



REVISED AGENDA REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, February 25, 2019

1:00 p.m.

Council Chamber, City Hall

Pages

1. NATIONAL ANTHEM AND CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

1. That the request to speak from DeeAnn Mercier dated February 22, 2019 be added to item 8.2.6;
2. That letters from the following be added to item 8.5.1:
 - Alison Norlen dated February 22, 2019
 - Karen Chad dated February 22, 2019
 - Veronica Gamracy dated February 22, 2019
 - Trent Bester dated February 22, 2019
 - Jenna Richards dated February 22, 2019
 - Garnet McElree dated February 24, 2019;
3. That the letter submitting comments from Jared Stephenson dated February 23, 2019 be added to Item 9.4.1;
4. That the following item with speaker be considered immediately following consideration of the Consent Agenda items:

- 8.2.6 - DeeAnn Mercier; and

5. That the agenda be confirmed, as amended.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of the Regular Business Meeting of City Council held on January 28, 2019, be adopted.

5. PUBLIC ACKNOWLEDGMENTS

5.1 In Remembrance of Sandra Shyluk

5.2 In Remembrance of Wade Hindmarsh

5.3 In Remembrance of Carol Izzard

5.4 Acknowledgment - B'yauling Toni

5.5 Council Members

This is a standing item on the agenda in order to provide Council Members an opportunity to provide any public acknowledgements.

6. UNFINISHED BUSINESS

7. QUESTION PERIOD

8. CONSENT AGENDA

Recommendation

That the Committee recommendations contained in Items 8.1.1 to 8.1.3; 8.2.1 to 8.2.7; 8.3.1 to 8.3.2; 8.4.1 to 8.4.5; and 8.5.1 be adopted as one motion.

8.1 Standing Policy Committee on Planning, Development & Community Services

8.1.1 2018 Annual Report - Development Appeals Board [File No. 430-30]

9 - 11

Recommendation

That the 2018 Annual Report of the Development Appeals Board be received as information.

8.1.2	Capital Budget No. 2102 - Father Basil Markle Park Pickleball Project – Budget Adjustment Request [File No. CK 610-1 and RCD 4206-MA5]	12 - 17
--------------	---	----------------

Recommendation

That the proposed budget adjustment of \$20,000, funded from the Park Enhancement Reserve, for Capital Project No. 2102 - CY- Sportfield Development and Improvements for the Father Basil Markle Park Pickleball Project, be approved.

8.1.3	Request for Developer to Construction Manage Portion of 3rd Avenue Streetscaping [File No. CK 4129-3 and PL 4131-44]	18 - 24
--------------	---	----------------

Recommendation

1. That Triovest Realty Advisors, as the Developer of the East Tower at Parcel YY in River Landing, be approved to perform construction management of civic streetscaping in front of the East Tower area in conjunction with their hardscaping work, on behalf of the City of Saskatoon;
2. That the work be in compliance with civic standards, follow administrative conditions, and a process be outlined for reimbursement in a formalized construction agreement;
3. That the City Solicitor be requested to prepare the appropriate agreement, as outlined in the February 12, 2019 report of the A/General Manager, Community Services Department, between the Developer and the City of Saskatoon, and;
4. That His Worship the Mayor and City Clerk be authorized to execute the agreement as prepared by the City Solicitor, under the Corporate Seal.

8.2 Standing Policy Committee on Finance

8.2.1	Tourism Saskatoon - 2018 Un-Audited Financial Statement [File No. CK. 1870-10]	25 - 27
--------------	---	----------------

Recommendation

That the Tourism Saskatoon - 2018 Un-Audited Financial Statement be received as information.

8.2.2	City of Saskatoon 2019 Internal Audit Plan [File No. CK. 1600-3]	28 - 35
--------------	---	----------------

Recommendation

1. That the Fraud Risk Assessment and the Health and Safety Assessment Audits be approved for the 2019 Internal Audit Plan; and
2. That if the Administration or the Internal Auditor have anything further to submit regarding the 2019 Audit Plan, they do so to the Committee at the appropriate time.

- 8.2.3 S&P Global's Canadian Ratings – City of Saskatoon [File No. CK. 1500-4] 36 - 47**

Recommendation

That the information be received.

- 8.2.4 Property Tax Liens 2018 [File No. CK. 1920-3] 48 - 68**

Recommendation

That the City Solicitor be instructed to take the necessary action under provisions of *The Tax Enforcement Act* with respect to properties with 2018 tax liens.

- 8.2.5 2019 Commercial Appeal Contingency [File No. CK. 1615-4 x 1625-1] 69 - 72**

Recommendation

That a \$500,000 appeal contingency, as agreed by the North Saskatoon Business Association and the Saskatoon Chamber of Commerce, be added to the property tax levy for the commercial/industrial property class for 2019.

- 8.2.6 2019 Budget Approval – Business Improvement Districts [File No. CK. 1905-5] 73 - 87**

Request to Speak - DeeAnn Mercier, Broadway BID

Recommendation

1. That the 2019 budget submissions from the Downtown Saskatoon Business Improvement District, Broadway Improvement District, Riversdale Business Improvement District, Sutherland Business Improvement District, and 33rd Street Business Improvement District be approved; and
2. That the City Solicitor be requested to prepare the 2019 Business Improvement District Levy Bylaws for

submission to City Council for consideration at the same meeting that the Mill Rate Bylaws are presented.

- 8.2.7 75 King Street Facility Renovation – 2019 Budget Adjustment Request [File No. CK. 600-1] 88 - 90**

Recommendation

That a budget adjustment of \$50,000 to Capital Project #1929 – CSR Building Renovations funded from the Public Works Buildings and Major Repairs Reserve be approved to expand the scope of renovations of the 75 King Street property to include the centralization of training groups.

8.3 Standing Policy Committee on Environment, Utilities & Corporate Services

- 8.3.1 Curbside Residential Recycling Services for 2020 and Beyond [CK. 7830-5] 91 - 97**

Recommendation

That the report of the A/General Manager, Utilities and Environment Department, dated February 11, 2019, be received as information.

- 8.3.2 Capital Project #2565 – WTP – Transfer Pumping and Electrical Upgrades – Budget Adjustment [CK. 670-3] 98 - 101**

Recommendation

That a budget adjustment in the amount of \$3,000,000 to Capital Project #2565 – WTP – Transfer Pumping and Electrical Upgrades, funded from the Water Utility Capital Reserve, be approved.

8.4 Standing Policy Committee Transportation

- 8.4.1 Riversdale Neighbourhood Traffic Review [File No. CK 6320-1] 102 - 309**

Attachment 1 is provided electronically due to size.

Recommendation

That the report of the Acting General Manager, Transportation & Construction Department dated February 11, 2019, be received as information.

- 8.4.2 Neighbourhood Traffic Management – Vertical Traffic Calming Devices Pilot Project Update [File No. CK 6320-1] 310 - 326**

Recommendation

That the Administration report back with criteria on where vertical calming devices could be considered, and that the Administration continue to try different vertical traffic devices under different conditions.

- 8.4.3 Amendments to Bylaw No. 7200, The Traffic Bylaw – Pick Up and Delivery Vehicle Routes and Long Haul Truck Routes [Files CK 6320-1 and TS 6320-1]** 327 - 331

Recommendation

1. That Schedule 8 and Schedule 8a in Bylaw No. 7200, The Traffic Bylaw be updated to include the recently opened Chief Mistawasis Bridge and associated roads; and
2. That the City Solicitor be requested to prepare the appropriate amendment to Bylaw No. 7200, The Traffic Bylaw.

- 8.4.4 Request to Exceed 25% of Contract No. 18-0005, East Side Resurfacing [Files CK 6000-1, x292-018-017 and TS 6000-14]** 332 - 335

Recommendation

That the Administration be given approval for Contract No. 18-0005, East Side Resurfacing with Prairie Paving Inc. to exceed 25% of the contract value.

- 8.4.5 Request to Exceed in Excess of 25% of PO 360837, Cummins Engine Repairs and/or Parts [Files CK 1402-1]** 336 - 339

Recommendation

1. That the Administration be given approval for PO 360837 with Cummins Western Canada for repair of engines and/or engine parts for Transit Bus engines to exceed 25% of the blanket order value and be extended by \$1,092,295.08 including taxes; and
2. That Purchasing Services issue the appropriate change order.

8.5 Governance and Priorities Committee

- 8.5.1 2019 Annual Appointments – Boards, Commissions and Committees [File No. CK. 225-1 x 175-1]** 340 - 347

Letters submitting comments:

- Alison Norlen dated February 22, 2019;
- Karen Chad dated February 22, 2019;
- Veronica Gamracy dated February 22, 2019;
- Trent Bester dated February 22, 2019;
- Jenna Richards dated February 22, 2019; and
- Garnet McElree dated February 24, 2019

Recommendation

That the recommended appointments to Boards, Commissions and Committees as noted by the City Clerk and included in this report, be approved.

9. COMMITTEE REPORTS

9.1 Standing Policy Committee on Planning, Development & Community Services

9.2 Standing Policy Committee on Finance

9.3 Standing Policy Committee on Environment, Utilities & Corporate Services

9.4 Standing Policy Committee Transportation

9.4.1 Parking Time Restrictions in Residential Neighbourhoods [Files CK 6120-1 and TS 6120-1] 348 - 359

Letter submitting comments - Jared Stephenson

Recommendation

1. That City Council direct the Administration to amend *The Traffic Bylaw* in order to implement a city-wide, 72-hour, on-street parking restriction from the current 36 hours, leaving the current notice period of 36 hours in place; and
2. That City Council direct the Administration to include restrictions to the parking time limit, as part of *The Traffic Bylaw* public education strategy.

9.5 Governance and Priorities Committee

10. ADMINISTRATIVE REPORTS

- 10.1 Transportation & Construction
- 10.2 Utilities & Environment
- 10.3 Community Services
- 10.4 Saskatoon Fire
- 10.5 Corporate Financial Services
- 10.6 Strategy & Transformation
- 10.7 Human Resources
- 10.8 Public Policy & Government Relations

11. LEGISLATIVE REPORTS

- 11.1 Office of the City Clerk
- 11.2 Office of the City Solicitor

- 11.2.1 Extension of Seasonal Taxi Licences - Proposed Bylaw 9563 360 - 361
[File No. CK. 307-4]

Recommendation

That City Council consider Bylaw No. 9563, *The Taxi Amendment Bylaw, 2019*.

- 12. OTHER REPORTS
- 13. INQUIRIES
- 14. MOTIONS (NOTICE PREVIOUSLY GIVEN)
- 15. GIVING NOTICE
- 16. URGENT BUSINESS
- 17. IN CAMERA SESSION (OPTIONAL)
- 18. ADJOURNMENT



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

2018 Annual Report – Development Appeals Board

Recommendation of the Committee

That the 2018 Annual Report of the Development Appeals Board be received as information.

History

At the February 12, 2019 Standing Policy Committee on Planning, Development and Community Services meeting, the Development Appeals Board 2018 Annual Report, dated February 1, 2019 was considered.

Your Committee requested an update on appeal DAB 4352-018-006 that was appealed to the Planning Appeals Committee, Saskatchewan Municipal Board. It has been determined that the Planning Appeals Committee, Saskatchewan Municipal Board upheld the decision of the Development Appeals Board and dismissed the appeal.

Attachment

February 1, 2019 - 2018 Annual Report of the Development Appeals Board

February 1, 2019

Secretary, Standing Policy Committee on
Planning, Development & Community Services

His Worship the Mayor and Members of City Council:

**Re: 2018 Annual Report
Saskatoon Development Appeals Board (DAB)**

In accordance with the Development Appeals Board Policy and Procedures, as Chair of the Development Appeals Board, I hereby submit the Board's 2018 Annual Report for City Council's information.

Background

The Development Appeals Board is appointed by resolution of City Council. The Board operates as a quasi-judicial body which acts independently of City Council and its Administration. Sections 67, 86, 219, 228 and 242 of *The Planning and Development Act, 2007* provides the Board a process for dealing with appeals related to minor variances, demolition control districts, architectural control districts, misapplication of the Zoning Bylaw in issuing a development permit, refusal to issue a development permit because it would contravene the Zoning Bylaw, refusal of subdivision applications and any of the conditions of a zoning order issued for a property. The Development Appeals Board meets twice a month, dependent upon appeals received.

2018 Composition of the Board

The Development Appeals Board consists of five members. Members are appointed for two-year terms which are renewable up to six years.

The following were Board members in 2018:

Mr. Asit Sarkar, Chair
Ms. Leanne DeLong, Vice-Chair
Mr. Len Kowalko
Ms. Lois Lamon
Ms. Tonii Lerat

In addition, the Board received information from Ms. Paula Kotasek-Toth, Senior Planner, Planning & Development Division, Community Services Department and Mr. Matt Grazier, Bylaw Compliance Manager, Community Standards Division, Community Services Department.

Administrative and City of Saskatoon staff support was provided by Ms. Penny Walter, Secretary, and Ms. Katherine Smytaniuk, City Clerk's Office.

Report

In 2018, the Board received 50 appeals, an increase from 2017, when 39 appeals were received. The scope of appeals in 2018 focused on development permit refusals. The following is a breakdown of the 2018 appeals:

	Granted	Denied	Time Extension	Withdrawn	Total
Order to Remedy Contravention	3	1	2	3	9
Subdivision	2	0	0	0	2
Sign Permit	6	2	0	1	9
Development Permit	23	6	0	1	30

Decisions of the Development Appeals Board can be further appealed to the Planning Appeals Committee, Saskatchewan Municipal Board (SMB). There was one decision of the Development Appeals Board appealed to the SMB in 2018. The hearing for DAB 4352-018-006 is currently being scheduled and heard, and it is expected that it will be some time until the decision is rendered.

The Development Appeals Board would like to express its appreciation to the Planning and Development Division and Community Standards Division, Community Services Department, for the thoroughness and comprehensive manner in which appeals are presented to the Board; and to the staff of the City Clerk's Office for the administrative support. Throughout the year, the Board has attempted to work within the confines of the rules and statutes by which it is governed, and at the same time hear Appellants with objectivity and provide the parties to the appeal with a written record, which includes the facts of the appeal and a decision, with clear and specific reasons for the decision.

Yours truly,



Asit Sarkar
Board Chair, 2019



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Capital Budget No. 2102 – Father Basil Markle Park Pickleball Project – Budget Adjustment Request

Recommendation of the Committee

That the proposed budget adjustment of \$20,000, funded from the Park Enhancement Reserve, for Capital Project No. 2102 - CY- Sportfield Development and Improvements for the Father Basil Markle Park Pickleball Project, be approved.

History

At the February 12, 2019 Standing Policy Committee on Planning, Development and Community Services meeting, a report of the A/General Manager, Community Services Department, dated February 12, 2019 was considered.

Attachment

February 12, 2019 report of the A/General Manager, Community Services Department

Capital Budget No. 2102 - Father Basil Markle Park Pickleball Project – Budget Adjustment Request

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the proposed budget adjustment of \$20,000, funded from the Park Enhancement Reserve, for Capital Project No. 2102 - CY-Sportfield Development and Improvements for the Father Basil Markle Park Pickleball Project, be approved.

Topic and Purpose

The purpose of this report is to obtain approval for additional funding to be used in Capital Project No. 2102 – CY - Sportfield Development and Improvements for the Father Basil Markle Park Pickleball Project.

Report Highlights

1. The Father Basil Markle Park Pickleball Project (Pickleball Project) will convert the current tennis and pickleball facility to a nine-court pickleball-only facility, and requires an additional \$20,000 to complete the project as planned, which is available through the Park Enhancement Reserve.

Strategic Goal

The Strategic Goal of Quality of Life is attained by ensuring neighbourhoods are complete communities that offer a range of housing options; employment opportunities; art, culture, and recreational facilities; and other amenities. Citizens have access to facilities and programs that promote active living and enjoy the natural beauty and benefits of parks, trails, and the river valley that brings people together.

This project addresses the long-term strategy of ensuring existing and future leisure centres, and other recreational facilities, are accessible physically and financially and meet community needs. This project addresses the needs of the pickleball community for a dedicated outdoor pickleball complex that meets the current standards of play.

Background

Pickleball is a sport that is trending in popularity within recreational and competitive environments. The mission of Pickleball Saskatchewan Inc. is to promote the game of pickleball as a game for all ages.

In 2015, the Recreation and Community Development Division began meeting with Saskatoon Pickleball Inc., a non-profit organization affiliated with both Pickleball Canada and Pickleball Saskatchewan, to discuss the current framework of pickleball within Saskatoon.

The City of Saskatoon (City) converted two of the existing four tennis courts at the Father Basil Markle Park complex (in the Sutherland neighbourhood) into a temporary eight-court pickleball site. The intention with this design at Father Basil Markle Park was to get as many courts as possible in one location in order to have a stand-alone facility for participants to congregate and grow the sport. Based on the group's experiences and feedback, the temporary eight-court structure is too tight, and does not meet pickleball standards for court dimensions and safety zones.

Discussions continued through 2018 with representatives from Saskatoon Pickleball Inc., the Saskatchewan Senior Fitness Association, and the Facilities Management Division to develop short-term and long-term plans for outdoor pickleball facilities.

During the 2019 capital budget process, a capital project of \$115,000 was submitted to convert the current tennis court facility at Father Basil Markle Park into a nine-court pickleball-only facility. This project included a funding partner contribution of \$15,000 from the Saskatchewan Senior Fitness Association, in conjunction with Saskatoon Pickleball Inc., along with a funding request for \$100,000 through the Recreation, Sport, Culture and Parks Partnership Reserve (Reserve). The funding for this capital project through the Reserve was approved at a lesser value of \$80,000, leaving a \$20,000 shortfall of funds for this project.

Report

Outdoor Pickleball Facilities

The City does not operate a permanent outdoor court that meets the pickleball standards associated with net height, court dimensions, and safety zones. The only courts that have the proper net height are the temporary nets located at Father Basil Markle Park, which are moved on and off the court to allow tennis players to play when not in use. The remaining park locations either have no nets available for use (Forest Park and Umea Park), or use a tennis net (Scott Park and James Gurgulis Park). As such, there are limited opportunities for free play in the outdoor environment for pickleball. Tennis will continue to be accommodated at Sidney Buckwold Park (four courts) and Forest Park (three courts) complexes.

The Pickleball Project will convert the current facility (four permanent tennis courts and eight temporary pickleball courts) into a permanent pickleball-only facility, with a nine-court set up that will meet standards for net height, court dimensions, fencing, and safety zones (see Attachment 1). The Pickleball Project consists of subsurface repairs caused from tree root heaving; acrylic surface replacement to provide a smooth surface, including line painting specifically for pickleball only; and net installations. Although root remediation is required, the intent is to not remove trees from the site. The root remediation process will follow City Council Policy No. C09-011, Trees on City Property.

Upon completion of the Pickleball Project, the City will operate its first outdoor pickleball-only complex that will be capable of hosting the general public for recreational and competitive play. Additionally, local organizations will gain opportunities to host tournaments and provincial and national events within this facility.

The total cost of subsurface repairs, nets, posts, and fencing is anticipated to be \$115,000. Funding in the amount of \$15,000 is committed from private contributions (Saskatchewan Senior Fitness Association and Saskatoon Pickleball Inc.) and \$80,000 will be funded from the Reserve. The Administration is recommending that the remaining \$20,000 be funded from the Park Enhancement Reserve.

Options to the Recommendation

An option exists for City Council to deny the budget adjustment request to complete conversion of the Pickleball Project. This choice would require that the project scope be reduced. This option is not recommended because the only viable reduction of costs within the project would be the removal of subsurface repairs. Removing this component would not address the heaving of the playing surface and existing damage from tree roots.

Public and/or Stakeholder Involvement

The Administration has consulted with representatives from Saskatoon Pickleball Inc. and the Saskatchewan Senior Fitness Association to develop the complex as per standards set by Pickleball Canada with regards to the layout of the nine courts.

Communication Plan

Further development of the Pickleball Project is scheduled to take place in 2019. The Administration will notify immediate neighbours of the park, along with the community association, with the proposed changes and a construction plan as soon as construction timelines are completed.

Financial Implications

Funding for Capital Project No. 2102 was approved in the 2019 capital budget for the amount of \$95,000, with \$80,000 allocated from the Reserve and \$15,000 from private contributions. The \$20,000 of the original budget plan was not able to be funded due to a reduction in the overall funding allocated to the Reserve in the 2019 budget. However, the Park Enhancement Reserve has sufficient funds available to provide the required \$20,000.

Safety/Crime Prevention Through Environmental Design (CPTED)

The Pickleball Project will be presented for CPTED review upon completion of the detailed design phase.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The target completion date for the pickleball facility is October 31, 2019.

Public Notice

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

Attachment

1. Father Basil Markle Park Pickleball Project (current and proposed layout)

Report Approval

Written by: Mark Campbell, Open Space Consultant, Recreation and Community Development

Reviewed by: Andrew Roberts, Acting Director of Recreation and Community Development

Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

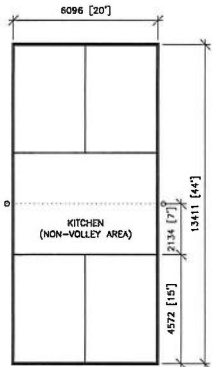
SP/2019/RCD/PDCS – Father Basil Markle Pickleball Proj – Bud Adj Request/ks

Father Basil Markle Park Pickleball Project (current and proposed layout)

ATTACHMENT 1



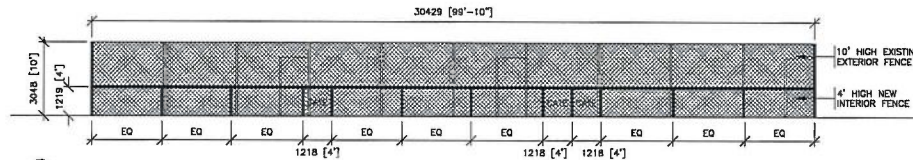
SITE PLAN
SCALE 1:3000



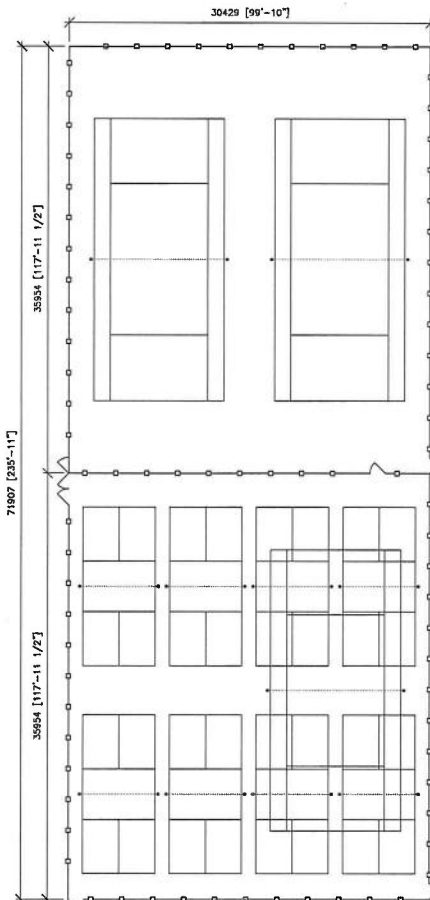
STANDARD COURT
SCALE 1:200

- LEGEND:**
- ○ — INDICATES 1219 [4'] FENCE
 - □ — INDICATES 3048 [10'] FENCE
 - — — INDICATES COURT PAINTED LINES
 - — — INDICATES NET

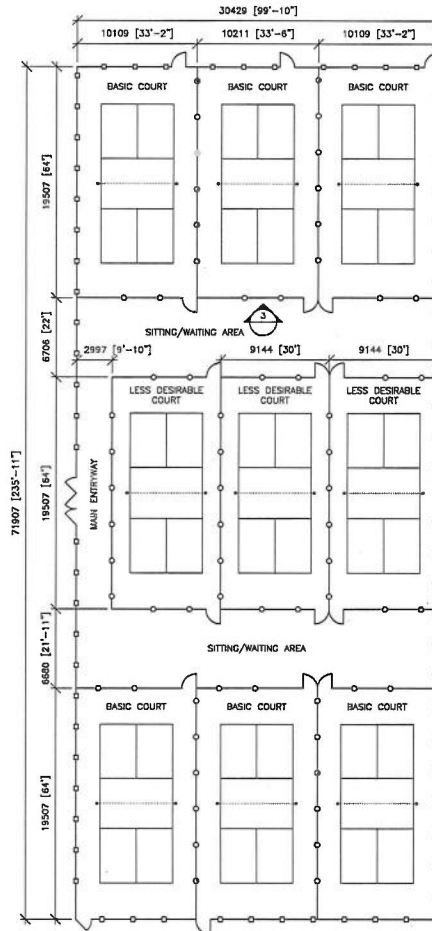
- GENERAL NOTES:**
- 1 - FENCE POSTS TO BE AT EQUAL DISTANCES APART BETWEEN 2438-3059 [8-12"]
 - 2 - NET TO BE 914 [38"] HIGH AT SIDELINE AND 864 [34"] HIGH AT CENTER POINT
 - 3 - NET SUPPORT POSTS TO BE 203 [8"] Ø BY 7" TALL
 - 4 - ALL NEW GATES TO BE 1219 [4"] WIDE



3 FENCE ELEVATION
SCALE 1:200



4 EXISTING COURT PLAN
SCALE 1:400



5 PICKLEBALL COURT PLAN
SCALE 1:400



Asset & Financial
Management

Facilities & Fleet
306-975-3300

NOTES:
THESE DRAWINGS HAVE BEEN PREPARED BASED ON INFORMATION PROVIDED BY OTHERS. THE CITY HAS TAKEN STEPS TO VERIFY THE ACCURACY AND/OR COMPLETENESS OF THIS INFORMATION BUT SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY BE INCORPORATED AS A RESULT OF ERRONEOUS INFORMATION PROVIDED BY OTHERS THAT WAS NOT ABLE TO BE VISUALLY CONFIRMED.

- GENERAL NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETRES
 2. DRAWINGS ARE NOT TO BE SCALED.
 3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH THE SPECIFICATIONS UNLESS OTHERWISE NOTED.
 4. VERIFY SITE CONDITIONS, DIMENSIONS AND LOCATION OF ALL UTILITIES PRIOR TO THE START OF CONSTRUCTION.
 5. REPORT ALL DISCREPANCIES TO THE CONSULTANT.

PRELIMINARY ONLY

APPROVED

☐ AS DRAWN ☐ AS NOTED

SIGN DATE

REV ISSUED FOR DATE

0

DESIGNED BY: DRAWN BY: CHECKED BY: RECHECKED BY:

AS NOTED DATE: 23/08/2018

SHEET NAME

PICKLEBALL COURT

PROJECT TITLE

749

FATHER BASIL PARK

110 105TH STREET EAST

PROJECT NO. SHEET

615-18-2 OPT B

REV. NO.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Request for Developer to Construction Manage Portion of 3rd Avenue Streetscaping

Recommendation of the Committee

1. That Triovest Realty Advisors, as the Developer of the East Tower at Parcel YY in River Landing, be approved to perform construction management of civic streetscaping in front of the East Tower area in conjunction with their hardscaping work, on behalf of the City of Saskatoon;
2. That the work be in compliance with civic standards, follow administrative conditions, and a process be outlined for reimbursement in a formalized construction agreement;
3. That the City Solicitor be requested to prepare the appropriate agreement, as outlined in the February 12, 2019 report of the A/General Manager, Community Services Department, between the Developer and the City of Saskatoon, and;
4. That His Worship the Mayor and City Clerk be authorized to execute the agreement as prepared by the City Solicitor, under the Corporate Seal.

History

At the February 12, 2019 Standing Policy Committee on Planning, Development and Community Services meeting, a report of the A/General Manager, Community Services Department, dated February 12, 2019 was considered.

Attachment

February 12, 2019 report of the A/General Manager, Community Services Department

Request for Developer to Construction Manage Portion of 3rd Avenue Streetscaping

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That Triovest Realty Advisors, as the Developer of the East Tower at Parcel YY in River Landing, be approved to perform construction management of civic streetscaping in front of the East Tower area in conjunction with their hardscaping work, on behalf of the City of Saskatoon;
2. That the work be in compliance with civic standards, follow administrative conditions, and a process be outlined for reimbursement in a formalized construction agreement;
3. That the City Solicitor be requested to prepare the appropriate agreement, as outlined in this report, between the Developer and the City of Saskatoon, and;
4. That His Worship the Mayor and City Clerk be authorized to execute the agreement as prepared by the City Solicitor, under the Corporate Seal.

Topic and Purpose

The purpose of this report is to request approval for the Developer (Triovest Realty Advisors) of the East Tower at Parcel YY to assume construction management of the adjacent proposed civic streetscaping, in conjunction with their hardscaping work, due to the East Tower opening in fall 2019. The Developer is in the best position to perform construction management of the work, in order to meet the tight timelines, achieve cost efficiencies, ensure better coordination, and reduce risk.

Report Highlights

1. There are several East Tower construction site challenges that would pose significant risk to the schedule, impede site coordination, and incur cost to the City, if the City were to undertake the work on its own.
2. The Administration is proposing that the Developer undertake construction management work for the new civic streetscaping around the East Tower, in conjunction with its own hardscaping work, in order to improve efficiency, site coordination, reduce risks and costs, and ensure a successful project completion
3. The City entered into a similar construction agreement for civic streetscaping with the developer of the hotel/condo at the Parcel YY site in 2018, and the partnership was very successful.

Strategic Goal(s)

This report supports the Strategic Goal of Asset and Financial Stability through the creation of a service agreement with the Developer to ensure an efficient and coordinated civic infrastructure project. The report also supports the Strategic Goal of Quality of Life in terms of providing citizens with enhanced streetscaping in River Landing that is welcoming and beautiful.

Background

Parcel YY is a 1.153 hectare/2.85 acre development site in River Landing, involving a private consortium of owners and developers creating a hotel, condominium, two office towers, and public plaza. The Developer for the East Tower is Triovest Realty Advisors.

When River Landing was built, streetscaping (sidewalks, amenity strips, paving stones, trees, street lighting, street furniture, etc.) was not installed along parts of the Parcel YY site. The rationale was that private development was not known at the time, and the City did not want to install civic streetscaping due to the potential risk of future development damaging or removing the infrastructure to suit their site layout. Capital funds were set aside to complete this civic work after private development occurred.

Report

East Tower:

Triovest Realty Advisors (Triovest) are the developers of the East Tower at Parcel YY in River Landing, located on 3rd Avenue between 19th Street and Spadina Crescent. Their building will extend north from Spadina Crescent and almost reach the corner of 3rd Avenue and 19th Street. As noted above, the City did not formally streetscape that corner due to waiting for future development to occur, which is now underway (see Attachment 1). The Developer requires their occupants to have access to the East Tower driveway/parkade entrance, which requires the adjacent civic streetscaping be complete and integrate with their proposed driveway that crosses the public streetscaping.

Construction Site Challenges:

- 1) **Timing:** Triovest will be opening the East Tower in early Fall 2019 to its occupants. Construction is ongoing, with the parking lane along 3rd Avenue closed due to construction. Triovest anticipates this lane closure on the City right-of-way will not be opened up until late summer, 2019. This is extremely late access to the site, and if the City were to move in and do the streetscaping work itself, it is highly unlikely it would be completed in time for the East Tower to open. If the work is all done by the Developer, the entire streetscape work could be completed while the lane is closed.
- 2) **Site Integration:** The construction work at this site involves an integration between City elements and Developer elements. Triovest is planning a driveway to their property to provide access to the underground parking. This necessitates connecting to the existing River Landing curb/sidewalk and also integrating with the new (to be built as part of this work) River Landing sidewalk and paving stones that are to be installed. There is a risk that if two different contractors performed each element of work, that the elements would not integrate or align properly.

If Triovest undertakes the construction work for both the City and their driveway, as is being proposed here, then it is their required infrastructure and they can better ensure its timely coordination and completion, as well as the rest of the streetscaping work. This may also lead to better pricing for all the streetscaping work because the tender would involve both sets of work, and therefore be more attractive to bidders and achieve better bulk unit pricing. Any upgrades, including the proposed driveway, will be at the Developer's cost.

- 3) Potential Different Contractors: If the City followed its typical streetscape process and performed the work itself, its contractors would have to work side by side with Triovest's subcontractors. The concern is this could lead to possible disputes over responsibility for site damages, deficiencies, site access, poor communication, challenges with coordination, and various streetscaping elements may not tie together as seamlessly as is expected. There are also safety concerns if there are two groups of contractors working in the area at the same time. Thus, if Triovest's team completes all construction work, they can coordinate the timing and site access issues, resulting in a more efficient construction schedule.

