirement should either be removed in its entirety or further clarified with respect to additional justifiable exceptions to a general rule to stay right.

Hazardous conditions adjacent to curbs

This provision is of significant concern to our members due to ambiguity around the meaning of being "as close as is reasonably practical to the right hand curb". This could be interpreted as requiring cyclists to make room for motor vehicles to pass by hugging the curb, even though this part of the street is often poorly maintained, pot-holed and full of gravel and other hazards. This provision could also be interpreted as negating a cyclist's right to "take the lane" when they are concerned that it would be unsafe for a motor vehicle to try to pass them due to the presence of hazards such as these. The city also ought to consider how such an ambiguous

requirement could interact negatively with any duty of care it may owe to people on bikes in terms of proper maintenance of roads.^{xiv}

Inconsistency with cycling best practices

The city ought to consider how such an ambiguous requirement might inadvertently encourage people on bikes to engage in dangerous behaviour such as riding within a door's length of parked cars or weaving in and out between parked cars in order to stay as far to the right as possible. The Saskatchewan Prevention Institute recommends that people ride their bikes in a straight line one metre away from parked cars to ensure they remain visible to motorists and out of danger from car doors suddenly opening or parked cars suddenly pulling into traffic.^{xv} The Prevention Institute also recommends that people ride bicycles one metre away from the curb in order to maintain visibility and avoid holes, debris, grates and other hazardous objects often found directly adjacent to the curb.^{xvi} The City of Saskatoon's own Cycling Rules of the Road likewise acknowledge the right to ride one's bike in the centre of any traffic lane, and advise people to always ride in a straight line, not weave in and out of parked vehicles, and allow room on both one's right and left to get around hazards or to move aside if you are passed too closely.^{xvii} It is hard to square the city's own understanding of the rules of the road and cycling best practices with a bylaw provision that says little more than 'keep right except when turning'.

Unfavourable treatment of bicycles compared to other vehicles

It is also worth considering whether this provision might unduly discriminate between bicycles and other motor vehicles. Bicycles are lumped in with other vehicles for the purposes of provincial traffic safety laws,^{xviii} yet this provision of the bylaw singles bicycles out in mandating cyclists to keep to the right of any traffic lane in which they find themselves (as opposed to keeping to the right lane on multi-lane routes). This is particularly concerning since a considerable proportion of fatal bicycle-motor vehicle collisions occur when motorists attempt to pass cyclists from behind without waiting for a gap in traffic to ensure they are passing at a safe distance.^{xix} It is also concerning in light of the significant number of bicycle-motor vehicle collisions that involve "doorings" from parked cars, especially on major streets with parked cars and no cycling infrastructure.^{xx} The city may wish to consider whether such unfavourable discrimination against bicycles in terms of where they ought to be positioned on the street is advisable in light of the hazards it may create for cyclists.

Preferable provisions from other jurisdictions

Several American jurisdictions have a similar requirement for bicycles to be “as close as reasonably practicable to the right hand of the curb” but have set out a greater number of exceptions to this general rule that favour the safety of cyclists. Relevant exceptions to staying right in these jurisdictions include: when overtaking or passing another vehicle; when reasonably necessary to avoid other vehicles or obstructions; where there are narrow lane widths or other hazards; where there are three lanes of traffic; and where there is one way traffic.^{xxi}

Ontario’s *Highway Traffic Act* provides for several similar exceptions to those set out in American jurisdictions.^{xxii} British Columbia’s *Motor Vehicle Act* also has a noteworthy exception that none of its restrictions on cyclists “require a person to ride a cycle on any part of a highway that is not paved”.^{xxiii}

We also strongly recommend a ‘catch all’ exception to the requirement to staying right where doing so would compromise a cyclist’s safety. For example, consider the following exception language from Ohio’s traffic laws with respect to vehicles staying to the right of lanes: “Nothing in [...] this section requires a driver of a slower vehicle to compromise the driver’s safety to allow overtaking by a faster vehicle”.^{xxiv} While that language is drafted for a law that impacts bicycles and other vehicles equally, it could easily be adapted for inclusion in the Bicycle Bylaw, which we strongly recommend if the city is to continue to have any rule for staying right in the Bicycle Bylaw.

One metre minimum passing distance requirement

Several jurisdictions across the world have implemented requirements for motor vehicles to provide at least one metre of space to cyclists when overtaking them, which ensures that motorists have countervailing obligations towards cyclists in these circumstances rather than putting the onus solely on the more vulnerable road user. Twenty-six American states have already enacted requirements for motorists to provide cyclists with at least two feet of space when passing, and two additional states have implemented even greater space requirements for passing cyclists.^{xxv} Either one metre or 1.5 metre minimum passing distances are also required in various other jurisdictions including the Netherlands, France, Portugal, Belgium, Spain, and the Western Cape Province of South Africa.^{xxvi} In Australia, the state of South Australia requires a one metre passing distance on roads with speeds up to 60km/h and 1.5 metres on roads with higher speeds. Similar minimum passing distances are also being trialed in

8

the states of Queensland, New South Wales and the Australian Capital Territory, and a parliamentary inquiry is currently investigating minimum passing distances for Victoria.^{xxvii} Here in Canada a one metre passing distance is required in both Ontario and Nova Scotia.^{xxviii}

The city ought to consider whether setting a one metre minimum passing distance within Saskatoon by bylaw is feasible and desirable. While it would be ideal for such a restriction to apply across the province through an amendment to the *Highway Traffic Act*, it may be possible for the city to take the lead on this through its more localized jurisdiction.

C. Prohibition against cycling on sidewalks (section 8)

As currently drafted, the bylaw also requires cyclists to “utilize only that portion of the street as is intended for the passage of motor vehicles”, which we interpret as prohibiting usage of bicycles on sidewalks in the city, except where otherwise provided for. We suggest that this section of the bylaw ought to be carefully revised to allow for cycling on the sidewalks in certain circumstances.

Hazardous conditions on roads

First and foremost, we are concerned that a blanket restriction on cycling on sidewalks is not equally practical in all neighbourhoods and areas of the city, nor is it necessarily practical during all seasons. For example, in areas of the city that are frequented by industrial vehicles it can be intimidating and dangerous for cyclists to ride on the road during periods of heavy traffic. To the extent that some of these same roads have sidewalks, we strongly encourage the city to recognize the need for an exception for the use of bicycles on those sidewalks to avoid such hazardous and intimidating roadways. We are also aware that many of our members refuse to cycle on highly trafficked roadways during the winter and opt for riding on the sidewalks in order to avoid snow and ice on roads where a significant amount of motor vehicle traffic is present. Again, we strongly suggest that the city consider how a blanket prohibition on cycling on sidewalks could interact negatively with any duty of care it may owe to people on bikes in terms of proper maintenance of roads.^{xxix} We strongly advocate against the city mandating people to ride their bikes in such a manner as might put them in danger.

Inconsistency of application

We are also concerned that this blanket prohibition against cycling on sidewalks is paired with various ad hoc exceptions that make it difficult to know where this restriction applies and where it might not apply. For example, the bylaw currently exempts cycling on the sidewalk portions of bridges in the city from this prohibition at section 21(c). We are also aware that sections of the sidewalks that link to the bridges provide for a similar exemption, having been designated for 'shared use'. In practice, however, we are aware of conflicts between pedestrians and cyclists on these shared use sidewalks based on the general presumption of some pedestrians that cyclists never have a right to ride on sidewalks. We are also aware of confusion that cyclists face in determining where sidewalks cease to be available for shared use, which can lead to further pedestrian-cyclist conflict. While we advocate that the city pursues the ultimate goal of having effective and connected cycling infrastructure throughout the city so that cycling on sidewalks is never necessary, the status quo in Saskatoon involves a complex patchwork of exceptions to the general prohibition against riding on sidewalks that makes it confusing and difficult to conform to this rule in all instances.

Application to children of all ages

Furthermore, we have concerns over the broad application of the prohibition against cycling on sidewalks so as to include children of all ages within its ambit. Bearing in mind differences in terms of overall vulnerability, level of awareness and control, level of speed and agility, and matters of size and visibility as between young children and adults, as well as the types of bicycles designed for them, we strongly suggest that the city consider exempting children under a certain age from this prohibition's application. We strongly discourage the city from mandating that children operate their bicycles in such a manner as might put them in danger.

Preferable provisions from other jurisdictions

We suggest that the city consider whether it would be appropriate to generally allow cycling on sidewalks subject to explicit restrictions, as is the case in Oregon.^{xxx} Oregon law provides cyclists riding on sidewalks with the same rights and duties as pedestrians, subject to various restrictions that constitute "unsafe operation of a bicycle on a sidewalk".^{xxxi} The restrictions on cycling on sidewalks are limited to prohibitions against: (a) suddenly leaving the curb and entering the path of vehicle that is close enough to constitute an immediate hazard; (b) not giving an audible warning before overtaking or passing a pedestrian and not yielding the right of

way to all pedestrians on a sidewalk; (c) cycling in a careless manner that is likely to endanger a person or property; (d) cycling at a speed greater than an ordinary walk when approaching or entering a crosswalk, approaching or crossing a curb or pedestrian ramp when a motor vehicle is approaching; or (e) operating an electric assisted bicycle on a sidewalk. We submit that these onerous restrictions on cycling on sidewalks may obviate the need for a blanket prohibition against cycling on sidewalks.

If necessary, these prohibitions could also be paired with area restrictions against cycling on sidewalks along designated streets where there is a higher likelihood of pedestrian-cyclist collisions, such as areas where pedestrians are regularly entering and exiting buildings (for example, along Broadway, 20th or in the downtown core).

In the alternative, we suggest that the city considers adding further exemptions such as those set out in Finland's *Road Traffic Act*, which allows children under 12 to ride their bikes on the sidewalk so long as they do not unduly interfere with pedestrian traffic.^{xxxii} It also allows all cyclists temporary use of the sidewalks where they have "special reasons" for doing so, so long as this use does not cause danger or considerable inconvenience to pedestrians. These exemptions could help address some of the concerns set out above with impracticalities around the current status quo in this regard.

One final point would be that however the city chooses to proceed with the issue of cycling on sidewalks, it is important that adequate direction is provided for the benefit of cyclists, pedestrians and motorists alike in terms of clarifying what is allowed and what is not. We strongly encourage the city to provide clear road paint or signage for this purpose, especially where there is currently an unclear transition between shared paths and sidewalks that are intended to be exclusively used by pedestrians.

D. Stunting (section 10)

While our members had not raised any particular concerns over this provision in our previous consultation and we have not given it priority in this review of the Bicycle Bylaw, we do encourage the city to consider whether a provision prohibiting cyclists from engaging in "any acrobatic or other stunt" is consistent with the city funding the construction and maintenance of numerous skateboard parks that may be reasonably expected to be used by individuals on

BMX and freestyle fixed gear bicycles, among other types of bicycles. Such a restriction can also be seen as conflicting with recreational trails throughout the city used by individuals on mountain bikes. We also encourage the city to consider how a general prohibition on stunting might discriminate between bicycles and other recreational modes of transportation such as skateboards or roller skates or blades that might reasonably be expected to be used for “stunting” purposes, especially in designated parks.

The city might consider simplifying this paragraph so that it maintains a requirement for cyclists to keep at least one hand on the handlebars at all times (see discussion of “loads” below), but removing the remainder of the provision.

E. Passengers (section 11)

Our members have raised concerns with this provision being obsolete and unnecessary due to the proliferation of types of bicycles that are purpose built for carrying more than one passenger, most of which would not be caught by the overly specific and obscure exception for bicycles with “a properly constructed pillion seat securely fastened over the rear wheel”. We strongly recommend that this section of the Bicycle Bylaw be removed in its entirety.

Preferable provisions from other jurisdictions

If the city insists on having an alternative provision in place that prohibits ‘doubling’ on bicycles not built for more than one passenger—an objective that we neither endorse nor encourage absent more data to suggest that such a prohibition is necessary and advisable—then the city ought to at least consider using simpler and more effective language to accomplish this goal. For example, Ontario’s *Highway Traffic Act* simply states that “[p]assengers are not allowed on a bicycle designed for one person”,^{xxxiii} which ensures that multi-passenger bicycles designed for that purpose are not inadvertently caught by this section of the bylaw. A similar provision is found in British Columbia’s *Motor Vehicle Act*, where it is stated that a cyclist “must not use the cycle to carry more persons at one time than the number for which it is designed and equipped”.^{xxxiv}

F. Loads (paragraph 12)

Our members have raised concerns with this provision being unnecessary as we are not aware of any data or evidence to suggest that over-loading of bicycles has been causing accidents in the city or elsewhere in the province. We recommend that this section of the Bicycle Bylaw also be removed in its entirety.

Preferable provisions from other jurisdictions

We further note that many other jurisdictions have not found load restrictions necessary in light of requirements for cyclists to be able to keep at least one hand on their handlebars at all times. For example, in Oregon a cyclist “commits the offense of having an unlawful load on a bicycle if the person is operating a bicycle and the person carries a package, bundle or article which prevents the person from keeping at least one hand upon the handlebar and having full control at all times”,^{xxxv} effectively tying these two restrictions together. California law has similarly created a load restriction that is only engaged where a package “prevents the operator [of a bicycle] from keeping at least one hand upon the handlebars”.^{xxxvi} Load restrictions are also notably absent from the restrictions on cyclists set out in Ontario’s *Highway Traffic Act* and British Columbia’s *Motor Vehicle Act*.

Practical issues

We also wish to highlight the difficulty that the city would have in enforcing this section of the Bicycle Bylaw as currently drafted since it sets out precise dimensions and weight in terms of the restrictions that it imposes. Further still, the city ought to consider how this provision might conflict with the use of bicycles that have been specifically designed for carrying very large loads, as there are bicycles designed for transportation of large packages as well as bicycles designed for touring purposes that are engineered so as to accommodate large weights that other bicycles may not safely and comfortably accommodate.

G. Obligatory use of cycling lanes (section 13)

Our members have raised concerns with this provision being unnecessary, unwieldy and, where cycling lanes are not properly designed or maintained, dangerous. We recommend that this section of the Bicycle Bylaw also be removed in its entirety.

Hazardous conditions in cycling lanes

Of greatest concern is that this provision could require cyclists to use cycling lanes even where these are often poorly maintained and full of gravel and other hazards, especially in winter. While we are strongly in support of protected cycling lanes and believe that these lanes are well-used by cyclists when properly designed and maintained, we commonly hear concerns from our members over gravel, dirt and debris accumulating in 'painted on' cycling lanes, and we believe that the city is already well aware of issues that the protected cycling lanes on 23rd Street have faced with accumulated rainwater, snow and ice during the winter, which can render these dangerous during certain conditions. Again, we submit that the city ought to consider how mandating the use of cycling lanes might negatively interact with any duty of care the city may owe to people on bikes in terms of proper maintenance of roads.^{xxxvii}

Unfavourable treatment of bicycles compared to other vehicles

We also submit that the city ought to consider whether this provision might unduly discriminate between bicycles and other motor vehicles. Again, while bicycles are lumped in with other vehicles for the purposes of provincial traffic safety laws,^{xxxviii} this provision of the bylaw singles bicycles out in mandating the use of cycling lanes with only a limited exception for turning. We did not find analogous restrictions in other jurisdictions that we investigated. In fact, we found that similar restrictions were notably absent from the relevant provincial laws in Ontario and British Columbia.