Similar Construction Precedents:

The City has taken advantage of similar construction opportunities in the past. In May 2018, City Council approved a similar approach for the civic streetscaping that integrated with the private hardscaping at the hotel/condo at Parcel YY. It was very successful in terms of site efficiency, completion on time, and cost savings. The City has also worked with other developers in the past on combined projects, most recently, with the Children's Discovery Museum (combined work of City repairs and tenant improvements at the Mendel Building). This arrangement has led better integration, as well as reduced costs and safety risks on these projects.

To note, the City and Triovest may explore another coordinated approach to the building of the streetscaping along Spadina Crescent at Parcel YY, in conjunction with Triovest's construction of the Public Plaza (now named the K.W. Nasser Plaza), and future streetscaping along 2nd Avenue.

Construction Approach:

In order to be fiscally responsible, a cost estimate of the City's portion of the streetscaping will be prepared and will be used to determine the City's financial contribution to the project. The City would pay the Developer proportionally for the management, tendering, bid review, and construction of the civic streetscaping. Triovest would be responsible for paying for its driveway. The City would do its own inspection of the work and to ensure it is built to City standards, and includes a warranty on the work.

Options to the Recommendation

The option would be to deny the proposed approach, and the City would then be required to coordinate the construction work which may incur more risk to the City in terms of financing, site coordination, and may not be completed in time, which would mean no driveway access to the parkade prior to the opening of the East Tower.

Public and/or Stakeholder Involvement

The Administration would coordinate design, costs, and tendering with Triovest and key civic staff to ensure success of the project. An internal working team of subject matter experts from across the corporation has been established including members from Urban Design, River Landing, Development Review, Transportation, and Construction & Design. The team meets bi-weekly to strategize, develop designs and plans, and problem solve. The Administration will also be liaising with Meewasin, as this project also falls within their approval zone, as well as consulting with the City Solicitor and the Supply Chain Management Division.

Communication Plan

Prior to construction work, the Administration and Triovest will notify surrounding businesses and residents of any potential impacts and timelines of construction in the area.

Policy Implications

For this procurement situation, the project team consulted with the Director of Supply Chain Management and the Solicitor/Director of Planning & Development Law, to see if this undertaking was permitted under the City's new Purchasing Policy, where it is in the best interest of the City to proceed with a Non-Standard Procurement. They recommended the project team bring this report forward to Committee and City Council for their review. As noted prior, the project team had also brought forward to City Council a similar procurement in May 2018, which was approved.

Financial Implications

Since 2011, River Landing has been carrying approximately \$2M of capital funding for the completion of the civic streetscaping surrounding all of the Parcel YY site. Inflation has eroded the purchasing power of the funding. Preliminary cost estimates for the portion at 3rd Avenue and 19th Street is approximately \$300,000 to \$500,000, which will be further refined once the co-design is finalized for the work. Partnering with the Developer on the civic streetscaping could lead to some cost savings by combining their work with civic work, cost efficiencies through on site coordination, risk reduction and risk transfer, and one contractor overseeing both sets of construction work.

Safety/Crime Prevention Through Environmental Design (CPTED)

The civic portion of the streetscaping, as well as the private hardscaping of the site, will have CPTED consideration prior to construction.

Other Considerations/Implications

There are no environmental or privacy implications or considerations.

Due Date for Follow-up and/or Project Completion

Pending City Council's approval of the recommendations, the Administration will complete a construction agreement for construction management of the 3rd Ave/19th Street Streetscaping with the Developer within 45 calendar days of approval. The remaining site around Parcel YY is proposed to receive streetscape treatments in 2020.

Public Notice

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

Attachment(s)

1. Site Map of Civic Streetscaping

Report Approval

Written by: Jill Cope, Project Manager, Neighbourhood Planning
Reviewed by: Paul Whitenect, Manager, Neighbourhood Planning
Approved by: Lesley Anderson, A/General Manager, Community Services

Admin Report – DeveloperConstructionManage3rdAveStreetscaping.docx/dh

STREETSCAPE
CONSTRUCTION SCOPE
FOR EAST TOWER





STANDING POLICY COMMITTEE ON FINANCE

Tourism Saskatoon - 2018 Un-Audited Financial Statement

Recommendation of the Committee

That the Tourism Saskatoon - 2018 Un-Audited Financial Statement be received as information.

History

At the February 12, 2019 Standing Policy Committee on Finance meeting, a communication from Tourism Saskatoon dated January 30, 2019 was considered.

Attachment

January 30, 2019 Communication of Tourism Saskatoon



January 30, 2019

Mayor Charlie Clark & City Council
Mayor's Office
City of Saskatoon
222 – 3rd Avenue North
Saskatoon, SK S7K 0J5

Dear Mayor Clark:

Re: Tourism Saskatoon 2018 Un-Audited Financial Statement

Please find enclosed our un-audited financial statement for the year 2018 as required by our Fee for Service Agreement.

You may contact Todd Brandt at (306) 931-7574 or myself at (306) 931-7570 should you have any questions pertaining to the enclosed information.

Sincerely,



Angela Wallman
Finance Officer

Enclosure

cc: Kerry Tarasoff

**Saskatoon Visitor & Convention Bureau
Consolidated Statement of Income and Expenses
1 month period ending December 31, 2018**

	<i>December 31, 2018</i>	<i>YTD</i>	<i>2018 Projection</i>	<i>2018 Budget</i>	<i>% Used</i>	<i>Prior Year</i>
REVENUE						
0100 Administration	43,658	519,176	517,778	516,600	100%	560,389
0200 Membership	11,190	127,985	125,137	127,052	101%	140,644
0400 Leisure Marketing	4,134	53,239	53,905	59,050	90%	49,992
0500 Visitor Services	215	2,845	2,000	4,000	71%	3,600
0900 Destination Marketing Program	158,846	2,782,097	2,912,010	3,022,495	92%	2,675,082
TOTAL REVENUE	218,043	3,485,342	3,610,830	3,729,197	93%	3,429,707
EXPENSES						
0100 Administration	13,224	183,547	183,030	194,975	94%	185,329
0200 Membership	2,924	20,407	21,560	19,896	103%	42,621
0500 Visitor Services	81	17,892	17,760	22,540	79%	25,613
Core Staff Costs	49,131	511,731	509,914	499,339	102%	466,172
0900 DMP - Travel Trade	5,459	83,650	91,411	59,200	141%	15,975
0900 DMP - Travel Media	6,634	134,373	150,089	173,000	78%	149,110
0900 DMP - Convention Marketing - National	25,263	529,402	560,831	554,920	95%	530,127
0900 DMP - Convention Marketing - International	1,031	209,483	209,454	245,236	85%	201,522
0900 DMP - Strategic Marketing	3,658	52,635	48,417	59,150	89%	58,178
0900 DMP - Leisure	17,948	488,794	508,729	567,000	86%	481,443
0900 DMP - Event Production	5,663	158,659	217,500	247,300	64%	112,036
0900 DMP - Joint Marketing Fund	33,550	189,000	194,000	190,000	99%	191,000
0900 DMP - Administrative	0	-30,048	-30,048	-30,048	100%	-31,170
0900 DMP - Staff Costs	51,043	644,061	640,741	635,851	101%	537,788
0900 DMP - SSTP	8,597	292,040	290,838	290,838	100%	397,903
TOTAL EXPENSES	224,206	3,485,626	3,614,226	3,729,197	93%	3,363,647
EXCESS REVENUE OVER EXPENDITURES	-6,163	-284	-3,396	0		66,060

2018 YTD
Core only
703,245

2018 YTD
Core only
703,529

-284



STANDING POLICY COMMITTEE ON FINANCE

City of Saskatoon 2019 Internal Audit Plan

Recommendation of the Committee

1. That the Fraud Risk Assessment and the Health and Safety Assessment Audits be approved for the 2019 Internal Audit Plan; and
2. That if the Administration or the Internal Auditor have anything further to submit regarding the 2019 Audit Plan, they do so to the Committee at the appropriate time.

History

At the February 12, 2019 Standing Policy Committee on Finance meeting, a communication from PricewaterhouseCoopers LLP, dated February 12, 2019, was considered.

Your Committee has reviewed with the Administration work recently completed with respect to the asset management plans for sidewalks and bridges and structures. Given the recent review of these programs, your Committee is recommending that assessments of these two programs not be included in the 2019 Internal Audit Plan. Your Committee recommends further that if either the Internal Auditor or the Administration identifies other possible areas for review in 2019, your Committee will consider those further at that time.

Attachment

February 12, 2019 Communication of the PricewaterhouseCoopers LLP

City of Saskatoon 2019 Internal Audit Plan

For the approval of the SPC on Finance
February 12, 2019



Introduction

As we enter the fifth year of our mandate with the City of Saskatoon's SPC on Finance, we continue to strive to ensure that our internal audit projects are relevant and timely. Throughout the course of our mandate, there is significant thought and planning that goes into making sure that each year's proposed audit projects are tied back to both Council priority areas and the strategic risks that have been developed by the City, which are updated each year.

For the 2019 year, we are proposing internal audit projects related to sidewalk maintenance, bridge maintenance, health and safety and fraud risk assessment. Sidewalk maintenance and bridge maintenance continue to be priority areas for the City of Saskatoon and with these two topics, conclude the broad suite of infrastructure-related internal audit projects that we contemplated when first developing the 5-year internal audit plan in 2015. The other topics proposed are both important and timely topics for the City of Saskatoon and have been arrived at based on consensus between our team and the Administration.

We look forward to discussing these projects further with the SPC on Finance and are happy to take any questions. Following the approval of this high-level project plan, we will begin working with the Administration on detailed scoping for each project with the goal of developing detailed Statements of Work for each project in the first half of 2019.

2015 to 2019 Internal Audit Mandate – Status of Delivery

The table below provides an overview of the status of delivery of our internal audit mandate. The detailed list of projects delivered to date are included in **Appendix 1** for the SPC on Finance's reference.

Year of Internal Audit Mandate	Period of Delivery	Cumulative hours			Cumulative internal audit fee (\$ 000)		
		Planned	Actual	Carry over	Planned	Actual	Carry over
1.	2015	1,400	1,150	250	\$223	\$188	\$35
2.	2015 - 2016	2,800	2,375	425	\$451	\$391	\$60
3.	2015 - 2017	4,200	3,925	275	\$683	\$651	\$32
4.	2015 - 2018	5,600	5,255	345*	\$905	\$850	\$55*
5.	2015 - 2019	7,000	[Information not yet available.]				

During the four years (2015-2018) of the Internal Audit mandate, a total of 5,255 (94% of planned) hours have been delivered. As a result, there are 345 hours to carryover to 2019 in order to deliver on projects planned for completion by the end of 2019.

*Note that of this amount, 55 hours (\$8k) relate to completed projects that were under budget in 2018, and those hours have now been re-allocated to 2019 projects.

2019 Internal Audit Plan – For Approval by SPC on Finance

Audit Area	Project Type	Time (Hours)	Audit Fee (\$000)
Sidewalk Programs Assessment	Assessment of economy, efficiency and/or effectiveness of the sidewalk preservation and safety maintenance programs. This project would consider current asset management practices and alignment with other internal programs. A comparison of service level conditions and funding requirements to common practice would be included. Estimated Timeline: February – May	360	\$57
Fraud Risk Assessment	Combating fraud is a shared responsibility across the City. Leadership has responsibility for setting tone at the top and City staff need to understand fraud risks and procedures to follow when fraud is discovered. This project would consider the City's exposure to fraud risk by assessing fraud management policies, culture & awareness, risk assessment and responses, investigation and remediation, and reporting and monitoring. The report would highlight current areas of exposure with a focus on mitigating fraud risks. Estimated Timeline: March – June	365	\$58
Bridges & Structures Program Assessment	Assessment of economy, efficiency and/or effectiveness of the bridge & structures asset management program. This project would consider current asset management practices and alignment with other internal programs. A comparison of service level conditions and funding requirements to common practice would be included. Estimated Timeline: May – October	360	\$57
Health and Safety Assessment	The City continues to prioritize an engaged, healthy & safe workforce. There are several measures of success in this regard and a number of initiatives in place to address this priority area. This project would involve an examination of current health and safety results and initiatives, an assessment of root causes for any issues or trends identified, and recommendations based on best practice and results of peer cities. Estimated Timeline: June – November	360	\$57
TOTAL		1,445	\$229

Appendix 1

2015 to 2019 Internal Audit Mandate – Project Summary

The table below provides an overview of the projects undertaken to-date based on Internal Audit's 2015 to 2019 mandate. Note that more projects were included in the 5-year audit plan than could be completed based on budgeted annual hours and this summary of projects includes only those either undertaken, so excludes certain projects that were initially contemplated in the five-year plan developed in 2015.

#	Audit Area	Project Type	Year	Status
1.	Risk Assessment	Initial risk assessment and audit plan preparation.	2015	Complete
2.	Road Maintenance	Assessment of economy, efficiency and effectiveness of the program.	2015	Complete
3.	Snow and Ice Management	Assessment of economy, efficiency and effectiveness of the program.	2015/16	Complete
4.	Asset Life Cycle Costs	Review of capital budgeting process and identify improvements to incorporate asset life cycle costs including future operating cost impact.	2016/17	Complete
5.	Transit Services	Assessment of economy, efficiency and effectiveness of the program.	2016/17	Complete
6.	Revenue Generation	Assessment of potential options with respect to additional revenue generation.	2016/17	Complete

2015-2019 Internal Audit Mandate: Project Summary (cont.)

#	Audit area	Project Type	Year	Status
7.	Human Capital Planning and Management	Assessment of human capital strategies with respect to attracting, developing and retaining talent.	2017	Complete
8.	Business Continuity	Assessment of the City's business continuity program.	2017	Complete
9.	Co2 Reduction Initiatives	Assessment of the City's environmental strategy, including Co2 reduction initiatives and carbon tax implications.	2017	Complete
10.	Parks and Recreation	Assessment of Parks' reported service levels relative to actual performance and assessment of Parks' current processes, procedures and controls to capture accurate service level information and facilitate effective asset management / life cycle decision making.	2017/18	Complete
11.	Contract Management	Assessment of the user departments' level of compliance with the City's contract management policies and procedures in place.	2018	Complete
12.	Privacy of Information	Assessment of procedures and controls in place to comply with regulatory requirements re: privacy of information.	2018	To be reported in Q1 of 2019
13.	Infrastructure Investment Evaluation	Assessment of current investment planning/prioritization processes regarding deployment of capital investment for infrastructure. Assessment of management's process to minimize the risk of under and/or over investment.	2018	To be reported in '19 – started in late '18.

This content is for general information purposes only, and should not be used as a substitute for consultation with professional advisers. © 2018 PricewaterhouseCoopers LLP, an Ontario limited liability partnership. All rights reserved. PwC refers to the Canadian firm, and may sometimes refer to the PwC network. Each member firm is a separate legal entity. Please see www.pwc.com/structure for further details.



STANDING POLICY COMMITTEE ON FINANCE

S&P Global's Canadian Ratings – City of Saskatoon

Recommendation of the Committee
--

That the information be received.

History

At the February 12, 2019 Standing Policy Committee on Finance meeting, a report of the Chief Financial Officer dated February 12, 2019 was considered.

Attachment

February 12, 2019 report of the Chief Financial Officer

S&P Global's Canadian Ratings – City of Saskatoon

Recommendation

That the report of the Chief Financial Officer, dated February 12, 2019, be received as information.

Topic and Purpose

The purpose of this report is to inform the Standing Policy Committee on Finance and the general public of the 2017 long-term issuer credit rating report recently released by S&P Global (S&P) reaffirming the City of Saskatoon's (City) "AAA"/Stable outlook credit rating.

Report Highlights

1. S&P has reaffirmed the City's "AAA"/Stable outlook credit rating based on the 2017 Consolidated Financial Statements and current economic outlook.
2. The City compares favourably to the key factors used by S&P to evaluate the City's credit rating. These include:
 - strong relationships with other levels of government;
 - a diverse economy;
 - strong and prudent financial policies and management;
 - favourable budget flexibility;
 - very strong budgetary performance;
 - exceptional liquidity;
 - the ability to service debt, maintain a manageable debt level and healthy reserves; and
 - no significant future financial risks.

Strategic Goal

Strong financial performance is the foundation of the Strategic Goal of Asset and Financial Sustainability and leads to the City's "AAA" Credit Rating.

Background

An annual process to review the City's financial and economic performance and outlook, as well as the institutional framework in which the City operates is undertaken by S&P to determine the City's credit rating. The factors that contribute to this rating are summarized in this report.

Credit ratings are one of several tools that investors and lenders use when making decisions regarding an organization's future financial strengths and weaknesses. For the City, this rating serves as an indication of the credit risk and the ability of the City to meet its financial obligations in full and on time. This also identifies the credit quality of the City's debt issue and can translate into lower interest rates for favourable credit ratings since there is minimal or low risk associated with the debt.

Report

“AAA”/Stable Outlook Credit Rating

The City received an “AAA”/Stable credit rating from S&P based on the City’s 2017 financial statements, as well as current market conditions, financial forecasts and the economic outlook for Saskatoon and area. Attachment 1 is S&P’s Research Update Report summarizing the key points that supports the City’s “AAA” credit rating.

The rating factors and the City’s performance in relation to these factors are presented as follows:

Key Factors and Rating

- Institutional Framework – VERY PREDICTABLE AND WELL-BALANCED
Strong relationships with other levels of government provides stability for municipal finances.

S&P views the City as benefiting from an intergovernmental system that is “very predictable and well-balanced.” “Although provincial governments mandate a significant proportion of municipal spending, they also provide operating fund transfers and impose fiscal restraint through legislative requirements to pass balanced operating budgets.”

- Economy – VERY STRONG
A robust economy and prudent financial management continue to underpin the ratings.

S&P indicated that Saskatoon's economic fundamentals are very strong. “In our opinion, Saskatoon benefits from a strong and diversified economy, given its status as Saskatchewan's largest Census metropolitan area. We estimate that the city's GDP per capita would be in line with the provincial average in 2016-2018 (forecast) of about US\$52,141, given Saskatoon's fairly high median household income.”

- Financial Management – STRONG
The City of Saskatoon demonstrates strong financial management.

S&P references the City’s strong management team. “In our view, the City’s management team is experienced and qualified to effectively enact fiscal policies, and effectively respond to external risks.” S&P also references that the City’s management accountability is strong and financial policies prudent but also noted that disclosure and transparency are “what we believe to be good, annual financial statements are audited and unqualified and the City prepares robust annual operating and capital budget documents and long-term capital and borrowing plans.”

- Budgetary Flexibility – VERY STRONG

The City of Saskatoon's high degree of budgetary flexibility supports the City's financial performance.

Budgetary flexibility is the measurement of an organization's ability to adjust for changes in volume, activity or demand. This measurement is important as it indicates an organization's ability to properly manage and adjust resource allocations in uncertain or changing economic environments.

"High modifiable revenues, primarily from taxes, fees and user charges, typically account for more than 85% of operating revenues." S&P views this high level of operating funding as favorable and expect this to remain at similar levels.

- Budgetary Performance – VERY STRONG

Strong operating balances boost budgetary performance.

Budgetary performance is the comparison between an organization's planned budget and actual performance. This is an important measure as it illustrates the ability of an organization to execute business plans within the constraints of its approved budget.

S&P states that "We expect modifiable revenues and operating balances will be stable and average about 86% and 23% of operating revenues, respectively, in 2017-2021."

- Liquidity – EXCEPTIONAL

The City of Saskatoon's liquidity is healthy.

Liquidity is the term used to describe how easily assets can be converted into cash. Liquid assets include cash holdings, short-term investments and short-term receivables. This measure is important as it is used to understand a corporation's "ability to pay" and helps identify potential cash flow issues in the future.

S&P considers Saskatoon's strongest performance in the area of liquidity. "We estimate free cash and liquid assets will total C\$422 million in the next 12 months and cover more than 10x estimated debt service for the period." S&P's liquidity rating was also based on the City's strong internal cash flow generation.

- Debt Burden – VERY LOW

Debt Burden will remain much less than 60% of operating revenues.

Debt burden is the overall cost of an organization to service debt; this is commonly calculated as the annual cost of principle and interest payments divided by annual revenue. This is an important measure as it illustrates how reliant an organization is on debt and its potential to take on additional debt in the future.

The City's tax-supported debt compared to consolidated operating revenues is an indicator of debt burden. A score under 30% is considered strong and under 60% would be considered reasonable. "We expect tax-supported debt (including the costs related to the two public-private partnership projects) to remain minimal, at about 43% of operating revenues at year-end 2021." In regard to the ratio of interest costs to adjusted operating revenues, Saskatoon has a ratio of which is considered low. "Tax-supported debt is less than three years' operating surpluses, which, together with very low interest costs, supports our assessment of the minimal debt burden."

- Contingent Liabilities – VERY LOW
The City has minimal contingent liabilities.

Contingent liabilities are a potential liability that may occur, depending on the outcome of an uncertain future event. These are important to identify and consider as they can have significant impacts on future finances, operations and budgets.

S&P noted that the City has minimal contingent liabilities, which were approximately 6% of consolidated operating revenues in 2017. These stem from standard future employee benefits and landfill post-closure liabilities.

Outlook

The STABLE outlook rating by S&P is based on the City's two-year forecasts. "The stable outlook reflects our expectation that Saskatoon will continue to benefit from a diverse economy, maintain healthy liquidity, hold its tax-supported debt below 60% of operating revenues, and post robust budgetary results in the next two years."

Communication Plan

A News Release advising citizens and the media of the City's "AAA"/Stable credit rating was issued on January 10, 2019, and S&P Global's Ratings Direct – Research Update: City of Saskatoon – January 10, 2019 was made available on the City's website (saskatoon.ca under Budget & Finances).

Due Date for Follow-up and/or Project Completion

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

Public Notice

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

Attachment

1. S&P Global – Ratings Direct – Research Update: City of Saskatoon Ratings Affirmed At 'AAA'; Outlook Remains Stable – January 10, 2019

Report Approval

Written and

Approved by: Kerry Tarasoff, Chief Financial Officer

SP Credit Rating 2019.docx

RatingsDirect®

Research Update:

City of Saskatoon Ratings Affirmed At 'AAA'; Outlook Remains Stable

Primary Credit Analyst:

Siddharth R Maniyar, Toronto (1) 416-507-2567; siddharth.maniyar@spglobal.com

Secondary Contact:

Jennifer Love, CFA, Toronto + 1 (416) 507 3285; jennifer.love@spglobal.com

Research Contributor:

Sakshi Dawar, CRISIL Global Analytical Center, an S&P affiliate, Mumbai; sakshi.dawar@spglobal.com

Table Of Contents

Overview

Rating Action

Outlook

Rationale

Key Statistics

Ratings Score Snapshot

Key Sovereign Statistics

Related Criteria

Ratings List

Research Update:

City of Saskatoon Ratings Affirmed At 'AAA'; Outlook Remains Stable

Overview

- We expect the City of Saskatoon's track record of robust fiscal performance to continue, allowing the city to proceed with its capital agenda while maintaining healthy liquidity and minimal debt.
- As a result, we are affirming our 'AAA' long-term issuer credit and senior unsecured debt ratings on the city.
- The stable outlook reflects our expectations that, throughout the next two years, Saskatoon will continue to benefit from a diverse economy, maintain healthy liquidity, hold its tax-supported debt below 60% of operating revenues, and post robust budgetary results.

Rating Action

On Jan. 10, 2019, S&P Global Ratings affirmed its 'AAA' long-term issuer credit and senior unsecured debt ratings on the City of Saskatoon, in the Province of Saskatchewan. The outlook is stable.

Outlook

The stable outlook reflects our expectation that Saskatoon will continue to benefit from a diverse economy, maintain healthy liquidity, hold its tax-supported debt below 60% of operating revenues, and post robust budgetary results in the next two years.

Although unlikely, we could take a negative rating action in the next two years if Saskatoon's revenue growth persistently lags that of expenditures, resulting in consistent after-capital deficits over 5% of operating revenues, and the city's tax-supported debt exceeds 60% of operating revenue.

Rationale

We have updated our base-case scenario for Saskatoon and extended our forecast horizon through 2021. The city, which is the economic engine of Saskatchewan, has a diverse economy and prudent management. This will assist Saskatoon to maintain robust budgetary performance and healthy liquidity, allowing it to manage its capital plan with limited additional debt issuance. We also believe that Saskatoon will continue to benefit from a supportive institutional

framework.

A diverse economy and prudent financial management support the ratings.

In our opinion, Saskatoon benefits from a strong and diversified economy, given its status as Saskatchewan's largest Census metropolitan area. We estimate that the city's GDP per capita would be in line with the provincial average in 2016-2018 (forecast) of about US\$52,141, given Saskatoon's fairly high median household income. Saskatoon's population is forecast to reach about 280,000 in 2019, a 2.6% increase since 2017. The city's largest industries are agriculture, the public sector, and natural resources, most notably potash mining.

We believe that Saskatoon's creditworthiness reflects strong financial management. In our view, the city's management team is experienced and qualified to effectively enact fiscal policies, and effectively respond to external risks. Saskatoon demonstrates what we view as good political and managerial strength with its lengthy track record of passing budgets before the start of fiscal year and meeting goals. We also believe that management accountability is strong and financial policies are prudent. Disclosure and transparency are what we believe to be good, annual financial statements are audited and unqualified, and the city prepares robust annual operating and capital budget documents. It also prepares long-term capital and borrowing plans.

We believe Canadian municipalities benefit from a very predictable and well-balanced local and regional government framework that has demonstrated a high degree of institutional stability. Although provincial governments mandate a significant proportion of municipal spending, they also provide operating fund transfers and impose fiscal restraint through legislative requirements to pass balanced operating budgets. Municipalities generally have the ability to match expenditures well with revenues, except for capital spending, which can be intensive. Any operating surpluses typically fund capital expenditures and future liabilities (such as postemployment obligations and landfill closure costs) through reserve contributions.

Operating balances are healthy, but an expanding capital plan will require debt to fund some projects.

We expect modifiable revenues and operating balances will be stable and average about 86% and 23% of operating revenues, respectively, in 2017-2021. We also estimate that Saskatoon will post slight after-capital surpluses, despite fairly high capital expenditures of about C\$311 million, or 31% of total expenditures, on average in 2017-2021.

In 2019-2021, Saskatoon plans to issue about C\$142 million of debt to fund some capital projects. We expect tax-supported debt (including the costs related to the two public-private partnership projects) to remain minimal, at about 43% of operating revenues at year-end 2021. In addition, tax-supported debt is less than three years' operating surpluses, which, together with very

low interest costs, supports our assessment of the minimal debt burden.

In our view, the city's liquidity is healthy. We estimate free cash and liquid assets will total C\$422 million in the next 12 months and cover more than 10x estimated debt service for the period. We expect this ratio to remain well above 100% during the forecast outlook horizon. In addition, the city benefits from strong internal cash flow generation, which boosts our assessment of its liquidity profile. We believe that Saskatoon has satisfactory access to external liquidity, given its proven ability to issue into public debt markets and the presence of a secondary market for Canadian municipal debt instruments.

Saskatoon's contingent liabilities are what we consider very low, totaling about 6% of 2017 operating revenues. They relate mainly to standard future employee benefits and landfill postclosure.

Key Statistics

Table 1

City of Saskatoon -- Selected Indicators							
	--Year ended Dec. 31--						
(Mil. C\$)	2015	2016	2017	2018bc	2019bc	2020bc	2021bc
Operating revenues	814.75	800.18	830.29	863.99	901.25	940.55	982.02
Operating expenditures	618.36	582.33	632.75	658.68	690.77	724.18	757.19
Operating balance	196.39	217.85	197.54	205.32	210.48	216.37	224.83
Operating balance (% of operating revenues)	24.10	27.22	23.79	23.76	23.35	23.00	22.89
Capital revenues	131.07	92.24	127.16	92.57	75.75	93.17	156.68
Capital expenditures	330.31	274.71	366.27	296.17	260.42	279.77	351.51
Balance after capital accounts	(2.85)	35.37	(41.57)	1.72	25.81	29.77	30.00
Balance after capital accounts (% of total revenues)	(0.30)	3.96	(4.34)	0.18	2.64	2.88	2.63
Debt repaid	25.05	24.00	27.40	28.98	27.57	30.29	25.80
Gross borrowings	15.00	0.00	0.00	0.00	75.26	20.00	47.02
Balance after borrowings	(12.91)	11.37	(68.97)	(27.27)	73.51	19.48	51.23
Modifiable revenues (% of operating revenues)	80.12	84.65	84.97	85.55	86.15	86.73	87.29
Capital expenditures (% of total expenditures)	34.82	32.05	36.66	31.02	27.38	27.87	31.70
Direct debt (outstanding at year-end)	228.05	204.05	179.35	153.92	206.92	202.20	229.36
Direct debt (% of operating revenues)	27.99	25.50	21.60	17.81	22.96	21.50	23.36
Tax-supported debt (outstanding at year-end)	263.05	318.77	349.15	358.98	406.67	396.39	417.61
Tax-supported debt (% of consolidated operating revenues)	32.29	39.84	42.05	41.55	45.12	42.14	42.53
Interest (% of operating revenues)	1.30	2.06	1.70	1.39	1.59	1.74	1.65

Table 1

City of Saskatoon -- Selected Indicators (cont.)							
(Mil. C\$)	--Year ended Dec. 31--						
	2015	2016	2017	2018bc	2019bc	2020bc	2021bc
National GDP per capita (single units)	55,673	56,129	58,440	60,163	61,966	63,704	65,542

The data and ratios above result in part from S&P Global Ratings' own calculations, drawing on national as well as international sources, reflecting S&P Global Ratings' independent view on the timeliness, coverage, accuracy, credibility, and usability of available information. The main sources are the financial statements and budgets, as provided by the issuer. bc--Base case. Base case reflects S&P Global Ratings' expectations of the most likely scenario. Downside case represents some but not all aspects of S&P Global Ratings' scenarios that could be consistent with a downgrade. Upside case represents some but not all aspects of S&P Global Ratings' scenarios that could be consistent with an upgrade.

Ratings Score Snapshot

Table 2

City of Saskatoon -- Ratings Score Snapshot	
Key Rating Factors	Assessment
Institutional Framework	Very predictable and well-balanced
Economy	Very strong
Financial Management	Strong
Budgetary Flexibility	Very strong
Budgetary Performance	Very strong
Liquidity	Exceptional
Debt Burden	Very low
Contingent Liabilities	Very low

Note: S&P Global Ratings bases its ratings on local and regional governments on eight main rating factors listed in the table. Section A of S&P Global Ratings' "Methodology For Rating Non-U.S. Local And Regional Governments" summarizes how the eight factors are combined to derive the foreign currency rating on the government.

Key Sovereign Statistics

Sovereign Risk Indicators, Dec. 13, 2018. Interactive version available at <http://www.spratings.com/sri>

Related Criteria

- Criteria - Governments - International Public Finance: Methodology For Rating Non-U.S. Local And Regional Governments, June 30, 2014
- Criteria - Governments - International Public Finance: Methodology And Assumptions For Analyzing The Liquidity Of Non-U.S. Local And Regional Governments And Related Entities And For Rating Their Commercial Paper Programs, Oct. 15, 2009
- General Criteria: Use Of CreditWatch And Outlooks, Sept. 14, 2009
- Criteria - Governments - International Public Finance: Methodology And Assumptions: The Impact Of PPP Projects On International Local And

Regional Governments: Refined Accounting Treatment, Dec. 15, 2008

In accordance with our relevant policies and procedures, the Rating Committee was composed of analysts that are qualified to vote in the committee, with sufficient experience to convey the appropriate level of knowledge and understanding of the methodology applicable (see 'Related Criteria And Research'). At the onset of the committee, the chair confirmed that the information provided to the Rating Committee by the primary analyst had been distributed in a timely manner and was sufficient for Committee members to make an informed decision.

After the primary analyst gave opening remarks and explained the recommendation, the Committee discussed key rating factors and critical issues in accordance with the relevant criteria. Qualitative and quantitative risk factors were considered and discussed, looking at track record and forecasts.

The committee's assessment of the key rating factors is reflected in the Ratings Score Snapshot above.

The chair ensured every voting member was given the opportunity to articulate his/her opinion. The chair or designee reviewed the draft report to ensure consistency with the Committee decision. The views and the decision of the rating committee are summarized in the above rationale and outlook. The weighting of all rating factors is described in the methodology used in this rating action (see 'Related Criteria And Research').