Preferable provisions from other jurisdictions

British Columbia's *Motor Vehicle Act* explicitly reiterates that aside from the exceptions that it explicitly sets out, which do not mandate use of cycling lanes, "a person operating a cycle on a highway has the same rights and duties as a driver of a vehicle".^{xxxix} We suggest that the city should take a similar non-discriminatory position on cycling, allowing people travelling by

bicycle to choose whether or not to use cycling infrastructure depending on the conditions in which they find that infrastructure.

In the alternative, we suggest that the city provide for more explicit exceptions to a general requirement for use of cycling lanes. For example, in Oregon use of cycling infrastructure is not obligatory when: (a) overtaking another bicycle; (b) preparing to execute a left turn; (c) avoiding debris or other hazardous conditions; (d) preparing to execute a right turn; (e) continuing straight at an intersection where the bicycle lane is to the right of the lane from which a motor vehicle must turn right.^{x1} There are very important practical reasons for including such exceptions, as discussed below.

Practical issues

Where cycle lanes are protected, there is a further issue around making left turns. A cyclist might choose not to enter the cycling lane on 23rd Street, for example, so as to safely and easily make a left turn onto a perpendicular road. Forcing cyclists to use the cycling lane at all times would make for overly burdensome restrictions when it might be easier, safer and more intuitive to make the turn from the traffic lane itself.

We are also concerned with the potential for this section to encourage conflicts between motorists and cyclists where the latter users of road infrastructure are non-compliant due to concerns over safety and practicality. As cyclists are the more vulnerable user group between the two, we strongly recommend against provisions that further entitle motorists to use of roads at the expense of the safety and practicality of cycling in the city.

H. Dismounting to pass pedestrians (section 21(c))

Our members have raised concerns with this provision being unnecessary and impractical. We strongly suggest that the city remove this provision in its entirety.

Practical issues

First and foremost, the provision is simply illogical. If a cyclist is forced to dismount their bicycle in order to pass a pedestrian on foot, a practical issue then arises as to how they can walk faster, while pushing their bike, so as to still pass that pedestrian once dismounted.

Furthermore, the question arises as to how they can still comfortably pass that pedestrian once dismounted, as you then have a person and their bike, side-by-side, attempting to pass another person. If anything, dismounting the bike to pass should only make the experience more uncomfortable and inconvenient for the pedestrian who might otherwise be seen to benefit from this rule but is now crowded out in the small sidewalks that traverse our main downtown bridges. The situation becomes even more unwieldy where a cyclist might be carrying a load, elderly or otherwise less physically capable of pushing their bikes across the bridges, two of which have notable inclines.

We encourage the city to consider whether there is any merit or benefit from this restriction when the Bicycle Bylaw already otherwise provides pedestrians with a right of way that cyclists must yield to, among other restrictions. It is unclear to us what further benefit might be obtained by this confusing and impractical restriction.

V. Summary of Recommendations

- 1) Either remove the requirement for a horn or bell or replace this with a requirement that an audible warning be given before pedestrians are overtaken and passed
- 2) Either remove the requirement for cyclists to stay close to the right curb or revise this requirement to include a greater number of exceptions
- 3) Consider implementing a one metre minimum passing distance for motor vehicles overtaking cyclists within city limits
- 4) Remove the blanket prohibition against cycling on sidewalks and replace this with either area and behavioural restrictions as to where and how cycling on sidewalks can be safely conducted or provide exemptions for children under 12 and temporary use of sidewalks to avoid hazardous conditions
- 5) Remove the prohibition against stunts and acrobatics on bicycles
- 6) Remove or substantially revise the prohibition against passengers on bicycles to accommodate the full variety of bicycles designed for such purposes
- 7) Remove the load restrictions on cyclists
- 8) Remove the requirement for cyclists to use cycling lanes or revise this requirement to include a greater number of exceptions
- 9) Remove the requirement for cyclists to dismount before passing pedestrians while crossing bridges in the city

VI. References

ⁱ City of Saskatoon, *Active Transportation Plan: Final Report* (Urban Systems Ltd: June 2016) at 86.

ⁱⁱ *The Cities Act*, SS 2002, c C-11.1, ss 4(2)(c) & (d).

ⁱⁱⁱ See, for example, *Halifax (Regional Municipality) v Canada (Public Works and Government Services)*, 2012 SCC 29 at [55], and *Catalyst Paper Corp v North Cowichan (District)*, 2012 SCC 2 at [25].

^{iv} *Ibid*, s 8(1)(e).

^v See, for example, *Canada (AG) v Bedford*, 2013 SCC 72 for a discussion of the circumstances in which a government's imposition of dangerous conditions on an otherwise legal activity might unjustifiably infringe an individual's right to life, liberty and security of the person under section 7 of the *Canadian Charter of Rights and Freedoms*. Coincidentally, the Supreme Court of Canada raised a hypothetical example of a law making cycling more dangerous in its discussion of the causal connection required in order to find such a law unconstitutional under section 7 of the *Charter* (see para [87]).

^{vi} See, for example, *R v Heywood*, [1994] 3 SCR 761, *R v Budreo*, (2000) 46 OR (3d) 481 (ONCA) and *Baril v Obelnicki*, 2007 MBCA 40 for discussions of how restrictions on an individual's freedom of movement or to roam in places where the rest of the public is free to roam can engage that individual's liberty under section 7 of the *Charter*. See also *R v SA*, 2014 ABCA 191: While a majority of the Alberta Court of Appeal expressed significant doubt that section 7 could extend to protect an individual's right to access and use public transportation, it is worth noting that they relied in part on the possibility of the appellant purchasing a secondhand bicycle in concluding that her poverty did not mean that a ban from public transit infringed her section 7 rights. In dissent, Bielby JA concluded that a ban from public transportation did engage the appellant's section 7 rights as it was necessary for her to access goods and services in the City of Edmonton. It is therefore at least worth considering whether some economically marginalized residents of the City of Saskatoon might have their section 7 rights engaged by extensively prohibitive restrictions on cycling.

^{vii} See for example *Elbow Valley Cycle Club v Rockyview (Municipal District No 44)*, (1997) 50 Alta LR (3d) 150 (ABQB) where the Court quashed a bylaw that prohibited cyclists from riding on a particular public roadway on the basis that this bylaw discriminated between motor vehicles and bicycles in a way that was not expressly authorized by Alberta's *Highway Traffic Act*, RSA 1980, c H-7. Note that discrimination in this administrative law sense is different than the forms of discrimination prohibited under the *Charter* or domestic human rights legislation. For further discussion of this limit on bylaw-making powers see for example: *Montréal v Arcade Amusements Inc*, [1985] 1 SCR 368, *R v Sharma*, [1993] 1 SCR 650, and *Greater Victoria School District No 61 v Oak Bay (District)*, 2006 BCCA 28.

^{viii} City of Boston, *Cyclist Safety Report* (2013); City of Chicago, *2012 Bicycle Crash Analysis: Summary Report and Recommendations* (2012); City of Toronto, *Bicycle/Motor Vehicle Collision Study* (2003); Denver Public Works, *Bicycle Crash Analysis: Understanding and Reducing Bicycle & Motor Vehicle Crashes* (2016); Dr. Koorey, *New Zealand Chief Coroner's Inquiry Into Cycling Deaths* (2013); Office of the Chief Coroner for Ontario, *Cycling Death Review* (2012); Urban Systems, *Cycling Safety Study: Final Report for City of Vancouver* (2015).

^{ix} Section 4511.56, *Ohio Revised Code* (2006).

^x Section 183, *Motor Vehicle Act*, RSBC 1996, c 318.

^{xi} Section 814.410(1)(b), *Oregon Revised Statutes*, vol 15, c 814 (2015).

^{xii} See for further examples: section 42-4-221, *Colorado Revised Statutes*, c 42; section 46.61.780, *Revised Code of Washington*, c 46.61; section 21201, *California Vehicle Code*, c 479; section 169.222, *Minnesota Statutes*, c 169; section 347.89, *Wisconsin Statutes*, c 347; section 9-21-11-8, *Indiana Code 2016*, c 11.

^{xiii} See for further examples: section 316.2065(10), *Florida Statutes*, c 316; section 61-8-608, *Montana Code Annotated 2015*, c 450; section 11B, *Massachusetts General Laws*, c 85.

^{xiv} See for example *Johnson v Milton (Town)*, 2008 ONCA 440 and *Wong v Vancouver (City)*, 2001 BCSC 693.

^{xv} See Saskatchewan Prevention Institute, Bike and Wheel Safety/Bicycle Safety Week, Rules of the Road <online: [http://www.skprevention.ca/bike-and-wheel-safety/#Rules of the Road](http://www.skprevention.ca/bike-and-wheel-safety/#Rules%20of%20the%20Road) – accessed 26/03/16>.

^{xvi} *Ibid.*

^{xvii} See City of Saskatoon, Information for Cyclists, Cycling Rules of the Road <online: https://www.saskatoon.ca/sites/default/files/documents/cycling_guide_web.pdf - accessed 26/03/16>.

^{xviii} See *The Highway Traffic Act*, SS 1986, c H-3.1, s 2(1)(hh) and *The Traffic Safety Act*, SS 2004, c T-18.1, s 2(1)(ccc). See also *Jones v Falconer*, (1993) 114 Sask R 121 (SKQB).

^{xix} See for example Office of the Chief Coroner for Ontario, *Cycling Death Review* (2012) at 24. The Office of the Chief Coroner of Ontario found that the majority of the 129 cyclist deaths that occurred in Ontario between January 1, 2006 and December 31, 2010 were caused by motorists passing cyclists from behind at unsafe distances, leading the Office to recommend the introduction of a one meter/three foot passing rule. See also the City of Toronto Works and Emergency Services Department, *Bicycle/Motor Vehicle Collision Study*, 2003, which involved the review of 2,572 car/bike collisions that occurred between 1997 and 1998. The study found that 11.9% of all collisions occurred when cyclists were overtaken by motorists and these collisions were more likely to be either minimal or fatal, with fewer 'in-between' injuries than other types of collisions (p 95). In 13.4% of these collisions motorists were found to have

misjudged how much space was available to pass. See also W.W. Hunter et al, “Bicycle Crash Types: A 1990s Informational Guide”, US Dept of Transportation (1997), which studied 3,000 bicycle-motor vehicle crashes in six states, finding 8.6% of crashes occurred when motor vehicles overtook cyclists and 28% of cyclists involved in such crashes sustained serious or fatal injuries.

^{xx} See for example Kay Teschke et al, “Bicycling crash circumstances vary by route type: a cross-sectional analysis”, BMC Public Health 2015, 24:1205. The authors examined data from 690 cycling crashes reported in Vancouver and Toronto between May 2008 and November 2009, finding that 9.2% of these crashes involved vehicles doors, with the majority occurring on major streets with parked cars and no cycling infrastructure. See also the City of Toronto *Bicycle/Motor Vehicle Collision Study*, 2003, referenced above. The study found that 11.9% of car/bicycle collisions between 1997 and 1998 involved vehicles doors and these collisions resulted in injuries that were more severe than average (p 83).

^{xxi} See for example 2015 Minnesota Statutes, 169.222 Operation of Bicycle, subd. 4 Riding Rules, which provides exceptions for overtaking and passing another vehicle, preparing for a left turn, avoiding hazards, and when riding on a shoulder or in a bicycle lane. See also the California Vehicle Code 21202(a), which provides similar exceptions and only requires bicycles to keep right where they are being operated at a speed less than the normal speed of traffic moving in the same direction. See also Ohio Bill 389, 4511.55 for similar exceptions to a general rule that bicycles should keep right. See also Nova Scotia’s *Motor Vehicle Act*, RSNS 1989, c 293, section 171(4).

^{xxii} Section 147(2), *Highway Traffic Act*, RSO 1990, c H.8.

^{xxiii} Section 183(3), *Motor Vehicle Act*, RSBC 1996, c 318.

^{xxiv} Section A(2), *Ohio Revised Code*, Chapter 4511.25 (2016).

^{xxv} See National Conference of State Legislatures, Safely Passing Bicyclists Chart (12/17/2015) <online: <http://www.ncsl.org/research/transportation/safely-passing-bicyclists.aspx> - accessed 03/26/16>, which lists Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Kansas, Louisiana, Maine, Maryland, Minnesota, Mississippi, Nebraska, Nevada, New Hampshire, Oklahoma, Tennessee, Virginia, Utah, West Virginia, Wisconsin, Wyoming and the District of Columbia as having 3ft passing laws. It also lists Pennsylvania as having a four foot passing law and South Dakota having a two-tiered passing law with a 3ft requirement on roads with speed limits less than 35mph and a 6ft requirement on roads where any greater speed is allowed.

^{xxvi} N Haworth & A Schramm “The safety of bicycles being overtaken by cars: What do we know and what do we need to know?” Proceedings of the 2014 Australasian Road Safety Research, Policing & Education Conference.

^{xxvii} Amy Gillett Foundation, A Metre Matters – National update, March 2016 <online: <http://www.amygillett.org.au/wp-content/uploads/2016/03/1.-A-metre-matters-national-update-March-2016.pdf> - accessed 03/26/15>.

^{xxviii} See Ontario's *Highway Traffic Act*, RSO 1990, c H.8, section 148(6.1). See also Nova Scotia's *Motor Vehicle Act*, RSNS 1989, c 293, section 171B(1)(b).

^{xxix} See for example *Johnson v Milton (Town)*, 2008 ONCA 440 and *Wong v Vancouver (City)*, 2001 BCSC 693.

^{xxx} Section 814.450, *Oregon Revised Statutes*, vol 15, c 814 (2015).

^{xxxi} Sections 814.450 (1) & (2), *Oregon Revised Statutes*, vol 15, c 814 (2015).

^{xxxii} Section 8, *Road Traffic Act 1981/267* (Finland).

^{xxxiii} Section 178(2), *Highway Traffic Act*, RSO 1990, c H.8.

^{xxxiv} Section 183(2)(g), *Motor Vehicle Act*, RSBC 1996, c 318.

^{xxxv} Section 814.410, *Oregon Revised Statutes*, vol 15, c 814.

^{xxxvi} Section 21205, *California Vehicle Code*, c 479.

^{xxxvii} Again, see for example *Johnson v Milton (Town)*, 2008 ONCA 440 and *Wong v Vancouver (City)*, 2001 BCSC 693.

^{xxxviii} See *The Highway Traffic Act*, SS 1986, c H-3.1, s 2(1)(hh) and *The Traffic Safety Act*, SS 2004, c T-18.1, s 2(1)(ccc). See also *Jones v Falconer*, (1993) 114 Sask R 121 (SKQB).

^{xxxix} Section 183(1), *Motor Vehicle Act*, RSBC 1996, c 318.

^{xl} Section 814.420(3), *Oregon Revised Statutes*, vol 15, c 814 (2015).

VI. Membership Feedback

In order to ensure that this submission reflects the firsthand experiences and occasionally divergent views of our membership, Saskatoon Cycles posted the submission in draft form on our website for several months and asked our members to review the submission and provide comments to us via email. Furthermore, we hosted an open house on February 22, 2017 to discuss the submission with our members and recorded further comments we heard during that open house. Overall, the members who contacted us about this submission were broadly in favour of its recommendations though commenters diverged on certain issues not addressed in this submission, such as whether lights should be mandatory. We have included summaries of the feedback from our members on the recommendations set out in this submission below.