Ratings List

Ratings Affirmed

Saskatoon (City of)

Issuer Credit Rating	AAA/Stable/--
Senior Unsecured	AAA

Certain terms used in this report, particularly certain adjectives used to express our view on rating relevant factors, have specific meanings ascribed to them in our criteria, and should therefore be read in conjunction with such criteria. Please see Ratings Criteria at www.standardandpoors.com for further information. Complete ratings information is available to subscribers of RatingsDirect at www.capitaliq.com. All ratings affected by this rating action can be found on S&P Global Ratings' public website at www.standardandpoors.com. Use the Ratings search box located in the left column.

Copyright © 2018 by Standard & Poor's Financial Services LLC. All rights reserved.

No content (including ratings, credit-related analyses and data, valuations, model, software or other application or output therefrom) or any part thereof (Content) may be modified, reverse engineered, reproduced or distributed in any form by any means, or stored in a database or retrieval system, without the prior written permission of Standard & Poor's Financial Services LLC or its affiliates (collectively, S&P). The Content shall not be used for any unlawful or unauthorized purposes. S&P and any third-party providers, as well as their directors, officers, shareholders, employees or agents (collectively S&P Parties) do not guarantee the accuracy, completeness, timeliness or availability of the Content. S&P Parties are not responsible for any errors or omissions (negligent or otherwise), regardless of the cause, for the results obtained from the use of the Content, or for the security or maintenance of any data input by the user. The Content is provided on an "as is" basis. S&P PARTIES DISCLAIM ANY AND ALL EXPRESS OR IMPLIED WARRANTIES, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR USE, FREEDOM FROM BUGS, SOFTWARE ERRORS OR DEFECTS, THAT THE CONTENT'S FUNCTIONING WILL BE UNINTERRUPTED OR THAT THE CONTENT WILL OPERATE WITH ANY SOFTWARE OR HARDWARE CONFIGURATION. In no event shall S&P Parties be liable to any party for any direct, indirect, incidental, exemplary, compensatory, punitive, special or consequential damages, costs, expenses, legal fees, or losses (including, without limitation, lost income or lost profits and opportunity costs or losses caused by negligence) in connection with any use of the Content even if advised of the possibility of such damages.

Credit-related and other analyses, including ratings, and statements in the Content are statements of opinion as of the date they are expressed and not statements of fact. S&P's opinions, analyses and rating acknowledgment decisions (described below) are not recommendations to purchase, hold, or sell any securities or to make any investment decisions, and do not address the suitability of any security. S&P assumes no obligation to update the Content following publication in any form or format. The Content should not be relied on and is not a substitute for the skill, judgment and experience of the user, its management, employees, advisors and/or clients when making investment and other business decisions. S&P does not act as a fiduciary or an investment advisor except where registered as such. While S&P has obtained information from sources it believes to be reliable, S&P does not perform an audit and undertakes no duty of due diligence or independent verification of any information it receives. Rating-related publications may be published for a variety of reasons that are not necessarily dependent on action by rating committees, including, but not limited to, the publication of a periodic update on a credit rating and related analyses.

To the extent that regulatory authorities allow a rating agency to acknowledge in one jurisdiction a rating issued in another jurisdiction for certain regulatory purposes, S&P reserves the right to assign, withdraw or suspend such acknowledgment at any time and in its sole discretion. S&P Parties disclaim any duty whatsoever arising out of the assignment, withdrawal or suspension of an acknowledgment as well as any liability for any damage alleged to have been suffered on account thereof.

S&P keeps certain activities of its business units separate from each other in order to preserve the independence and objectivity of their respective activities. As a result, certain business units of S&P may have information that is not available to other S&P business units. S&P has established policies and procedures to maintain the confidentiality of certain non-public information received in connection with each analytical process.

S&P may receive compensation for its ratings and certain analyses, normally from issuers or underwriters of securities or from obligors. S&P reserves the right to disseminate its opinions and analyses. S&P's public ratings and analyses are made available on its Web sites, www.standardandpoors.com (free of charge), and www.ratingsdirect.com and www.globalcreditportal.com (subscription), and may be distributed through other means, including via S&P publications and third-party redistributors. Additional information about our ratings fees is available at www.standardandpoors.com/usratingsfees.

STANDARD & POOR'S, S&P and RATINGSDIRECT are registered trademarks of Standard & Poor's Financial Services LLC.



STANDING POLICY COMMITTEE ON FINANCE

Property Tax Liens 2018

Recommendation of the Committee

That the City Solicitor be instructed to take the necessary action under provisions of *The Tax Enforcement Act* with respect to properties with 2018 tax liens.

History

At the February 12, 2019 Standing Policy Committee on Finance meeting, a report of the Chief Financial Officer dated February 12, 2019 was considered.

Attachment

February 12, 2019 report of the Chief Financial Officer

Property Tax Liens 2018

Recommendation

That the Standing Policy Committee on Finance recommend to City Council that the City Solicitor be instructed to take the necessary action under provisions of *The Tax Enforcement Act* with respect to properties with 2018 tax liens.

Topic and Purpose

The purpose of this report is to obtain City Council approval to proceed to the next stage under *The Tax Enforcement Act* for properties with 2018 liens.

Report Highlights

1. *The Tax Enforcement Act* is a provincial statute that guides the collection of tax arrears.
2. City Council provides approval to proceed to the next stages of the process for properties with 2018 liens.

Strategic Goals

This report supports the long-term strategy of ensuring that the City of Saskatoon's (City) approach to citizen communications is proactive and professional, under the Strategic Goal of Continuous Improvement.

This report also supports the Strategic Goal of Asset and Financial Sustainability by being open, accountable and transparent, particularly when it comes to the resource allocation and collection decisions the City makes.

Background

Collection of property tax arrears is guided by *The Tax Enforcement Act (The Act)*, the purpose of which is to secure payment of tax arrears under the threat of loss of title to the property. The statute is not intended to act as a means for the acquisition of property by the City. Each property owner (taxpayer) has certain fundamental rights concerning his/her land. The taxpayer must be kept fully aware of the proceedings being taken and be given a reasonable time frame during which arrangements can be made for payment of the outstanding amount.

Report

The Tax Enforcement Act

The Act provides the City with an effective collection process. As indicated in Attachment 1, a total of 5,954 tax enforcement liens were placed between 2013 and 2018. Tax arrears have been paid in full on 5,031 of these and 923 tax enforcement liens remain where property owners have payment arrangements. The City has assumed title to only four of these properties.

The proceedings under *The Act* are scheduled as follows:

- Section 10: Allows the City to register a tax lien against a property where taxes have been due and unpaid after the 31st day of December of the year in which the taxes were originally levied.
- Section 22(1): Where the taxes remain unpaid and the lien has not been withdrawn, the City may apply to Council to commence proceedings to take title after the expiration of six months following the registration of the tax lien at Information Services Corporation of Saskatchewan (ISC) – Land Registry.
- Section 24: Final application for transfer of title to the City may commence six months after the first application. The City must, at this point in the proceedings, obtain consent of the Provincial Mediation Board to obtain the title. The Board may, subject to certain conditions being met by the taxpayer, put the proceedings on hold, even after this consent is granted.

2018 Tax Liens

With respect to the properties listed in Attachment 2, proceedings under *The Act* commenced on February 24, 2018. At that time, the City, in accordance with *The Act*, published in the Saskatoon StarPhoenix, the legal descriptions of all properties in arrears of property taxes subject to tax liens. The assessed owners were notified of the action being taken and were advised that if the taxes remained unpaid after 60 days following the date of the advertisement, a tax lien would be registered against the property on the official title held in ISC – Land Registry.

The City has made considerable effort to contact the assessed owners of the various properties to obtain payment or to negotiate reasonable payment schedules. However, as of the date of this report, the City has not received payment and the property tax arrears are still outstanding.

The properties are now subject to first proceedings pursuant to Section 22(1) of *The Act*. This action involves notification by registered mail to each registered owner, each assessed owner, and all others with an interest set out on the title to the property, that they have six months to contest the City's claim.

Pursuant to Section 24, the next stage of *The Act*, six months following service of notices, the City will be in a position to make final application for title of any properties for which the arrears have not been cleared.

As indicated above, *The Act* requires specific waiting periods to ensure that owners and interest holders are afforded a reasonable opportunity to redeem the property. In the typical case, the Administration expects that these proceedings will be carried out within the normal periods outlined in the legislation. However, where there is a credible and

realistic plan by the owner or interest holder to make payments to redeem the property during enforcement proceedings, the prosecution of the enforcement proceeding should be suspended to allow the redemption plan to proceed. If the plan fails, enforcement proceedings should then be recommenced.

Since tax enforcement proceedings pursuant to Section 22 are initiated at City Council direction, it is City Council that can properly suspend and recommence the proceedings, or direct the Administration to do so. Accordingly, the Administration requests that in those cases where there is a credible plan, as determined by the Administration, City Council authorize the Administration to suspend enforcement proceedings, and to restore enforcement proceedings where a redemption plan fails.

The Administration now requests authorization to proceed regarding those properties which became subject to tax liens in 2018.

Options to the Recommendation

City Council can choose not to instruct the City Solicitor to take the necessary provisions under *The Act*; however, the Administration does recommend this option as current, and future, tax enforcement proceedings are dependent on following these provisions.

Public and/or Stakeholder Involvement

The Administration has made every effort to contact the assessed owners of the properties in arrears subject to tax collection as per *The Act*.

Communication Plan

The City follows the processes required in *The Act*. Revenue Collections has made considerable effort to communicate with property owners of the properties in tax arrears subject to tax collection through reminder notices and direct contact.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The property tax lien report for 2019 will be tabled in February 2020.

Public Notice

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

Attachments

1. Tax Enforcement Statistics
2. Liens Outstanding 2018

Report Approval

Written by: Carolyn Brand, Senior Collections Representative
Reviewed by: Mike Voth, Director of Corporate Revenue
Approved by: Kerry Tarasoff, Chief Financial Officer

Tax Liens 2018.docx

Tax Enforcement Statistics
(as of January 17, 2019)

Lien Year	Reminder Notices			Number Advertised	Liens Placed	6-month Notices	Sent to Prov Mediation	Title Taken	Liens Remaining
	Prev Sept.	Prev Nov.	Feb.						
2013	5,608	4,160	2,639	1,890	736	291	62	0	4
2014	6,038	4,323	2,922	2,062	1,044	484	91	3	11
2015	6,214	4,290	2,895	1,882	959	449	57	1	23
2016	6,156	4,574	2,834	1,811	985	434	54	0	45
2017	6,034	4,254	2,995	2,003	1,064	566		0	207
2018	6,925	4,907	3,012	2,146	1,166			0	633
Total	36,975	26,508	17,297	11,794	5,954	2,224	264	4	923

LIENS OUTSTANDING SUMMARY 2018

	Predominant Use	Arrears
2	Land, Arable, Undeveloped	\$3,356.30
2	Auto, Repair Garage <5,000	\$20,365.26
1	Auto, Service Repair <5,000	\$8,648.55
1	Clubhouse	\$7,524.80
1	Cocktail Lounge	\$894.68
1	Commercial Condo, Office	\$26,609.70
2	Commercial Condo, Retail	\$13,752.80
2	Condo, Commercial	\$20,650.04
3	Land, Undeveloped Commercial	\$30,405.12
1	Mixed Retail, Office CBD/Brdwy 10,000-49,999	\$47,400.89
4	Office Building	\$53,148.95
1	Shopping Centre, Neighbourhood	\$109,843.90
2	Store, Retail	\$26,923.17
1	Warehouse, Storage >80,000	\$159,887.38
1	Warehouse, Storage 10,000-79,999	\$52,163.91
1	Warehouse, Storage 5,000-9,999	\$16,680.55
24	Condo, Bare Land	\$138,400.25
26	Condo, Highrise	\$96,596.22
74	Condo, Lowrise	\$246,859.51
34	Condo, Townhouse	\$157,749.22
1	Land, Undeveloped Multi Family	\$56,252.33
1	Town/Rowhouse, >3 units	\$13,045.68
10	Land, Undeveloped Res	\$178,852.34
1	Outbuilding, Residential	\$73,443.30
418	Single Family, Detached	\$2,530,116.83
3	Single Family, Semi Detached	\$17,235.32
4	Townhouse, Res-2 unit (One Title)	\$33,005.03
11	Townhouse, Res-2 unit (Two Titles)	\$69,522.42
633	Total	\$4,209,334.45

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
AGRI	Land, Arable, Undeveloped	395100100	\$1,344.68
AGRI	Land, Arable, Undeveloped	473900100	\$2,011.62
COMM	Auto, Repair Garage <5,000	514717950	\$13,495.55
COMM	Auto, Repair Garage <5,000	514814680	\$6,869.71
COMM	Auto, Service Repair <5,000	474918520	\$8,648.55
COMM	Clubhouse	494817890	\$7,524.80
COMM	Cocktail Lounge	475007400	\$894.68
COMM	Commercial Condo, Office	515134015	\$26,609.70
COMM	Commercial Condo, Retail	474917605	\$9,619.47
COMM	Commercial Condo, Retail	475958730	\$4,133.33
COMM	Condo, Commercial	405206510	\$10,510.26
COMM	Condo, Commercial	405310065	\$10,139.78
COMM	Land, Undeveloped Commercial	495006500	\$9,667.80
COMM	Land, Undeveloped Commercial	495006550	\$9,672.51
COMM	Land, Undeveloped Commercial	504615660	\$11,064.81
COMM	Mixed Retail, Office CBD/Brdwy 10,000-49,999	495006600	\$47,400.89
COMM	Office Building	494914690	\$346.28
COMM	Office Building	494918300	\$6,317.27
COMM	Office Building	495126550	\$28,918.23
COMM	Office Building	525218600	\$17,567.17
COMM	Shopping Centre, Neighbourhood	504500790	\$109,843.90
COMM	Store, Retail	494817790	\$13,675.14
COMM	Store, Retail	504915200	\$13,248.03
COMM	Warehouse, Storage >80,000	455101850	\$159,887.38
COMM	Warehouse, Storage 10,000-79,999	455006150	\$52,163.91
COMM	Warehouse, Storage 5,000-9,999	425102800	\$16,680.55
COND	Condo, Bare Land	445818120	\$5,996.59
COND	Condo, Bare Land	464508655	\$5,889.69
COND	Condo, Bare Land	464655940	\$4,194.29
COND	Condo, Bare Land	465962805	\$6,833.87
COND	Condo, Bare Land	475941695	\$5,523.36
COND	Condo, Bare Land	475956135	\$4,396.61
COND	Condo, Bare Land	484827600	\$4,414.37
COND	Condo, Bare Land	504200866	\$3,675.43
COND	Condo, Bare Land	504200916	\$5,762.65
COND	Condo, Bare Land	525907115	\$6,297.65
COND	Condo, Bare Land	535811454	\$4,792.99
COND	Condo, Bare Land	535812436	\$5,432.25
COND	Condo, Bare Land	535812441	\$3,634.81
COND	Condo, Bare Land	535816250	\$5,704.02
COND	Condo, Bare Land	535817856	\$4,213.05
COND	Condo, Bare Land	535859325	\$4,462.08
COND	Condo, Bare Land	546040100	\$6,603.34
COND	Condo, Bare Land	546040245	\$6,131.17
COND	Condo, Bare Land	565055085	\$19,556.99
COND	Condo, Bare Land	565303926	\$3,469.12
COND	Condo, Bare Land	565429705	\$5,315.59

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
COND	Condo, Bare Land	565429710	\$5,601.79
COND	Condo, Bare Land	575303320	\$5,974.02
COND	Condo, Bare Land	575519160	\$4,524.52
COND	Condo, Highrise	494922325	\$4,647.42
COND	Condo, Highrise	495014585	\$4,777.44
COND	Condo, Highrise	495014620	\$3,688.13
COND	Condo, Highrise	495014975	\$6,647.34
COND	Condo, Highrise	495104932	\$5,470.86
COND	Condo, Highrise	495104952	\$4,352.09
COND	Condo, Highrise	495105008	\$5,646.13
COND	Condo, Highrise	495105014	\$6,969.79
COND	Condo, Highrise	495108160	\$3,761.38
COND	Condo, Highrise	495140820	\$5,975.25
COND	Condo, Highrise	504820034	\$1,471.79
COND	Condo, Highrise	504820036	\$1,436.98
COND	Condo, Highrise	504820042	\$2,628.10
COND	Condo, Highrise	504820044	\$1,504.73
COND	Condo, Highrise	504820046	\$1,482.44
COND	Condo, Highrise	504820052	\$1,459.56
COND	Condo, Highrise	504820058	\$2,998.09
COND	Condo, Highrise	504820068	\$1,365.48
COND	Condo, Highrise	504820076	\$1,549.36
COND	Condo, Highrise	504820082	\$2,676.02
COND	Condo, Highrise	504820084	\$1,526.52
COND	Condo, Highrise	504820094	\$1,786.57
COND	Condo, Highrise	504820096	\$3,015.43
COND	Condo, Highrise	504820108	\$2,259.48
COND	Condo, Highrise	515002720	\$4,631.38
COND	Condo, Highrise	515010095	\$12,868.46
COND	Condo, Lowrise	445238455	\$3,136.26
COND	Condo, Lowrise	445333170	\$3,675.56
COND	Condo, Lowrise	445406035	\$4,890.39
COND	Condo, Lowrise	445801695	\$3,146.98
COND	Condo, Lowrise	445802510	\$5,863.19
COND	Condo, Lowrise	445845470	\$6,367.21
COND	Condo, Lowrise	445845660	\$3,095.66
COND	Condo, Lowrise	455231352	\$3,365.55
COND	Condo, Lowrise	464523285	\$3,110.17
COND	Condo, Lowrise	464523286	\$4,895.65
COND	Condo, Lowrise	464601580	\$2,728.04
COND	Condo, Lowrise	464670040	\$2,988.04
COND	Condo, Lowrise	475805180	\$3,700.65
COND	Condo, Lowrise	475832512	\$6,370.14
COND	Condo, Lowrise	484509891	\$1,496.49
COND	Condo, Lowrise	484926364	\$2,672.63
COND	Condo, Lowrise	485524482	\$2,489.34
COND	Condo, Lowrise	485630420	\$3,313.35

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
COND	Condo, Lowrise	485632040	\$3,821.60
COND	Condo, Lowrise	486033476	\$2,962.68
COND	Condo, Lowrise	486033501	\$5,318.58
COND	Condo, Lowrise	486033542	\$5,105.35
COND	Condo, Lowrise	486033578	\$3,709.21
COND	Condo, Lowrise	486033587	\$5,100.08
COND	Condo, Lowrise	486033647	\$5,141.18
COND	Condo, Lowrise	486033688	\$4,155.02
COND	Condo, Lowrise	504204955	\$2,654.72
COND	Condo, Lowrise	504205305	\$3,480.26
COND	Condo, Lowrise	504205510	\$1,912.42
COND	Condo, Lowrise	504710295	\$1,301.00
COND	Condo, Lowrise	504710300	\$1,297.38
COND	Condo, Lowrise	504710305	\$1,497.55
COND	Condo, Lowrise	504710310	\$1,267.63
COND	Condo, Lowrise	504710315	\$1,359.89
COND	Condo, Lowrise	504710320	\$1,361.09
COND	Condo, Lowrise	504710325	\$1,716.49
COND	Condo, Lowrise	504710330	\$1,688.01
COND	Condo, Lowrise	504710335	\$1,361.09
COND	Condo, Lowrise	504710340	\$1,359.27
COND	Condo, Lowrise	504710345	\$1,807.51
COND	Condo, Lowrise	504710350	\$1,757.54
COND	Condo, Lowrise	504710355	\$1,361.72
COND	Condo, Lowrise	504710360	\$1,361.09
COND	Condo, Lowrise	504710365	\$1,890.71
COND	Condo, Lowrise	504710370	\$1,850.73
COND	Condo, Lowrise	505629454	\$2,517.82
COND	Condo, Lowrise	515109307	\$1,507.11
COND	Condo, Lowrise	515121550	\$3,261.91
COND	Condo, Lowrise	515131650	\$4,039.04
COND	Condo, Lowrise	515424742	\$5,405.40
COND	Condo, Lowrise	515427794	\$2,925.15
COND	Condo, Lowrise	515629085	\$2,928.80
COND	Condo, Lowrise	525418400	\$3,789.30
COND	Condo, Lowrise	525600685	\$7,123.12
COND	Condo, Lowrise	525701135	\$3,945.49
COND	Condo, Lowrise	525706290	\$3,457.59
COND	Condo, Lowrise	525707120	\$3,245.28
COND	Condo, Lowrise	525709360	\$3,840.11
COND	Condo, Lowrise	534917645	\$3,756.46
COND	Condo, Lowrise	534917765	\$3,953.09
COND	Condo, Lowrise	535415010	\$3,954.05
COND	Condo, Lowrise	535521710	\$4,997.74
COND	Condo, Lowrise	535630590	\$3,667.14
COND	Condo, Lowrise	535631225	\$3,721.67
COND	Condo, Lowrise	535810354	\$2,375.09

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
COND	Condo, Lowrise	535813150	\$5,192.47
COND	Condo, Lowrise	555815830	\$3,499.41
COND	Condo, Lowrise	565201995	\$4,034.66
COND	Condo, Lowrise	565202335	\$5,088.13
COND	Condo, Lowrise	565308015	\$2,372.17
COND	Condo, Lowrise	565308060	\$4,902.85
COND	Condo, Lowrise	565385239	\$3,020.85
COND	Condo, Lowrise	565385242	\$4,908.09
COND	Condo, Lowrise	565385310	\$4,524.42
COND	Condo, Townhouse	455428300	\$3,602.96
COND	Condo, Townhouse	455845000	\$4,461.32
COND	Condo, Townhouse	455845030	\$5,859.44
COND	Condo, Townhouse	455907350	\$2,251.97
COND	Condo, Townhouse	455907365	\$5,347.59
COND	Condo, Townhouse	455907405	\$4,280.01
COND	Condo, Townhouse	464612140	\$3,455.43
COND	Condo, Townhouse	464714350	\$3,902.64
COND	Condo, Townhouse	464714435	\$4,039.49
COND	Condo, Townhouse	464714470	\$5,354.37
COND	Condo, Townhouse	475539755	\$5,752.43
COND	Condo, Townhouse	486029455	\$4,673.48
COND	Condo, Townhouse	486029475	\$5,631.78
COND	Condo, Townhouse	486029480	\$5,631.78
COND	Condo, Townhouse	486029490	\$5,499.56
COND	Condo, Townhouse	486029495	\$4,673.48
COND	Condo, Townhouse	486029510	\$5,631.78
COND	Condo, Townhouse	486029525	\$4,673.48
COND	Condo, Townhouse	486029530	\$678.18
COND	Condo, Townhouse	486029535	\$5,782.72
COND	Condo, Townhouse	486029560	\$5,260.86
COND	Condo, Townhouse	486029585	\$5,260.86
COND	Condo, Townhouse	486029595	\$6,385.79
COND	Condo, Townhouse	486029615	\$4,786.16
COND	Condo, Townhouse	486029620	\$5,435.07
COND	Condo, Townhouse	486029655	\$6,348.46
COND	Condo, Townhouse	486029680	\$7,015.85
COND	Condo, Townhouse	525527295	\$3,134.29
COND	Condo, Townhouse	555212020	\$4,549.68
COND	Condo, Townhouse	565347055	\$3,433.05
COND	Condo, Townhouse	565347145	\$2,805.96
COND	Condo, Townhouse	565347335	\$3,586.60
COND	Condo, Townhouse	565347405	\$3,950.66
COND	Condo, Townhouse	575502125	\$4,612.04
MRES	Land, Undeveloped Multi Family	464713050	\$56,252.33
MRES	Town/Rowhouse, >3 units	504729390	\$13,045.68
RES	Land, Undeveloped Res	445819000	\$3,227.40
RES	Land, Undeveloped Res	473800100	\$4,501.45

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
RES	Land, Undeveloped Res	474398950	\$2,547.03
RES	Land, Undeveloped Res	474399000	\$2,609.42
RES	Land, Undeveloped Res	475006550	\$1,400.30
RES	Land, Undeveloped Res	484838350	\$77,973.24
RES	Land, Undeveloped Res	485526600	\$3,657.57
RES	Land, Undeveloped Res	494722300	\$5,212.68
RES	Land, Undeveloped Res	494825500	\$76,638.21
RES	Land, Undeveloped Res	504726200	\$1,085.04
RES	Outbuilding, Residential	484812150	\$73,443.30
RES	Single Family, Detached	415324600	\$3,890.07
RES	Single Family, Detached	425220700	\$6,814.84
RES	Single Family, Detached	425226200	\$7,966.02
RES	Single Family, Detached	425405550	\$3,730.87
RES	Single Family, Detached	425433200	\$9,144.51
RES	Single Family, Detached	425434600	\$4,009.75
RES	Single Family, Detached	435226100	\$7,346.28
RES	Single Family, Detached	435230100	\$5,917.41
RES	Single Family, Detached	435244100	\$7,807.87
RES	Single Family, Detached	435504850	\$5,248.00
RES	Single Family, Detached	435901300	\$1,346.50
RES	Single Family, Detached	435907850	\$4,521.93
RES	Single Family, Detached	445211450	\$7,302.04
RES	Single Family, Detached	445340990	\$8,978.84
RES	Single Family, Detached	445342000	\$6,372.68
RES	Single Family, Detached	445342250	\$9,549.88
RES	Single Family, Detached	445413300	\$11,556.64
RES	Single Family, Detached	445427650	\$9,108.73
RES	Single Family, Detached	445431600	\$4,162.88
RES	Single Family, Detached	445445950	\$7,394.74
RES	Single Family, Detached	445447300	\$17,672.64
RES	Single Family, Detached	445636050	\$5,458.01
RES	Single Family, Detached	445715450	\$14,481.82
RES	Single Family, Detached	445720200	\$10,736.58
RES	Single Family, Detached	445723700	\$9,863.88
RES	Single Family, Detached	445815000	\$13,396.69
RES	Single Family, Detached	445836950	\$9,092.31
RES	Single Family, Detached	445908200	\$4,782.95
RES	Single Family, Detached	445908350	\$4,768.51
RES	Single Family, Detached	445909150	\$8,473.79
RES	Single Family, Detached	445912150	\$9,870.29
RES	Single Family, Detached	445912450	\$5,472.36
RES	Single Family, Detached	445915750	\$10,125.56
RES	Single Family, Detached	455205200	\$7,380.25
RES	Single Family, Detached	455208540	\$8,938.40
RES	Single Family, Detached	455216280	\$5,065.36
RES	Single Family, Detached	455301450	\$8,042.67
RES	Single Family, Detached	455400600	\$7,365.93

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	455405150	\$8,720.14
RES	Single Family, Detached	455605850	\$5,784.77
RES	Single Family, Detached	455705100	\$11,815.19
RES	Single Family, Detached	455813150	\$5,971.81
RES	Single Family, Detached	455830500	\$5,867.41
RES	Single Family, Detached	455832050	\$18,516.08
RES	Single Family, Detached	455904850	\$9,322.59
RES	Single Family, Detached	464417500	\$8,186.39
RES	Single Family, Detached	464417550	\$4,774.73
RES	Single Family, Detached	464423700	\$8,819.12
RES	Single Family, Detached	464427150	\$9,742.27
RES	Single Family, Detached	464433100	\$7,996.03
RES	Single Family, Detached	464507850	\$7,381.67
RES	Single Family, Detached	464529750	\$5,162.94
RES	Single Family, Detached	464543200	\$4,792.33
RES	Single Family, Detached	464545200	\$4,319.08
RES	Single Family, Detached	464615800	\$8,743.58
RES	Single Family, Detached	464618850	\$7,548.18
RES	Single Family, Detached	464619350	\$4,893.11
RES	Single Family, Detached	464643650	\$7,650.45
RES	Single Family, Detached	464646950	\$7,493.37
RES	Single Family, Detached	464652650	\$7,052.11
RES	Single Family, Detached	464654400	\$7,237.40
RES	Single Family, Detached	464660700	\$7,393.19
RES	Single Family, Detached	464708750	\$5,969.59
RES	Single Family, Detached	464710200	\$6,386.82
RES	Single Family, Detached	464921800	\$2,539.58
RES	Single Family, Detached	464922400	\$4,909.37
RES	Single Family, Detached	464923000	\$7,331.59
RES	Single Family, Detached	464927120	\$2,212.21
RES	Single Family, Detached	465201480	\$8,044.64
RES	Single Family, Detached	465224450	\$6,140.06
RES	Single Family, Detached	465612250	\$7,376.17
RES	Single Family, Detached	465617950	\$5,292.53
RES	Single Family, Detached	465620700	\$9,796.37
RES	Single Family, Detached	465647750	\$9,370.75
RES	Single Family, Detached	465913450	\$7,241.83
RES	Single Family, Detached	465913900	\$7,241.47
RES	Single Family, Detached	474303800	\$7,630.81
RES	Single Family, Detached	474305050	\$7,358.73
RES	Single Family, Detached	474401200	\$5,092.94
RES	Single Family, Detached	474402050	\$6,667.83
RES	Single Family, Detached	474426400	\$4,321.22
RES	Single Family, Detached	474428280	\$3,932.00
RES	Single Family, Detached	474429780	\$6,377.20
RES	Single Family, Detached	474434600	\$6,946.58
RES	Single Family, Detached	474502150	\$3,985.86

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	474524500	\$5,566.55
RES	Single Family, Detached	474601640	\$3,232.92
RES	Single Family, Detached	474603580	\$3,794.88
RES	Single Family, Detached	474606200	\$7,404.09
RES	Single Family, Detached	474609140	\$3,950.45
RES	Single Family, Detached	474610140	\$5,581.13
RES	Single Family, Detached	474621040	\$6,084.47
RES	Single Family, Detached	474621540	\$5,799.18
RES	Single Family, Detached	474720940	\$5,547.13
RES	Single Family, Detached	474809760	\$3,219.68
RES	Single Family, Detached	474830500	\$3,288.80
RES	Single Family, Detached	474903200	\$4,998.10
RES	Single Family, Detached	474910250	\$3,664.93
RES	Single Family, Detached	474912370	\$5,084.32
RES	Single Family, Detached	474914550	\$4,236.98
RES	Single Family, Detached	474937550	\$1,355.22
RES	Single Family, Detached	474938150	\$5,049.37
RES	Single Family, Detached	474939050	\$4,223.50
RES	Single Family, Detached	474942750	\$1,592.64
RES	Single Family, Detached	474943050	\$10,595.68
RES	Single Family, Detached	474943800	\$4,197.22
RES	Single Family, Detached	475003550	\$4,220.30
RES	Single Family, Detached	475004100	\$4,018.56
RES	Single Family, Detached	475018840	\$4,115.00
RES	Single Family, Detached	475019950	\$3,354.58
RES	Single Family, Detached	475023340	\$6,346.92
RES	Single Family, Detached	475023850	\$3,393.40
RES	Single Family, Detached	475027350	\$4,533.43
RES	Single Family, Detached	475105700	\$8,141.66
RES	Single Family, Detached	475108650	\$6,104.60
RES	Single Family, Detached	475121050	\$8,198.37
RES	Single Family, Detached	475201400	\$5,724.19
RES	Single Family, Detached	475204825	\$7,259.82
RES	Single Family, Detached	475213850	\$10,991.34
RES	Single Family, Detached	475503600	\$8,104.17
RES	Single Family, Detached	475509350	\$5,343.93
RES	Single Family, Detached	475535100	\$2,588.37
RES	Single Family, Detached	475543250	\$7,830.03
RES	Single Family, Detached	475544950	\$5,615.64
RES	Single Family, Detached	475600340	\$6,500.94
RES	Single Family, Detached	475608420	\$7,139.30
RES	Single Family, Detached	475608740	\$5,852.28
RES	Single Family, Detached	475727850	\$4,358.78
RES	Single Family, Detached	475911050	\$15,210.46
RES	Single Family, Detached	475912000	\$7,976.61
RES	Single Family, Detached	475915650	\$8,501.47
RES	Single Family, Detached	475917600	\$4,140.79