Comments received by email (verbatim)

Comment #1

Hi,

First of all, good work on the draft document. It is as if I wrote it, as I believe that cycling on sidewalks should be allowed in the cases you mention. I am a bit concerned about your embracing Finland's under 12 idea. It isn't any safer for a 13-yr-old than it was for the 12-yr.-old. I embrace Oregon's cycling bylaws which allow for cycling on sidewalks and IF there is an infraction there can be consequences. Until such time, cycling is allowed on sidewalks. The problem, is, of course, the rotten apple cyclist who scares pedestrians, possibly even colliding with same. Someone I know said that she is afraid to walk on the Meewasin because of the dangerous cyclists on the blind curves, etc. She is honestly fearful of serious injury or worse. I don't know what we can do about these cyclists.

I sincerely hope city council takes your suggestions to heart.

Of course, the next best thing is to have great cycling paths, something that we certainly DO NOT have now. I am constantly confused as to why drivers would not want safe lanes. It would be a win-win solution because cyclists would not be slowing vehicular traffic and it would be safer for those who live to cycle, which is what I do. Cycling in winter certainly presents its own problems. Drivers maybe don't realize that a cyclist really has no place to ride except in the

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path of the vehicle. The edges of the street have ridges narrow enough that a cyclist cannot ride there safely. Or there is the brown snow that is so dangerous. Or there is the ice, equally dangerous. I have had, on a daily basis, drivers speeding beside me as I am on the street. If I happened to swerve an inch I would be nailed by these speed demons. I appreciate so much the drivers who actually slow down and pass with plenty of space. Maybe we need a public education on the dangers of cycling and what motorists could do to make things safer.

In addition, for winter cycling I would suggest that the city make a concerted effort to plough side streets in both directions so cyclists can avoid main drags. For instance, after a snow, I am unable to cycle as I am restricted to main streets on which I will have to cycle IN the driving lane as there is nowhere else to go. If, for instance, 1st Street were cleared so one could avoid Taylor-- and Morgan from Taylor to 1st--then another north south, etc, one could safely go downtown, for instance.

Keep up the good work. I know I should volunteer for something and I will, eventually.

Sincerely,

<name redacted for privacy>

Comment #2

BRAVO!

As a frequent cyclist in the City of Saskatoon I take no strong issue with any of the recommendations, and have no hesitation in supporting the submission as a whole.

My two niggles are nothing more than that — niggles, but I offer them as evidence that I have read and considered the submission in detail.

- 1) My preference would be for a minimum leeway of 1.5 metres given by any vehicle passing another vehicle (including bicycles as “vehicles” in either instance.
- 2) Rather than a one-hand-on-the-handlebars rule, might a prohibition against cycling in a “dangerous or reckless manner” give enforcement authorities more discretion to use good sense, while at the same time putting the onus on them to satisfy a court that the behaviour was dangerous or reckless, rather than requiring the cyclist to prove that it wasn’t?

On the whole, an admirable piece of work. Thank you, and good luck in taking this project forward.

<name redacted for privacy>

Comment #3

Saskatoon Cycles:

I have read the suggested Bylaw Reform recommendations as proposed by Saskatoon Cycles and strongly support the comments and alternatives which have been presented. I most strongly support the right to choose the portion of the right-of-way which is deemed safest to the cyclist (be it street lane, bike lane, or sidewalk) based on conditions and environmental specifics.

I will reiterate the benefits of having a minimum passing distance of 1.0 meter for speeds of 60 km/hr or less and 1.5 metres for areas of greater speed limits.

Lastly, the City need only read the SGI manual on proper lane positioning for motorcycles to learn about proper lane positioning. This applies directly to urban cycling due to the need to maintain cyclist visibility and prohibit passing by other vehicles when it is unsafe to do so.

Thank you for your dedication to promoting cycling in Saskatoon and providing guidance to our municipal leaders on this front. As a seasonal resident in Saskatoon and home owner in the Nutana Park area I sincerely appreciate your efforts.

Best Regards,

<name redacted for privacy>, P.Eng.
Civil Engineer and Cycle Infrastructure Designer
Vancouver, BC.

Comment #4

Another suggestion for practicality of bells:

I don't have a bell at present because it was stolen. Thefts of bike and bike parts has risen sharply in the past couple of years. I have not bought a new bell because of where I park my bike – thefts of bike components are common and I feel a new bell would simply be stolen.

Thanks,

<name redacted for privacy>

Comment #5

I love your proposed revisions. Any chance of adding an Idaho Stop clause, or is that just shooting for the moon?

Thanks for your work,

<name redacted for privacy>, P.Eng

Design Engineer

Comment #6

Hi,

I just wanted to say that the reform document is great -- clear, well researched and well written.

The only suggestion I have is to give the section on allowing children to cycle on the sidewalk more prominence. A bylaw that forces young children learning to ride to do so on the street is absurd.

<name redacted for privacy>

Comment #7

These are great, thank you for submitting them. I have one concern/annoyance.

When I cycle the streets, I try not to use the sidewalks, one of the most frustrating things is that some traffic lights are designed to recognize a car and only change when triggered by a car. I

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find I have to go to the sidewalk and activate the walk light which then means I end up cycling on the sidewalk. Is there any way to change this?

Thanks for your work,

<name redacted for privacy>

Comment #8

I would like to extend my appreciation for all of the work that went into this document. Thank you to everyone contributing.

I am a regular commuter and recreational cyclist. The suggested changes in this document are on the whole reasonable and long overdue.

One the topic of keeping to the right I would encourage stronger language that makes the default position a cyclists right to take a lane. In my experience, on most streets with parked cars the combination of 1m distance from the parked car, 1m passing distance and 60-70cm wide handlebars makes it impossible for a vehicle to safely pass without moving into the oncoming lane or left lane.

Rather than a debate on how far to the right a cyclist should be, I would prefer language that tells cyclists that their proper position is in the center of the rightmost lane.

Cheers,

<name redacted for privacy>

Comment #9

A Job Excellently done.

I am a bicycle commuter on city streets. This is well written and researched. I personally would endorse all recommendations made, both from a cyclist and a motorist perspective.

I have not read the city bylaw and so assume it has dealt with bicycle lighting appropriately. I truly hope the city is able to get behind the recommendations and then do a public education campaign.

Thank you all for hard work done on everyone's behalf.

Sincerely,

<name redacted for privacy>

Comment #10

This bylaw review is very well done and thorough. The research appears to be very deep and comprehensive and the recommendations are excellent.

However, one can anticipate resistance from city staff and councilors whose focus is on motor vehicle convenience as more important than promotion and safety for cycling. There will be objections. It will be important for concerned cyclists to lobby their councilors to give this bylaw review serious consideration. After all, it has been researched and written by experts and could be approved and implemented with little more expense than new signage and road paint.

I recommend another email to members requesting a mass communication effort to lobby councilors for their support. Be sure to include the things that work: a form letter with space for personal comments and addresses for all members of city council.

Congratulations on this terrific bylaw review.

<name redacted for privacy>

Comment #11

Hello,

I fully endorse the recommendations put forth by Saskatoon Cycles to the City of Saskatoon. Let's get past this enforcement item and move on to the real business of building best practice cycling infrastructure in the city. When cycling advocates have to ask for exceptions to using cycling infrastructure because it is unsafe for any reason, we have all failed to make progress.

<name redacted for privacy>

Comment #12

I am in favour of the new bylaws. They are professionally done and well researched. I especially liked the recommendation to think of new laws for bicycles in sidewalks. As a winter cyclist I find myself often choosing sidewalks when road conditions are hazardous. On a number of occasions I have been stopped by police to remind me of the bylaw. Yet they never give me a

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ticket. It feels like the police are not very in favour of policing this issue of winter bikes on Sidewalks.

Keep up the good work,

<name redacted for privacy>

Comment #13

Looks great. Thanks for taking this on. I read the proposal, and for what it's worth I don't see any issues with it.

<name redacted for privacy>

Comment #14

Thanks so much for the work on this draft. This addresses all of my concerns on the current bylaws, where some of the provisions outdated, often confusing, dangerous, or impractical. I helps bring clarity and a sense of practicality and responsibility to cyclists, car drivers, and the city that builds and maintains roadways for all types of transportation.

I am in full support of this draft.

Sincerely,

<name redacted for privacy>

Comment #15

I would submit that we do as portland does—tickets the wild cyclists on sidewalks. The rest are good to go.

Under 12 should not be a stipulation—adults need to be safe as well.

1 meter is not nearly enough—I suggest 2.

Bells are useless—I find that 90% of the people can't hear them.

Keep up the good work. I agree about not having to ride on the dedicated lanes—they are almost always in poor shape.

<name redacted for privacy>

Comment #16

In the bylaw review bell, practical issue:

You state road and triathlon cyclists have bikes that are as light as possible and don't want to encumber their bikes with a bell. The weight of a bell is negligible with respect to the cyclists and bike. The argument is a red herring and makes the cyclists look petty. The practical problem is a bell does not mount on a road bicycle or triathlon bicycle in a manner that makes it readily accessible when the cyclist is holding the handle bars.

Bikes like BMX and mountain don't need them due to not interacting with pedestrians. The can incredibly easily be shot down. BMX bikes require bells at all times unless inside a BMX/Skate park. Mountain bikes are typically ridden to the trails. And runners can be on the trails.

Suggestion - Cyclists on shared use trails are required to yield to pedestrians. Cyclists shall make reasonable attempts to warn pedestrians prior to passing the pedestrian. Cyclists passing pedestrians with less than 2m clearance shall slow to 15kph. Note this applies around tight corners. Cyclists need to slow before corners they cannot see around.

Another note. The City should put a speed limit by the train bridge East side of the river along the trail.

You mention significant number of dooring - do you have statistics to capture that? (You are talking in vague terms, hard numbers strengthen the argument).

Other problem with the partial share use. Some motorists see the signs on the bridges saying cyclists need to yield to pedestrians and assume it means cyclists are not allowed on the road. Cyclists are allowed on the road on Broadway bridge, university bridge,...

Stunting - stunting should be prohibited except for a designated areas (ie BMX/skateboard parks). Skateboards and roller blades and bicycles should be limited if the operator does not have good control of the device the device. (I nearly hit a skateboard somebody lost control of and sent flying in front of me).

Loads. I like Oregon's rule. It requires full control of the bike. I would like it to say the cyclists should have 2 hands on the handle bars at most times.

Dismount to pass a pedestrian. What if the pedestrian is a runner and the cyclist is wearing cycling shoes with cleats. The cyclist will not be able to walk faster than the pedestrian. The rule is not thought out at all.

<name redacted for privacy>

Comment #17

Congratulations to Saskatoon Cycles re the recommendations to revise local cycling bylaws. The SC response is professional and impressively thorough and provides solutions that are reasonable and easy to implement. Well done. Hopefully the City of Saskatoon sees it this way too.

Wouldn't it be nice if all motorists and cyclists and pedestrians were more tolerant of each other?

<name redacted for privacy> (road biker and 12 month/yr commuter cyclist)

PS

In my experience the city does a great job of keeping the bike/pedestrian paths snow free, particularly the one I regularly use along 14th Street. They deserve recognition for this.

Comment #18

Dear Sir/Madam:

- A. Agree that requirement for mandatory bell/horn should be removed.
- B. Position on street: I like the quoted Ohio traffic law statement. The one-metre minimum passing requirement should be made mandatory and punishable (preferably in Provincial Law), which in effect would make it impossible for a vehicle to pass a bicycle within the lane (regardless of where the bike is positioned)! I often prefer to 'take the lane', especially the right lane on a multi-lane street and the left lane when turning left, and hope to expressly retain that right. I would also like to see it expressly permissible to ride two abreast within a lane. Good cycling manners suggest that undue blocking of other traffic is uncool. On the highway, self-preservation suggests riding as far right as practicable.

C. Where to ride should essentially be a speed issue. Riding slower than 5 km/hr should always be permissible on the sidewalk, while riding 5-25 km/hr could be on the bike lanes, and over 25 km/hr should be on the street. Since sidewalks must be safe for pedestrians and bikes can cause injury, cyclists must exercise caution on the sidewalk and shared paths. Riding on an empty sidewalk should always be permissible (while keeping in mind that people can suddenly appear from adjacent doorways and cross streets).

D. Stunting is an excellent way of improving one's cycling skills both on and off the street -- but not in traffic of course.

E. Unlimited passengers and freight should be allowed on any bike, keeping in mind that the RIDER (bike operator) is at all times RESPONSIBLE for the condition and performance of the bike, for the safety of the cargo (human and otherwise) and for innocent bystanders. Do also note that in The Netherlands several people ride casually on a bike with or without special seats (See 'Utrecht summer cycling 2014' on YouTube: <https://www.youtube.com/watch?v=B3smPA17D8M>), and in San Francisco The Companion Bike Seat Company makes bike seats for adult passengers (<http://www.thebikeseat.com>), which thus accommodate two adults on a bike (<http://www.thebikeseat.com/contact.html>), so the practise might be legal there.

F. Loads. See above

G. Since cycles are classified as vehicles in law, they should always have the legal right to be on the street. See also my comments in 'C': Riding faster than 25-30 km/hr on a bike lane is unsafe for everyone, so these riders should ALWAYS be on the street. Slower riders should be encouraged to ride on the bike lanes for their own safety.

Perhaps the new Bicycle Bylaw should be very simple by containing very few mandatory rules and instead provide some guidance regarding desired outcomes and perhaps some suggestions and caution regarding behaviour.

Sincerely,

<name redacted for privacy>

Summary of comments noted during open house

Recommendation #1 (remove requirement for use of bell or horn)

- Concern expressed over theft of bells
- Passing slowly and with deference to pedestrians is more important
- Concern expressed over blind corners along Meewasin Trail
- It is enough that one must yield to pedestrians
- Concern expressed over design issues on Meewasin Trail and Train Bridge
- Use of bell should be an option
- A person's voice is less startling than a bell
- Education on bicycle courteousness is more appropriate
- Start education early; in Winnipeg they learn about cycling in Grade 4
- There is a double standard here and bicycles are not treated as equals on the roadway; you would not ask cars to honk whenever passing

Recommendation #2 (remove requirement to stay right)

- People on bikes have the legal right to bike down the centre of the lane
- People on bikes often need to "own the lane" or "take the lane" to ensure safety
- The *Highway Traffic Act* allows for people on bikes to be treated like any other road user
- People on bikes should be treated the same as any other slow moving vehicle

Recommendation #3 (implement mandatory passing distance)

- City buses are the worst for this
- A minimum passing distance indicates respect for people's right to bike on the road

Recommendation #4 (remove blanket prohibition against sidewalk cycling)

- There should be no riding on sidewalks even for children
- This is confusing on 14th and the ramp onto College Drive
- In many places the signage about shared use sidewalks is too high to be seen
- Concern expressed over sidewalks with driveways
- It is absurd to expect people to walk their bikes

Recommendation #5 (remove prohibition against stunting)

- Should simply specify no stunting when on the roadway
- Should more generally state that a bicycle must be operated in a safe fashion
- Concern expressed over inconsistent application of restrictions on stunting

Recommendation #7 (remove load restriction)

- Concern expressed that load restrictions would have differential impact on economically marginalized people who rely on bikes for activities such as collecting recyclables for refund

Recommendation #8 (remove requirement to use cycling lanes)

- The safety issue needs to be clarified as the city needs to keep these in safe condition
- The city needs to design and maintain lanes that people want to use rather than trying to force people into lanes they do not feel comfortable or safe in

Other miscellaneous comments

- The city should turn its mind to how the Bicycle Bylaw might interact with electric bikes and should leave options available for future technology changes
- The city should consider making “Idaho stops” legal as drivers in Saskatoon often expect people on bikes to do an Idaho stop rather than a full stop at a stop sign anyway
- The rule allowing for people to ride two abreast should be clarified as the language is currently confusing
- Lights should be part of education rather than made mandatory
- At night both a headlight and a rear light should be mandatory, rather than just a rear reflector
- An overall approach of “education and not legislation” should be adopted



Dear Charlie, + City Council

This letter is out of concern for parking for seniors, or I should say the lack thereof, or the outrageous price that they have to pay. The revelation of this wrong came from looking for a parking spot for a lady that I bought a car for. This lady is only 62 years old and would still like to enjoy some type of living, she moved out here, from out east over eight years ago, to help her daughter while she went to school here, looking after her granddaughter for her. Now she finds herself here all alone, dealing with mental health issues and struggling with life.