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	475918750	\$5,004.98
RES	Single Family, Detached	475919300	\$8,590.92
RES	Single Family, Detached	484203400	\$8,778.37
RES	Single Family, Detached	484313150	\$5,347.31
RES	Single Family, Detached	484313650	\$4,233.50
RES	Single Family, Detached	484325450	\$3,535.13
RES	Single Family, Detached	484326400	\$5,768.87
RES	Single Family, Detached	484331150	\$4,817.63
RES	Single Family, Detached	484337550	\$3,915.85
RES	Single Family, Detached	484339600	\$5,192.92
RES	Single Family, Detached	484341150	\$5,729.94
RES	Single Family, Detached	484407690	\$3,199.16
RES	Single Family, Detached	484504940	\$6,741.81
RES	Single Family, Detached	484505470	\$4,298.44
RES	Single Family, Detached	484508300	\$5,033.10
RES	Single Family, Detached	484516780	\$3,580.30
RES	Single Family, Detached	484519300	\$3,507.18
RES	Single Family, Detached	484521250	\$5,682.77
RES	Single Family, Detached	484617050	\$7,563.68
RES	Single Family, Detached	484622850	\$5,774.24
RES	Single Family, Detached	484723500	\$5,243.21
RES	Single Family, Detached	484800960	\$7,695.23
RES	Single Family, Detached	484811700	\$3,798.02
RES	Single Family, Detached	484823750	\$5,948.03
RES	Single Family, Detached	484826570	\$7,250.23
RES	Single Family, Detached	484836800	\$3,054.25
RES	Single Family, Detached	484840400	\$2,761.77
RES	Single Family, Detached	484904650	\$5,427.35
RES	Single Family, Detached	484915550	\$2,588.12
RES	Single Family, Detached	484919400	\$946.69
RES	Single Family, Detached	484923600	\$4,513.33
RES	Single Family, Detached	484925650	\$4,519.77
RES	Single Family, Detached	484934200	\$5,424.53
RES	Single Family, Detached	484934340	\$3,126.08
RES	Single Family, Detached	485108100	\$3,038.59
RES	Single Family, Detached	485110600	\$9,652.66
RES	Single Family, Detached	485111050	\$2,340.13
RES	Single Family, Detached	485125750	\$10,871.91
RES	Single Family, Detached	485126600	\$4,052.32
RES	Single Family, Detached	485135900	\$5,050.47
RES	Single Family, Detached	485136450	\$6,022.42
RES	Single Family, Detached	485515350	\$3,102.49
RES	Single Family, Detached	485527250	\$5,243.52
RES	Single Family, Detached	485537000	\$6,442.45
RES	Single Family, Detached	485539300	\$4,783.79
RES	Single Family, Detached	485610250	\$4,719.30
RES	Single Family, Detached	485611650	\$4,634.41

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	485701300	\$7,015.92
RES	Single Family, Detached	485723100	\$5,500.05
RES	Single Family, Detached	485731700	\$3,325.32
RES	Single Family, Detached	485800750	\$6,892.75
RES	Single Family, Detached	485806500	\$7,266.85
RES	Single Family, Detached	485809050	\$5,289.61
RES	Single Family, Detached	485821200	\$6,258.00
RES	Single Family, Detached	485914300	\$7,030.29
RES	Single Family, Detached	486005500	\$8,685.85
RES	Single Family, Detached	486007700	\$6,963.59
RES	Single Family, Detached	486018150	\$15,482.30
RES	Single Family, Detached	486020800	\$7,327.15
RES	Single Family, Detached	486023700	\$9,879.16
RES	Single Family, Detached	486024600	\$6,120.16
RES	Single Family, Detached	486026950	\$8,334.80
RES	Single Family, Detached	494215350	\$6,617.34
RES	Single Family, Detached	494226350	\$5,910.74
RES	Single Family, Detached	494306000	\$948.09
RES	Single Family, Detached	494306910	\$4,570.00
RES	Single Family, Detached	494320690	\$5,795.94
RES	Single Family, Detached	494321790	\$3,534.79
RES	Single Family, Detached	494332290	\$6,751.64
RES	Single Family, Detached	494403650	\$4,635.62
RES	Single Family, Detached	494409140	\$7,785.48
RES	Single Family, Detached	494412900	\$5,480.02
RES	Single Family, Detached	494418400	\$5,662.56
RES	Single Family, Detached	494429900	\$6,837.06
RES	Single Family, Detached	494432850	\$5,969.35
RES	Single Family, Detached	494501500	\$3,284.33
RES	Single Family, Detached	494629300	\$5,868.32
RES	Single Family, Detached	494707730	\$6,647.38
RES	Single Family, Detached	494708650	\$8,236.52
RES	Single Family, Detached	494716050	\$5,665.15
RES	Single Family, Detached	494720900	\$2,494.65
RES	Single Family, Detached	494720950	\$3,651.57
RES	Single Family, Detached	494802000	\$3,500.80
RES	Single Family, Detached	494804850	\$5,995.61
RES	Single Family, Detached	494811400	\$2,195.66
RES	Single Family, Detached	494820400	\$3,901.58
RES	Single Family, Detached	494826400	\$4,895.00
RES	Single Family, Detached	494827700	\$5,516.94
RES	Single Family, Detached	494832450	\$1,827.19
RES	Single Family, Detached	494834300	\$4,770.27
RES	Single Family, Detached	494835700	\$3,639.58
RES	Single Family, Detached	494836550	\$6,073.52
RES	Single Family, Detached	494837740	\$3,006.88
RES	Single Family, Detached	494908900	\$4,225.05

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	494913150	\$4,255.57
RES	Single Family, Detached	494914150	\$4,695.39
RES	Single Family, Detached	494926200	\$2,337.62
RES	Single Family, Detached	494931150	\$3,663.14
RES	Single Family, Detached	494934650	\$3,396.74
RES	Single Family, Detached	495104550	\$5,562.14
RES	Single Family, Detached	495730460	\$6,429.99
RES	Single Family, Detached	495809600	\$8,446.59
RES	Single Family, Detached	495822040	\$22,292.32
RES	Single Family, Detached	495849650	\$8,277.62
RES	Single Family, Detached	495854400	\$5,062.37
RES	Single Family, Detached	504302350	\$5,185.52
RES	Single Family, Detached	504328000	\$1,532.84
RES	Single Family, Detached	504405240	\$4,574.29
RES	Single Family, Detached	504407690	\$6,030.14
RES	Single Family, Detached	504512050	\$4,996.38
RES	Single Family, Detached	504522450	\$2,910.50
RES	Single Family, Detached	504608240	\$3,285.35
RES	Single Family, Detached	504617750	\$6,360.54
RES	Single Family, Detached	504623050	\$5,582.34
RES	Single Family, Detached	504625750	\$3,519.18
RES	Single Family, Detached	504627290	\$5,728.89
RES	Single Family, Detached	504629250	\$4,732.04
RES	Single Family, Detached	504632850	\$4,586.15
RES	Single Family, Detached	504637100	\$3,570.56
RES	Single Family, Detached	504708350	\$2,940.59
RES	Single Family, Detached	504712300	\$2,838.94
RES	Single Family, Detached	504719200	\$3,296.10
RES	Single Family, Detached	504723600	\$4,523.41
RES	Single Family, Detached	504724200	\$1,824.92
RES	Single Family, Detached	504731750	\$3,610.55
RES	Single Family, Detached	504809850	\$3,875.62
RES	Single Family, Detached	504827100	\$1,596.25
RES	Single Family, Detached	504831680	\$4,969.29
RES	Single Family, Detached	504921600	\$4,240.98
RES	Single Family, Detached	504925450	\$2,295.29
RES	Single Family, Detached	504926000	\$5,342.95
RES	Single Family, Detached	504927500	\$5,224.03
RES	Single Family, Detached	504930400	\$5,823.83
RES	Single Family, Detached	504931200	\$4,526.82
RES	Single Family, Detached	504931800	\$1,944.62
RES	Single Family, Detached	504935500	\$3,540.37
RES	Single Family, Detached	504935700	\$3,672.01
RES	Single Family, Detached	505202900	\$9,718.32
RES	Single Family, Detached	505204250	\$15,963.08
RES	Single Family, Detached	505222750	\$15,862.40
RES	Single Family, Detached	505505150	\$7,509.40

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	505605800	\$6,047.38
RES	Single Family, Detached	505606350	\$7,458.94
RES	Single Family, Detached	505615250	\$6,362.34
RES	Single Family, Detached	505721910	\$5,227.20
RES	Single Family, Detached	506005650	\$4,534.50
RES	Single Family, Detached	506052850	\$5,455.03
RES	Single Family, Detached	506054650	\$6,583.61
RES	Single Family, Detached	514219900	\$9,253.88
RES	Single Family, Detached	514410740	\$4,157.00
RES	Single Family, Detached	514437450	\$3,837.84
RES	Single Family, Detached	514612950	\$6,434.90
RES	Single Family, Detached	514620200	\$4,378.03
RES	Single Family, Detached	514808000	\$4,313.67
RES	Single Family, Detached	514815750	\$1,945.48
RES	Single Family, Detached	514817500	\$5,202.04
RES	Single Family, Detached	514817800	\$3,997.91
RES	Single Family, Detached	514822300	\$3,474.76
RES	Single Family, Detached	514823650	\$2,938.12
RES	Single Family, Detached	514823750	\$3,374.45
RES	Single Family, Detached	514824650	\$2,731.98
RES	Single Family, Detached	514831040	\$1,638.16
RES	Single Family, Detached	514837850	\$2,923.70
RES	Single Family, Detached	515014750	\$9,468.14
RES	Single Family, Detached	515023500	\$6,309.38
RES	Single Family, Detached	515102950	\$5,896.28
RES	Single Family, Detached	515109750	\$3,468.83
RES	Single Family, Detached	515113650	\$9,400.11
RES	Single Family, Detached	515121250	\$11,038.72
RES	Single Family, Detached	515207050	\$3,560.86
RES	Single Family, Detached	515227400	\$11,458.89
RES	Single Family, Detached	515306600	\$7,828.51
RES	Single Family, Detached	515408650	\$4,795.31
RES	Single Family, Detached	515417350	\$19,605.81
RES	Single Family, Detached	515421450	\$8,644.11
RES	Single Family, Detached	515427250	\$7,029.86
RES	Single Family, Detached	515427450	\$6,284.93
RES	Single Family, Detached	515507850	\$7,376.65
RES	Single Family, Detached	515526540	\$6,842.41
RES	Single Family, Detached	515527620	\$5,674.65
RES	Single Family, Detached	515529770	\$6,678.12
RES	Single Family, Detached	515601020	\$7,093.43
RES	Single Family, Detached	515602740	\$8,039.86
RES	Single Family, Detached	515614240	\$2,715.48
RES	Single Family, Detached	515618730	\$8,272.25
RES	Single Family, Detached	515807450	\$7,030.86
RES	Single Family, Detached	515825900	\$5,576.72
RES	Single Family, Detached	515831500	\$4,200.17

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	524302600	\$3,387.16
RES	Single Family, Detached	524303950	\$6,890.50
RES	Single Family, Detached	524401300	\$11,539.98
RES	Single Family, Detached	524405140	\$5,831.27
RES	Single Family, Detached	524410090	\$5,049.46
RES	Single Family, Detached	524501350	\$3,989.07
RES	Single Family, Detached	524503710	\$5,302.52
RES	Single Family, Detached	524807800	\$2,594.37
RES	Single Family, Detached	524808150	\$6,115.73
RES	Single Family, Detached	524811000	\$588.38
RES	Single Family, Detached	524813950	\$4,179.02
RES	Single Family, Detached	524924100	\$5,610.08
RES	Single Family, Detached	525010500	\$3,721.78
RES	Single Family, Detached	525021850	\$5,099.69
RES	Single Family, Detached	525027000	\$6,122.33
RES	Single Family, Detached	525027700	\$2,389.38
RES	Single Family, Detached	525043300	\$8,461.40
RES	Single Family, Detached	525045190	\$1,603.83
RES	Single Family, Detached	525110150	\$6,375.67
RES	Single Family, Detached	525123150	\$7,201.61
RES	Single Family, Detached	525206150	\$3,971.30
RES	Single Family, Detached	525207050	\$3,721.17
RES	Single Family, Detached	525217650	\$4,802.50
RES	Single Family, Detached	525220600	\$4,855.62
RES	Single Family, Detached	525308700	\$7,839.24
RES	Single Family, Detached	525400890	\$7,044.86
RES	Single Family, Detached	525408840	\$6,566.16
RES	Single Family, Detached	525409240	\$6,379.17
RES	Single Family, Detached	525428040	\$3,999.50
RES	Single Family, Detached	525443340	\$7,450.22
RES	Single Family, Detached	525918000	\$5,808.99
RES	Single Family, Detached	534911200	\$5,405.20
RES	Single Family, Detached	535017400	\$4,204.99
RES	Single Family, Detached	535017700	\$4,754.15
RES	Single Family, Detached	535031800	\$6,606.03
RES	Single Family, Detached	535111950	\$3,554.97
RES	Single Family, Detached	535119850	\$7,804.99
RES	Single Family, Detached	535223050	\$5,736.14
RES	Single Family, Detached	535313500	\$6,617.65
RES	Single Family, Detached	535314000	\$6,217.38
RES	Single Family, Detached	535335350	\$7,043.06
RES	Single Family, Detached	535524100	\$6,144.09
RES	Single Family, Detached	535526350	\$9,462.00
RES	Single Family, Detached	535605200	\$872.92
RES	Single Family, Detached	535854850	\$4,552.70
RES	Single Family, Detached	545005150	\$6,006.79
RES	Single Family, Detached	545020800	\$5,055.44

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	545026700	\$4,445.25
RES	Single Family, Detached	545102400	\$6,385.23
RES	Single Family, Detached	545116400	\$3,908.49
RES	Single Family, Detached	545208340	\$8,749.37
RES	Single Family, Detached	545226600	\$7,815.13
RES	Single Family, Detached	545229100	\$6,233.56
RES	Single Family, Detached	545301900	\$4,779.59
RES	Single Family, Detached	545306510	\$9,384.79
RES	Single Family, Detached	545307850	\$4,266.44
RES	Single Family, Detached	545308200	\$7,698.35
RES	Single Family, Detached	545324250	\$3,825.35
RES	Single Family, Detached	545325400	\$4,250.35
RES	Single Family, Detached	545420740	\$5,098.95
RES	Single Family, Detached	545439980	\$6,969.88
RES	Single Family, Detached	545442980	\$6,875.31
RES	Single Family, Detached	545505150	\$4,709.63
RES	Single Family, Detached	545508890	\$4,360.04
RES	Single Family, Detached	545611250	\$11,263.05
RES	Single Family, Detached	545701850	\$7,970.06
RES	Single Family, Detached	545704600	\$8,259.24
RES	Single Family, Detached	545713990	\$3,935.17
RES	Single Family, Detached	545901550	\$10,749.45
RES	Single Family, Detached	545905250	\$5,226.60
RES	Single Family, Detached	545913000	\$8,981.51
RES	Single Family, Detached	546006050	\$6,198.80
RES	Single Family, Detached	546015000	\$4,438.88
RES	Single Family, Detached	555100500	\$10,358.10
RES	Single Family, Detached	555204990	\$5,430.79
RES	Single Family, Detached	555205690	\$8,174.08
RES	Single Family, Detached	555311490	\$7,445.19
RES	Single Family, Detached	555422850	\$9,871.50
RES	Single Family, Detached	555424200	\$6,396.13
RES	Single Family, Detached	555428400	\$6,785.43
RES	Single Family, Detached	555428900	\$8,658.00
RES	Single Family, Detached	555521900	\$8,114.03
RES	Single Family, Detached	555701650	\$6,742.58
RES	Single Family, Detached	555710800	\$4,008.86
RES	Single Family, Detached	555726800	\$6,625.47
RES	Single Family, Detached	565317700	\$8,383.97
RES	Single Family, Detached	565327100	\$6,458.92
RES	Single Family, Detached	565334000	\$8,864.63
RES	Single Family, Detached	565336700	\$8,034.34
RES	Single Family, Detached	565351800	\$8,781.77
RES	Single Family, Detached	565360950	\$5,060.87
RES	Single Family, Detached	565367000	\$9,085.00
RES	Single Family, Detached	565423150	\$4,633.18
RES	Single Family, Detached	565511650	\$4,896.14

LIENS OUTSTANDING 2018

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	565515900	\$5,282.87
RES	Single Family, Detached	565524200	\$5,557.36
RES	Single Family, Detached	565524500	\$7,693.69
RES	Single Family, Detached	575516050	\$8,395.41
RES	Single Family, Semi Detached	504805210	\$5,444.58
RES	Single Family, Semi Detached	514438410	\$4,853.80
RES	Single Family, Semi Detached	524802670	\$6,936.94
RES	Townhouse, Res-2 unit (One Title)	425223350	\$8,123.49
RES	Townhouse, Res-2 unit (One Title)	425329100	\$6,026.99
RES	Townhouse, Res-2 unit (One Title)	485620150	\$12,621.34
RES	Townhouse, Res-2 unit (One Title)	495511450	\$6,233.21
RES	Townhouse, Res-2 unit (Two Titles)	435332190	\$5,467.66
RES	Townhouse, Res-2 unit (Two Titles)	465105690	\$6,523.41
RES	Townhouse, Res-2 unit (Two Titles)	494806880	\$4,455.56
RES	Townhouse, Res-2 unit (Two Titles)	494812190	\$2,234.52
RES	Townhouse, Res-2 unit (Two Titles)	505509075	\$6,247.23
RES	Townhouse, Res-2 unit (Two Titles)	515204020	\$12,767.04
RES	Townhouse, Res-2 unit (Two Titles)	524808580	\$7,322.92
RES	Townhouse, Res-2 unit (Two Titles)	525019870	\$9,174.19
RES	Townhouse, Res-2 unit (Two Titles)	535622900	\$3,493.07
RES	Townhouse, Res-2 unit (Two Titles)	535627950	\$5,126.28
RES	Townhouse, Res-2 unit (Two Titles)	575501250	\$6,710.54
		Total	\$4,209,334.45



STANDING POLICY COMMITTEE ON FINANCE

2019 Commercial Appeal Contingency

Recommendation of the Committee

That a \$500,000 appeal contingency, as agreed by the North Saskatoon Business Association and the Saskatoon Chamber of Commerce, be added to the property tax levy for the commercial/industrial property class for 2019.

History

At the February 12, 2019 Standing Policy Committee on Finance meeting, a report of the Chief Financial Officer dated February 12, 2019 was considered.

Attachment

February 12, 2019 report of the Chief Financial Officer

2019 Commercial Appeal Contingency

Recommendation

That the Standing Policy Committee on Finance recommend to City Council that a \$500,000 appeal contingency, as agreed by the Combined Business Group, be added to the property tax levy for the commercial/industrial property class for 2019.

Topic and Purpose

The purpose of this report is to obtain City Council approval for a \$500,000 appeal contingency to be added to the property tax levy for the commercial/industrial property class for 2019.

Report Highlights

1. The commercial appeal contingency fund has a current balance of \$160,820, which is not sufficient to cover the estimated impact of assessment appeal decisions likely to be rendered in 2019.
2. The Administration estimates that the addition of \$500,000 to the contingency reserve, levied from the commercial/industrial property tax class, will be sufficient to cover the estimated impact of assessment appeal decisions in 2019.

Strategic Goal

This report supports the Strategic Goal of Asset and Financial Sustainability by ensuring that the City of Saskatoon is open, accountable and transparent regarding decisions relating to taxation.

Background

Each year there may be several outstanding commercial assessment appeal decisions. The commercial appeal contingency has been established to offset large spikes that occur in the event of significant commercial appeal decisions.

Since 2011, the Combined Business Group has supported that the impacts of commercial appeal decisions would be levied against the commercial/industrial property class. The annual appeal contingency levy has ranged from \$500,000 to \$1,000,000 in order to maintain a balance that is representative of the outstanding commercial assessment appeals.

Report

Currently, there are several commercial assessment appeal decisions outstanding from 2013 to 2018. It is difficult to determine the outcome, and timing, of these appeal cases as they often take several years to resolve. Currently, the Administration estimates that the outcome of outstanding commercial appeals will see a reduction to the appeal contingency fund of \$625,000.

The following chart shows the actual 2018 balance and the estimated 2019 balance for the commercial appeal contingency. The 2018 closing contingency balance was \$180,785. With the support of the Combined Business Group, the Administration is recommending a contingency levy of \$500,000 to cover the estimated impact of outstanding appeal decisions in 2019. This additional levy amount, combined with the current balance would leave a closing balance of \$55,785 at the end of 2019.

Commercial Appeal Contingency	2018	2019
Opening Balance Surplus/(Deficit)	\$ (365,219)	\$ 180,785
Contingency Levy	\$ 1,000,000	\$ 500,000
Appeal Decisions	\$ (453,996)	\$ (625,000)
Closing Balance Surplus	\$ 180,785	\$ 55,785

The 2019 appeal contingency levy rate is \$0.055 per \$1,000 of commercial assessment. The additional levy amounts to \$55.50 for a commercial property with an assessed value of \$1,000,000.

Options to the Recommendation

City Council can choose not to approve the additional appeal contingency levy for the commercial/industrial property class. However, the Administration does not recommend this option as the long-standing levy is meant to offset large fluctuations that occur in the event of significant commercial assessment appeal decisions. The Administration will continue to review the balance annually to ensure the sufficiency of the contingency.

Public and/or Stakeholder Involvement

The Administration consulted with representatives from the Saskatoon Chamber of Commerce and the North Saskatoon Business Association. Both representatives support the recommendation of a \$500,000 commercial contingency levy for 2019.

Financial Implications

The financial implications are outlined within this report for the additional levy to the commercial/industrial property class.

Other Considerations/Implications

There are no environmental, privacy, policy, or CPTED considerations or implications, and a communication plan is not required.

Due Date for Follow-up and/or Project Completion

City Council approval for the commercial contingency to be added to the property tax levy is required by the end of March 2019 to ensure adequate time for the contingency amount to be included in the preparation of the 2019 Property Tax Levy Bylaw for City Council approval before the end of April 2019.

Public Notice

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

Report Approval

Written by: Pamela Kilgour, Property Tax & Support Manager

Reviewed by: Clae Hack, Director of Finance

Mike Voth, Director of Corporate Revenue

Approved by: Kerry Tarasoff, Chief Financial Officer

2019 Commercial Appeal Contingency.docx



STANDING POLICY COMMITTEE ON FINANCE

2019 Budget Approval – Business Improvement Districts

Recommendation of the Committee

1. That the 2019 budget submissions from the Downtown Saskatoon Business Improvement District, Broadway Improvement District, Riversdale Business Improvement District, Sutherland Business Improvement District, and 33rd Street Business Improvement District be approved; and
2. That the City Solicitor be requested to prepare the 2019 Business Improvement District Levy Bylaws for submission to City Council for consideration at the same meeting that the Mill Rate Bylaws are presented.

History

At the February 12, 2019 Standing Policy Committee on Finance meeting, a report of the Chief Financial Officer dated February 12, 2019 was considered.

Attachment

February 12, 2019 report of the Chief Financial Officer

2019 Budget Approval – Business Improvement Districts

Recommendation

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

1. That the 2019 budget submissions from the Downtown Saskatoon Business Improvement District, Broadway Improvement District, Riversdale Business Improvement District, Sutherland Business Improvement District, and 33rd Street Business Improvement District be approved; and
2. That the City Solicitor be requested to prepare the 2019 Business Improvement District Levy Bylaws for the Submission to City Council for consideration at the same meeting that the Mill Rate Bylaws are presented.

Topic and Purpose

The purpose of this report is to receive City Council approval of the 2019 budgets for each of Saskatoon's five Business Improvement Districts.

Report Highlights

1. In accordance with the Business Improvement District (BID) Bylaws, each BID has submitted its 2019 budget for City Council approval.

Strategic Goal

The BID Bylaws support the long-term strategy of creating a business-friendly environment under the Strategic Goal of Economic Diversity and Prosperity.

Background

The BID bylaws require the submission of the annual budget to City Council for approval. The budget requirements determine the amount of the BID levy to be charged to commercial properties within the respective BID areas. There are five Saskatoon BIDs which were established by Bylaw in the following years:

1. 1986 – Downtown BID Bylaw No. 6710
2. 1986 – Broadway BID Bylaw No. 6731
3. 1990 – Riversdale BID Bylaw No. 7092
4. 1999 – Sutherland BID Bylaw No. 7891
5. 2014 – 33rd Street BID Bylaw No. 9235

Under Bylaw No. 9435, approved by City Council resolution on March 27, 2017, the name of the Downtown BID was changed to the Downtown Saskatoon BID.

Report

In accordance with the BID bylaws, each BID has submitted its 2019 budget (Attachments 1 – 5) for City Council approval. The 2019 budgeted levy request for each BID was approved by each BID's Board of Management and is summarized on the following page.

BID	2019 Levy Request	Increase from 2018		Reason for Adjustment
		\$	%	
Downtown Saskatoon	\$762,298	\$23,695	3%	Increase in administration costs offset by reduction in marketing and advertising costs
Broadway	\$194,168	\$0	0%	No increase from previous year
Riversdale	\$192,918	\$7,420	4%	Annual adjustments, new business activity, event attraction
Sutherland	\$49,833	\$2,373	5%	Increase to offset operational maintenance programs that are not funded
33 rd Street	\$30,000	\$30,000	0%	No increase from previous year

Options to the Recommendation

City Council has the option to not approve any or all the BID budget submissions, which would require the BID(s) to resubmit its budget for approval.

Financial Implications

The financial implications are outlined in this report for the additional levy to commercial properties within each of the respective BID areas.

Other Considerations/Implications

There are no environmental, privacy, policy, or CPTED considerations or implications, and neither public and/or stakeholder involvement nor a communication plan is required.

Due Date for Follow-up and/or Project Completion

The BIDs' budget submissions require City Council approval by the end of March 2019 to ensure adequate time for the City Solicitor to prepare the 2019 BID Levy Bylaws for City Council approval before the end of April 2019.

Public Notice

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

Attachments

1. Downtown Saskatoon BID – Letter dated January 2, 2019 and 2019 Proposed Budget
2. Broadway BID – Letter dated December 20, 2018 and 2019 Proposed Budget
3. Riversdale BID – Letter dated January 4, 2019 and 2019 Proposed Budget
4. Sutherland BID – Letter dated January 7, 2019 and 2019 Proposed Budget
5. 33rd Street BID – Letter dated January 9, 2019 and 2019 Proposed Budget

Report Approval

Written by: Pamela Kilgour, Manager, Property Taxation & Support
 Reviewed by: Mike Voth, Director of Corporate Revenue
 Approved by: Kerry Tarasoff, Chief Financial Officer

BIDS2019.docx



January 2, 2019

His Worship the Mayor and City Councillors
c/o Ms. Pam Kilgour, CPA, CMA
Property Taxation and Support Manager
Corporate Revenue
City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5

Re: Downtown Saskatoon BID Proposed 2019 Operating Budget

Dear Ms. Kilgour,

Please find enclosed the proposed 2019 Operating Budget for the Downtown Saskatoon Business Improvement District. This budget was approved by the Downtown Saskatoon Board of Management for submission to the City of Saskatoon at its meeting held on November 20, 2018.

The 2019 budget is very much a status quo budget. While an increase of 3.1% is being requested, the reasons for the increase are largely summed up in the following areas:

- Moving one position from a .8 FTE to full-time
- Increase in rent and occupancy costs (i.e. water charges) for office location
- Inflationary staffing increases
- Professional development is budgeted in Canadian dollars and the majority is spent in US dollars due to training opportunities through the International Downtown Association

We have reduced spending in marketing and advertising by ten percent in 2019 to help keep any increase as small as possible.

Submitted on behalf of the Board of Management,

A handwritten signature in blue ink, appearing to read 'Brent Penner'.

Brent Penner
Executive Director

Attachment: 2019 DBID Operating Budget

cc: Mr. Chris Beavis, Board Chair



Downtown Saskatoon Business Improvement District
 2019 Proposed Operating Budget - Approved by Downtown Saskatoon Board on 18Nov20
 for Approval of City Council
 January, 2019

	2018 Budget	2019 Budget	% Difference
REVENUES			
DBID Levy	738,603.00	762,297.80	3.2%
Parking Reserve Revenue	35,900.00	35,900.00	0.0%
Special Event Revenue	20,000.00	20,000.00	0.0%
Street Maintenance Revenue	27,000.00	26,520.00	-1.8%
Other Revenue	2,000.00	4,000.00	100.0%
Interest Revenue	4,500.00	4,500.00	0.0%
Community Support Program Administration	8,000.00	9,000.00	12.5%
Total Revenues	\$836,003.00	\$862,217.80	3.1%
EXPENSES			
Administration			
Accounting & Professional Services (Legal, IT, Payroll)	17,000.00	17,000.00	0.0%
Office Rent & Maintenance	57,250.00	59,750.00	4.4%
Office Expenses	42,825.00	43,640.00	1.9%
Salaries & Benefits	340,652.00	359,600.80	5.6%
Total Administration	457,727.00	479,990.80	4.9%
Marketing, Research & Education			
Marketing, Advertising & Research	89,600.00	80,650.00	-10.0%
Professional Development	17,500.00	23,500.00	34.3%
Heritage Programming	2,000.00	2,000.00	0.0%
Total Marketing, Research & Education	109,100.00	106,150.00	-2.7%
Board & Committees			
Board Meetings & Related	3,500.00	3,500.00	0.0%
Committees	1,200.00	1,200.00	0.0%
Memberships	3,800.00	3,800.00	0.0%
Total Board & Committees	8,500.00	8,500.00	0.0%
Special Events			
Event Sponsorship	35,250.00	35,250.00	0.0%
Total Special Events	35,250.00	35,250.00	0.0%
Street Enhancement Program			
Street Maintenance Equipment & Supplies	21,750.00	22,150.00	1.8%
Street Maintenance Program Summer/Winter	201,826.00	207,177.00	2.7%
Electricity and Information Directories	1,500.00	1,500.00	0.0%
Total Street Enhancement Program	225,426.00	232,327.00	3.1%
Total Expenses	\$836,003.00	\$862,217.80	3.1%
Revenues less Expenses	\$0.00	\$0.00	0%
Draw to/from Reserve	0.00	0.00	0%
Surplus (Deficit) after Draw to/from Reserve	\$0.00	\$0.00	0%

December 20th, 2018

His Worship Mayor Clark & Members of City Council, City of Saskatoon
c/o Pam Kilgour, Property Taxation and Support Manager
Corporate Revenue, 222 3rd Ave N, Saskatoon SK S7K 0J5

Your Worship and Councillors,

Please find attached the 2019 proposed budget for the Broadway Business Improvement District (BBID), which has been approved by the Board of Directors for submission to the City of Saskatoon.

Many new businesses opened or moved to the district with others celebrating long-term anniversaries this past year. Many properties invested in improving their facades with further renovations planned in 2019. Some received support through the Facade Conservation and Enhancement grant program, some accessed smaller funds through BBID Member Grants. The approval of the first micro-brewery on Broadway happened in 2018, which will be in a new building under construction with the intended opening in the upcoming summer. New proposals for development on land that has been underutilized in the district shows Broadway continues to be seen as an attractive place to invest, work, and live.

The past year started with a “Hurry! Hard!” as Crockicurl made its premiere appearance in Saskatoon thanks to a Winter Cities Grant from the City. Many volunteers and in-kind donations contributed to building and maintaining this free outdoor activity for the six weeks it was in place. Special thanks must be extended to the Saskatoon Fire Department for helping flood the ice. In conjunction with Winterruption to celebrate the kick-off and a great Tournaspiel at the end of the season, people of all ages and abilities tried their hand at throwing curling rocks on ice – many for the first time. The BBID is planning for Crockicurl to return to Broadway in January of 2019.

The BBID organized the 30th Annual Broadway Street Fair this year attracting over 10,000 people to the district in a single day. As a district we also support many 3rd party festivals and events and look forward to new opportunities in 2019. We contributed to the opening party of the new Traffic Bridge and are please to see it provide more accessibility to the neighbourhood. The BBID outdoor team continues to excel at maintaining, cleaning and welcoming people to the area.

Upcoming we look forward to further discussion regarding new public assembly facilities in the downtown and the impact of proposed Bus Rapid Transit lines. We will continue to seek the removal of the old parking metre poles, the addition of painted lines to delineate parking stalls and further investment in public realm improvements and activations.

The BBID’s purpose is to support the eclectic business district which offers unique, all day and all season experiences through the integration of community, culture, and commerce. This next year will see the potential for a lot of change in our small district. The budget projects a plan forward but also flexibility and adaptability to be responsive to those changes while maintaining the levy at the previous year’s rate.