I was told by someone in the building that parking was \$95 a month when we purchased the car, and now I find out it will be more like \$160 a month. After a lengthy conversation with a lady that manages one of the Saskatchewan Housing Authority buildings tells me that there is no place for a senior to live, that will not have to deal with having parking problems. During our conversation it was just ringing out so wrong that we do this to seniors, the lady and I, were having a great conversation and she was seeing this as well. It hardly falls into the category of respecting our elders, nor does it allow them to pursue happiness, when the parking is so far out of reach for their income.

I'm hoping, that after you give this some thought, that you will realize that this kind of rings out wrong as well. So I am hoping that this is a wrong, that we can right, I'm coming not only with the problem, but I am also suggesting a solution, that is to charge the children that have enough money to drive cars to school, to pay for parking on those nice paved parking lots, which by the way were paid for by the taxes of the

seniors now struggling and don't get that same freedom of having a car as someone who's in high school, again it just rings out wrong. The first and only school that I drove through the parking lot, I counted 150 cars, very nice cars, far from the \$2000 car I bought this lady. Now at 62 years old she has to pay \$160 a month to park her car. Is she not entitled to same freedom as someone who goes to high school? And may I say it again the high schools that the seniors helped pay for.

This is just the story of one senior, I'm sure there are many others after talking to the lady I would say this is a huge problem. I also had a lengthy conversation with a fellow in Regina who is associated with the Saskatchewan Housing Authority there, it rang out wrong for him as well.

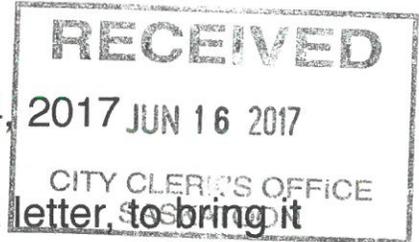
So I'm hoping you will give this some thought, realize the injustice of this, and somehow look for a solution. If this is not the answer, I am sure there is another one out there, but ,The Problem, needs to be fixed. Not Studied, Fixed !

Roy Jacobson 1508 Prince of Wales Avenue Saskatoon
Saskatchewan S7K 3E2

Phone number area code 306-652-7100 Thank You for
Listening, look forward to seeing this fixed, yours truly, Roy

Request to Speak to City Council

Dear Charlie, *City Council* Wednesday, June 14, 2017 JUN 16 2017



I did not write a letter to get an apology, I wrote a letter, to bring it to your attention so that you can fix it. Talking about the problem, to whatever extent will never fix the problem. You actually have to come up with a solution, and put it into action, in order to fix the problem. It is not her fault that the building that she lives in is downtown, and the today money rules everything. Why is she not entitled to residential parking in front of her residence, like everyone else in the city.

Where she used to live, she was approached by two young fellows and was scared to death, as they strip searched her and luckily we were only interested in her valuables, but she didn't know that for the entire time these two guys are strip searching her and was terrified because the next step would be to get raped, likely something you have, or never will experience.

So this is your solution to the problem, is to have this lady walk from her affordable parking spot to her residence and chance being attacked again, and this time may be she gets raped or abducted.

Just a few days ago she found a live bullet in their front yard, and they had some kind of shooting incident in front of their building. They also have a continuous problem with homeless people sleeping in their front vestibule, and sometimes they locked themselves in the library that is right inside their building.

And now you think it's safe for one of your senior citizens of Saskatoon, a petite lady, to walk 10 blocks in the evening to get home from her affordable parking spot. She could ride her bicycle and get there quicker, but the locks were cut on the bikes ready to

be stolen and we happen to get there before the thieves came to pick them up, that is inside her own locked up building.

The issue is not just affordable parking, the issue is also safe parking, with many of your senior citizens living downtown, and much of the action that the police have to attend to happening downtown as well, it's safe parking that's needed as well.

It was sad to see, as I left her building, two employees walk from the building across the street get into their cars, that are parked in two of safest and nicest parking spots and left empty all weekend, and the residents have no place for their visitors to park, a very inefficient use of such valuable spots, I know the parking situation deters me, so I usually ride my bicycle. I can't lock it up in front of her building or it will get stolen in the middle of the day so I have to take it up to her suite. How sad that we treat our seniors this way. We make it hard for them to even have visitors.

This is far from passing the grandmother test, surely someone on city Council will know what that means, and when you realize what it means, you should hang your heads in shame.

You people are not experiencing this in real life, therefore you do not see the urgency of fixing this problem, I challenge any lady or man on city Council to come and go for a walk at night by themselves, I'll give you a route to take and see if you feel comfortable going for the walk. Go ahead grandma it safe. If you can't see the stupidity in not fixing this problem, maybe the problem is the people trying to fix the problem. It needs to be taken a little more seriously. A little less talk and a lot more action. Talk, is not going to keep our seniors safe.

Disappointedlly yours, Roy Jacobson 306-652-7100

Request to Speak to City Council.

6320-1



From: City Council
Sent: Friday, August 04, 2017 11:58 AM
To: City Council
Subject: RE: Form submission from: Write a Letter to Council

It is from 33rd to University bridge.

Raj Randhawa
CEO
Horizon

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

From: City Council
Sent: Friday, August 04, 2017 11:14 AM
To: City Council <City.Council@Saskatoon.ca>
Subject: FW: Form submission from: Write a Letter to Council

I like to address traffic issue along Spadina.

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

From: City Council
Sent: Friday, August 04, 2017 10:20 AM
To: City Council <City.Council@Saskatoon.ca>
Subject: Form submission from: Write a Letter to Council

Submitted on Friday, August 4, 2017 - 10:20 Submitted by anonymous user: 184.64.165.253 Submitted values are:

Date: Friday, August 04, 2017
To: His Worship the Mayor and Members of City Council First Name: Raj Last Name: Randhawa
Address: 916 Queen St
City: SASKATOON
Province: Saskatchewan
Postal Code: S7K 0N2
Email: rrandhawa@horizon.ca
Comments:

Hello,
I would like the opportunity to speak to the Transportation Committee on Aug 15th. Please let me know if there is a time slot available. If you wish to contact me please do so via email or my cell at 306.222.5556.
Regards,
Raj

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/187752>

6220-1

From: Bryant, Shellie (Clerks)
Sent: Tuesday, August 08, 2017 3:58 PM
To: Slaney, Marlee (Clerks)
Subject: FW: Clerk's number



Please print and code.

From: Ron Anspach [mailto:ron.anspach@gmail.com]
Sent: August 08, 2017 3:53 PM
To: Cynthia <cynthia@blockcommunications.ca>
Cc: Bryant, Shellie (Clerks) <Shellie.Bryant@Saskatoon.ca>
Subject: Re: Clerk's number

This message is also being cc to Shellie Bryant asking her to allow me to address the transportation committee at their next meeting August 15th to speak about the changes to Victoria Avenue. *As you know the city plans changes to the sidewalk, that will take away part of my cross over to allow tenants to park adjacent to my building at 920 Victoria Avenue. This follows our meeting today with , yourself, and Marina Melchiorre; aslo*

920 Victoria Avenue
Saskatoon, SK



On Tue, Aug 8, 2017 at 2:45 PM, Cynthia <cynthia@blockcommunications.ca> wrote:

Hi Mr.Anspach - Her is the number:
306-975-3240

Please try to contact Clerk's office today and let them know that you want to present to the Transportation committee next week.

Thanks,
Cynthia.

Sent from my iPhone

Request for Encroachment Agreement – 401 Avenue L South

Recommendation

1. That the proposed encroachment at 401 Avenue L South (Lot 1 to 15 inclusive, Block 12, Plan No. F5554) 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 a future encroachment for the proposed eight new building staircases located at 401 Avenue L South.

Report Highlights

1. The proposed encroachment area of each staircase is 1.33 square metres.
2. The building staircases will extend onto the Avenue L South right-of-way by up to 1.089 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 401 Avenue L South has requested approval to enter into an encroachment agreement (see Attachment 1). As shown on the Site Plan and Detail Drawing (see Attachments 2 and 3 respectively), the proposed eight new building staircases will encroach onto the Avenue L South right-of-way by up to 1.089 metres. The total area of each staircase encroachment is approximately 1.33 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.

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 July 19, 2017
2. Copy of Site Plan Detailing Proposed Encroachment
3. Copy of Detail Drawing Detailing Proposed Encroachment

Report Approval

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

Reviewed by: Daisy Harington, Senior Building Code Engineer, Building Standards

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

S/Reports/2017/BS/TRANS – Request for Encroachment Agreement – 401 Avenue L South/ks

Request for Encroachment Agreement Dated July 19, 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"/>
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PROJECT INFORMATION	Site Address 401 AVENUE L SOUTH
	Legal Description (Lot/Block/Plan) Lots 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15 Block 12, Plan No. F5554

APPLICANT	Contact Name Crystal Bueckert		Company Name (if applicable) Bldg Studio Inc.	
	Address 325 21st Street West		City Saskatoon	Province SK
	Postal Code S7K 3J7		Preferred method of correspondence: MAIL or EMAIL	
	Phone Number (incl. Area Code) 306-241-6643	Email Address crystal@bldgstudio.ca		

OWNER	Contact Name (Official Name that will appear on the Agreement) Shane Olson		Company Name (if applicable)	
	Address #5 Peters Avenue, North Corman Industrial Park		City Saskatoon	Province Sk
	Postal Code S7H 2A4		Preferred method of correspondence: MAIL or EMAIL	
	Phone Number (incl. Area Code) 306-341-0470	Email Address shercom@sasktel.net		

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

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

Upon receipt of the request, the Building Standards Division of the Community Services Department will request approvals from the necessary Departments and Divisions, including Development Services, Building Standards, Transportation & Utilities and any other Department or Division as deemed necessary, depending on the type of encroachment. Upon receipt of the various approvals and that there are no objections to the request; the application will be forwarded to the next available 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		
	Applicant Signature 	Date 17/07/17	Application Received By



Copy of Site Plan Detailing Proposed Encroachment

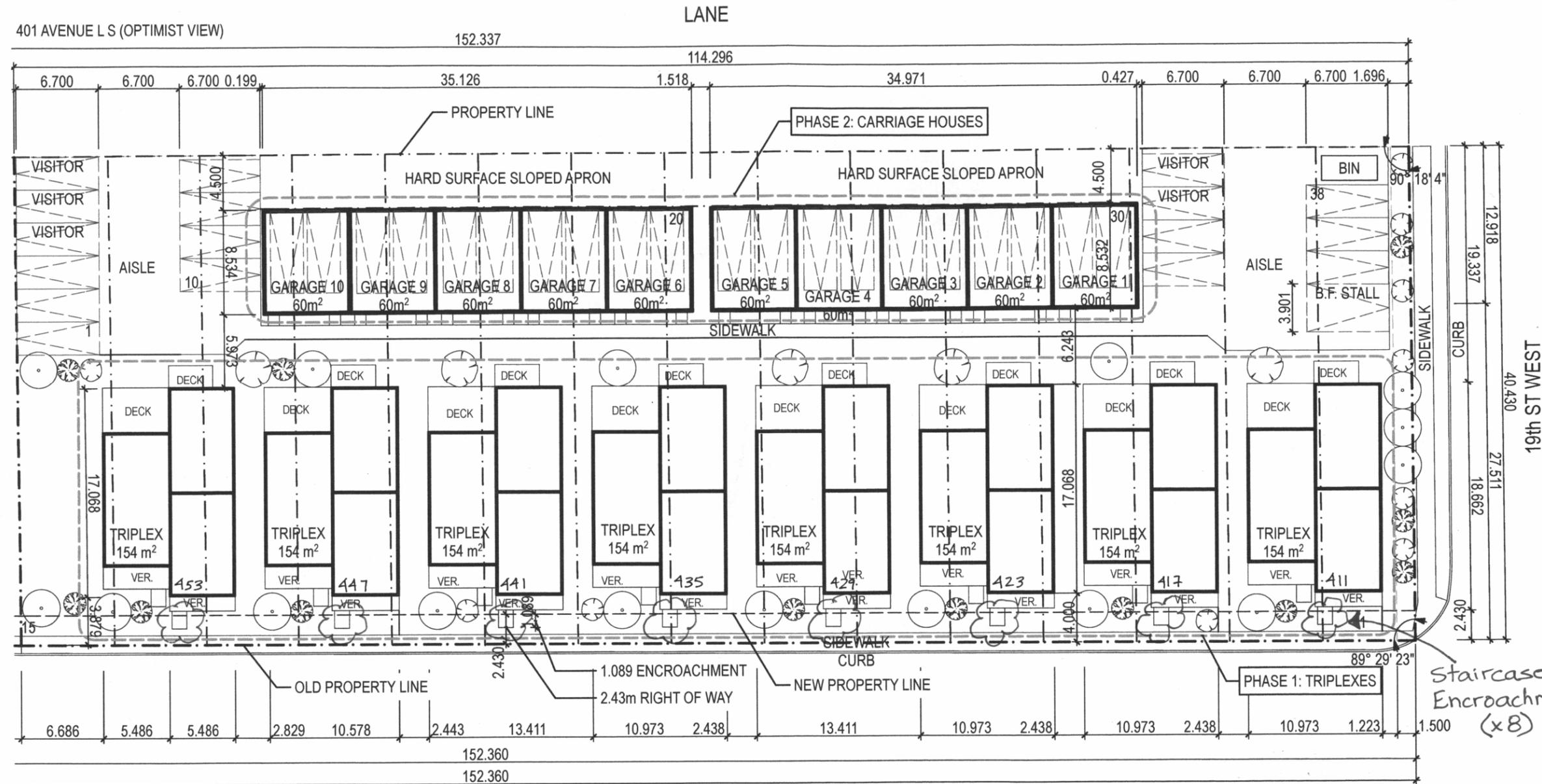


bldg.studio.inc

325 21st St West
Saskatoon, Saskatchewan
S7M 0W3
t: 306.241.6643
www.bldgstudio.ca

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SEAL



PROJECT
401 AVENUE L South
SASKATOON, SASK.