Sincerely,

DeeAnn Mercier
Executive Director



**Broadway Business Improvement District
2019 Operating Budget**

	<u>2018 Budget</u>	<u>2018 Actuals (Estimated)</u>	<u>2019 Budget</u>
<u>REVENUES</u>			
BBID Levy	194,168	194,545	194,168
COS Flex Parking Revenue	35,900	35,900	35,900
COS Grants (Flower Pots & Graffiti)	8,380	10,380	8,380
Staff Grants	4,000	933	0
Urban Design/Programming Grants	4,840	7,500	3,400
Special Event Revenue	20,000	29,093	24,000
Miscellaneous Revenue	200	1,335	200
Total Revenues	267,488	279,686	266,048
<u>EXPENDITURES</u>			
Administration			
Salaries & Benefits	147,979	147,560	149,589
Accounting & Legal	9,300	8,257	8,450
Rent, including Utilities	16,210	12,395	12,600
Equipment & Supplies	9,090	15,085	14,888
Total Administration	182,579	183,297	185,527
Programming			
Business & Professional Development	1,750	1,700	2,250
Conferences	8,000	7,660	8,000
Memberships & Committees	1,000	754	600
Graffiti Maintenance Program	4,000	4,968	4,000
New Marketing Initiatives	8,000	12,315	18,000
Advertising & Promotions	2,000	2,090	500
BBID Grant to Members	5,000	1,360	5,000
BBID Capital Project	20,000	14,000	0
Total Programming	49,750	44,847	38,350
Special Projects and Events			
BBID Events	26,000	33,112	29,000
Non-BBID Event Sponsorship	5,000	4,700	5,000
Total Special Projects	31,000	37,812	34,000
Board Expenses			
Board Expenses	500	705	500
Board Development	3,500	2,010	3,500
Total Board Expenses	4,000	2,715	4,000
Total Expenditures	267,329	268,672	261,877
Surplus/(Deficit)	159	11,015	4,171



January 4, 2019

His Worship the Mayor and Members of City Council
ATTENTION: City Clerk
City of Saskatoon
222 3rd Avenue North
Saskatoon, Sk
S7K 0J5

His Worship and Members of City Council:

Re: Riversdale Business Improvement District 2019 Budget:

The Riversdale Business Improvement District (RBID) Board of Management has unanimously approved the 2019 budget for its 30th year of operation. It reflects annual adjustments, the need to service more businesses opening here and continued sustained growth resulting from annual events.

The District will continue to capture the interest of new business owners, artists and event organizers to help draw patrons into the area, as well as to augment Riversdale's appeal as a key attraction in Saskatoon.

Annual food events continue to be successful and become established, and the Board anticipates greater attendance and expanded social media presence this coming year.

Should you have any questions, please contact our office at 306-242-2711.

On behalf of the Board Management

A handwritten signature in black ink, reading 'Randy Pshebylo', is written over a light blue circular stamp. The signature is fluid and cursive.

Randy Pshebylo, BDM
Executive Director
Riversdale Business Improvement District

Riversdale Business Improvement District

2019 Operating Budget

For Council Approval

	2018 Budget	2018 Budget (unaudited to Nov 2018)	2019 Budget (For Approval)
REVENUES			
BID Levy	\$185,497.77	\$185,303.00	\$192,917.68
Parking Grant	\$35,900.00	\$35,900.00	\$35,900.00
Interest Income	\$1,900.00	\$1,657.00	\$1,900.00
Other Income	\$2,000.00	\$22,273.00	\$6,000.00
Street Maintenance	\$9,250.00	\$8,400.00	\$8,400.00
Total Revenue	<u>\$234,547.77</u>	<u>\$253,533.00</u>	<u>\$245,117.68</u>
EXPENSES			
Administration			
Rent/Utilities	\$9,000.00	\$4,950.00	\$9,000.00
Wages and Benefits	\$164,800.00	\$135,425.00	\$164,800.00
Office Expense	\$11,000.00	\$9,702.00	\$11,000.00
Accounting and Legal	\$10,000.00	\$7,233.00	\$10,000.00
Total Administration	<u>\$194,800.00</u>	<u>\$157,310.00</u>	<u>\$194,800.00</u>
MARKETING AND RESEARCH			
Newsletter/Community Relations	\$12,000.00	\$5,033.00	\$15,600.00
Total Marketing and Research	<u>\$12,000.00</u>	<u>\$5,033.00</u>	<u>\$15,600.00</u>
Programming			
Clean and Safe/Vehicle and Fuel Expense	\$4,500.00	\$2,050.00	\$4,500.00
Heritage Projects/Special Events&Projects	\$22,000.00	\$30,995.00	\$32,000.00
Total Programming	<u>\$26,500.00</u>	<u>\$33,045.00</u>	<u>\$36,500.00</u>
BOARD EXPENSE			
Travel and Conference	\$15,000.00	\$12,805.00	\$15,000.00
Meeting/Board and Staff Education	\$5,500.00	\$3,447.00	\$5,500.00
Total Board Expenses	<u>\$20,500.00</u>	<u>\$16,252.00</u>	<u>\$20,500.00</u>
total expenes	\$253,800.00	\$211,640.00	\$267,400.00
Reserves	(\$19,252.23)	\$ 41,893.00	\$ (22,282.32)
 Total Expenditures and Reserves	 <u>\$234,547.77</u>	 <u>\$253,533.00</u>	 <u>\$245,117.68</u>
Total Surplus/Deficit	<u>(\$19,252.23)</u>	<u>\$41,893.00</u>	<u>\$ (22,282.32)</u>

*\$10,000.00 Surplus allocated to 2019 Special



1000 Central Avenue, Saskatoon, SK S7N2G9
 Telephone: (306) 477-1277 Facsimile: (306) 374-7198
www.sutherlandbid.ca

January 7, 2019

His Worship Mayor Clarke & Members of City Council
 City of Saskatoon
 c/o Pamela Kilgour
 City Hall
 222-3rd Avenue North
 Saskatoon, SK S7K 0J5

Your Worship and Councillors:

Re: Sutherland Business Improvement District 2019 Budget Submission

Enclosed is the proposed 2019 budget for the Sutherland Business Improvement District (SBID). This budget has been approved by the Board of Management for submission to the City of Saskatoon.

We are requesting a 5% increase to the SBID levy for 2019. This increased amount will allow us to build up a reserve for those operational cost items that are not presently funded. As well, we are planning for new banners in the next two years.

In 2019 we will continue to place emphasis on those operational maintenance programs (such as the flower pots, debris removal, boulevards, snow clearing, power washing and general street maintenance items) that are not presently funded through the COS Urban Design unit. As we do not have employees, we contract with local business members to oversee our maintenance programs. We will work with the City of Saskatoon, Urban Design, on those maintenance areas that will need to be addressed as a result of the streetscaping projects to date.

We have been advised that funding for Phase 3 of our streetscaping project may not be available for 2019. We will continue our efforts, asking that funding for this phase not be lost or directed to other capital projects.

As we move toward the 20th Anniversary of our BID in 2019, it would have been an exciting year to celebrate the completion of the streetscape projects!

Respectfully submitted on behalf of the Board of Management,

Sheldon Wasylenko, Chair
 Enclosure

Sutherland Business Improvement District

2019 Operating Budget for Council Approval

	2018 Budget	2018 Actuals estimated	2019 Budget (Proposed)
REVENUE			
Business Levy	\$ 47,460.00	\$ 47,163.00	\$ 49,833.00
Sponsorship/Programs	\$ 2,784.00	\$ 2,688.00	\$ 2,688.00
Surplus Revenue	\$ 3,956.00	\$ 1,089.00	\$ -
Total Revenue	\$ 54,200.00	\$ 50,940.00	\$ 52,521.00
EXPENDITURES			
Administration			
Executive Director (Contract)	\$ 27,000.00	\$ 25,000.00	\$ 25,000.00
Administrative Support	\$ 1,200.00	\$ 324.00	\$ 1,200.00
Audit Fees	\$ 1,700.00	\$ 1,775.00	\$ 1,800.00
Total Administration	\$ 29,900.00	\$ 27,099.00	\$ 28,000.00
Programming			
Welcome Train Sign/repairs	\$ 2,100.00	\$ 1,477.00	\$ 2,000.00
Website maintenance	\$ 800.00	\$ 384.00	\$ 350.00
Member development	\$ 2,000.00	\$ 300.00	\$ 2,000.00
Total Programming	\$ 4,900.00	\$ 2,161.00	\$ 4,350.00
Special Projects			
Urban Camp Proj/repairs	\$ 1,500.00	\$ 1,393.00	\$ 1,500.00
Street signs	\$ 400.00	\$ 315.00	\$ 400.00
Street maintenance	\$ 13,000.00	\$ 18,000.00	\$ 13,000.00
Graffiti project	\$ -	\$ -	\$ -
Total Special Projects	\$ 14,900.00	\$ 19,708.00	\$ 14,900.00
Board Expense			
Board Meetings	\$ 1,000.00	\$ 272.00	\$ 1,000.00
Strategic Planning	\$ -	\$ -	\$ -
Training,Conferences,Events	\$ 2,000.00	\$ 1,340.00	\$ 2,000.00
Memberships	\$ 1,500.00	\$ 360.00	\$ 1,500.00
Total Board Expense	\$ 4,500.00	\$ 1,972.00	\$ 4,500.00
Total Expenditures	\$ 54,200.00	\$ 50,940.00	\$ 50,050.00
Annual Operating Surplus/Deficit	\$ -	\$ -	\$ 2,471.00
RESERVES			
Start of year	\$ 49,219.00	\$ 45,263.00	\$ 44,174.00
Contribution to reserve	\$ -	\$ -	\$ 2,471.00
Reserves used	\$ (3,956.00)	\$ (1,089.00)	\$ -
Year End Surplus/Deficit	\$ 45,263.00	\$ 44,174.00	\$ 46,645.00

Signed and Dated

Lloyd Moker, Executive Director, SBID

Leanne Priddell, Vich-Chair/Sec. Treas., SBID



January 9th, 2019

His Worship, the Mayor, and City Councillors
c/o Ms. Pamela Kilgour
Property Taxation and Support Manager
Corporate Revenue
222 3rd Avenue North
Saskatoon, SK S7K 0J5

Dear Ms. Kilgour,

Please find enclosed our 2019 operating budget for the 33rd Street Business Improvement District. This budget was approved by the Board for submission to the City of Saskatoon at our November 14th, 2018 Board meeting. 2018 was our fourth year in operation as a Business Improvement District and our Board focused on strengthening our organizations foundation and building brand awareness.

In 2019, the BID will continue with our marketing efforts to promote individual businesses and the district, development of promotional literature, expanding our annual 33rd Street Fair, growing our Christmas shopping event and planning minor street-scaping initiatives. We are able to move forward with these initiatives utilizing the same budget allocation as last year and will not be seeking a budget increase this year.

Respectfully submitted on behalf of the 33rd Street Business Improvement District Board of Directors.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Maya Scott & Marie Gould', is written over a horizontal line.

Maya Scott & Marie Gould
Co-Chairs
33rd Street Business Improvement District

Encl.

33rd Street BID 2019 Operating Budget
Meeting Notes from November 14th, 2018 meeting of the 33rd Street BID Board containing motion to accept the 2019 operating budget

33RD STREET BUSINESS IMPROVEMENT DISTRICT

Saskatoon Business Improvement Districts

2019 Operating Budget

	2018 Budget	2018 Pre Audit Actual	2019 Budget
REVENUES			
Bid Levy	\$ 30,000	\$ 30,000	\$ 30,000
Street Fair	\$ 800	\$ 3,750	\$ 2,500
GST Refund	\$ 300	\$ -	\$ 300
Total Revenues	\$ 31,100	\$ 33,750	\$ 32,500
EXPENDITURES			
Administration			
Directors' Insurance	\$ 700	\$ 689	\$ 700
Salaries	\$ 22,000	\$ 22,168	\$ 25,000
Bank Fees	\$ 100	\$ 45	\$ 65
Accounting/Legal, Professional Services	\$ 500	\$ 1,600	\$ 1,600
Miscellaneous Office Expenses	\$ 1,000	\$ 1,370	\$ 1,000
Total Administration	\$ 24,300	\$ 25,872	\$ 28,365
Special Projects & Events			
33rd Street Fair BID Contributions	\$ 6,000	\$ 3,380	\$ 4,500
Total Special Projects	\$ 6,000	\$ 3,380	\$ 4,500
Market/Research & Education			
Marketing & Advertising	\$ 4,000	\$ 200	\$ 2,500
Banners - Change to bike rack and/or poster t	\$ -	\$ -	\$ 3,000
Total Market/Research	\$ 4,000	\$ 200	\$ 5,500
Street Enhancement			
Maintenance (Pressure wash & Sweep)	\$ 1,500	\$ 2,125	\$ 3,400
Street Scaping - flowers, mural	\$ 1,500	\$ 952	\$ 3,070
Total Street Enhancement	\$ 3,000	\$ 3,077	\$ 6,470
Total Expenditures	\$ 37,300	\$ 32,529	\$ 44,835
Surplus/Deficit		\$ 1,221	\$ (12,335)

Reserve at Jan 1 2019 is \$14,899, will be used to cover deficit budget

33rd Street BID
Board Regular Meeting Minutes
Wednesday, November 14, 2018
Furnace Guys – 411 33rd Street West

33rd Street BID's Vision: A business district which is an attractive and vibrant location for business owners, property owners and residents

33rd Street BID's Mission: To promote the interests of the 33rd Street BID's business owners, property owners and residents and thereby foster economic growth and stability within the 33rd Street BID.

1. Call to order and regrets

In attendance: Maya Scott, Jordan Anderson, Nicola Tabb, Judy Denham, Tracy Mussollini, Mike Ermine, Marie Gould, Holly Kelliher

Regrets: Darren Hill, Jason Mercredi

2. Additions to and adoption of Agenda

MOTION: To accept the agenda as presented Nicola/Mike

3. Additions or changes to and adoption of Board Meeting Minutes from October 10, 2018 - Deferred

4. Unfinished Business

- 2019 Budget

MOTION: To accept the 2019 operating budget as amended. Marie/Mike

- 2019 BID Goals (Marketing, Streetscaping, Parking etc) - deferred
- City Councillor Board Member – Darren Hill is stepping away and Marilyn Lowen will replace him beginning in January.

5. New Business

- Invite someone from the Community Associations to the Christmas Social.

6. Correspondence

7. Financial Statements

8. Committee or Agency Reports

- Executive Director Report – see attached

9. In camera

10. Adjournment - 10:20

MOTION: To adjourn Nicola

11. BID Xmas Social: December 5, 2018 at Pokey's at 5:00pm

From: DeeAnn Mercier <City.Council@Saskatoon.ca>
Sent: Friday, February 22, 2019 4:32 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Friday, February 22, 2019 - 16:31
Submitted by anonymous user: 71.17.4.144
Submitted values are:



Date: Friday, February 22, 2019
To: His Worship the Mayor and Members of City Council
First Name: DeeAnn
Last Name: Mercier
Email: deeannmercier@broadwayxe.com
Address: [REDACTED] Broadway Ave
City: Saskatoon
Province: Saskatchewan
Postal Code: S7N [REDACTED]
Name of the organization or agency you are representing (if applicable): Broadway Business Improvement District
Subject: Request to Speak
Meeting (if known): City Council - Regular Business Meeting
Comments:
Hello,

I would like to address Council regarding the Broadway Business Improvement District's 2019 budget submission, Agenda Item 8.2.6.

Thank you,
DeeAnn Mercier
Attachments:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/285420>



STANDING POLICY COMMITTEE ON FINANCE

75 King Street Facility Renovation – 2019 Budget Adjustment Request

Recommendation of the Committee

That a budget adjustment of \$50,000 to Capital Project #1929 – CSR Building Renovations funded from the Public Works Buildings and Major Repairs Reserve be approved to expand the scope of renovations of the 75 King Street property to include the centralization of training groups.

History

At the February 12, 2019 Standing Policy Committee on Finance meeting, a report of the Chief Financial Officer dated February 12, 2019 was considered.

Attachment

February 12, 2019 report of the Chief Financial Officer

75 King Street Facility Renovation – 2019 Budget Adjustment Request

Recommendation

That the Standing Policy Committee on Finance recommend to City Council:
That a budget adjustment of \$50,000 to Capital Project #1929 – CSR Building Renovations funded from the Public Works Buildings and Major Repairs Reserve be approved to expand the scope of renovations of the 75 King Street property to include the centralization of training groups.

Topic and Purpose

The purpose of this report is to request City Council approval for a budget adjustment to Capital Project #1929 – CSR Building Renovations funded from the Public Works Buildings and Major Repairs Reserve. The funds are required to expand the scope of renovations currently underway at 75 King Street (Fleet Services).

Report Highlights

1. Two internal training groups are being integrated to improve training functions for the organization.
2. Approval of \$50,000 in capital funding will allow for the two groups to be integrated in a centralized location resulting in optimization of training functions for the organization.

Strategic Goal

This report supports the Strategic Goal of Core Services. Improving training functions for the organization will increase operators' skill sets making for a more efficient, engaged and safe work force.

Background

Two internal training groups, one with a primary focus on 1A Driver Training, and the second focused on Heavy Equipment Operation Training, are situated in separate locations. Recently the two have been integrated into a single work group to improve current training standards, expand current scope of training and eliminate duplication and redundancy in scheduling and services. Expanding the scope of the renovations currently underway at 75 King Street (Fleet Services) will allow for the group to be integrated and centrally located leading to better communication and level of service to internal operations.

Report

Integration of Training Groups

The recent corporate reorganization resulted in Fleet Services joining the Roadways, Fleet & Support division, and provided an opportunity to integrate two internal training groups that were offering similar services. The integration will result in improved training

standards and an expanded scope of training services leading to stronger operator skill sets, increased safety performance and a more efficient, engaged work force.

Central Location for Training

A central location for this new training group will maximize their efficiency through improved planning and scheduling, as well as allow for cross training and increased program development. From an operational perspective, 75 King Street (currently houses the full Fleet Services section) is centrally located in City Yards allowing for more efficient communication, availability and integration of training within the Roadways, Fleet & Support operations.

Current Scope

The current scope of Capital Project #1929 – CSR Building Renovations is to modify the 75 King Street (Fleet Services) building entrance to create a safe, customer-focused entry, physically separating the shop office and shop work area; minimizing work disruption and improving internal customer service. Expanding the renovation plan will create more work space for the additional staff. Time and money will be saved by doing the work at the same time as the planned renovation.

Options to the Recommendation

The Administration may be directed to maintain the status quo with the trainers continuing to work separately in two locations. This is not recommended as the goal is to provide a one-stop service for internal equipment training.

Financial Implications

There is sufficient funding in the Public Works Buildings and Major Repairs Reserve for the scope change of \$50,000 to Capital Project #1929 – CSR Building Renovations.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Legislative changes impacting the current driver training program come into effect March 15, 2019. Project completion of May 15, 2019 will facilitate development and implementation of the updated program.

Public Notice

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

Report Approval

Written by: Cathy Davidson, Operations Manager, Roadways, Fleet & Support
Reviewed by: Brodie Thompson, Acting Director of Roadways, Fleet & Support
Approved by: Angela Gardiner, Acting General Manager, Transportation & Construction Department

Admin Report - 75 King Street Facility Renovation – 2019 Budget Adjustment Request.docx



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Curbside Residential Recycling Services for 2020 and Beyond

Recommendation of the Committee

That the report of the A/General Manager, Utilities and Environment Department, dated February 11, 2019, be received as information.

History

At the February 11, 2019 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report from the, A/General Manager, Utilities & Environment dated February 11, 2019 was considered.

Attachment

February 11, 2019 report of the A/General Manager, Utilities & Environment.

Curbside Residential Recycling Services for 2020 and Beyond

Recommendation

That the report of the A/General Manager, Utilities and Environment Department dated February 11, 2019, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide an overview of the process and considerations for procuring single-family curbside residential recycling collection and processing services.

Report Highlights

1. The Single-Family Residential Curbside Recycling Agreement with Loraas Disposal Services Ltd. (Loraas) expires on December 31, 2019.
2. A Request for Proposal (RFP) and a new contract will be completed in 2019 to ensure that a curbside recycling service is in place for January 1, 2020.
3. Collection and processing will be combined into one RFP that will form a future service agreement.
4. The service level is for year-round, bi-weekly collection.
5. Proposals will include processing cost pricing for different acceptable materials to allow for removal of items in order to maintain affordability.
6. The RFP is planned for release by the second quarter of 2019.
7. Materials collected through the 2017 Curbside Recycling Program resulted in emissions reductions of 31,000 tonnes CO₂e.

Strategic Goals

The information in this report supports the four-year priorities to promote and facilitate city-wide composting and recycling, along with the long-term strategy to eliminate the need for a new landfill under the Strategic Goal of Environmental Leadership.

Background

City Council, at its meeting held on May 14, 2012, received the Contract Award – Residential Curbside Recycling report and awarded the contract for Single-Family Residential Curbside Recycling to Loraas.

City Council, at its meeting held on February 26, 2018, received the Update on Recycling Markets-Plastic Film report and resolved:

“That plastic film be removed as an acceptable item in City of Saskatoon recycling programs starting in April 2018.”

City Council, at its meeting held on September 24, 2018, received the Update on Curbside Recycling Program report and resolved:

“That the City of Saskatoon enter into a pilot program partnership with SARCAN Recycling to expand glass recycling to the four SARCAN Depot locations in Saskatoon.”

Report

The City of Saskatoon (City) and Loraas are entering the last year of a seven-year contract to provide city-wide curbside recycling (collections and processing) to residents. This contract ends on December 31, 2019. During 2019, an RFP and a new contract will be completed to ensure that curbside recycling service is in place for January 1, 2020.

Combine Processing and Collection

Collection and processing will be combined into one RFP that requests service pricing for each component. This will help manage the risk of uncertainty with recycling markets by providing collection service as a stable pricing component. During the previous procurement process, two RFPs were issued. One RFP addressed material collection while the other dealt with processing and marketing. A combined collection and processing contract was eventually agreed to as the service delivery model. Benefits from a combined approach include efficiencies in price and process.

Service Levels

The service level expectation within the RFP will be for year-round, bi-weekly collection. Enhancements such as additional cart sizes and additional collections at Christmas, will be considered.

Market Conditions and Contract Term

Significant price increases are not anticipated for collections, as the service requirements will stay consistent. Some fluctuation linked to the cost of fuel and inflation may occur, and will result in gradual annual increases, similar to the existing contract. As previously reported, lower value commodities and higher processing costs are likely in 2019 and 2020 and these are summarized in Attachment 1, Update on Recycling Markets – December 2018.

The RFP will be structured with a base contract term and include an option(s) for an extension. It is anticipated that recycling markets should begin to settle somewhat in 2019 and see some stability by 2020 or 2021. The industry is hopeful that local markets will strengthen in the coming years and expand market opportunities for recycling commodities, particularly for paper and cardboard.

Acceptable Item Review

The RFP will request processing costs for different acceptable materials. This request allows the City to consider removal of items in order to maintain affordability, which would be a City Council decision. Examples of low value and high processing cost materials include: glass, black plastic, and other low-value plastics. Plastic film is not currently accepted in the program and will likely be excluded from a future program.

Compared to the initial RFP in 2011, program data from the previous six years will assist staff to better estimate expected tonnages, material stream composition and the contamination rate.

Timeline

The RFP is planned for release by the second quarter of 2019. Should there be a change in service provider, the timeline must provide adequate time to prepare for service delivery in early 2020.

Public and/or Stakeholder Involvement

Results from the Curbside Redesign engagement and the Waste and Recycling survey indicated that residents are generally satisfied with the recycling program. Residents advised that they were concerned when plastic film was removed from the program and some residents stated they were concerned that glass would be removed next.

Communication Plan

Any changes to the recycling program would require extensive public communication.

Financial Implications

The funding model and utility rate structure for curbside recycling will be reviewed based on the proposal responses and the final contract price.

The RFP will use an affordability ceiling to scope the service contract based on existing contract prices and anticipated increases in processing. The ceiling will be set high enough so that minimum service levels are not impacted. Instead, the ceiling will help to inform decisions about continued acceptance of low-value items, service level enhancements, service costs and funding for a successful program delivery.

Environmental Implications

Materials collected through the 2017 Curbside Recycling Program resulted in emissions reductions of 31,000 tonnes CO₂e (carbon dioxide equivalents), compared to landfilling these same materials.

Other Considerations/Implications

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

Due Date for Follow-up

A new contract must be in place prior to January 1, 2020, when the existing agreement expires. A report with any recommendations for program changes, or an update on the award, is expected in the third quarter of 2019.

Public Notice

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

Attachment

1. Update on Recycling Markets – December 2018

Report Approval

Written by: Daniel Mireault, Special Project Manager
Reviewed by: Amber Weckworth, Manager of Education & Environmental Performance
Jeanna South, Acting Director of Sustainability
Dan Willems, Acting Chief of Strategy & Transformation
Approved by: Trevor Bell, Acting General Manager, Utilities & Environment Dept.

Admin Report - Curbside Residential Recycling Services for 2020 and Beyond.docx

Update on Recycling Markets – December 2018

New restrictions update

Some degree of market uncertainty for recycling is expected to continue into 2019. The Chinese Government recently confirmed that it will ban additional recovered materials (starting at the end of 2018). Clarification of what will and will not be included in the ban should come in the coming months. The ban does not include old corrugated cardboard or any other recovered fiber, indicating paper grades that meet the stringent standard (other than mixed paper) can still flow into China for the foreseeable future.

Cardboard and Mixed Paper

The biggest impact of new policy from China has been the disruption of recovered paper fibre markets, which constitutes the largest amount of marketed material by weight in most curbside programs. In the last year, the average price per tonne for cardboard has declined by up to 45% and mixed paper has fallen to a negative value. Some of the higher grade paper materials, such as sorted office paper, have seen an increase in price while mixed paper continues to struggle but appears to have bottomed¹.

Plastic

Due to low oil prices, market prices for plastics have fallen significantly as using virgin materials has become consistently more cost-effective than sorting and processing recycled material. The only plastic with some value as of November 2018, was PET (Plastic 1) and HDPE (Plastic 2). There have been many municipalities across North America (including several in Alberta) that have recently removed plastic 3-7 from their curbside program because they were unable to find viable markets.

¹ Waste 360. (2018, November <https://www.waste360.com/financials/themes-third-quarter-2018>).

Saskatoon Curbside Recycling Material Characterization

Table 2 shows a breakdown by material of tonnages in the curbside recycling program from 2013 to 2017. Contamination is defined as non-recyclable material (such as garbage) placed in the recycling cart by the resident. Residual materials are recyclable but cannot be captured during the sorting process, often because they are too small. As shown, paper and cardboard make up over 70% of total material.

Table 2: City of Saskatoon – Curbside Recycling Material Breakdown
(Using program characterization information from 2013 to 2017)

Material	Percent % (by weight)
Cardboard and Paper Total Newspaper (26.5%) Cardboard (21%) Mixed paper (25.8%)	73.3%
Metal Total Tin (1.85%) Aluminum (0.30%)	2.2%
Plastic 1-7 Total Plastic 1 (1.47%) Plastic 2 (1.85%) Plastic (Mixed) 3, 4, 5, 6, 7 (1.56%) Plastic Film (1.77%)	6.7%
Beverage Deposit	1.5%
Glass Total Unbroken glass (0.6%) Broken glass Total (3.3%)	3.9%
Contamination	8%
Residuals	4.4%
Total	100%



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Capital Project #2565 – WTP – Transfer Pumping and Electrical Upgrades – Budget Adjustment

Recommendation of the Committee

That a budget adjustment in the amount of \$3,000,000 to Capital Project #2565 – WTP – Transfer Pumping and Electrical Upgrades, funded from the Water Utility Capital Reserve, be approved.

History

At the February 11, 2019 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report from the, A/General Manager, Utilities & Environment dated February 11, 2019 was considered.

Attachment

February 11, 2019 report of the A/General Manager, Utilities & Environment.

Capital Project #2565 – WTP – Transfer Pumping and Electrical Upgrades – Budget Adjustment

Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

That a budget adjustment in the amount of \$3,000,000 to Capital Project #2565 – WTP – Transfer Pumping and Electrical Upgrades, funded from the Water Utility Capital Reserve, be approved.

Topic and Purpose

The purpose of this report is to request City Council approval for a budget adjustment to Capital Project #2565 – WTP – Transfer Pumping and Electrical Upgrades.

Report Highlights

1. The new pumping system and electrical upgrades at the Water Treatment Plant (WTP) will provide both redundant transfer pumping for ultimate capacity and improved reliability and safety.
2. A budget adjustment is being requested from the Water Utility Capital Reserve to fund Capital Project #2565 – WTP – Transfer Pumping and Electrical Upgrades.

Strategic Goals

This report supports the Strategic Goals of Asset and Financial Sustainability and Sustainable Growth by maximizing the capacity of the existing WTP and incrementally upgrading the process areas.

Background

The City recently commissioned the Avenue H Reservoir expansion, UV disinfection system, and new high lift pumping station. The previous high lift pumping equipment was converted to a transfer pumping system, conveying water from the WTP clear wells through the UV disinfection system and into the expanded reservoir storage volume. Use of the existing high lift pumping system was a short-term solution and was intended to be utilized for approximately three years.

Report

The primary objective of the WTP Transfer Pumping and Electrical Upgrades project is the construction of a fully redundant transfer pumping system to convey water from the plant clear wells through the UV disinfection system and into the adjacent reservoir. The existing transfer pumping system is at the end of its life and requires upgrades to meet the WTP's long-term ultimate treatment capacity of 410 million litres per day.

An essential component of transfer pumping is electrical upgrades, including instrumentation and controls. The upgrades involve new 4160 V/600 V infrastructure which will enhance operation safety. The changes will affect all major process areas including filters, chlorine, chemical feed, control power supplies, residuals handling, clarifiers, UV disinfection, and sand separation. The critical part of the electrical upgrades is the addition of the standby power capacity which will improve entire water plant reliability and redundancy.

A tender for the construction of this project was recently issued. The lowest bid was above the initial project estimate and will require additional funding of \$3,000,000 in order to award the contract.

Options to the Recommendation

An option would be to not approve the budget adjustment. This would result in the WTP maintaining operations using a temporary mid lift pumping system until the requested funds are acquired.

Communication Plan

The construction process will require a full closure of 11th Street between Avenue H and Avenue I, Avenue H between 11th Street and 12th Street and a portion of Spadina Crescent south of 11th Street beginning in March.

These sections of roadway are scheduled to be permanently closed as part of the WTP Security Upgrade project later this summer. The updated timing of the Transfer Pumping and Electrical Upgrades project now precedes the Security Upgrade and Dundonald Road rehabilitation.

Signage and temporary traffic calming will be used to minimize impact of traffic on adjacent streets. Prior to the start of construction, the City will notify affected residents, the community association, and adjacent businesses of the closure with flyers and a new project webpage that will provide updates on both projects impacting traffic and access to the river in that area.

Financial Implications

The project currently has \$38,366,599 in approved funding. Following completion of the tender stage, the revised total cost, including all additional internal costs, is \$41,366,114 resulting in requirement for a budget adjustment of \$3,000,000.

The Administration recommends this budget adjustment be addressed by providing the \$3,000,000 of additional funding required for Capital Project #2565 – WTP – Transfer Pumping and Electrical Upgrades from the Waterworks Capital Projects Reserve. There is sufficient funding in the reserve.

Environmental Implications

The transfer pumping project will replace the old, inefficient equipment (pumps, valves, electrical, and control equipment) with the new infrastructure that meets recent

American National Standard Institute and American Water Works Association installation and efficiency standards and best practices.

The efficiencies generated by using dedicated transfer pumps, which are designed to consistently meet or exceed an 80% pumping efficiency, will allow for the elimination of the current flow and pressure control practice involving draining of the pressure reducing valves wasting approximately 4.2 GWHr per year. These upgrades are estimated to result in an operational energy savings of \$336,000 per year, as well as greenhouse gas emissions savings of 2,670 tonnes CO_{2e} per year (or the equivalent of removing 565 vehicles from our roadways). The actual energy savings and the environmental impact will be confirmed after the installation and commissioning are completed.

Other Considerations/Implications

There are no policy, public and/or stakeholder engagement, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

This project has a planned construction phase of 33 months, with scheduled commissioning and completion for November 2021.

Public Notice

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

Report Approval

Written by: Krystyna Kotowski, Senior Project Management Engineer
Reviewed by: Pamela Hamoline, Engineering Services Manager
Reid Corbett, Director of Saskatoon Water
Approved by: Trevor Bell, Acting General Manager, Utilities & Environment
Department

Admin Report – CP 2565-WTP–Transfer Pumping_ Electrical Upgrades – Budget Adjustment.docx



STANDING POLICY COMMITTEE ON TRANSPORTATION

Riversdale Neighbourhood Traffic Review

Recommendation of the Committee

That the report of the Acting General Manager, Transportation & Construction Department dated February 11, 2019, be received as information.

History

At the February 11, 2019 Standing Policy Committee on Transportation meeting, a report of the A/General Manager, Transportation & Construction dated February 11, 2019 was considered.

Attachment

February 11, 2019 report of the A/General Manager, Transportation & Construction.

Riversdale Neighbourhood Traffic Review

Recommendation

That the report of the General Manager, Transportation & Construction Department dated February 11, 2019, be received as information.