CLIENT
101063662 Saskatchewan Ltd
Avenue L Housing Development

DRAWN BY: CMB
ISSUED: REVIEW
SCALE: AS SHOWN/11x17 LAYOUT
PROJECT NO.: 1310
DATE: JULY 17, 2017

SHEET TITLE

PHASED SITE PLAN

A1.0

- COLOGREEN JUNIPER
- GOLSPUR AMUR CHERRY
- TOWER POPLAR

LANDSCAPE NOTES:
IRRIGATION TO BE UNDERGROUND SPRINKLERS TO TURF AND TREE PLANTINGS

AVENUE L SOUTH

PHASED SITE PLAN

SCALE: 1/32" = 1'-0"

1
A1.0

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE PROPOSED STRUCTURE WILL NOT ENCROACH UPON ANY ELECTRICAL OR GAS LINES OR ANY EASEMENTS REGISTERED AGAINST THE PROPERTY IN QUESTION. THE LOCATION OF THE ELECTRICAL OR GAS LINES MAY BE LOCATED BY CONTACTING SASKPOWER OR SASKENERGY RESPECTIVELY.

SITE SECURITY MUST BE PROVIDED DURING NEW CONSTRUCTION IN ESTABLISHED AREAS AND AS REQUIRED BY THE BUILDING INSPECTOR. THE SITE SECURITY SHALL BE A 6FT CONSTRUCTION FENCE AND WILL BE REQUIRED UNTIL ALL OPENINGS UP TO 6FT FROM GRADE ARE SEALED.

PROJECT INFORMATION:

CIVIC ADDRESS:
401 AVENUE L **south**
SASKATOON, SASKATCHEWAN

LEGAL DESCRIPTION:
LOTS 1-15
BLOCK 12
PLAN F5554

UNIT COUNT: 34 TOTAL
24 UNITS (TRIPLEX)
10 UNITS (CARRIAGE HOUSE)
20 GARAGE PARKING SPACES
20 OUTDOOR PARKING SPACES

PARKING:
38 STALLS PROVIDED
5 VISITORS
1 B.F. STALL

Copy of Detail Drawing Detailing Proposed Encroachment

ATTACHMENT 3

ENCROACHMENT NOTES:

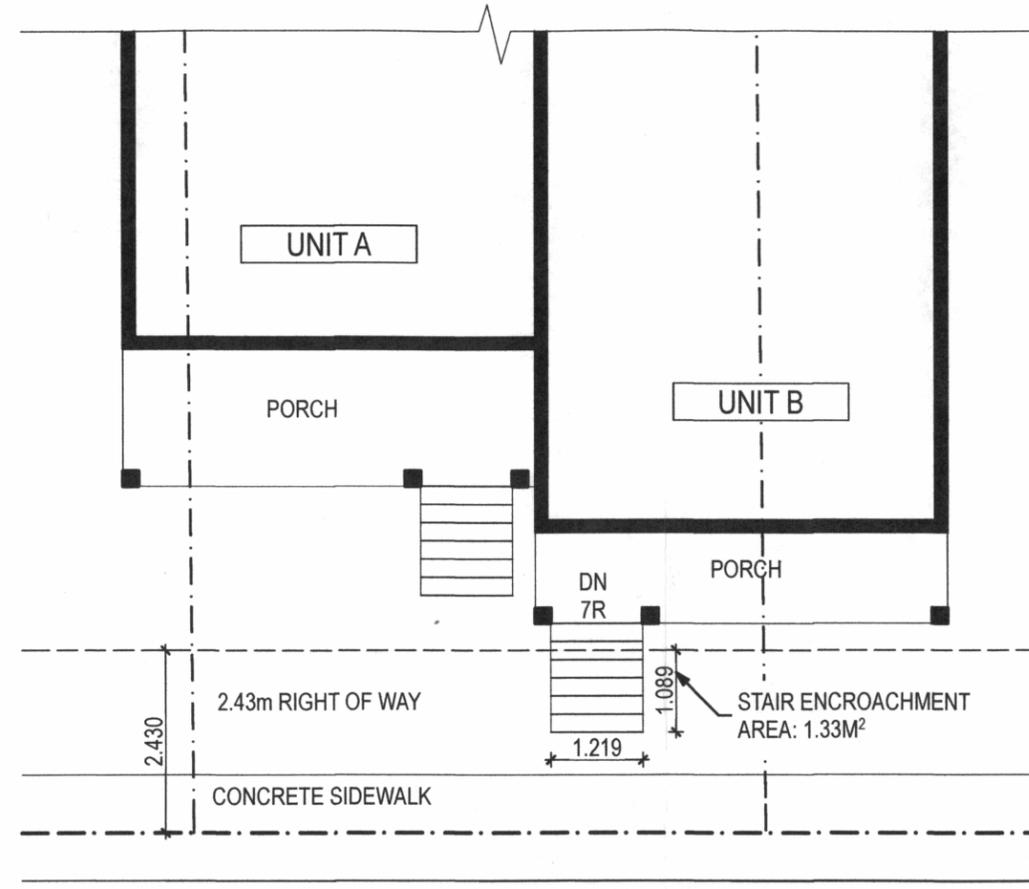
ENCROACHMENT INCLUDES 5.5 STEPS @ 1.219mx1.089m (1.33m²)
 TOTAL NUMBERS OF UNITS IS 8.
 8 UNITS @ 1.33m² ENCROACHMENT AREA.
 TOTAL AREA ENCROACHMENT = 10.64m²

bldg.studio.inc

325 21st St West
 Saskatoon, Saskatchewan
 S7M 0W3
 t: 306.241.6643
www.bldgstudio.ca

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SEAL



$1.33 \text{ m}^2 \times 8 = 10.64 \text{ m}^2$
 Total area of encroachment

OPTIMIST VIEW

PROJECT
401 AVENUE L SOUTH
 SASKATOON, SASK.

CLIENT
 101063662 Saskatchewan Ltd
 Avenue L Housing Development

AVENUE L SOUTH

1
 A-3

TYPICAL ENCROACHMENT DETAIL #453, #447, #441, #435, #429, #423, #417, #411

SCALE: 1/8" = 1'-0"

DRAWN BY: CMB
 ISSUED: REVIEW
 SCALE: AS SHOWN/11x17 LAYOUT
 PROJECT NO.: 1310
 DATE: JULY 17, 2017

A:\users\cuser\Dropbox\3 - BLDG STUDIO Archive\2013\1310 - 401 Ave L S - Optimist View\4 - IFC\AVE L_SITE_IFC_FULL-2.pln

SHEET TITLE

ENCROACHMENT DETAIL

Request for Encroachment Agreement – 475 Avenue L South

Recommendation

1. That the proposed encroachment at 475 Avenue L South (Lot 16 to 20 inclusive, Block 12, Plan No. F5554) 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 a future encroachment for the proposed building eaves located at 475 Avenue L South.

Report Highlights

1. The proposed encroachment area is 2.59 square metres.
2. The building eaves will extend onto the Avenue L South right-of-way by up to 0.283 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 475 Avenue L South has requested approval to enter into an encroachment agreement (see Attachment 1). As shown on the Site Plan and Detail Drawing (see Attachments 2 and 3 respectively), the proposed new building eaves will encroach onto the Avenue L South right-of-way by up to 0.283 metres. The total area of the encroachment is approximately 2.59 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 June 28, 2017
2. Copy of Site Plan Detailing Proposed Encroachment
3. Copy of Detail Drawing of Proposed Encroachment

Report Approval

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

Reviewed by: Daisy Harington, Senior Building Code Engineer, Building Standards

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

S/Reports/2017/BS/TRANS – Request for Encroachment Agreement – 475 Avenue L South/ks

Request for Encroachment Agreement Dated June 28, 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 475 Avenue L South		
	Legal Description (Lot/Block/Plan) Lots 16, 17, 18, 19, 20 Block 12, Plan No. F5554		
APPLICANT	Contact Name Crystal Bueckert		Company Name (if applicable) Bldg Studio Inc.
	Address 325 21st Street West	City Saskatoon	Province SK
	Postal Code S7M 0W3	Phone Number (incl. Area Code) 306-241-6643	Email Address crystal@bldgstudio.ca
	Preferred method of correspondence: MAIL or EMAIL		
OWNER	Contact Name (Official Name that will appear on the Agreement) Michael Nemeth		Company Name (if applicable) Radiance Co-housing
	Address 1215 Broadway Avenue	City Saskatoon	Province Sk
	Postal Code S7H 2A4	Phone Number (incl. Area Code) 306-292-6356	Email Address michael@brightbuildings.ca
	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 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"/>	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 checked="" type="checkbox"/>	Proposed Future Encroachment	Detailed drawings of the proposed encroaching areas including detailed dimensions of all areas that will encroach onto City of Saskatoon Property. (Once construction is complete, an updated Real Property Report/Surveyor's Certificate will be required to confirm the area of encroachment.)	<input checked="" type="checkbox"/>

Upon receipt of the request, the Building Standards Division of the Community Services Department will request approvals from the necessary Departments and Divisions, including Development Services, Building Standards, Transportation & Utilities and any other Department or Division as deemed necessary, depending on the type of encroachment. Upon receipt of the various approvals and that there are no objections to the request; the application will be forwarded to the next available 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 the same separate 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.		
		Applicant Signature	JUNE 27, 2017

RECEIVED

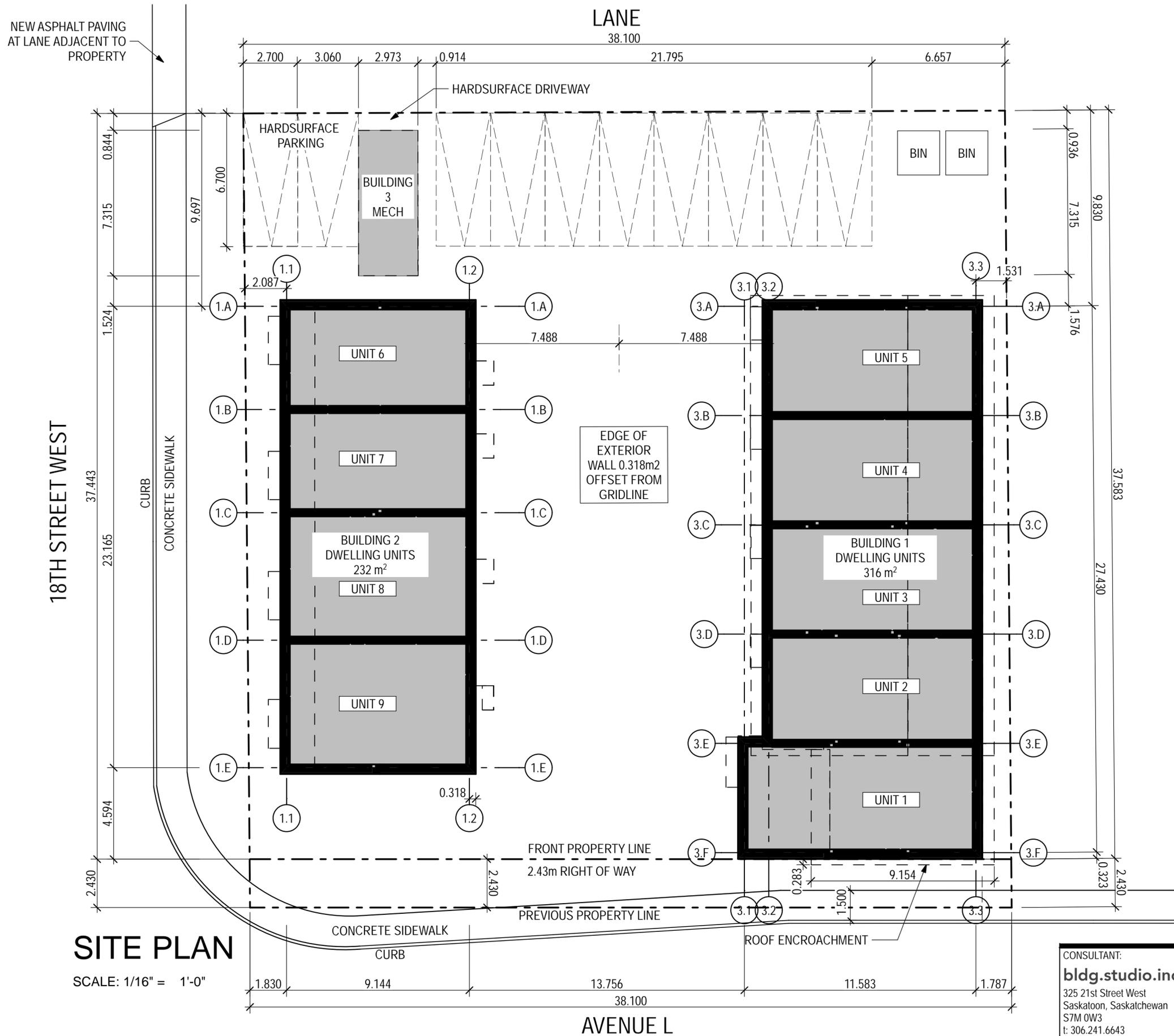
JUN 28 2017

Date Received

CITY OF SASKATOON
COMMERCIAL PERMIT OFFICER

Copy of Site Plan Detailing Proposed Encroachment

ATTACHMENT 2



CONSULTANT:
bldg.studio.inc
325 21st Street West
Saskatoon, Saskatchewan
S7M 0W3
t: 306.241.6643