Topic and Purpose

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

Report Highlights

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

Strategic Goal

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

Background

A public meeting was held on April 24, 2018, to identify traffic concerns and potential solutions within the Riversdale neighbourhood. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Neighbourhood Traffic Plan was developed and presented to the community at a second public meeting held on October 23, 2018.

Report

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

1. Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the saskatoon.ca/engage webpage;
2. Develop a draft Traffic Plan based on residents' input and traffic assessments;
3. Present the draft Traffic Plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed and present the plan to the Standing Policy Committee on Transportation; and
4. Implement the proposed measures in a specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

The majority of traffic-related concerns received during the consultation included shortcutting, speeding, pedestrian safety, and parking.

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

- Traffic controls
- Median islands
- Curb extensions
- Pedestrian accessibility ramps
- Sidewalks
- Parking restrictions
- Pedestrian safety devices
- Speed display board
- Enforcement

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

Short-term (1 to 2 years)	Temporary traffic calming measures, signage, pavement markings, speed display boards, enforcement
Medium-term (3 to 5 years)	Permanent traffic calming devices, pedestrian safety devices
Long-term (more than 5 years)	Sidewalks and pedestrian accessibility ramps

The Riversdale Neighbourhood Traffic Review is provided as Attachment 1.

The temporary traffic calming installations will begin as early as spring 2019, with the exception of the minor realignment of the intersection of Spadina Crescent and 17th Street which may be installed in spring 2020. The annual report on the NTRs will provide an update on the status of converting the temporary measures to a permanent condition where deemed effective.

Public and/or Stakeholder Involvement

On April 24, 2018, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback was used to develop the Neighbourhood Traffic Plan which was presented at a follow-up public meeting on October 23, 2018. Additional feedback received at the follow-up public meeting was also incorporated into the NTR.

The proposed improvements were circulated to internal civic stakeholders of various divisions and departments: Saskatoon Light & Power, Saskatoon Transit, Saskatoon Police Service, Sustainability, Parking Services, Roadways, Fleet & Support, and the Saskatoon Fire Department. The stakeholders' comments were incorporated into the recommended Traffic Plan.

The proposed minor realignment of the intersection of Spadina Crescent and 17th Street may not be installed in a temporary fashion until 2020, after presenting the proposed change to the King George neighbourhood through the NTR process to be held in 2019.

Communication Plan

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

Financial Implications

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

Item	2019	Beyond 2019
Signs, Pavement Markings & Temporary Traffic Calming	\$8,500	-
Speed Display Board and Enforcement	-	-
Pedestrian Safety Devices	-	\$ 90,000
Permanent Traffic Calming	-	\$ 525,000
Sidewalks and Pedestrian Accessibility Ramps	-	\$ 617,850
TOTALS	\$8,500	\$1,232,850

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake the work in 2019, which includes implementation of all signage, pavement markings, and temporary traffic calming measures.

The remainder of the work beyond 2019, including implementation of permanent traffic calming measures and pedestrian ramps, will be considered alongside all other improvements identified through the NTR Program. The Administration will include these in the annual budget submission package listing the projects recommended to be funded and the rationale used to prioritize the projects.

The Active Transportation program will address the implementation of the missing sidewalk infrastructure and will use the input received from the community to assist in prioritizing future Active Transportation projects in the area.

Environmental Implications

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

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Signage and temporary traffic calming devices will be implemented during the 2019 construction season.

Public Notice

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

Attachment

1. Riversdale Neighbourhood Traffic Review, January 9, 2019

Report Approval

Written by: Lanre Akindipe, Transportation Engineer, Transportation
Reviewed by: Nathalie Baudais, Sr. Transportation Engineer, Transportation
David LeBoutillier, Acting Engineering Manager, Transportation
Jay Magus, Acting Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation &
Construction Department

Admin Report - Riversdale Neighbourhood Traffic Review.docx

Riversdale Neighbourhood Traffic Review



1/9/2019



Authorization

Prepared By:

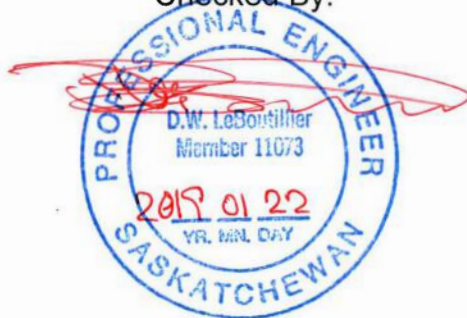


Lanre Akindipe, P.Eng.
Transportation Engineer



Nathalie Baudais, P.Eng.
Transportation Engineer

Checked By:



David LeBoutillier, P.Eng.
Acting Engineering Manager Transportation

Acknowledgements

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

- Riversdale residents
- Riversdale Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Sustainability
- City of Saskatoon Planning & Development
- City of Saskatoon Roadways, Fleet & Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Hilary Gough

Executive Summary

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

A public meeting was held in April 2018 to identify traffic concerns and potential solutions within the Riversdale neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in October 2018.

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

The Riversdale Traffic Plan is illustrated in Exhibit ES-1.

Riversdale Neighbourhood Traffic Review

Table ES-1: Riversdale Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Spadina Crescent & Avenue C	Make curb extension on the northwest corner permanent	Improve pedestrian safety
2	Spadina Crescent & Avenue D	Make curb extension on the northwest corner permanent	Reduce speeds and improve pedestrian safety
3	Spadina Crescent & Avenue E	Install curb extension on the northeast corner	Improve pedestrian safety
4	Spadina Crescent & 17 th Street	Intersection realignment	Reduce speeds and improve pedestrian safety
5	Back lane behind Avenue H between 18 th Street and 19 th Street	Install 20 kph speed signs (both directions)	Reduce speeds
6	19 th Street & Avenue F	Median island (east and west leg)	Reduce speeds
7	20 th Street & Avenue K	Active Pedestrian Corridor (APC) (west leg)	Improve pedestrian safety
8	20 th Street Avenue H - Avenue K	Speed display board on 20 th Street between Avenue I and Avenue J (facing westbound)	Reduce speeds
		Forward speed data to Saskatoon Police Service	
9	20 th Street and Avenue I	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines
10	20 th Street & Avenue H	Install a "No Parking" sign 15 m from the intersection on the northeast corner	Improve sightlines
11	Avenue H 20 th Street - 22 nd Street	Relocate existing school sign (northbound) approximately 45 m further north	Enhance the visibility of the school and reduce speeds
		Make curb extensions in front of Princess Alexandra School permanent	
		Speed display board (both directions)	
		Forward speed data to Saskatoon Police Service	
		Tree trimming for overhead pedestrian crossing signs	
12	21 st Street & Avenue F	Make curb extensions permanent	Improve pedestrian safety and traffic delays
		4-way stop	
13	20 th Street & Avenue F	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines
14	20 th Street & Avenue E	Active pedestrian corridor (east leg)	Improve pedestrian safety
15	20 th Street / Auditorium Avenue / 22 nd Street and Idylwyld Drive	Review traffic signal timing (part of the Imagine Idylwyld project)	Improve traffic signal efficiency and reduce pedestrian wait time

Riversdale Neighbourhood Traffic Review

Table ES-1: Riversdale Neighbourhood Recommended Improvements

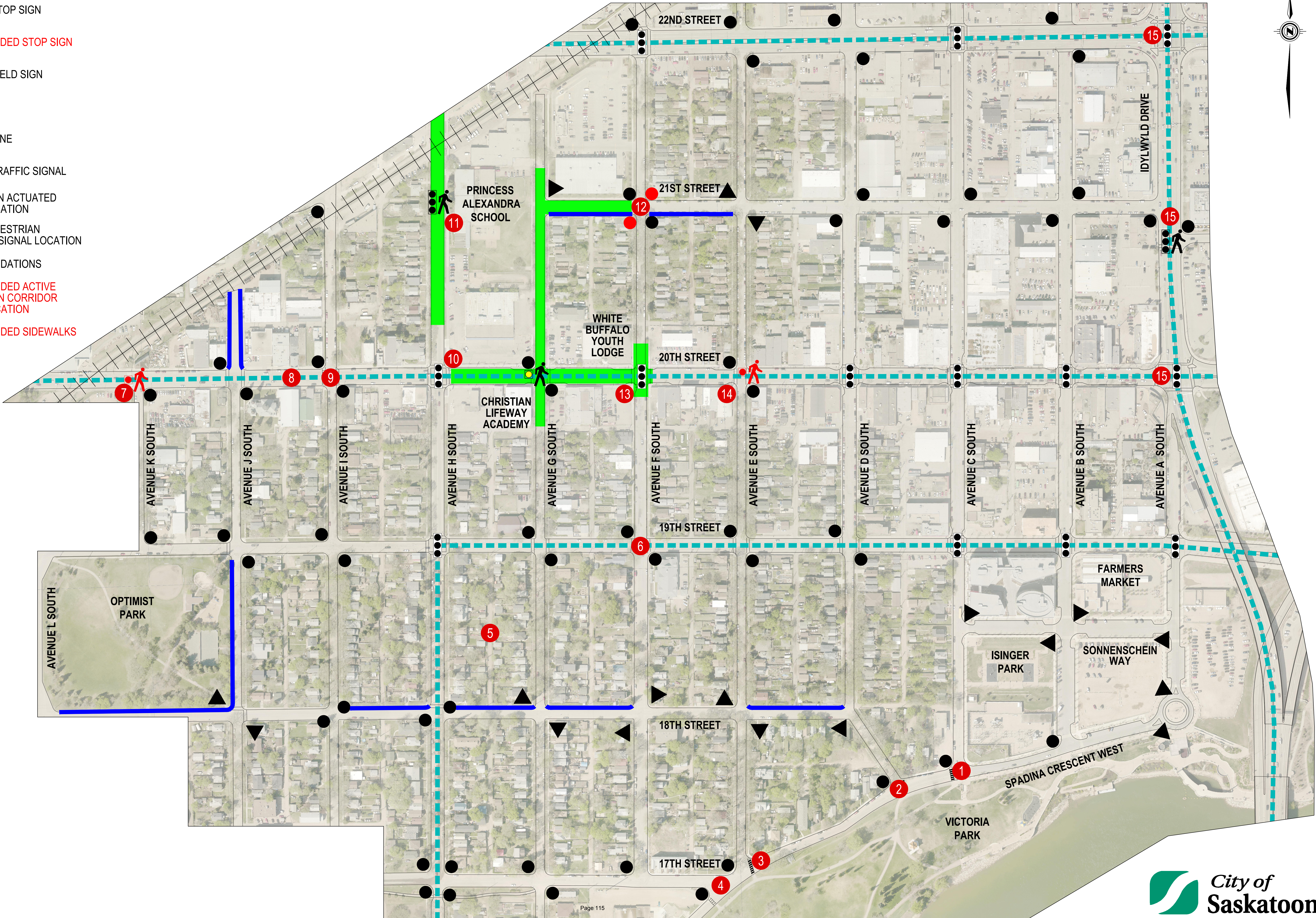
Item	Location	Recommended Improvement	Justification
16	18 th Street 400 block Avenue E to Avenue D	Sidewalk on north side	Improve pedestrian safety
17	18 th Street 600 block Avenue G to Avenue F	Sidewalk on north side	
18	18 th Street 700 block Avenue H to Avenue G	Sidewalk on north side	
19	18 th Street 800 block Avenue I to Avenue H	Sidewalk on north side	
20	18 th Street 1000 block Avenue K to Avenue J	Sidewalk on north side	
21	18 th Street 1100 block Avenue L to Avenue K	Sidewalk on north side	
22	Avenue J 200 block 20 th Street to north end	Sidewalk on west side	
23	Avenue J 200 block 20 th Street to north end	Sidewalk on east side	
24	Avenue J 400 block 18 th Street to 19 th Street	Sidewalk on west side	
25	21 st Street 600 block Avenue G to Avenue F	Sidewalk on south side	
26	21 st Street 500 block Avenue F to Avenue E	Sidewalk on south side	
27	17 th Street & Avenue G	Install pedestrian accessible ramps	Improve pedestrian accessibility
28	17 th Street & Avenue H		
29	18 th Street & Avenue F		
30	18 th Street & Avenue G		
31	17 th Street & Avenue J		
32	19 th Street & Avenue I		
33	19 th Street & Avenue K		
34	21 st Street & Avenue B		
35	21 st Street & Avenue D		
36	21 st Street & Avenue E		
37	21 st Street & Avenue F		

LEGEND

RIVERSDALE TRAFFIC PLAN

Exhibit ES - 1: Riversdale Traffic Plan

- EXISTING STOP SIGN
- RECOMMENDED STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS
- RECOMMENDED ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- RECOMMENDED SIDEWALKS



Contents

Executive Summary.....	iii
1. Introduction	1
2. Identify Issues, Concerns and Possible Solutions.....	2
2.1. Speeding and Shortcutting	2
2.2. Pedestrian Safety	3
2.3. Traffic Control.....	3
2.4. Parking	4
2.5. Major Intersections & Corridors	4
2.6. Maintenance.....	5
2.7. Other Concerns	5
3. Develop Draft Traffic Plan	6
3.1. Methodology.....	6
3.2. Traffic Volume and Speed Assessments.....	7
3.3. Traffic Control Assessments.....	9
3.4. Pedestrian Assessments	10
3.5. Collision Analysis	12
4. Present Traffic Plan	13
4.1. Methodology.....	13
4.2. Speeding and Shortcutting	14
4.3. Pedestrian Safety	15
4.4. Intersection Safety.....	17
4.5. Parking	17
4.6. Follow-up Consultation – Presentation of Traffic Plan.....	17
4.7. Engagement Summary.....	18
5. Implementation	20

List of Figures

Exhibit ES-1: Riversdale Traffic Plan	vi
Exhibit 5-1: Riversdale Traffic Plan	26

List of Tables

Table ES-1: Riversdale Neighbourhood Recommended Improvements	iv
Table 3-1: City of Saskatoon Street Classifications and Characteristics	7
Table 3-2: Speed Studies and Average Daily Traffic Counts (2018)	8
Table 3-3: All-Way Stop Warrant Criteria	9
Table 3-4: All-Way Stop Warrant Condition Requirements	9
Table 3-5: Pedestrian Assessments	11
Table 4-1: Recommended Improvements – Speeding and Shortcutting	14
Table 4-2: Recommended Improvements – Pedestrian Safety	15
Table 4-3: Recommended Improvements – Intersection Safety	17
Table 4-4: Recommended Improvements – Parking	17
Table 4-5: Public Meetings Summary	18
Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate	20
Table 5-2: Speed Enforcement Cost Estimate	21
Table 5-3: Pedestrian Safety Devices Cost Estimate	21
Table 5-4: Permanent Traffic Calming Cost Estimate	21
Table 5-5: Sidewalks & Pedestrian Ramps Cost Estimate	22
Table 5-6: Total Cost Estimate	23
Table 5-7: Riversdale Neighbourhood Recommended Improvements	24

List of Appendices

APPENDIX A: Public Meeting #1 – April 24, 2018
APPENDIX B: Traffic Data Collection
(APPENDIX C: All-Way Stop Assessments
APPENDIX D: Pedestrian Device Assessments
APPENDIX E: Collision Analysis
APPENDIX F: Spadina Crescent & 17 th Street Intersection Review
APPENDIX G: Public Meeting #2 – October 23, 2018
APPENDIX H: Decision Matrix
APPENDIX I: Additional Concerns Received after Presentation of Draft Plan
APPENDIX J: Resident and Stakeholder Comments

1. Introduction

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

The Riversdale neighbourhood is bounded by 17th Street and Spadina Crescent to the south, Idylwyld Drive to the east, Avenue K South to the west and 22nd Street to the north. The Riversdale neighbourhood is a mix of residential and commercial land uses. Riversdale also includes one elementary school.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in April 2018 to identify traffic concerns within the Riversdale neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

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

2.1. Speeding and Shortcutting

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

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

- Spadina Crescent
- 17th Street
- Back lane behind Avenue H (between 18th Street and 19th Street)
- 20th Street
- 19th Street
- Avenue H
- Avenue F
- Avenue K
- Avenue I
- Avenue B
- 21st Street

The residents proposed the following solutions:

- Police enforcement
- Curb extensions
- Speed display board
- Speed reduction to 30 kph or 40 kph
- Photo radar enforcement

2.2. Pedestrian Safety

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

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, September 25, 2018 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada’s *Pedestrian Crossing Control Guide*.”

Neighbourhood concerns regarding pedestrian safety were raised at the following locations:

- 17th Street & Spadina Crescent
- Avenue E & Spadina Crescent
- 20th Street & Avenue K
- 20th Street & Avenue E
- 20th Street & Idylwyld Drive
- 22nd Street & Idylwyld Drive
- Avenue C & Spadina Crescent
- Avenue D & Spadina Crescent
- Midblock crossing of 20th Street West between Avenue B and Avenue C
- Missing sidewalks and pedestrian ramps in the neighbourhood

The residents proposed the following solutions:

- Zebra crosswalk
- Curb extensions
- Active Pedestrian Corridor (APC)
- Pedestrian Actuated Signal (PAS)
- Speed reduction

2.3. Traffic Control

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

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

An all-way stop must meet the conditions for traffic volumes, collision history, and a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic controls were identified at the following locations:

- Avenue F & 21st Street
- 17th Street & Spadina Crescent
- 17th Street & Avenue H
- 22nd Street & Avenue C
- 19th Street & Avenue C

Proposed solution identified by residents:

- Four-way stop signs
- Pedestrian crossing safety devices

2.4. Parking

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

Neighbourhood concerns regarding parking were identified at the following locations:

- 20th Street & Avenue H
- 20th Street & Avenue I
- 20th Street & Avenue F
- 19th Street
- 17th Street (between Avenue I and Avenue K)
- Spadina Crescent (between Avenue C and Avenue D)

Proposed solutions identified by residents:

- Parking restrictions
- Parking enforcement

2.5. Major Intersections & Corridors

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

Neighbourhood concerns regarding major intersections were raised at the following locations:

- Idylwyld Drive & 20th Street
- Idylwyld Drive & 22nd Street

2.6. Maintenance

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

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Trees obstructing signs
 - Avenue D & 19th Street
- Snow clearing issues
 - 19th Street close to Optimus Park
- Damaged concrete curbs
 - 20th Street
- Potholes & grading issues
 - 21st Street and Avenue F

2.7. Other Concerns

The Riversdale neighbourhood residents also raised the following concerns:

- City Centre Church south driveway on the northeast corner of 20th Street & Avenue H should be closed. It's too close to the intersection.
- Supportive of rail relocation since trains cause significant delays.
- Drivers should not use space along the rail corridor for parking.
- 17th Street extension project should include pedestrian crossings across 17th Street.
- Improve street lighting at Avenue G and Avenue H. Lighting used in Stonebridge is way brighter.
- There should be routes for cyclists that are not so car centric but still have traffic signals at major streets.
- Traffic concerns on Avenue F (20th Street to 21st Street). Specifically, the accommodation of two way traffic on Avenue F considering the width of the roadway with on street parking.

3. Develop Draft Traffic Plan

3.1. Methodology

Stage 2 of the neighbourhood traffic review includes development of a draft Traffic Plan. This was completed through the following actions:

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

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

3.2. Traffic Volume and Speed Assessments

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

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

Characteristic	Classifications							
	Back Lanes		Locals		Collectors		Arterials	
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major
Traffic function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		Traffic movement major consideration	Traffic movement primary consideration
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000	5,000 – 25,000 (~12,000)	
Typical Speed Limits (kph)	20		50		50		60	60-70
Transit Service	Not permitted		Generally avoided		Permitted		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities		Lane widening or special facilities may be provided	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required	Sidewalks may be provided, separation for traffic lanes preferred	
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions

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

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as a concern are summarized in Table 3-2.

Riversdale Neighbourhood Traffic Review

Table 3-2: Speed Studies and Average Daily Traffic Counts (2018)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
17 th Street	Avenue H and Spadina Crescent	Local	1,413	45
18 th Street	Avenue I and Avenue N	Local	293	43
19 th Street	Avenue H and Avenue K	Arterial	1,015	48
19 th Street	Avenue D and Avenue H	Arterial	6,230	57
20 th Street	Avenue D and Avenue G	Arterial	9,103	51
20 th Street	Avenue A and Avenue D	Arterial	8,215	48
20 th Street	Avenue G and Avenue K	Arterial	9,873	53
Avenue B South	Spadina Crescent and 19 th Street	Local	972	39
Avenue F	17 th Street and 19 th Street	Local	609	43
Avenue H	20 th Street and 22 nd Street	Arterial	4,758	50 (non – school) 39 (school)
Avenue I	17 th Street and 20 th Street	Local	484	33
Avenue I	20 th Street and 22 nd Street	Local	696	40
Avenue J	17 th Street and 19 th Street	Local	155	36
Avenue K	19 th Street and 20 th Street	Local	394	38
Spadina Crescent	Avenue A and 16 th Street	Local	3,106	55
Spadina Crescent	17 th Street and 18 th Street	Local	4,326	48
East-west lane	Idylwyld Drive and Avenue B	Lane	51	25
North-south lane	Idylwyld Drive and Avenue B	Lane	105	29

3.3. Traffic Control Assessments

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

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

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

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

1. At least 35% of the traffic entering the intersection from the minor street for a four-way stop and 25% for a three-way stop.
2. No other all-way stop or traffic signals within 200 m.

Results of the studies are shown in Table 3-3 and Table 3-4.

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
21 st Street & Avenue F	232 – Condition NOT met	2,470 – Condition NOT met	0 – Condition NOT met	All-Way Stop NOT warranted

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: All-way stop or traffic signals within 200 metres	Results
21 st Street & Avenue F	34% - Condition NOT met	Yes – Condition NOT met	All-way stop NOT warranted

Although the intersection of 21st Street & Avenue F does not meet the warrant criteria for traffic volumes entering the intersection, an all-way stop is recommended based on nearly balanced traffic volumes entering the intersection, site observations, community input, and engineering judgement. Details of the all-way stop assessments are provided in **Appendix C**.

3.4. Pedestrian Assessments

Pedestrian assessments were conducted to determine the need for pedestrian actuated signalized crosswalks in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, September 25, 2018.

Pedestrian crossing devices include:

- Standard crosswalk;
- zebra crosswalk;
- rectangular rapid flashing beacon (ground mounted flashing lights);
- actuated pedestrian corridor (overhead flashing yellow lights); and
- pedestrian actuated signals.

The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

- Traffic signal warrants;
- pedestrian and traffic volumes;
- distance to nearest traffic control device;
- pedestrian desire line; and
- network connectivity.

Once a location has been identified as a necessary pedestrian connection, the type of pedestrian device is selected using a treatment matrix which considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

A summary of the pedestrian studies are provided in Table 3-5 and details are provided in **Appendix D**.

Riversdale Neighbourhood Traffic Review

Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
20 th Street & Avenue E	Confirmed	Distance from nearest control < 200 m Active pedestrian corridor appropriate (east leg)
20 th Street & Avenue K	Confirmed	Distance from nearest control < 200 m Active pedestrian corridor appropriate (west leg)
20 th Street & Avenue L	Confirmed	Distance from nearest control < 200 m No crossing is recommended Network connectivity provided by pedestrian devices at nearby intersections
20 th Street Midblock crossing between Avenue B and Avenue C	Low	Distance from nearest control < 200 m No crossing is recommended Network connectivity provided by traffic signals at nearby intersection (~40 m)
Spadina Crescent & 17 th Street	Confirmed	Distance from nearest control < 200 m Standard crosswalk appropriate Existing zebra crosswalk to remain
Spadina Crescent & Avenue D	Confirmed	Distance from nearest control < 200 m Standard crosswalk appropriate Existing zebra crosswalk to remain
Spadina Crescent & Avenue E	Confirmed	Distance from nearest control < 200 m Standard crosswalk appropriate Existing zebra crosswalk to remain
Spadina Crescent & Avenue C	Confirmed	Distance from nearest control < 200 m Standard crosswalk appropriate Existing zebra crosswalk to remain

3.5. Collision Analysis

The most recently available five-year collision data (2013 to 2017) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections and arterial streets were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. The two intersections that had two or more collisions per year within Riversdale were:

- 21st Street & Avenue C
- 18th Street & Avenue F

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

4. Present Traffic Plan

4.1. Methodology

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

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvements;
- present the draft plan to the residents at a follow-up public meeting;
- circulate the draft plan to the civic divisions for comment;
- revise the draft plan based on feedback from the stakeholders; and
- prepare a technical document summarizing the recommended plan and project process.

The tables in the following sections provide the details of the recommended Traffic Plan, including the location, recommended improvement and justification of the recommended improvement.

4.2. Speeding and Shortcutting

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

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

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Spadina Crescent & Avenue D	Make curb extension on the northwest corner permanent	Reduce speeds
Spadina Crescent & 17 th Street	Intersection realignment	Reduce speeds
Back lane behind Avenue H (between 18 th Street and 19 th Street)	Install 20 kph speed signs (both directions)	Reduce speeds
19 th Street & Avenue F	Median island (east and west leg)	Reduce speeds
20 th Street (Avenue H – Avenue K)	Speed display board on 20 th Street between Avenue I and Avenue J (facing westbound)	Reduce speeds
	Forward speed data to Saskatoon Police Service	
Avenue H (20 th Street - 22 nd Street)	Relocate the existing school sign (northbound) approximately 45 m further north	Reduce speeds
	Make curb extensions in front of Princess Alexandra School permanent	
	Speed display board (both directions)	

Details on the analysis for the modifications at Spadina Crescent & 17th Street are included in **Appendix F**.

4.3. Pedestrian Safety

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

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Spadina Crescent & Avenue C	Make curb extension on the northwest corner permanent	Shorten pedestrian crossing distance and improve pedestrian visibility
Spadina Crescent & Avenue D	Make curb extension on the northwest corner permanent	Shorten pedestrian crossing distance and improve pedestrian visibility
Spadina Crescent & Avenue E	Curb extension on the northeast corner	Shorten pedestrian crossing distance and improve pedestrian visibility
Spadina Crescent & 17 th Street	Intersection realignment	Shorten pedestrian crossing distance and improve pedestrian visibility
20 th Street & Avenue K	Active Pedestrian Corridor (APC) (west leg)	Improve pedestrian safety
Avenue H 20 th Street to 22 nd Street	Relocate the existing school sign (northbound) approximately 45 m further north	Shorten pedestrian crossing distance and improve pedestrian visibility
	Make curb extensions in front of Princess Alexandra School permanent	
	Tree trimming for overhead pedestrian crossing signs	
20 th Street & Avenue E	Active pedestrian corridor (east leg)	Improve pedestrian safety
21 st Street & Avenue F	Make curb extensions permanent	Shorten pedestrian crossing distance and improve pedestrian visibility
18 th Street 400 block Avenue E to Avenue D	Sidewalk on north side	Improve pedestrian safety
18 th Street 600 block Avenue G to Avenue F	Sidewalk on north side	
18 th Street 700 block Avenue H to Avenue G	Sidewalk on north side	
18 th Street 800 block Avenue I to Avenue H	Sidewalk on north side	

Riversdale Neighbourhood Traffic Review

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
18 th Street 1000 block Avenue K to Avenue J	Sidewalk on north side	Improve pedestrian safety
18 th Street 1100 block Avenue L to Avenue K	Sidewalk on north side	
Avenue J 200 block 20 th Street to north end	Sidewalk on west side	
Avenue J 200 block 20 th Street to north end	Sidewalk on east side	
Avenue J South 400 block 18 th Street to 19 th Street	Sidewalk on west side	
21 st Street 600 block Avenue G to Avenue F	Sidewalk on south side	
21 st Street 500 block Avenue F to Avenue E	Sidewalk on south side	
17 th Street & Avenue G	Install pedestrian accessible ramps	Improve pedestrian accessibility
17 th Street & Avenue H		
18 th Street & Avenue F		
18 th Street & Avenue G		
17 th Street & Avenue J		
19 th Street & Avenue I		
19 th Street & Avenue K		
21 st Street & Avenue B		
21 st Street & Avenue D		
21 st Street & Avenue E		
21 st Street & Avenue F		

4.4. Intersection Safety

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

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
21 st Street & Avenue F	4-way stop	Improve traffic delays
20 th Street / Auditorium Avenue / 22 nd Street and Idylwyld Drive	Review traffic signal timing (part of the Imagine Idylwyld Drive project)	Improve traffic signal efficiency and reduce pedestrian wait time

4.5. Parking

The recommended improvements to parking that will improve the level of safety are provided in Table 4-4.

Table 4-4: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
20 th Street & Avenue H	Install a "No Parking" sign 15 m from the intersection on the northeast corner	Improve sightlines
20 th Street & Avenue I	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines
20 th Street & Avenue F	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines

4.6. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in October 2018. The meeting minutes and presentation are provided in **Appendix G**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix H**. Additional issues raised during and after the follow-up

Riversdale Neighbourhood Traffic Review

meeting were assessed and outlined **Appendix I**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations was then circulated to civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Sustainability, Parking Services, Roadways, Fleet & Support and Saskatoon Transit) to gather comments and concerns. General support was received.

4.7. Engagement Summary

For the Neighbourhood Traffic Review, residents and stakeholders were invited to participate in the process through two public meetings that are outlined in Table 4-5.

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 April 24, 2018 Princess Alexandra School Gym 19 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 October 23, 2018 Princess Alexandra School Gym 15 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix G

Residents and stakeholders in Riversdale were notified of the meetings via:

- A flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- social media (i.e. Facebook advertising);
- billboards placed on the corner of 20th Street W and Avenue J;
- community posters placed at high traffic zones and community gathering places;
- requesting the neighbourhood community associations and schools to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

The Facebook page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for resident comments. There are 62 members in the Facebook group for the Riversdale Neighbourhood Traffic Review.

There are 10 residents subscribed for email updates. Study updates were provided to these residents in advance of each meeting.

Riversdale Neighbourhood Traffic Review

Residents were invited to provide their concerns and feedback through the following:

- The saskatoon.ca/engage webpage;
- the report a traffic issues application;
- written submissions at the meetings;
- written notes taken by the Administration at the meetings; and
- written, verbal, and e-mail submission to the Administration.

Residents and business owners who could not attend the meetings were able to view the meeting materials and provide feedback via the City's online neighbourhood traffic concerns forums on Facebook and saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix J**.

Photo 1: Meeting #1 Presentation



Photo 2: Meeting #2 Presentation



5. Implementation

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements within the specified time frame. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus. The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring / summer of the following year. Therefore installations for Riversdale are likely to begin in spring / summer 2019.