PROJECT:
RADIANCE CO-HOUSING
475 Avenue L South
Saskatoon, SK

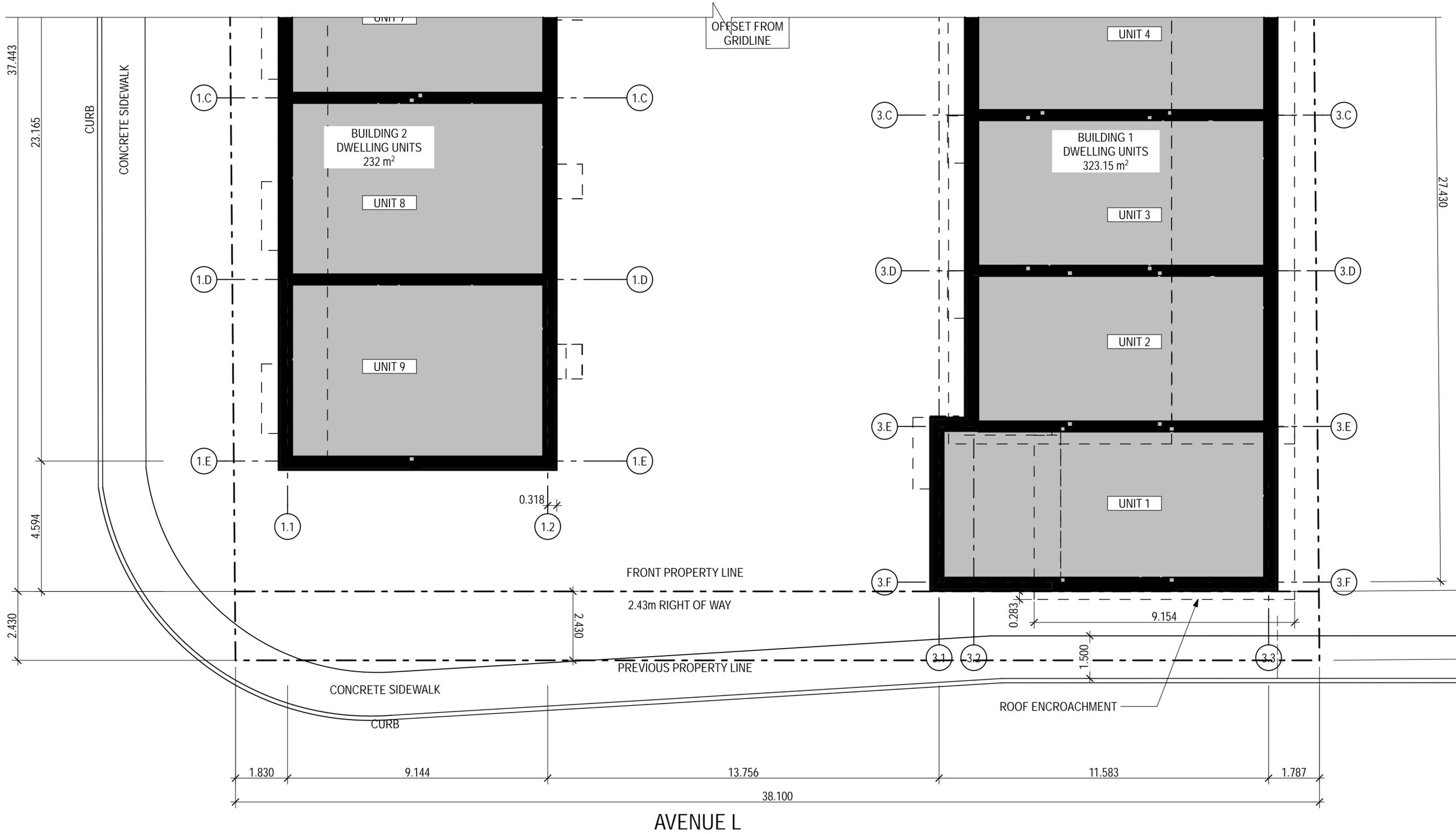
DRAWING NAME: **SITE PLAN**

DRAWN BY: CMB
ISSUED: IFC
SCALE: LETTER
PROJECT NO.: 1354
DATE: JULY 11, 2017

DWG NO. **A2.0**

Copy of Detail Drawing of Proposed Encroachment

18TH STREET WEST



1 ROOF ENCROACHMENT
 A1.0 SCALE: 3/32" = 1'-0"

CONSULTANT: bldg.studio.inc 325 21st Street West Saskatoon, Saskatchewan S7M 0W3 t: 306.241.6643	PROJECT: RADIANCE CO-HOUSING 475 Avenue L South Saskatoon, SK	DRAWING NAME: ENCROACHMENT DRAWN BY: CMB ISSUED: IFC SCALE: LETTER PROJECT NO.: 1354 DATE: JULY 11, 2017	DWG NO. A1.0
--	---	--	------------------------

Request for Term-Limit and Tracking on Loading Zones in Residential Areas

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated August 15, 2017, be received as information.

Topic and Purpose

This report provides information on establishing term-limits and tracking of disabled parking zones in residential areas.

Report Highlights

Implementation of term-limits and tracking of disabled parking zones in residential areas is not recommended as the policy in place is successful in managing the removal of disabled parking zones.

Strategic Goal

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

Background

The Standing Policy Committee on Transportation, at its meeting held on April 4, 2017, considered correspondence from the Saskatoon Accessibility Advisory Committee regarding term-limits and tracking for loading zones in residential areas and resolved:

“That the matter of a term-limit and tracking of loading zones in residential areas be referred to the Administration for a report.”

Report

City of Saskatoon Council Policy C07-026, Disabled Parking Zones (Attachment 1) outlines that a disabled parking zone can be installed on the street in front of the property owned by the applicant or tenants of a property with the owner’s permission. The policy states under 3.1 b) “The applicant is responsible for notifying the City when the disabled parking zone is no longer required”.

In the last three years, a total of 152 disabled parking zones have been established:

- 2014 – 29
- 2015 – 57
- 2016 – 66

When a disabled parking zone is no longer needed by an applicant, the Administration is normally contacted and the zone is removed. Or, if new occupants of a residence do

not require a previously installed disabled parking zone, the Administration is contacted and the zone is removed. As on-street parking directly in-front of a person's residence is attractive to people, the policy in place is successful in managing the removal of disabled parking zones. The Administration does not have an inventory of installed disabled parking zones throughout the City. In 2016, five disabled parking zones were removed.

The cities of Calgary and Edmonton have a similar policy in place to administer the installation and removal of disabled parking zones, and also do not have inventories of installed disabled parking zones.

Options to the Recommendation

Instituting expiration dates or term-limits on disabled parking zones can be accomplished through the development of an inventory and tracking system, and the determination of an appropriate term. Additional staffing and resources would be required for the following:

- To locate each disabled parking zone;
- Contact the current property owner or tenant;
- Confirm the continued need for the disabled parking zone;
- Confirm an appropriate term-limit;
- Revise the policy; and
- Install an expiration date on the signs.

The cost of labour and equipment required to revise the current practice and policy is estimated as follows:

Task	Labour and Equipment Required	Estimated Cost
Review all city block faces and establish the expiration on each sign	<ul style="list-style-type: none">• Two Sign Shop staff for 6 months• One vehicle for 6 months	\$ 75,000 10,000
Contact each property owner or tenant and confirm need for disabled parking zone, create database, liaise with stakeholders on revised Council Policy details, and revise Council Policy	<ul style="list-style-type: none">• One office staff for 12 months	\$ 75,000
Total		\$160,000

The requirements for a disabled parking zone permit are supplied by the Saskatchewan Abilities Council and allows for a three-year renewal period. If a term-limit is included in a revised policy, a logical term may be three years.

Public and/or Stakeholder Involvement

If City Council decides to proceed with changing the policy, all property owners or tenants in possession of a disabled parking zone, and the Saskatoon Accessibility Advisory Committee would be consulted as a key stakeholder in the implementation of the change in policy.

Communication Plan

If City Council decides to proceed with changing the policy, all property owners or tenants in possession of a disabled parking zone would be contacted to communicate the changed policy to determine whether their existing space is still required. The changed policy would also be communicated on the City website, through a notice posted at City Hall, in The StarPhoenix City Pages, and via key stakeholder organizations identified in consultation with the Saskatoon Accessibility Advisory Committee.

Policy Implications

Council Policy C07-026, Disabled Parking Zones will be revised and brought to City Council for approval if changes are deemed necessary.

Financial Implications

If the policy requires changes to include term-limits, a capital project would be submitted to City Council for the 2019 Business Plan and Budget deliberations.

Ongoing operating impacts of a revised policy are not expected to be significant and could be managed through existing staffing levels.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If City Council resolves to change the policy, a capital project would be submitted to City Council for the 2019 Business Plan and Budget deliberations. In early 2020, following completion of the 2019 work required to revise the current practice, the Administration would bring forward a report summarizing the work completed, and a proposed revised Council Policy.

Public Notice

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

Attachment

1. Council Policy C07-026, Disabled Parking Zones

Report Approval

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

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C07-026

POLICY TITLE <i>Disabled Parking Zones</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>August 18, 2016</i>
ORIGIN/AUTHORITY <i>City Council – Standing Policy Committee on Transportation Report, Item 8.3.1.</i>	CITY FILE NO. <i>CK. 6145-1</i>	PAGE NUMBER <i>1 of 3</i>

1. PURPOSE

To define criteria for installation of disabled parking zones.

2. DEFINITIONS

- 2.1 Disable Parking Zone - an area of a street or a parking lot indicating that space is only to be used for vehicles displaying a disabled placard and Access Transit.
- 2.2 Disabled Placard - a placard as supplied by Saskatchewan Abilities Council or Canadian Paraplegic Association.
- 2.3 Access Transit - Access Transit is for those who are unable to use the regular transit system with safety and dignity. It is a shared-ride service, travelling on an accessible door to accessible door basis.

3. POLICY

3.1 General

- a) Applications for disabled parking zones can be accepted from property owners or tenants of a property with owner's permission.
- b) The applicant is responsible for notifying the City when the disabled parking zone is no longer required.

3.2 Warrants

The disable parking zone MAY be warranted if the criteria below are met:

- a) Property does not have driveway access.

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C07-026

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- b) If the property has a driveway access the following exceptions MAY be considered:
 - i) Applicant uses Access Transit regularly.
 - ii) Applicant is a wheel chair user and cannot access their vehicle easily or has someone picking them up regularly.
- c) Applicant must be the property owner or must provide written permission from the owner. For a multi-unit building site, the applicant must provide written permission from the property management company or condominium board.
- d) Applicant must be a valid placard holder and display it in the window of their vehicle when parking within the disabled parking zone.

3.3 Regulation

- a) The maximum number of disabled parking zone allowed is one per property.
- b) The location of disabled parking zone should be within their property lines and it shall not be installed at locations where it would be a detriment to traffic safety or traffic flow.
- c) The size of a disabled parking zone typically is 7 metres in length by 2.5 metres in width.

3.4 Cost

There is no cost associated with disabled parking zone for the applicant and the City is responsible to provide its signage, installation and future maintenance.

4. RESPONSIBILITIES

- 4.1 The applicant shall be responsible for notifying the Transportation division when the disabled parking zone is no longer required.

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C07-026

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
<i>Disabled Parking Zones</i>	<i>August 18, 2016</i>	<i>3 of 3</i>

- 4.2 Transportation and Utilities Department shall be responsible for:
- a) Administering, reviewing and recommending updates to the policy.
 - b) Providing, installing and maintaining the signage.
- 4.3 Director of Transportation shall be responsible for approving disabled parking zone requests.
- 4.4 City Council shall be responsible for approving any updates to this policy as recommended by the Transportation and Utilities Department.

2017 Street Sweeping and Cleaning Update

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated August 15, 2017, be received as information.

Topic and Purpose

The purpose of this report is to provide an update on the Street Sweeping and Cleaning service level performance and to present the outcomes of the 2017 sweeping program pilot studies.

Report Highlights

1. The City met all but one of the Street Sweeping and Cleaning level of service targets.
2. Daytime school zone street sweeping was piloted successfully as part of the residential street sweep program, and implementation is expected to achieve \$165,000 in sweeping program savings in future years.
3. In select neighbourhoods, an alternate operational priority street sweeping strategy was piloted successfully. Overall process improvements reduced parking ticket errors (lost revenue) and customer complaints.
4. Modified flat deck trucks and bulk stackable sign racks (300 per rack) were piloted to optimize sign management efficiencies.
5. A small sweeper is being tested as part of a pilot partnership with the Downtown Business Improvement District to meet and improve upon the current protected bike lane sweeping level of service in DTNYXE.

Strategic Goals

This report supports the Strategic Goal of Quality of Life, as the annual sweeping program preserves air quality and improves the overall city cleanliness for Saskatoon residents and visitors. The Strategic Goal of Moving Around is supported by the sweeping programs that ensure roads, streets, bridges, and sidewalks are able to be properly inspected and maintained. This report also supports the long-term strategy to improve the quality of storm water run-off that enters the South Saskatchewan River under the Strategic Goal of Environmental Leadership.

Background

Street sweeping and cleaning is a core function of City roadway operations. Each component of the sweeping program is executed to enable mobility, preserve air and water quality, maintain surface drainage, and improve aesthetics of City streets and adjacent infrastructure.

Report

Street Sweeping and Cleaning Service Level Performance

On June 12, 2017, the Street Sweeping and Cleaning Service Level report was presented to the Standing Policy Committee on Transportation. Table 1 summarizes the City's performance on those service levels to date.

Table 1: Street Sweeping and Cleaning Service Level Performance

Programs within Service Line	Customer Performance Measures	2017 Performance	On Target
Spring Debris Removal	Pick up at least 25% of winter operations debris.	46% of winter operations debris picked up.	Yes
	Complete program prior to the end of May.	Program completed on May 6, 2017.	Yes
Comprehensive Street Sweep	Complete program prior to the end of June.	Program completed on June 27, 2017.	Yes
	Relocate and fine less than 4,000 vehicles per year.	4089 vehicles were ticketed in 2017.	+2.2%
	No-Parking signs posted no less than 36 hours in advance of sweep.	No-Parking signs were posted no less than 36 hours in advance of sweep.	Yes
	Vehicle locations available within Find My Vehicle App within 5 minutes of relocation.	Zero complaints about vehicle location availability on the Find My Vehicle App.	Yes
Housekeeping	Remove debris from high traffic driving lanes once per month from May to September.	The City is on schedule to remove debris from high traffic driving lanes once per month from May to September.	Yes
	Remove debris from Business Improvement Districts once per month from June to September.	Business Improvement Districts were swept on May 8-10, June 6-7, and July 4-5. They are scheduled to be swept in the first week of August and September.	Yes

Daytime School Zone Street Sweeping Pilot Study

Daytime school zone street sweeping was piloted as part of the residential street sweep program. School zones were swept during the day along with their corresponding neighbourhoods. This approach eliminated the need for a separate night-time school zone street sweeping program temporarily increasing the service level provided in the Housekeeping Program during the spring season. In future years, resource levels will be adjusted and \$165,000 in program savings are expected as a result of this continuous improvement initiative.

All school zones were completed along with their neighbourhoods with no reported safety concerns or complaints. The City received positive feedback from the school boards and plans to continue with this strategy next year.

Full Neighbourhood Sweep Utilizing Priority Street Parking Pilot Study

The priority streets in seven neighbourhoods were posted for no-parking and swept curb-to-curb during the spring debris pick-up program in April. The neighbourhoods were then swept as a whole, as opposed to scheduling them over two days. This strategy provided locations for residents to park on the priority streets when the neighbourhood was being swept.

The observed performance in 2017 showed a slight increase in tickets over the pilot neighbourhoods; however, it increased by roughly the same amount as the rest of the city. The increase in tickets is attributable to improved internal processes that saw nearly 500 fewer tickets cancelled due to sign co-ordination errors this year compared to last. Complaints in the pilot neighbourhoods decreased in 2017.

Overall, street cleaning efficiency was improved as the new strategy combined the Spring Debris Pickup and Comprehensive Street Sweep on 55 kms of street.

With the improvements to efficiency and reduction in complaints, the pilot is considered a success and the City plans to continue with this strategy for the 2018 Comprehensive Street Sweep. The seven original neighbourhoods will continue to be cleaned with this approach, and further neighbourhoods will be evaluated for suitability and inclusion in this new strategy.

Sign Rack Pilot Study

The pilot study evaluating modified flat deck trucks and bulk stackable sign racks (300 per rack) is ongoing. One of the ten racks was manufactured and used briefly this spring. Further testing will be completed during the fall sweep and findings will be captured in the program close-out.

DTNYXE Protected Bike Lane Sweeping Pilot Study

The DTNYXE protected bike lane street sweeping pilot study includes the testing of a small sweeper capable of fitting in bike lanes, and is being executed via a partnership with the Downtown Business Improvement District.

To date, it has been observed that the small air sweeper cannot pick up heavy debris and is only effective at picking up light dust and garbage such as cigarette butts. As a result, the bike lanes which were originally planned to be swept once per month are currently being cleaned once per week. Findings and future recommendations from this pilot study will be captured in the program close-out and implemented on a go-forward basis.

Communication Plan

Streets were posted with yellow No Parking signs up to 36 hours in advance of street sweeping to notify drivers and residents. Street sweeping activities were promoted broadly through Public Service Announcements, social media channels and at saskatoon.ca/sweeping. Additional advertising for street sweeping was included in the

Building Better Roads campaign. Street Sweeping service alerts were used to inform of any schedule changes for the curb-to-curb spring programs.

Environmental Implications

City sweeping programs improve water quality entering the South Saskatchewan River through the storm water system and provide better local air quality due to reduced dust.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The sweeping program is weather-dependant but typically concludes at the end of October.

Public Notice

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

Report Approval

Written by: Louis Carter, Project Coordinator
Reviewed by: Eric Quail, Roadways Manager
Brandon Harris, Director of Roadways & Operations
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS LC – 2017 Street Sweeping and Cleaning Update-August

Residential Parking Permit Program Update

Recommendation

That the report of the General Manager, Community Services Department, dated August 14, 2017, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide an update on the Residential Parking Permit Program.

Report Highlights

1. Competition for the existing parking space supply has a significant effect on the City of Saskatoon (City) and the neighbourhoods where people live and work.
2. Upon review of Residential Parking Program, 1999, Bylaw No. 7862 (Bylaw), it was discovered that a number of properties not eligible to receive parking permits have been issued permits.
3. Excluding parking ticket revenue, Residential Parking Permit fees do not cover the cost of administering and enforcing the Residential Parking Permit Program.
4. The current process for the Residential Parking Permit Program does not address parking displacement when zones are expanded, nor does it anticipate parking issues from growth and infill development.

Strategic Goal

This report supports the City's Strategic Goal of Asset and Financial Sustainability by ensuring roadways are well-managed and meeting the needs of citizens.

Background

The Residential Parking Permit Program is intended to be a cost/revenue neutral program that increases on-street parking opportunities for residents in areas with high on-street parking demand. Residential Parking Permit zones are enacted by the Bylaw, and guided by Residential Parking Permit Program Policy No. C07-014 and Administration of Residential Parking Permits Policy No. A07-014 (Policies).

Residential Parking Permit zones give parking priority to eligible residents of the zone and are patrolled daily to ensure compliance with the parking restrictions.

Report

Parking Effects on Quality of Life

Parking has a significant effect on the City and the neighbourhoods where people live and work. Transient parking reduces the opportunity for residents to park near their homes. A well-managed parking strategy, using restrictions and fees, encourages decisions that increase transit use, carpooling, and active transportation. As a result,

public and private parking resources are optimized and revenue is generated to fund City initiatives.

In established areas undergoing strategic infill, parking management must respond to the unique characteristics of the neighbourhood. Prioritizing parking opportunities for residents is important in maintaining the neighbourhood's appeal.

The Parking Section continues to receive concerns about transient parking, most notably in the Varsity View Residential Parking Permit zone. Recently, residents on the edges of Residential Parking Permit zones have petitioned to expand the zones by 40 block faces. These residents feel they have reduced opportunity to park near their homes. Due to a limited number of available parking spots, residents also feel that vehicles park inappropriately, blocking driveways. Implementing the Residential Parking Permit zone on these block faces would give residents priority to park near their homes and provide daily parking enforcement to reduce inappropriate parking.

Permits Issued to Ineligible Properties

In response to numerous concerns, the Parking Section has carefully reviewed the Bylaw and discovered that there are permits issued that do not conform to the Bylaw. The ineligible properties include commercial, institutional, and some multi-unit dwellings. For example, the Parking Section received a request from a school to renew its Varsity View visitor permits for the 2017/2018 school year. While the school has been receiving visitor permits for a number of years, it does not qualify for permits under the Bylaw. The presence of a school in a neighbourhood is a common catalyst to create a residential parking zone. The Varsity View neighbourhood also has numerous traffic generators within and nearby that stress parking supply.

Of the 18 multi-unit dwellings, commercial properties, and institutional properties investigated thus far in the three existing Residential Parking Permit zones, permits were issued to:

- 5 ineligible properties in the City Park neighbourhood; and
- 7 ineligible properties in the Varsity View neighbourhood.

The Administration cannot issue permits that are inconsistent with the Bylaw and will no longer issue permits to properties discovered to be ineligible. The full eligibility analysis is complex and takes time to complete, given current resources. The ongoing review may uncover more permits that will no longer be issued.

Program Costs Versus Permit Revenue

The Policies state that the purpose of the Bylaw is to provide a cost/revenue neutral Residential Parking Permit Program. Excluding revenue from parking tickets, revenue from permit sales is \$50,000 annually. The cost of administering the program and providing parking enforcement in the current Residential Parking Permit zones is \$375,000.

Ticket revenue is separated from the Parking Section to prevent perceptions of aggressive ticketing and to keep the Parking Section focused on parking management and providing customer service. Ticketing is a parking management tool, not a source to fund Residential Parking Permit enforcement. All ticketing revenue goes into general revenue and is not accounted for in the parking program budgets.

Currently, Residential Parking Permits are \$25 per year. Because parking ticket revenue does not fund the administration and enforcement of Residential Parking Permit zones, a rate increase of \$250 to \$300 per permit is estimated to bring the existing program to a cost neutral status.

In some areas, residents have noted that transient parking occurs 24 hours a day, 7 days a week, not just during current Residential Parking Permit restriction hours. If parking restriction hours and days are extended, the permit fees will need to be increased to \$500 per permit to fully recover costs in the affected zone.

Program Adaptability

The Residential Parking Permit Program is structured to be a community-led initiative whereby residents petition the City to create or expand a Residential Parking Permit zone. However, this can lead to displacement issues where people seeking to park in an area move to the next unrestricted block adjacent to the Residential Parking Permit zone. This process also does not anticipate parking issues that will occur with new developments and infrastructure, such as the opening of the new Traffic Bridge in 2018. This opening may increase transient parking in the vicinity. To discourage all-day transient parking in residential areas and associated “driving-around-looking-for-parking” concerns, consultations with key stakeholders will be undertaken over the next year.

As the City grows and existing neighbourhoods redevelop, the demand on the public parking supply increases. The Residential Parking Permit Program was enacted before the current period of rapid growth and strategic change in the City, and may not be as effective as during its initial stages. Three contributing factors may reduce the effectiveness of the Residential Parking Permit Program:

- rapid growth and infill development;
- effects from major construction projects in the area; and
- permitting that does not adhere to the Bylaw and Policies, thus reducing available parking supply by increasing the number of permitted vehicles in the zones.

The current reactive, petition-based approach requires residents to take action as parking issues have exceeded their tolerances. An approach that proactively considers stressors due to growth may be more effective and provide a better customer experience. However, this would be a major project to undertake, requiring committed resources.

Communication Plan

Parking solutions will be discussed with Saskatoon Transit; community associations; residents; and large establishments, such as hospitals, schools, and the University of Saskatchewan, to identify impact generators, responsibilities, collaborations, and improvements.

Other Considerations/Implications

There are no options, public and/or stakeholder involvement, policy, financial, environmental, privacy, or CPTED considerations or implications at this time.

Due Date for Follow-up and/or Project Completion

Further reporting on the Residential Parking Permit Program will occur in 2018.

Public Notice

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

Report Approval

Written by: Genevieve Russell, Special Projects Manager, Parking Policy and Permits, Community Standards
Reviewed by: Andrew Hildebrandt, Director of Community Standards
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017/CS/TRANS – Residential Parking Permit Program Update/ks/df

Neighbourhood Traffic Management – Vertical Traffic Calming Devices Pilot Project

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated August 15, 2017, be forwarded to City Council for information.

Topic and Purpose

This report provides information on the vertical traffic calming devices pilot project.

Report Highlights

1. Four locations were selected for the vertical traffic calming devices pilot project:
 - 400 and 500 block of Nemeiben Road;
 - 1200 block of 29th Street;
 - 300 and 400 block of Stensrud Road; and
 - 300 block of Vic Boulevard.
2. Temporary speed humps will be installed in spring 2018 and removed in late fall 2018 to avoid the winter months.
3. The Administration will submit a report to City Council in early 2019 on the effectiveness of the devices.

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 safety of pedestrians, motorists, and cyclists.

Background

City Council at its meeting held on February 27, 2017, considered the report Neighbourhood Traffic Management – Feedback on Vertical Traffic Calming Devices, and resolved, in part:

- “2. That the Administration undertake a vertical traffic calming device pilot project in locations that would not currently qualify for such devices under the existing policy. Proposed locations should be based on transportation data, neighbourhood feedback, and consultation with local City Councillors. The goal of the project is to measure the impact of such devices in the community. Include consideration of temporary devices that can be removed in winter months and reporting to the Standing Policy Committee on Transportation before and after the pilot project.”

Report

The criteria for selecting locations is as follows:

1. Reviewed all Neighbourhood Traffic Review (NTR) speeding concerns and speed studies (2014 to 2016).
2. Shortlisted locations with measured 85th percentile speeds of 56 kph or higher (21 locations remained).
3. Shortlisted locations were chosen by eliminating locations where:
 - a) Recommendation from the NTR would already have reduced speed (i.e. traffic calming)
 - b) There are school zones
 - c) Streets that have more than two driving lanes
 - d) There are arterials and major collectors
 - e) Streets where speed boards are installed
4. Consulted with local area City Councillors.

This process generated the four locations proposed for the pilot project as follows:

Street	Area	Neighbourhood	Ward	Roadway Class	85 th Percentile Speed (kph)
Nemeiben Road	Emmeline Road to Anglin Crescent	Lakeridge	9	Collector	63
29 th Street	McMillan Avenue to Avenue M	Westmount	4	Major Collector	60
Stensrud Road	Muzyka Road to Van Impe Crescent/ Lamarsh Road	Willowgrove	10	Collector	56
Vic Boulevard	Assaly Street to Teal Crescent	Stonebridge	7	Collector	56

Temporary speed humps will be installed in spring 2018 and removed by September 30, 2018 to avoid the winter months.

The pilot project includes locations that are on Transit, Fire and Emergency response routes. As a result, the pilot project may have the following impacts:

- Delayed emergency response ranging between 5 to 10 seconds
- Increased traffic noise from braking and accelerating near the speed hump
- Vehicles with low undercarriages, including Transit, may experience difficulty crossing the speed hump

Financial Implications

The pilot project is estimated to cost approximately \$40,000 which includes the cost of installation, before and after speed studies, and removal for all four locations. Funding will be included in Capital Project #1512 - Neighbourhood Traffic Management and will be subject to City Council approval.

Public and/or Stakeholder Involvement

Stakeholders including Saskatoon Transit, Roadways & Operations, Saskatoon Police Service, Saskatoon Fire Department, and MD Ambulance were contacted by email July 10, 2017 informing them of the locations selected. The following is a summary of the feedback received:

Stakeholder	Comments
Saskatoon Transit	Maintain their opposition to vertical traffic calming devices. Due to the very low clearance of buses there is potential to damage the buses and/or the vertical traffic calming device.
Roadways & Operations	Requires removal by September 30 th to reduce risk of damage to snow removal equipment.
Saskatoon Fire Department	Maintain their opposition to vertical traffic calming devices. Vertical devices are not in the best interest for timely, safe responses to incidents. On each response, the truck will have to slow down to drive over the devices in order to prevent damage to the vehicle and equipment, and prevent injury to the crew.

Prior to installation of the devices, the Administration will notify the residents along the street and the Community Association. The Administration will work with the residents and respective City Councillor on mitigating any issues resulting from the installation of the devices.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The Administration will report back to City Council in early 2019 on the effectiveness of the devices.

Public Notice

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

Report Approval

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

Snow and Ice Management Service Level

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the current service level for the Snow and Ice Management service line be maintained and approved.

Topic and Purpose

The purpose of this report is to provide information on the current service level provided under the Snow and Ice Management service line and outline options to adjust service levels for 2018.

Report Highlights

1. The Snow and Ice Management service line delivers core service for citizens from November to April and consists of two programs: regular maintenance and snow event response.
2. The City of Saskatoon's (City) average total winter maintenance cost per lane kilometer is \$3,287; this is less than the average of \$4,800 from the Municipal Benchmarking Network Canada's 2015 Report.
3. Options are presented to enable adjustment of the current service level to increase or decrease service.
4. Recent snow and ice program improvements include increased crew coverage, expanded liquid de-icer capability, and extending the snow removal program.

Strategic Goals

This report supports the Strategic Goals of Moving Around, Quality of Life, and Asset and Financial Sustainability. The snow and ice management programs ensure citizens and visitors can safely move around in the city in winter months. Defined service levels ensure the City is making informed financial decisions and investing in services that matter to citizens.

Background

At the May 15, 2017 meeting of the Governance and Priorities Committee, the Administration committed to bring forward a series of service level documents on core services.

At the December 7, 2015 Standing Policy Committee on Transportation meeting, the current service level for snow and ice programs was approved. This report supports the shift of this information into the current service level template. The service level template communicates two key messages:

- Information for citizens, Committees, and City Council about “what we do”, “why we do it”, and “how much it costs” for each service line.
- Viable options to the current state of service levels, entitled “what else is possible”.

Snow and Ice Management Service Level

Moving to defined service levels supports Service Saskatoon and the shift to multi-year budgeting by creating mapped processes that can be easily added to Customer Relationship Manager (CRM) software when appropriate, focusing on citizen-centric service by updating website information with “what can you expect” and “how can you help” information, and ensuring we know what our services cost to enable more accurate and reliable estimating/budgeting in the future.

Report

Snow and Ice Management Service Line

Snow and ice management is a core function of the City from November to April. Programming within the service line is executed to ensure citizens and visitors can safely move around the city in winter months.

Currently, the service line consists of two programs:

- Regular Maintenance
- Snow Event Response

Attachment 1 provides additional detail on each program’s intended outcome, performance measures, guiding service attributes and customer values, and estimated unit costs.

Municipal Benchmarking Network Canada (MBNCanada)

MBNCanada originated in Ontario in 1998 and currently includes 6 provinces represented by 16 municipalities: Calgary, Regina, Winnipeg, Thunder Bay, Windsor, London, Hamilton, Waterloo, Toronto, Ottawa, Montreal, Halifax; as well as the Regions of Durham, York, Halton, and Niagara. Municipalities within MBNCanada collect and share data related to standard service areas in order to measure comparable performance.

Performance is measured annually in 37 service areas through 670 metrics. The Roads Service Area provides information on six metrics in its public report. One of these metrics is the “Total Cost for Winter Maintenance of Roadways per Lane Kilometre (km)”. In 2015, 15 municipalities reported on this metric resulting in an average total cost of winter maintenance per lane km of \$4,800. The municipalities reporting included all of those listed above except Regina. In 2017, the City’s average total cost for winter operations is expected to be \$3,287 per lane km.

- The lowest average cost for total winter maintenance per lane km is \$2,020 in Thunder Bay, ON and highest is in Montreal, QC at \$15,280.