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

- Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Enforcement Cost Estimate
- Table 5-3: Pedestrian Safety Devices Cost Estimate
- Table 5-4: Permanent Traffic Calming Cost Estimate
- Table 5-5: Sidewalks & Pedestrian Ramps Cost Estimate
- Table 5-6: Total Cost Estimate

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

Location	Device	Cost Estimate	Time Frame
Back lane behind Ave H between 18 th Street and 19 th Street	Speed signs (2)	\$500	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
19 th Street & Avenue F	Median islands (2)	\$1,000	
20 th Street & Avenue H	No parking signs (1)	\$250	
20 th Street & Avenue I	No parking signs (8)	\$2,000	
20 th Street & Avenue F	No parking signs (8)	\$2,000	
Spadina Crescent & 17 th Street	Median islands (4) Curb extensions (3)	\$5,000	
Spadina Crescent & Avenue E	Curb extension (1)	\$500	
21 st Street & Avenue F	Stop signs (2)	\$500	
Total		\$8,500	

Riversdale Neighbourhood Traffic Review

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Time Frame
20 th Street	Forward speed data to Saskatoon Police Service	\$0 (funded by Saskatoon Police Service)	1 to 2 years
Avenue H	Forward speed data to Saskatoon Police Service	\$0 (funded by Saskatoon Police Service)	
20 th Street Avenue H - Avenue K	Speed display board (facing westbound)	\$0 (Ten devices purchased in 2017 are relocated annually)	
Avenue H 20 th Street - 22 nd Street	Speed display board (both directions)	\$0 (Ten devices purchased in 2017 are relocated annually)	
Total		\$0	

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Time Frame
20 th Street & Avenue K	Active Pedestrian Corridor (APC)	\$45,000	3 to 5 years
20 th Street & Avenue E	Active Pedestrian Corridor (APC)	\$45,000	
Total		\$90,000	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Spadina Crescent & Avenue C	Curb extension (1)	\$45,000	3 to 5 years
Spadina Crescent & Avenue D	Curb extension (1)	\$45,000	
Spadina Crescent & Avenue E	Curb extension (1)	\$45,000	
Spadina Crescent & 17 th Street	Modified islands (4) Curb extensions (3)	\$200,000	
19 th Street & Avenue F	Median Islands (2)	\$10,000	
Avenue H (20 th Street - 22 nd Street)	Curb extensions (2)	\$90,000	
21 st Street & Avenue F	Curb extensions (2)	\$90,000	
Total		\$525,000	

Riversdale Neighbourhood Traffic Review

Table 5-5: Sidewalks & Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Time Frame
18 th Street 400 block Avenue E to Avenue D	Sidewalk north side (99.6 m)	\$49,800	5 years plus
18 th Street 600 block Avenue G to Avenue F	Sidewalk north side (89.9 m)	\$44,950	
18 th Street 700 block Avenue H to Avenue G	Sidewalk north side (92.8 m)	\$46,400	
18 th Street 800 block Avenue I to Avenue H	Sidewalk north side (93.4 m)	\$46,700	
18 th Street 1000 block Avenue K to Avenue J	Sidewalk north side (86.8 m)	\$43,400	
18 th Street 1100 block Avenue L to Avenue K	Sidewalk north side (95.2 m)	\$47,600	
Avenue J South 200 block 20 th Street to the north end	Sidewalk west side (57.7 m)	\$28,850	
Avenue J South 200 block 20 th Street to the north end	Sidewalk east side (82.8 m)	\$41,400	
Avenue J South 400 block 18 th Street to 19 th Street	Sidewalk west side (155.8 m)	\$77,900	
21 st Street 600 block Avenue G to Avenue F	Sidewalk south side (92.7 m)	\$46,350	
21 st Street 500 block Avenue F to Avenue E	Sidewalk south side (93.0 m)	\$46,500	
17 th Street & Avenue G	Pedestrian Ramp (1)	\$3,500	
17 th Street & Avenue H	Pedestrian Ramp (2)	\$7,000	
18 th Street & Avenue F	Pedestrian Ramp (4)	\$14,000	
18 th Street & Avenue G	Pedestrian Ramp (4)	\$14,000	
17 th Street & Avenue J	Pedestrian Ramp (1)	\$3,500	
19 th Street & Avenue I	Pedestrian Ramp (2)	\$7,000	
19 th Street & Avenue K	Pedestrian Ramp (2)	\$7,000	
21 st Street & Avenue B	Pedestrian Ramp (3)	\$10,500	
21 st & Avenue D	Pedestrian Ramp (2)	\$7,000	
21 st & Avenue E	Pedestrian Ramp (3)	\$10,500	
21 st & Avenue F	Pedestrian Ramp (4)	\$14,000	
Total		\$617,850	

Riversdale Neighbourhood Traffic Review

Table 5-6: Total Cost Estimate

Category	Timeframe		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings & Temporary Traffic Calming	\$8,500	-	-
Speed Enforcement	\$0	-	-
Pedestrian Safety Devices	-	\$90,000	-
Permanent Traffic Calming	-	\$525,000	-
Sidewalks & Pedestrian Ramps			\$617,850
Total	\$8,500	\$615,000	\$617,850

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$8,500. The total cost estimate for medium and long-term improvements (permanent traffic calming and pedestrian safety devices) is \$1,232,850.

Resulting from the neighbourhood traffic review is a list of recommended improvements, including the location and justification as summarized in Table 5-7.

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

Riversdale Neighbourhood Traffic Review

Table 5-7: Riversdale Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Spadina Crescent & Avenue C	Make curb extension on the northwest corner permanent	Improve pedestrian safety
2	Spadina Crescent & Avenue D	Make curb extension on the northwest corner permanent	Reduce speeds and improve pedestrian safety
3	Spadina Crescent & Avenue E	Install curb extension on the northeast corner	Improve pedestrian safety
4	Spadina Crescent & 17 th Street	Intersection realignment	Reduce speeds and improve pedestrian safety
5	Back lane behind Avenue H between 18 th Street and 19 th Street	Install 20 kph speed signs (both directions)	Reduce speeds
6	19 th Street & Avenue F	Median island (east and west leg)	Reduce speeds
7	20 th Street & Avenue K	Active Pedestrian Corridor (APC) (west leg)	Improve pedestrian safety
8	20 th Street Avenue H - Avenue K	Speed display board on 20 th Street between Avenue I and Avenue J (facing westbound)	Reduce speeds
		Forward speed data to Saskatoon Police Service	
9	20 th Street and Avenue I	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines
10	20 th Street & Avenue H	Install a "No Parking" sign 15 m from the intersection on the northeast corner	Improve sightlines
11	Avenue H 20 th Street - 22 nd Street	Relocate existing school sign (northbound) approximately 45 m further north	Enhance the visibility of the school and reduce speeds
		Make curb extensions in front of Princess Alexandra School permanent	
		Speed display board (both directions)	
		Forward speed data to Saskatoon Police Service	
		Tree trimming for overhead pedestrian crossing signs	
12	21 st Street & Avenue F	Make curb extensions permanent	Improve pedestrian safety and traffic delays
		4-way stop	
13	20 th Street & Avenue F	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines
14	20 th Street & Avenue E	Active pedestrian corridor (east leg)	Improve pedestrian safety
15	20 th Street / Auditorium Avenue / 22 nd Street and Idylwyld Drive	Review traffic signal timing (part of the Imagine Idylwyld project)	Improve traffic signal efficiency and reduce pedestrian wait time

Riversdale Neighbourhood Traffic Review

Table 5-7: Riversdale Neighbourhood Recommended Improvements

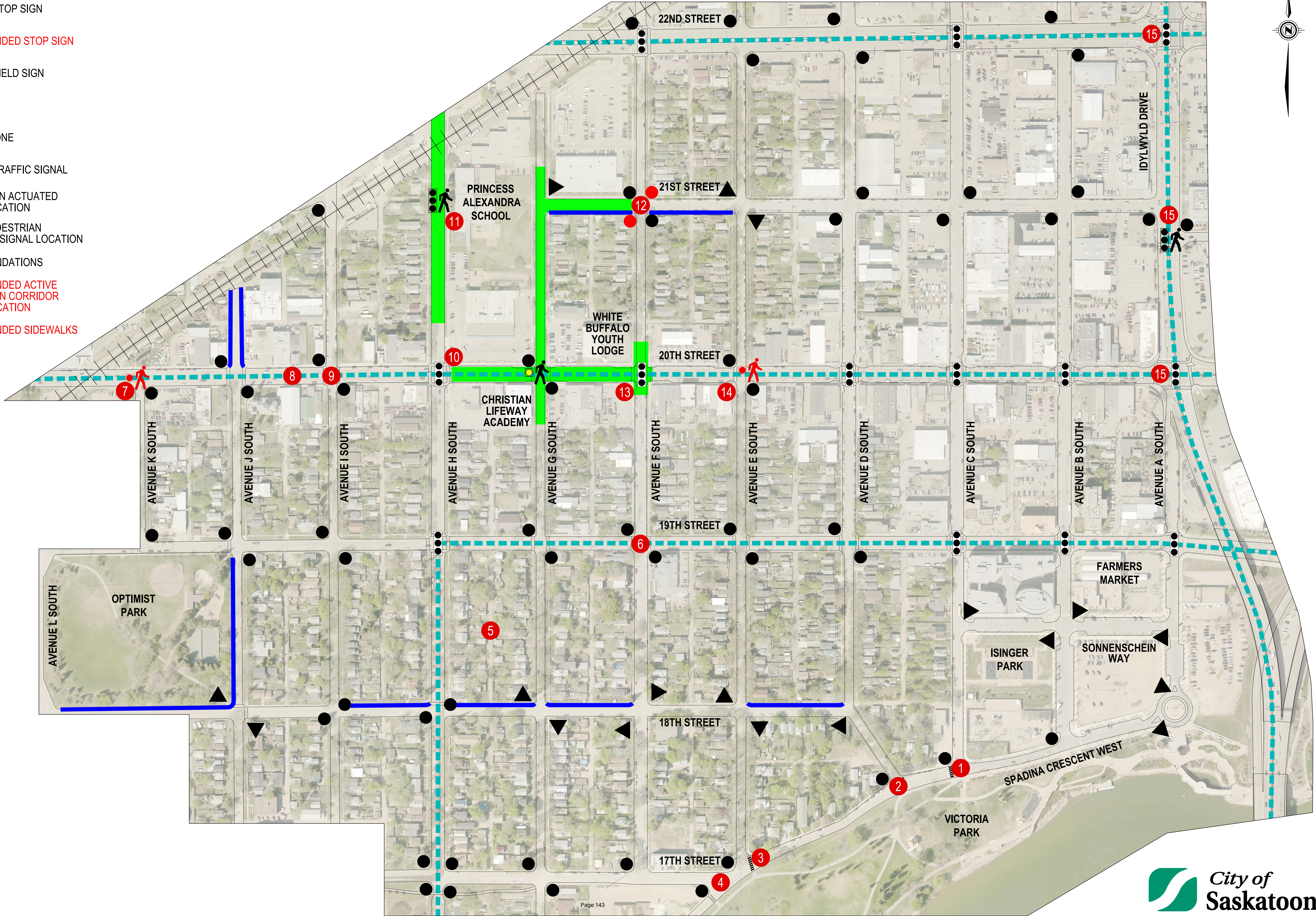
Item	Location	Recommended Improvement	Justification
16	18 th Street 400 block Avenue E to Avenue D	Sidewalk on north side	Improve pedestrian safety
17	18 th Street 600 block Avenue G to Avenue F	Sidewalk on north side	
18	18 th Street 700 block Avenue H to Avenue G	Sidewalk on north side	
19	18 th Street 800 block Avenue I to Avenue H	Sidewalk on north side	
20	18 th Street 1000 block Avenue K to Avenue J	Sidewalk on north side	
21	18 th Street 1100 block Avenue L to Avenue K	Sidewalk on north side	
22	Avenue J 200 block 20 th Street to north end	Sidewalk on west side	
23	Avenue J 200 block 20 th Street to north end	Sidewalk on east side	
24	Avenue J 400 block 18 th Street to 19 th Street	Sidewalk on west side	
25	21 st Street 600 block Avenue G to Avenue F	Sidewalk on south side	
26	21 st Street 500 block Avenue F to Avenue E	Sidewalk on south side	
27	17 th Street & Avenue G	Install pedestrian accessible ramps	Improve pedestrian accessibility
28	17 th Street & Avenue H		
29	18 th Street & Avenue F		
30	18 th Street & Avenue G		
31	17 th Street & Avenue J		
32	19 th Street & Avenue I		
33	19 th Street & Avenue K		
34	21 st Street & Avenue B		
35	21 st Street & Avenue D		
36	21 st Street & Avenue E		
37	21 st Street & Avenue F		

LEGEND

RIVERSDALE TRAFFIC PLAN

Exhibit 5 - 1: Riversdale Traffic Plan

- EXISTING STOP SIGN
- RECOMMENDED STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- █ SCHOOL ZONE
- ⬆ EXISTING TRAFFIC SIGNAL
- ⬆ PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⬆ ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS
- RECOMMENDED ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- RECOMMENDED SIDEWALKS



Appendix A

Public Meeting #1

April 24, 2018

CITY OF SASKATOON

Riversdale Neighbourhood Traffic Review Minutes

Date: Tuesday, April 24, 2018

Time: 6:00 – 8:00 pm

Location: Princess Alexandra School (210 Avenue H South, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Lanre Akindipe	City of Saskatoon Transportation Engineer Riversdale Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Minqing Deng	City of Saskatoon Transportation Engineer
Goran Lazic	City of Saskatoon Transportation Engineer
Staff Sergeant Patrick Barbar	Saskatoon Police Service, Traffic Unit
Councillor Hilary Gough	Ward 2 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Lanre Akindipe – Transportation Engineer)

See Attachment: Presentation – April 24, 2018

Saskatoon Police Service

306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern

Small Group Discussions

Breakout into small groups to discuss traffic concerns in Riversdale and potential solutions

Small group reports to large group

Group 1: Mariniel Flores

- Idylwyld Drive is a barrier leaving and entering the neighbourhood.
- Idylwyld Drive and 20th Street should be more inclusive. This intersection should provide more time for pedestrian crossing.
- Idylwyld Drive at 20th, 21st and 22nd Streets.
 - Difficult to cross by pedestrians
 - There are dips on the roads
 - Would like to see raised crosswalks across Idylwyld Drive at 20th, 21st and 22nd Streets.
- Avenue D, E and F (19th Street to Spadina Crescent)
 - Increased parking demand in front of homes due to farmers market and workers from downtown.
 - Want to see something like a residential parking permit program
 - 18th Street should be included in the Riversdale RPP
- 20th Street and Clancy Drive / Circle Drive
 - Why was it closed? Lots of traffic on 22nd Street and speeding
 - Mixed thoughts about this. Another resident wants it opened up to reduce traffic off 22nd Street and to reduce speeding.
- 19th Street
 - Pedestrian signs obstructed by trees at Avenue D and 19th Street
- 20th Street
 - There are many locations in the neighbourhood where snow plows damage concrete curbs. The concrete curbs should be fixed.
- Spadina and 17th Street
 - Temporary curbing is damaged. It needs to be fixed.
- Avenue G and 20th Street
 - Support recommendation for a pedestrian device.
- At Princess Alexandra School
 - Speeding.
 - People don't know that it is a school. It is hidden by trees.
 - Trees obstruct pedestrian device.
- Avenue H and 17th Street
 - Keep the 4 way stop or install a roundabout.
 - People don't stop here. They just roll their cars.
- Avenue P and 17th Street

- Keep the 3 way stop
- Along Spadina Crescent and 17th Street
 - The direction of stop signs makes it a speedway.
 - More enforcement needed. Speed radar?
 - Roundabouts? Raised crosswalks?
- Avenue B (Sonnenschein way to Spadina Crescent W)
 - Speeding.
 - Vehicles come off Spadina Crescent and Speed along Avenue B.
- Avenue P
 - Speeding
 - Enforcement needed.
 - Roundabouts suggested.
 - Raised crosswalks suggested.
- Avenue E and 17th Street
 - All way stop suggested.
- Avenue G and Avenue H (415 Avenue H)
 - Stonebridge is way brighter.
 - Different type of lightning that illuminates better. Not stadium lightning.
- Avenue C (20th Street to Spadina)
 - Has new lights (decorative lightning) and it illuminates well. Very well lit.
- Fix pot holes
- Avenue I and 21st Street
 - Vehicles turn off on 22nd Street and speed down Avenue I southbound.
- Speed Corner around optimist Park at 19th Street and Avenue K.
- Thank you for the stop and yield infill program. It has helped.
- Thank you for providing accessibility ramps or curb cuts (red curb cuts) look forward to more.

Group 2: Nathalie Baudais

- 20th Street and Avenue G
 - Pedestrian safety crossing concerns at 20th Street. Traffic doesn't stop.
 - Actuated pedestrian device is recommended for installation.
 - Actuated pedestrian device is preferred over pedestrian actuated signal. Traffic seems to obey that better since it is a shorter

- timeframe than a full traffic signal cycle. There are lots of kids crossing at this location.
- Enforcement is needed in the school zone for speeding and compliance with crosswalk.
- People aren't using crosswalks. Jaywalking throughout 20th Street
- Avenue I
 - School buses using Avenue I when there are no pickups on that street.
 - Buses are going faster than 30 km/hr
 - There are no traffic signals between 19th Street and 17th Street.
 - Speeding.
 - In the past, no buses on this Street.
 - Tearing up the street, causing damage.
- 22nd Street
 - Avenue G should have a pedestrian crossing
 - 22nd Street is very busy since 20th street got closed on the west side.
 - Pedestrian overpass over the train tracks and 22nd Street would be the best.
 - If 20th Street was open or had a roundabout, then there would be less traffic on 22nd Street.
- Rail relocation would be great
 - Trains are very long and cause significant delays
 - Emergency response times are delayed.
- Cycling through Riversdale
 - It would be nice to see some progress on the safety pathway.
 - Lots of people cycle in Riversdale.
 - There is no place for cyclists to be separate from car traffic.
 - Cyclists want to be separated from traffic for safety concerns.
 - There should be routes for cyclists that are not so car centric but still have traffic signals at major streets. The traffic signals should be convenient for cyclists with push buttons that can be reached from the cycling lane (or bicycle detection).
 - Need to designate the AAA network.
 - Cars pass on the right when bikes move to the middle. Drivers, tex, etc Cyclists do not feel safe in mixed traffic.
- 17th Street and Spadina Crescent
 - Bollards may be needed to protect the pathway
 - Cars are ramping the curb and hitting the MADD memorial.
- 20th Street

- There has been more traffic since Circle Drive South opened.

Group 3: Goran Lazic

- Parking along D, E, F and 21st Street.
 - People park vehicles and walk to work (downtown) and some businesses on 20th Street. Maybe even south of 20th Street. Parking restrictions or neighbourhood permits would help.
- Tim Horton's traffic affects adjoining streets Avenue F, Avenue G and 21st Street.
- 17th Street doesn't have a sidewalk west of Avenue H. People walk on the street. 17th Street extension is not favoured.
- 17th Street
 - Speeding between Avenue H and Avenue P.
 - Kids walking to school, buses, etc.
 - Traffic calming measures should be installed at Avenue K and Avenue J.
 - We want it to be a safe route to school for kids getting off the bus.
- Marked crosswalk (zebra) on 19th Street at Avenue E or Avenue F.
- Bike lanes on 19th Street is a good idea. How would it affect on street parking?
- Inland company park large vehicles on 17th Street. It narrows the streets.
- 17th Street corridor
 - Pretty bare.
 - Build a centre median and plant trees to enhance streetscaping.
- Active Pedestrian Corridor (message) needed at Princess Alexandra school
- Avenue H and 20th Street should have cameras to monitor traffic violations
- Pedestrian device (Active Pedestrian Corridor preferably) on 20th Street at Avenue J, Avenue K and station 20 (a lot of pedestrian traffic)
- Prairie Auto House on 17th Street and Avenue J sticks out. No sidewalks, big loraas bins, nose in parking where the sidewalk would be.
- Snow maintenance
 - Meewasin cleared first, then Optimus park and 2 days later 17th Street trail
- 17th Street trail has no status
 - It should be named.

Group 4: Mingqing Deng

- 20th Street & Avenue G,
 - Active Pedestrian Corridor is needed, very pleased to see this device recommended.

- Traffic volume is very high, both vehicles and pedestrian or bike traffic makes crossings difficult.
 - Suggest making this red light in one direction and amber flashing in the other direction and making this intersection a 4-way stop, since drivers have stopped at every blocks anyway.
- 20th Street & Avenue H
 - Traffic has to turn right on Avenue H to get into the church parking lot. Suggest adding a no-parking zone on the northeast corner of Avenue H.
- There is a no loading zone in front of the Christian Lifeway Academy church but parking metres were installed.
 - No one uses the parking metres.
 - Suggest adding in a loading zone, or pick up and drop off zones to this school.
 - The curb extension is good there.
- All curb parking on 19th Street from Avenue A to Avenue D should be restricted so the two lane traffic could flow better.
- Near the Farmers Market, the exit from the underground parking lot is surprising to traffic on Avenue B and 19th Street, as well as in different parts of the City. Question: How did they get a permit to exit on the roadway like this?
- Spadina Crescent West.
From and including 19th St to Spadina Cres West, from and including Avenue C, Avenue B and Avenue A south, this whole zone should eliminate vehicle traffic completely, and encourage foot and bike traffic overall.
- Ave F is a wide roadway, suggest speed humps or other measures to calm the traffic.
- Suggest to use overpasses for pedestrian and cyclists for all crossings in the City, or as many as possible; or adopt what the states have been using, double bridges overpass for vehicles, and pedestrian crossings on the ground underneath.
- Speeding on 20th Street by nurses and hospital staff, suggest an exclusive traffic way for them that is separated from regular traffic. This would also provide passage for Emergency services.
- Gravel roads, pot holes, especially after construction, make it difficult for people to walk or use the pathway
 - Sidewalks break down by big tree roots from underground.
 - Avenue G, near the 500 block; There are three disabled person parking zones, in the winter bad grades of the concrete pads make ice pads and almost impossible to get from car to the house.
 - Avenue H, pot holes and poor construction create poor driving and walking conditions.
 - Suggest to do pavement overlay instead of thin overlay (microsurface) so the product lasts longer than patching pot holes every year.

- During construction time, if Avenue H is in construction, suggest to detour to Avenue F instead of Avenue G because Avenue F is wider. This is suggested only for the construction detour period.
- Parking
 - People from other parts of the City are parking for so long the resident is not able to plug in his/her own car. Is there any way to limit the time of parking on the curb?
- What is the long term development for 19th Street through to Avenue P (to Pleasant Hill)?
- Have not seen snow clearing in this neighbourhood for years. Ask the City please pay attention to snow clearing in Riversdale.
- Avenue F
 - Concrete curbs are in poor condition. Asked city year after year, each year some kind of review and assessment was done, and nothing happened to them. Concerned that such comments got ignored. Facilitator explained that due to funding constraints, certain areas did not get new sidewalks/curbs, it does not mean concerns from the public are ignored. Facilitator asks residents to repeatedly raise the issue.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 28, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than May 28, 2018
4. Traffic count data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Council for approval

Question and Answer

Q: We never discussed the concept of building a fence in the middle of 22nd Street. We don't think this is a good idea.

A (Lanre): We will have your comment documented. Thanks.

Q: No stop along 17th Street and along Spadina Crescent. With the extension of 17th Street; it will make the road unsafe especially for children crossing. Also, the extension of 17th Street will kill the businesses on 11th Street. We don't need an extension of 17th Street.

A(Lanre): One of the recommendations of the Southwest transportation study is to install some traffic calming devices along 17th Street.

Q: What is the plan for traffic flow due to the closure of the water treatment plant? Are the narrow streets going to handle the traffic flow? Will there be access at 12th Street?

A(Lanre): Traffic will still flow on Avenue I and 12th Street. Traffic will be advised to also use Avenue P and the proposed 17th street extension.

A (Councillor Gough): There will be a signage for drivers to take 17th Street at Avenue H and also modification to the traffic signal and geometry at 11th Street and Avenue P to divert traffic towards 17th Street. An eastbound left turn arrow will be provided at Avenue P and 11th Street. Pedestrian traffic calming on 17th Street will be important too.

Comment: We would like to see a pedestrian activated crosswalk along 17th street or turn it into a school zone.

Q: Will the Southwest transportation study kill businesses on 11th street because of the reduction in traffic due to the 17th Street extension?

A (Councillor Gough): Businesses were consulted during the process and they raised their concerns. 17th street extension will provide an alternate route for businesses. Transportation plan to keep traffic moving in an efficient and safe manner.

Q: What is the width of the proposed 17th Street extension? Will it have two lanes in each direction or one?

A(Lanre): The proposed 17th Street extension will have two lanes in each direction but the lanes will be reduced to a single lane in each direction at 17th Street and Avenue P.

Q: Parking in residential areas. Everyone has a car. Would the City consider providing driveways for residents to get a guaranteed parking through a certain program?

A (Councillor Gough): We have the residential parking permit. Not aware of the driveway program. A broader look at the visitor parking and policy is needed. Driveways need to be permitted and the guidelines need to be followed to reduce conflicts.

A(Nathalie): Issue hasn't been raised in the past with the Transportation Division. Certain zones are allowed driveways. We will talk with our colleagues to get more information.

Comment: There are narrow lots in the residential areas.

A(Goran): Homes with back alleys wouldn't typically get driveways according to zoning bylaws.

Comment: Vehicles park too close and it makes it challenging for garbage trucks to pick up garbage.

A (Councillor Gough): There are constraints in the area but we will try to find a solution.

Comment: Avenue D and 19th Street - City did measurements of curb from trees to watch for tree roots when driveways were installed back when my mum lived here. Driveways cannot be installed if they are too close to tree roots.

Comment: The Residential parking permit program only applies to one car per property not for all cars based on my experience.

Additional

- Councillor Gough: Ward 2 Town Hall Meeting will be held on May 24th at Station 20 West.
- Will fire and Saskatoon Police service be there?
A (Councillor Gough): No.
- Community Association: Community clean – up will be on May 26th.

Riversdale Neighbourhood Traffic Review

Tuesday, April 24, 2018

6:00pm - 8:00pm

Agenda

1. Welcome & Introductions
2. Traffic Management Presentation
3. Traffic Issues Discussion - Your Ideas/Solutions
4. Next Steps
5. Question/Answers - what else do you need to know?

Having a Productive Discussion

- A Chance to Listen to Others and Share Your Ideas
- Respectful
- Orderly Participation
- Limit Repetitive Discussion

Outline

- Neighbourhood Traffic Review (NTR) Process
- Riversdale Schedule
- Sources of Information
- Sample Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

Neighbourhood Traffic Review Background

- **NTR Introduction**

- Process developed to address neighbourhood traffic issues holistically rather than case by case
- **Mandate:** Reduce and calm traffic, improve safety within neighbourhoods

- **Neighbourhood Selection**

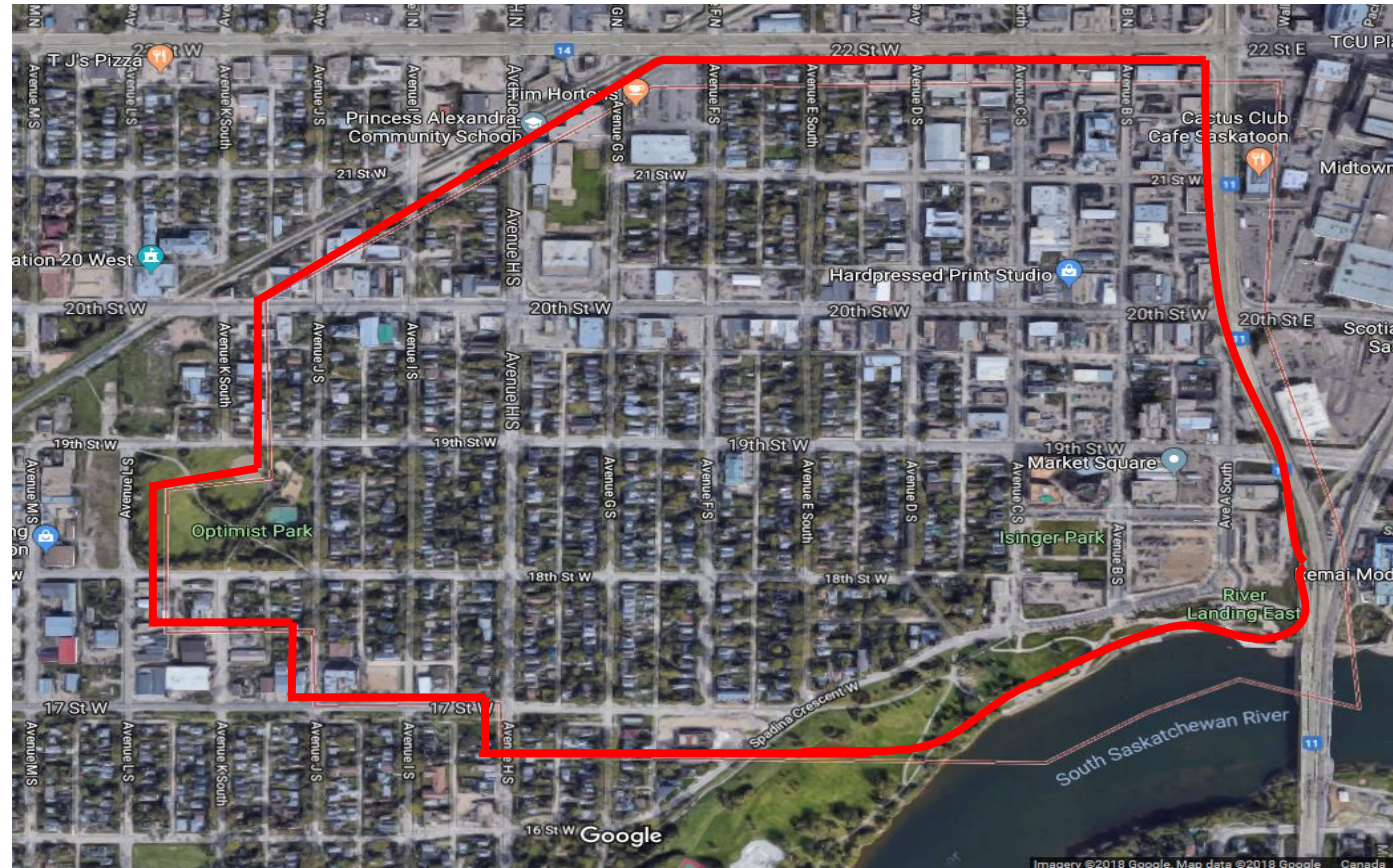
- Number of outstanding concerns
- Number of collisions
- Number of existing temporary traffic calming devices
- Regional representation throughout the City
- Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

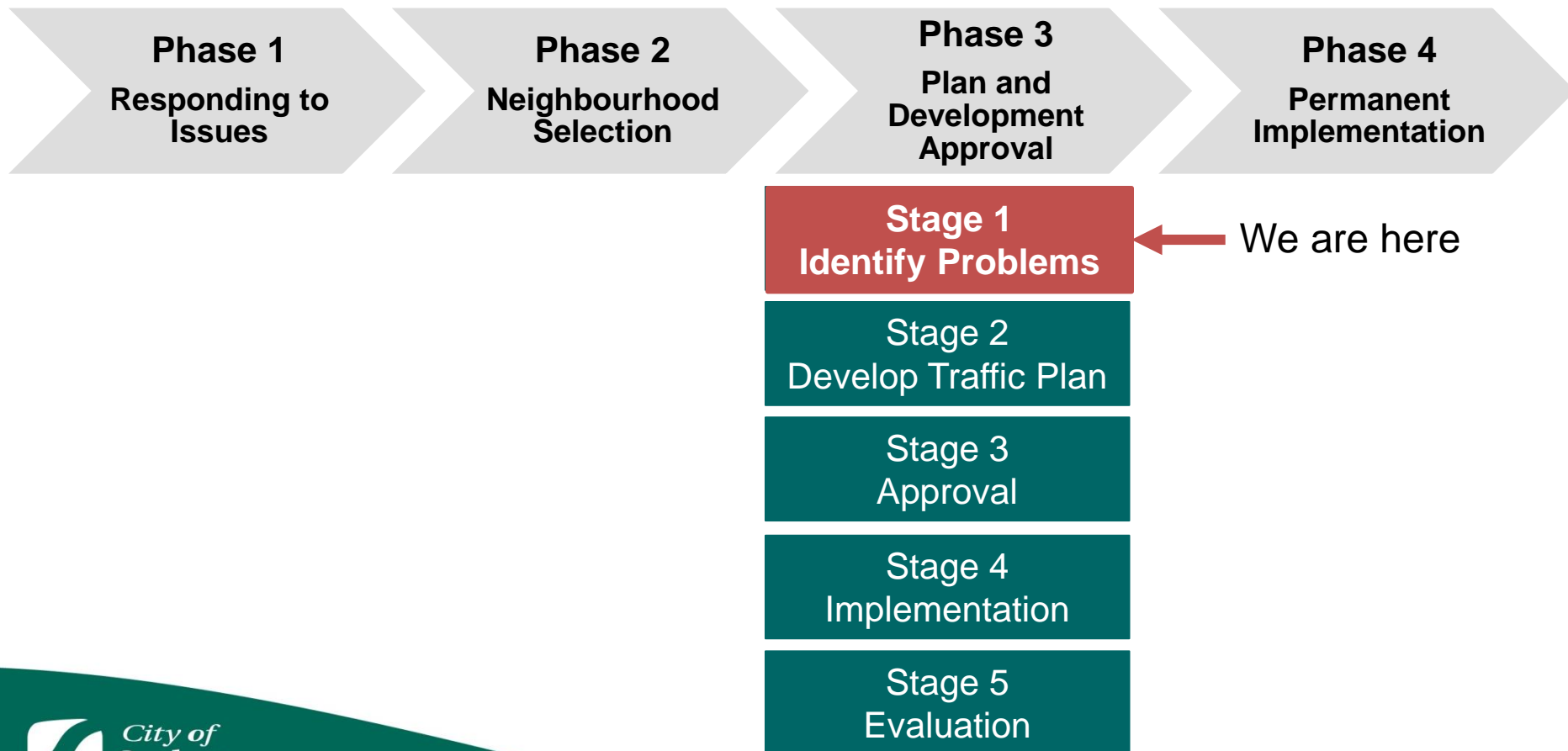
- **2014**
 - 11 neighbourhood traffic reviews completed
- **2015 / 2016 / 2017**
 - 8 neighbourhood traffic reviews completed per year
- **2018 Selected Neighbourhoods**
 - Fairhaven
 - Westview
 - Massey Place
 - **Riversdale**
 - River Heights
 - Forest Grove
 - College Park-College Park East
 - Eastview-Nutana Suburban Centre