Service Level Adjustment Options

Attachment 2 provides options to adjust the Snow and Ice Management service level and budget if interest exists. Option scenarios include those that increase or decrease the current service level to varying degrees, as well as an option to create revenue.

- Options to increase the current service level include:
 - Implementing improvement strategies and citizen feedback from the Snow & Ice Service Design Project, improving weekend night coverage, increasing snow removal, and increasing resources “on-road” during snow events.
 - Impact: Service improvements within this service line generally support citizen feedback gathered during the Snow & Ice Service Design Project.

Snow and Ice Management Service Level

- **Risk:** Budget increases would be required to support improvements in a mill-rate supported service line.
- Options to create revenue or decrease the service level include:
 - Adjusting the snow management facility model to fee-for-service to cover private use, or approximately 75% of the operating and capital costs.
 - Eliminating the proposed 2018 budget increase of \$1.2M through the dedicated 0.55% mill rate increase
 - Eliminating contractor assistance with Snow Event Response, reducing costs but doubling the storm response timeline.
 - **Impact:** Reductions in the overall cost of the service line.
 - **Risk:** Contrary to citizen expectations by reducing total response time from three days to six days.

Continuous Improvement

In recent years, snow and ice management programs have undergone extensive improvements to meet citizen expectations and ensure effectiveness. Examples include:

- Reduction of the acceptable windrow height in school zones from 75cm to 60cm;
- Increase in the area where snow is removed in school zones;
- Introduction of blue lights to snow maintenance equipment to increase visibility for staff and citizen safety;
- Creation of a dedicated weekend night shift to improve ice management coverage, storm response times, and road conditions for the morning commute;
- Completion of the data collection phase of Snow & Ice Service Design Project – focusing on citizen experiences moving around in the winter and service improvement strategies;
- Introduction of expanded communications for snow and ice, including standardized updates for email subscribers, social media followers and website visitors;
- Increase in capacity within the de-icing fleet and materials used;
- Increase in frequency of inspections and sanding for medium-traffic streets; and
- Increase in snow removal service level for high-density parking streets.

Within this context of continuous improvement and focus on adhering to the defined Snow and Ice Management service level, the City's External Auditor, PricewaterhouseCoopers LLP concluded, on July 12, 2016, the program in place is effective in achieving its objectives, and is achieving economy and efficiency.

Options to the Recommendation

The Standing Policy Committee on Transportation may direct the Administration to investigate further options to reduce or increase the Snow and Ice Management service level and budget prior to making a recommendation to City Council for the 2018 Business Plan and Budget deliberations.

Public and Stakeholder Involvement

The Snow & Ice Service Design Project occurred in early 2017 and included an online survey and a stakeholder co-design event focused on gathering information on citizen experiences when moving around Saskatoon in the winter. The survey yielded nearly 1,800 responses and the co-design event was attended by a diverse group of community

groups, business representatives, and school boards. Public opinion feedback gathered during this process is not the focus of this report, but has been included in the options section of the attached Options to the Current Service Level for Snow and Ice Management document. A report detailing the next steps for the data gathered through the Snow & Ice Service Design Project will be presented with the 2018 budget submission.

Communication Plan

Regular snow and ice maintenance, and snow event response activities are promoted through automated Snow & Ice Updates, Public Service Announcements, social media, the City’s website, and through marketing and communications material that are part of the annual Better Winter Roads campaign. Any change to the current service level or program will be communicated through these methods. If the level of service is changed significantly, additional communications will be required.

Financial Implications

Snow and ice management activities are expensive. For example, snow removal for an average kilometer in the city costs approximately \$9,000. If an option is pursued to increase the service level related to snow removal, an increase in the budget will be necessary. The attached Options to the Current Service Level for Snow and Ice Management document provides budget adjustment estimates associated with each option.

Environmental Implications

Snow and ice management activities are fuel and greenhouse gas intensive. For example, snow removal for an average kilometer in the city uses approximately 400 litres of fuel and creates one tonne of CO₂. This is the equivalent generated by 90 cars in a day. If an option is pursued to increase the service level related to snow and ice management activities, an increase in corporate greenhouse gas emissions will be expected.

Sodium Chloride and Magnesium Chloride are used for de-icing pavement surfaces. Each of these products have potential impacts on the environment, infrastructure, and private property. Their use is monitored in ice management activities.

Other Considerations/Implications

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

Due Date for Follow-up

A follow-up report summarizing the outcomes of all core service level decisions will be presented to City Council during the 2018 Business Plan and Budget deliberations.

Public Notice

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

Attachments

1. Service Level for Snow and Ice Management
2. Options to the Current Service Level for Snow and Ice Management

Snow and Ice Management Service Level

Report Approval

Written by: Kristin Bruce, Performance Improvement Coordinator,
Employee Experience & Performance

Written &

Reviewed by: Brandon Harris, Director of Roadways & Operations

Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities

TRANS KB – Snow and Ice Management Service Level

Service Level for Snow and Ice Management

Scope

Service Level (SL) documents are prepared to allow citizens of the City of Saskatoon (City) to review and understand the services *currently* provided. This document includes activities completed under the Snow and Ice Management service line. This service may be completed by various divisions in the City.

Service Overview: what we do

The City's Snow and Ice Management program focuses on public safety, ensuring citizen mobility, and environmental responsibility. The program typically runs from November to April and provides snow and ice management through regular maintenance and targeted response strategies. Regular snow and ice maintenance includes activities such as regular ice inspections, sanding and salting of high traffic intersections and streets, snow grading and removal in high use and high traffic areas based on mobility standards, and other snow management activities. Targeted response strategies include the focused and time based response system to maintain and restore mobility during and after snow events.

Purpose: why we do it

Saskatoon's climate requires a variety of snow and ice management activities to meet the public's safety and mobility needs and ensure the quality of life of citizens is maintained throughout the winter months.



Programs within Service Line	Service Attributes and Customer Values	Service Level Outcomes	Customer Performance Measures
Regular Maintenance	Safety, Quality, Efficiency, Environmental Responsibility, Quality of Life, Accessibility, Fiscal Responsibility	Throughout the winter months citizen mobility is monitored and action is taken to ensure safety concerns are minimized and access to services and amenities is consistently maintained.	<p><u>Roadway Snow Grading and Removal</u></p> <ul style="list-style-type: none"> • Local or neighborhood roads with severe rutting or an average overall snow pack of more than or equal to a 15 cm depth will be graded prior to snowmelt, taking into consideration impacts to on-street parking. • No-Parking signs will be posted no less than 36 hours in advance of ticketing and towing to prepare for local or neighborhood road snow grading. <ul style="list-style-type: none"> ○ When towing is used vehicle locations will be available on the Find My Vehicle App within 5 minutes of relocation on average. • 24 Hour Snow Route Parking Bans, using existing permanent signage, will only be announced at 7 a.m. or 3 p.m. in order to give citizens 8 hours' notice prior to becoming effective at either 6 p.m. or 11 p.m. • Stored or windrowed snow is removed when capacity is reached to make room for future snowfalls, when it interferes with street parking adjacent to businesses within a Business Improvement District, and in back lanes when it prevents safe access for utility work and/or collections crews. • Snow is not stored or windrowed within posted Accessibility Parking areas, posted school loading zones, or in Saskatoon Transit stops. • Regular winter maintenance is not completed in school zones between 8 a.m. and 4 p.m. • Snow stored in windrows in school zones will not exceed 60 cm in height for more than 72 hours. <p><u>Sidewalk and Pathway Clearing</u></p> <ul style="list-style-type: none"> • Sidewalks that are adjacent to property owned by the City of Saskatoon and along public walkways including bridge decks will be cleared and sanded as required to minimize snow and ice buildup. • City-maintained sidewalks have less than 5 verified complaints related to slip/fall/ice hazards after Sidewalk Clearing Bylaw No. 8463 timelines annually. • Other sidewalks are the responsibility of the adjacent landowner; information is available under Winter Walking & Snow Clearing at Saskatoon.ca. For more information on bylaw services see the Bylaw Compliance service line. <p><u>Roadway Ice Management</u></p> <ul style="list-style-type: none"> • Ice inspections occur every 4 hours on all freeways, high use streets (e.g. 8th Street, College Drive, 22nd Street), and on emergency facility access routes. • Ice inspections occur every 8 hours on all medium use streets (e.g. Main Street, 11th Street West, Lenore Drive) and all transit routes. • Ice inspections occur every 12 hours on all remaining Business Improvement Districts, bus routes, school zones, and around City Hall and City Downtown Yards. • De-icer and sand for traction is applied as needed.

			<p><u>Snow Storage Site</u></p> <ul style="list-style-type: none"> • There are less than five verified complaints of noise from the area surrounding the snow storage sites with “No Tailgate Slamming Policies” annually. • Snow management sites available for City, Contractor, and private use as posted while weather and site conditions permit. • At least one snow management facility will be available 24/7 from the first snow event until spring melt.
Snow Event Response	Safety, Responsive, Accessibility	Targeted response to addressing weather and snow events begins after severe weather and/or snowfall ends and it is safe to deploy crews. City streets are then inspected for ice, sanded and salted and graded based on the Priority Street System to ensure citizen mobility and safe access to services is restored quickly.	<p><u>Roadway Snow Grading and Removal</u></p> <ul style="list-style-type: none"> • Contractor and all available City of Saskatoon staff are called in as soon as a snow event is declared. <ul style="list-style-type: none"> ◦ Snow events are called if snow fall impacts driving conditions through heavy drifting or accumulation of more than 5 cm on roadways. • Driving lanes for all freeways, high traffic streets, and emergency facilities access routes are graded within 12 hours of snowfall ending. • Driving lanes for all medium use streets and all transit routes are graded within 36 hours of snowfall ending. • Driving lanes for all remaining Business Improvement Districts, bus routes, school zones, and areas around City Hall and City Downtown Yards are graded within 72 hours of snowfall ending. • Snow is removed from ramping hazards along Circle Drive within six days of snowfall ending. • Snow is removed from parking zones in high density business areas within 13 days of snowfall ending. <p><u>Sidewalk and Pathway Clearing</u></p> <ul style="list-style-type: none"> • City-maintained sidewalks and pathways are graded within 48 hours of snowfall ending as per the Sidewalk Clearing Bylaw No. 8463 or Council Policy C07-021.

Resource Allocation: what does it cost

All costing information presented is estimated based on available data.

Service Line	Programs	2017 Budgeted Cost to Deliver Service	2017 Estimated Actual Cost to Deliver Service	2017 Estimated Variance
Snow and Ice Management	Regular Maintenance and Snow Event Response	\$13,150,000	\$11,000,000	\$2,100,000*
		\$12,590,000 civic budget + \$560,000 UHCP funding		

*The Snow and Ice Management service line is designed based on an average winter that includes five snow events. With recent changes in weather patterns the total cost of this service line can be highly variable year over year. For instance, addressing a single snow event can cost \$1.5M or more. In order to mitigate some of this financial uncertainty the Snow and Ice Contingency Reserve was created and positive variance dollars are allocated to this fund to prepare for the future.

Service Line	Program Components	Cost per Program	Cost per Unit
Snow and Ice Management	Snow Grading, Removal, and Sidewalk Clearing	\$10,150,000	\$3,287 per lane kilometer of total winter maintenance*
	Snow Event Response		
	De-icing Activities	\$3,000,000	
Unit: # lane kilometres = 4,000 lane kms			

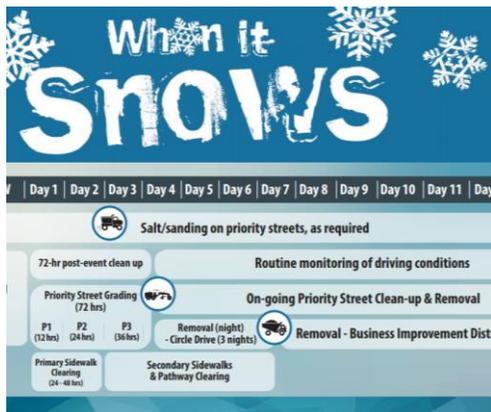
*In a comparison with 15 other municipalities from across Canada in the MBNCanada 2015 Report the average total winter maintenance cost per lane kilometre maintained is \$4,800. The lowest average cost for total winter maintenance per lane kilometre is \$2,020 in Thunder Bay, ON and highest is in Montreal, QC at \$15,280.

Financial Assumptions

Costs are represented as averages but are highly variable in reality due to street design, available snow storage, use of contractors, and amount/density of snow.

Supporting Information

To view complete images of the When it Snows timeline, Priority Street Map, or Be in the Know about Snow information sheet click the image to follow the hyperlink.



Constraints

Risk factors and variances that impact the ability to deliver the service include:

- The service line budget estimates are based on an average winter with five snow events, additional snow events or longer seasons can increase costs rapidly
- Severe weather can slow snow event resource deployment
- Cumulative snow quantities affecting snow management facility operations
- Unseasonably warm weather limiting access to snow management facilities
- Material costs and contractor cost and availability
- Amount of roadway inventory

Supporting References

- Sidewalk Clearing, Bylaw No. 8463
- Walkway Maintenance, Council Policy C07- 02

Options to the Current Service Level for Snow and Ice Management

Optional Service Levels: *what else is possible*

The table below provides options to adjust Snow and Ice Management service level and the implications to the budget allocation. Options include increases and decreases to the current service level. All costing information presented is estimated based on available data.

#	Option	Change in Service Level	Required Adjustment to Current Budget
1	Reduced Level of Service	<ul style="list-style-type: none"> No change in service level for regular maintenance or snow event programs from 2017 to 2018 Only incorporate Snow & Ice Service Design initiatives that do not require additional funding Reduction in proposed budget for 2018 	<ul style="list-style-type: none"> Reduction of \$1.2M from proposed 2018 budget through the removal of the 0.55% dedicated mill rate increase
2	Increased Level of Service	<ul style="list-style-type: none"> Increased service level within snow event program only Completing additional snow management activities and with more resources “on-road” during snow events Requires additional funding for two additional tandem trucks and two FTEs 	<ul style="list-style-type: none"> Addition of \$265,000 Increasing total budget from \$13.1M to \$13.4M
3	Increased Level of Service	<ul style="list-style-type: none"> Increased service level within snow event and regular maintenance programs New service level would emphasize city-wide snow removal over snow grading Requires three additional snow management facilities 	<ul style="list-style-type: none"> Addition of \$9.4M Increasing total budget from \$13.1 to \$22.5M¹ Addition of \$92M capital to fund additional snow management facilities
4	Reduced Level of Service	<ul style="list-style-type: none"> Eliminate contractor assistance during Snow Event Response Would result in a longer Snow Event Response timeline from 72 hours (3 days) to 144 hours (6 days) May create additional equipment costs Contrary to current citizen expectations 	<ul style="list-style-type: none"> Reduction of \$425,000 per event
5	Revenue Generation	<ul style="list-style-type: none"> No change in service level for existing programming Implement a fee for service for snow management facility operation Charge usage fees to cover private use, approximately 75% of total operating and capital expenses (\$700,000 in 2017) Reduces the costs of the service line 	<ul style="list-style-type: none"> Reduction of \$525,000 to corporate costs related to snow management facilities

¹ The estimated \$9.4M for adding city-wide snow removal on residential streets comes from the November 30, 2015 report to City Council titled Snow Grading and Removal on Residential Streets. The estimate includes two removals in every three year cycle.