Riversdale Study Area

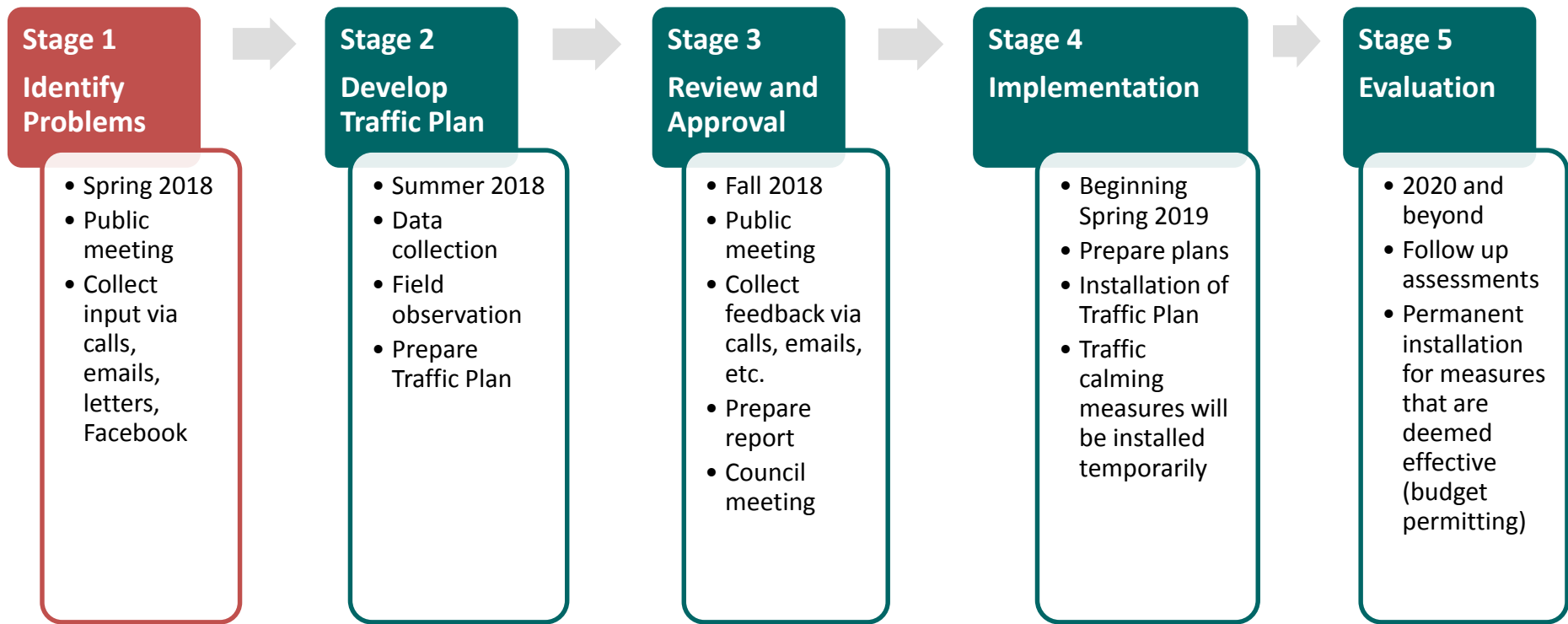
- Study Limits
 - Idylwyld Drive
 - 22nd Street
 - 17th Street / Spadina Crescent West
 - Avenue K South
- Local and collector roads



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



Sources of Information

- Past Studies
- Ongoing Projects
- Collision Analysis
- Feedback from Public Consultation
- Traffic Counts & Assessments
- Councillor Input

Sample Concerns Received

- **Speeding, Shortcutting:**
 - Avenue F
 - 20th Street
 - Spadina Crescent
 - 17th Street
- **Pedestrian crossings:**
 - 17th Street
 - 19th Street
 - 20th Street
 - 21st Street
 - 22nd Street
 - Spadina Crescent
 - Avenue F
- **Traffic operations:**
 - 17th Street & Spadina Crescent
 - Avenue F & 21st Street
 - Avenue F between 20th Street and 22nd Street
 - Back Alley (Idylwyld Drive and Avenue B)
 - Idylwyld Drive & 22nd Street
- **Parking:**
 - 20th Street & Avenue I
 - 20th Street & Avenue F

Additional Studies / Projects

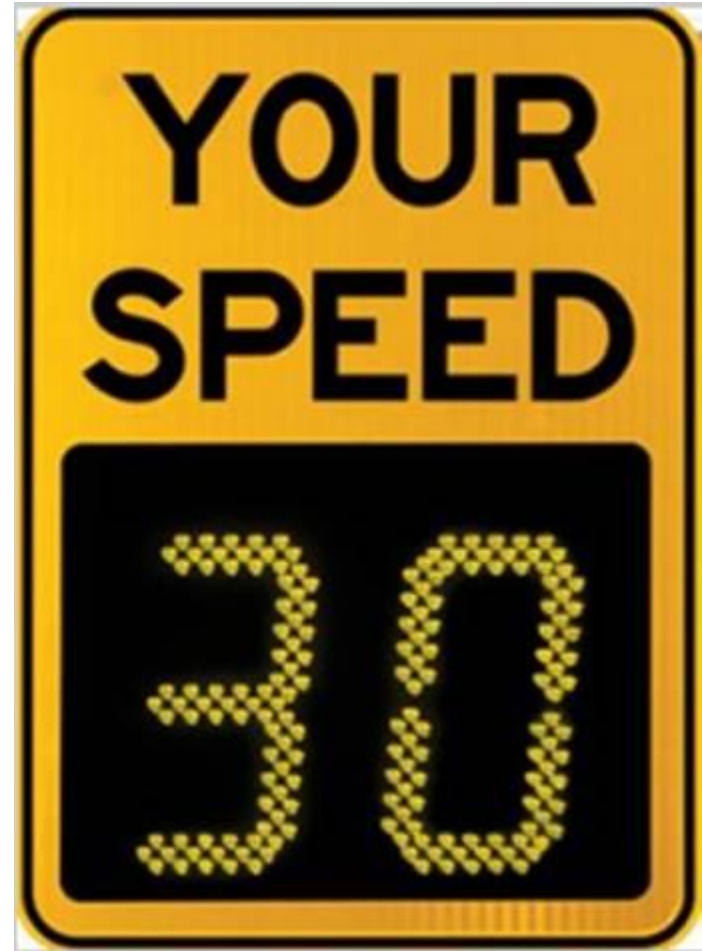
- Riversdale Local Area Plan
 - Recommended a redesign of 20th Street West
 - The 20th Street West streetscape improvement project included:
 - corner bulbs to improve pedestrian safety
 - paved amenity sidewalk strip
 - street trees
 - new sidewalk furniture
 - unique artistic features
 - Substantially completed in 2014
- 20th Street & Avenue G
 - Active pedestrian corridor approved and funded

Traffic Calming Measures Examples



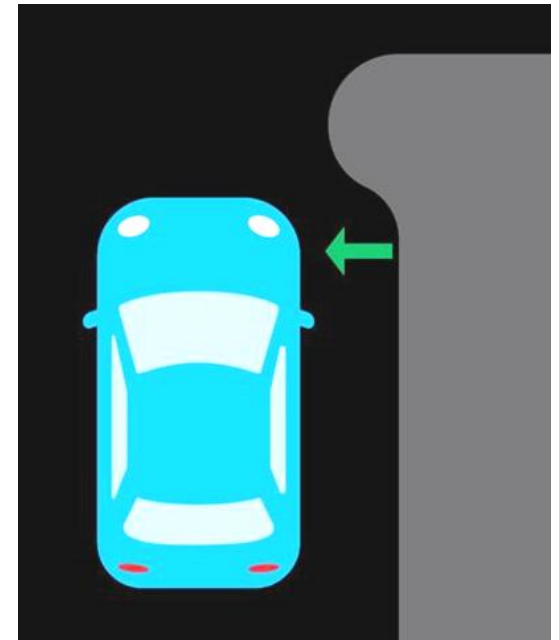
Speed Display Devices

- Interactive sign that displays vehicle speeds as motorists approach.
- Reduces speeds.
- Can be relocated.
- Drivers may become immune to the devices.



Horizontal Deflection Devices

- Physical measure that requires motorists to steer around them.
- Discourage short-cutting traffic.
- May reduce vehicle speeds, turning movement conflicts or enhance the neighbourhood environment.
- Enhance pedestrian crossings and sign placement.
- Relatively inexpensive.



Curb Extension



Raised Median Island



Roundabout



Vertical Deflection Devices

- Physical measure that requires motorists to drive over them.
- Reduces vehicle speeds.
- May reduce traffic volumes, turning movement conflicts or enhance the neighbourhood environment.
- Can increase emergency response times.
- Can affect transit and maintenance operations.



Raised Crosswalk



Raised Intersection



Speed Humps



- Pilot project underway for 2018
- Temporary speed humps at four pre-selected locations
- Spring installation, fall removal

Obstructions

- Physically restrict certain vehicle movements.
- Used to discourage shortcutting.
- Should only be used where horizontal or vertical deflection measures cannot adequately address a traffic problem.

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection



Full Closure



Pedestrian Crossing Devices

- Assist pedestrians in safely crossing streets.
- Promotes orderly and predictable movement of vehicular and pedestrian traffic.

Standard Crosswalk



Zebra Crosswalk



Active Pedestrian Corridor



Pedestrian Actuated Signal



Traffic Issues in Riversdale

Seeking Your Ideas and Solutions!

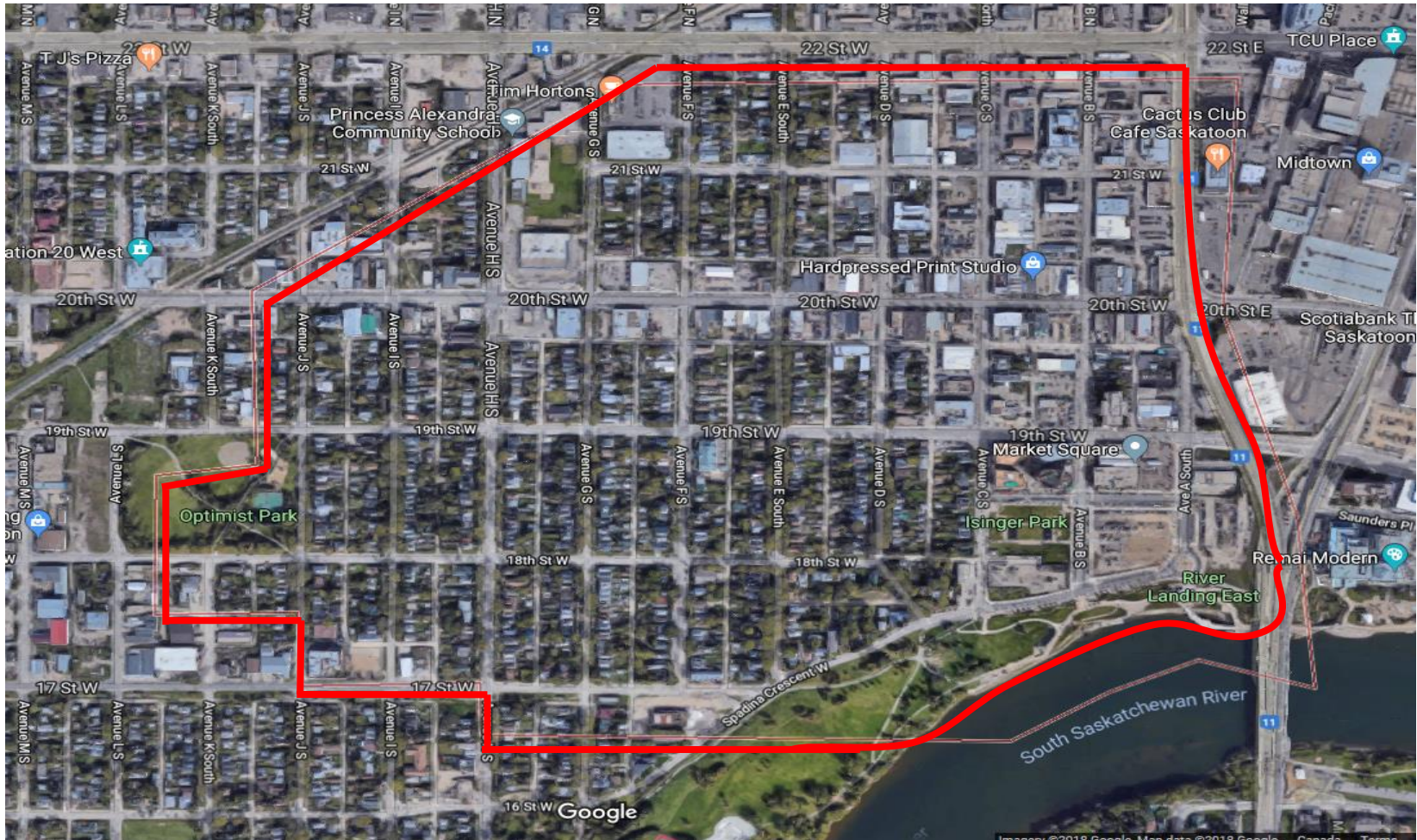
Table Group Discussions

1. What ideas or solutions do you have to improve traffic flow/safety in your neighbourhood (what's working or not working)?
2. Identify additional traffic issues and solutions in Riversdale.

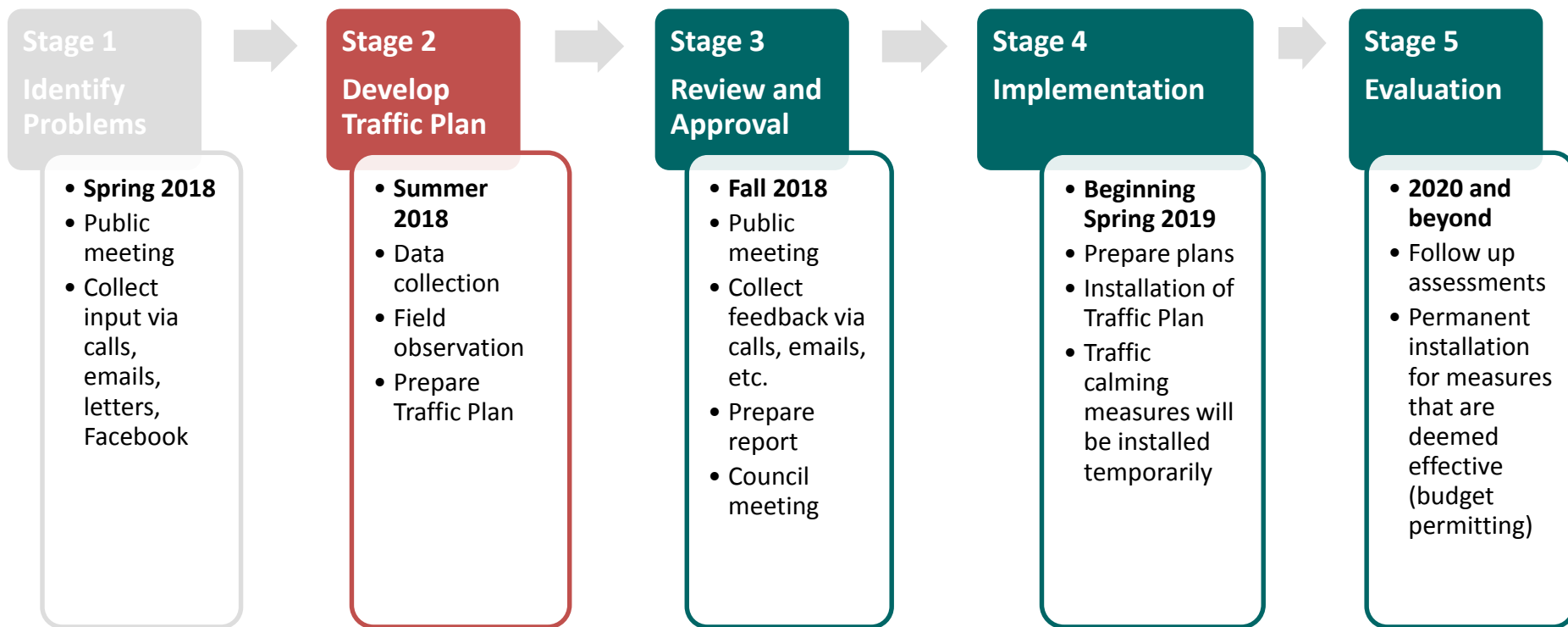
How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Riversdale Study Area



Next Steps

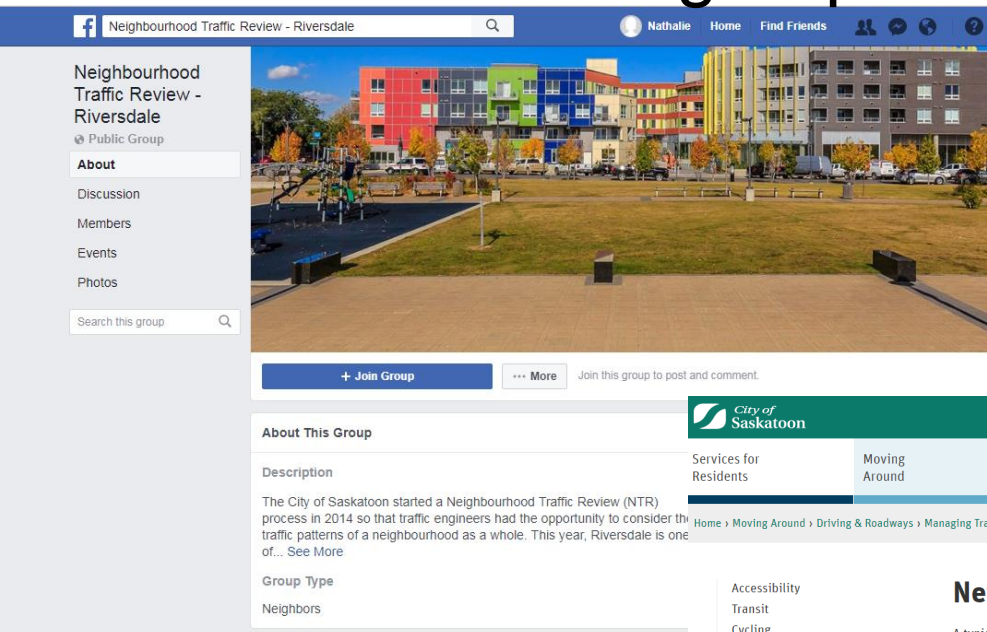


Join the Discussion

- Visit saskatoon.ca/NTR
 - Get updates
 - Sign up for subscriber updates
- Visit saskatoon.ca/engage
 - Join the discussion
- Provide comments by:
Monday, May 28, 2018

Stay Engaged

Join our Facebook group



Subscribe for updates at
www.saskatoon.ca/NTR



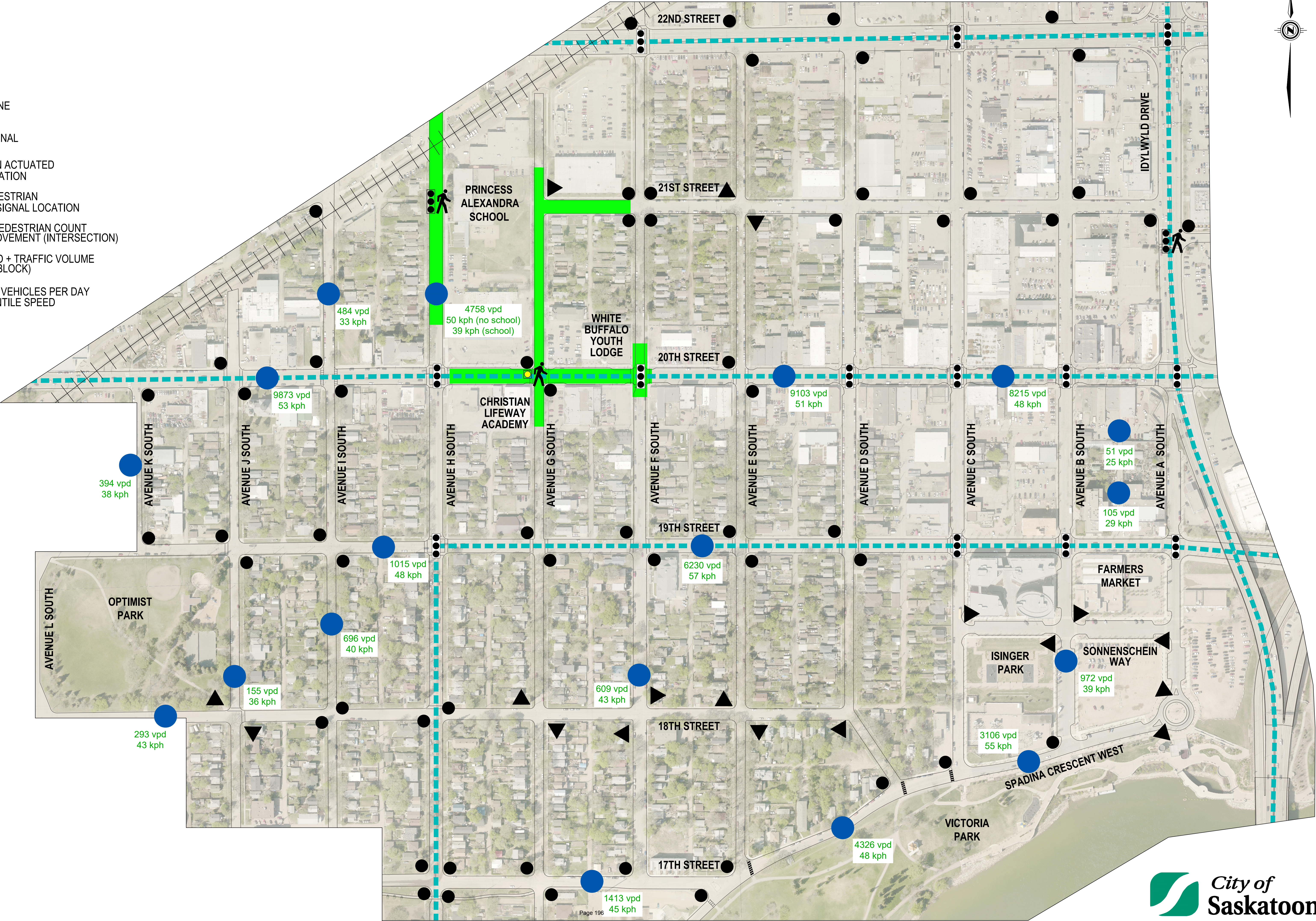
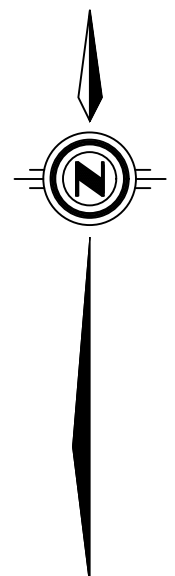
Appendix B

Traffic Data Collection

LEGEND

- STOP SIGN
- ▼ YIELD SIGN
- BUS ROUTE
- █ SCHOOL ZONE
- ⬆ TRAFFIC SIGNAL
- ⬆ PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⬆ ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- TRAFFIC + PEDESTRIAN COUNT TURNING MOVEMENT (INTERSECTION)
- 7 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
- 786 vpd ← NUMBER OF VEHICLES PER DAY
47 kph ← 85th PERCENTILE SPEED
(School kph)

RIVERSDALE TRAFFIC DATA



Appendix C

All-Way Stop Assessments

All-way Stop Assessment (Policy C07-007 – Traffic Control – Use of Stop & Yield Signs)

Step 1:

The following conditions must be met for all-way stop control to be considered:

- i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.
- ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
21 st Street and Avenue F	33% - Condition NOT met	No – Condition met	Continue to step 2

Provided the above criteria are met, the following conditions, singly or in combination, may warrant the installation of all-way stop signs:

- i) When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

Location	Criteria 1: 5 or more collisions in most recent 12 months	Criteria 2: total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour	Criteria 3: total intersection entering volume exceeds 6,000 vehicles per day	Results
21 st Street and Avenue F	0 – Condition NOT met	232 – Condition NOT met	2,470 – Condition NOT met	All-way stop NOT warranted.

Appendix D

Pedestrian Device Assessments

Results Summary – New Process

Preliminary Assessment Decision Point		20 th Street & Avenue E Pedestrian Crossing
Traffic Signal Warrant	Points	20
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	68 EAU
	Vehicular Volume	9102
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	112 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	This intersection provides connection to businesses and residences on 20 th Street
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	9,000 < ADT ≤ 12,000 Active pedestrian corridor appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary – New Process

Preliminary Assessment Decision Point		20 th Street & Avenue K Pedestrian Crossing
Traffic Signal Warrant	Points	19
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	25 EAU
	Vehicular Volume	9873
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	202 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Higher than existing demand
	Required connection?	This intersection provides connection to Station 20 West and Optimist Park
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	9,000 < ADT ≤ 12,000 Active pedestrian corridor appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.



PLAN DESCRIPTION/REVISIONS		City of Saskatoon Transportation		APPROVED
4		<div>APPENDIX D</div> <div>PEDESTRIAN DEVICE LOCATION SELECTION</div> <div>20TH STREET WEST & AVENUE K S</div> <div>Page 202</div>		ENGINEER _____
3				ENGINEER _____
2				
1				
DRAWN BY <u>SJK</u>				
DATE <u>2019-JAN-22</u>				
SCALE : HOR. <u>1:500</u> VERT. <u>1:500</u>				

Results Summary – New Process

Preliminary Assessment Decision Point		20 th Street & Avenue L Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	
	Vehicular Volume	9873
	Answer (Y/N)	
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	105 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	This intersection provides connection to Station 20 West and Optimist Park. Pedestrian actuated signals are available at 20 th Street & Avenue M (105 m). Active pedestrian corridor recommended at 20 th Street & Avenue K to provide connection for West Central Multi-use Corridor (83 m). Active transportation network connectivity will be well served with the existing device at Avenue M and proposed device Avenue K. A pedestrian crossing at 20 th Street & Avenue L is not recommended.
	Answer (Y/N)	No

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary – New Process

Preliminary Assessment Decision Point		20 th Street midblock between Avenue B and Avenue C Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	
	Vehicular Volume	8215
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	40 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Traffic signals at Avenue B & 20 th Street and Avenue C & 20 th Street provide adequate system connectivity.
	Answer (Y/N)	No

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary – New Process

Preliminary Assessment Decision Point		Spadina Crescent & 17 th Street Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	
	Vehicular Volume	3106
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	50 m from Avenue E zebra pedestrian crosswalk
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Crossing connects 17 th Street multi-use pathway to Meewasin Valley trail network
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT ≤ 4,500 Standard crosswalk is appropriate Existing zebra crosswalk to remain

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary – New Process

Preliminary Assessment Decision Point		Spadina Crescent & Avenue D Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	
	Vehicular Volume	3106
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	50 m from Avenue C zebra pedestrian crosswalk
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Crossing connects to Meewasin Valley trail network
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT ≤ 4,500 Standard crosswalk is appropriate Existing zebra crosswalk to remain

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary – New Process

Preliminary Assessment Decision Point		Spadina Crescent & Avenue E Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	
	Vehicular Volume	3106
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	60 m from 17 th Street zebra pedestrian crosswalk
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Crossing connects to Meewasin Valley trail network
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	$1,500 < ADT \leq 4,500$ Standard crosswalk is appropriate Existing zebra crosswalk to remain

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary – New Process

Preliminary Assessment Decision Point		Spadina Crescent & Avenue C Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	
	Vehicular Volume	3106
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	50 m from Avenue B zebra pedestrian crosswalk
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Crossing connects to Meewasin Valley trail network
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	$1,500 < ADT \leq 4,500$ Standard crosswalk is appropriate Existing zebra crosswalk to remain

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Appendix E

Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2013 - 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn collisions (2013-2017)	Right Angle, Left Turn & Right Turn Collisions (2017)	Average # of Collisions Per Year (2013- 2017)	Comments
21st St	Ave B	SKF8-25	6	0	4	0	1	
21st St	Ave C	SKF8-23	13	2	9	0	3	
21st St	Ave D	SKF8-21	2	1	1	1	0	
21st St	Ave E	SKF8-19	2	0	2	0	0	
21st St	Ave F	SKF8-17	3	0	3	0	1	
21st St	Ave G	SKF8-15	2	0	0	0	0	
20th St	Ave B	SKF8-54	35	8	15	4	7	arterial
20th St	Ave C	SKF8-52	44	8	19	2	9	arterial
20th St	Ave D	SKF8-50	28	7	10	2	6	arterial
20th St	Ave E	SKF8-48	9	2	4	1	2	arterial
20th St	Ave F	SKF8-46	18	5	3	5	4	arterial
20th St	Ave G	SKF8-44	17	1	4	0	3	arterial
20th St	Ave H	SKF8-42	66	12	26	4	13	arterial
20th St	Ave I	SKE8-5	11	3	3	0	2	arterial
20th St	Ave J	SKE8-12	11	0	2	0	2	arterial
20th St	Ave K	SKE8-17	8	2	1	1	2	arterial
19th St	Ave A	SKG8-69	10	0	5	0	2	arterial
19th St	Ave B	SKF8-84	11	1	4	0	2	arterial
19th St	Ave C	SKF8-82	16	3	6	1	3	arterial
19th St	Ave D	SKF8-80	5	1	2	0	1	arterial
19th St	Ave E	SKF8-78	4	1	2	1	1	arterial
19th St	Ave F	SKF8-76	7	1	4	1	1	arterial
19th St	Ave G	SKF8-74	2	0	2	0	0	arterial
19th St	Ave H	SKF8-72	9	3	4	2	2	arterial
19th St	Ave I	SKE8-3	2	0	0	0	0	
19th St	Ave J	SKE8-9	5	1	2	1	1	
19th St	Ave K	SKE8-16	2	1	0	0	0	
19th St	Ave L	SKE8-20	4	1	0	0	1	
Sonnenschein Way	Ave B	SKF8-130	3	0	2	0	1	
Sonnenschein Way	Ave C	SKF8-97	4	1	0	0	1	
Spadina Cres W	Ave A	SKG8-103	4	0	0	0	1	
Spadina Cres W	Ave B	SKF8-126	4	1	0	0	1	
Spadina Cres W	Ave C	SKF8-124	5	1	1	1	1	
Spadina Cres W	Ave D	SKF8-122	1	0	0	0	0	
Spadina Cres W	Ave E	SKF9-16	5	2	1	1	1	
18th St	Ave D	SKF8-109	2	0	0	0	0	
18th St	Ave E	SKF8-107	3	1	1	0	1	
18th St	Ave F	SKF8-105	8	1	8	1	2	
18th St	Ave G	SKF8-103	1	0	1	0	0	

Street 1	Street 2	Ugrid	All collisions (2013 - 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn collisions (2013-2017)	Right Angle, Left Turn & Right Turn Collisions (2017)	Average # of Collisions Per Year (2013- 2017)	Comments
18th St	Ave H	SKF8-101	4	0	3	0	1	arterial
18th St	Ave I	SKE8-1	1	0	1	0	0	
18th St	Ave J	SKE8-7	1	1	1	1	0	
18th St	Ave L	SKE8-19	1	1	0	0	0	
17th St	Ave E	SKF9-16	5	2	1	1	1	
17th St	Ave F	SKF9-18	1	0	0	0	0	
17th St	Ave G	SKF9-19	2	0	1	0	0	
17th St	Ave H	SKF9-30	9	0	4	0	2	arterial

Appendix F

Spadina Crescent & 17th Street Intersection Review

1. Introduction

In 2018, Riversdale residents participated in a neighbourhood traffic review. As part of the neighbourhood traffic review process, a meeting was held in the spring to provide residents with the opportunity to identify traffic concerns in their neighbourhood. Concerns about the intersection of 17th Street & Spadina Crescent were raised at the meeting.

Most of the concerns received about this intersection focussed erratic traffic movements and driver confusion at the intersection with the existing temporary median island. Northbound drivers have been seen turning left onto 17th Street on the south side of the median island, into oncoming traffic, rather than the north side of the median island as intended. Residents also expressed pedestrian safety concerns, particularly with the speed of westbound / southbound right turning vehicles.

The intersection of Spadina Crescent & 17th Street (Figure 1) is currently configured as stop controlled for 17th Street. A temporary median island was installed on 17th Street to clarify the travel lanes for 17th Street.

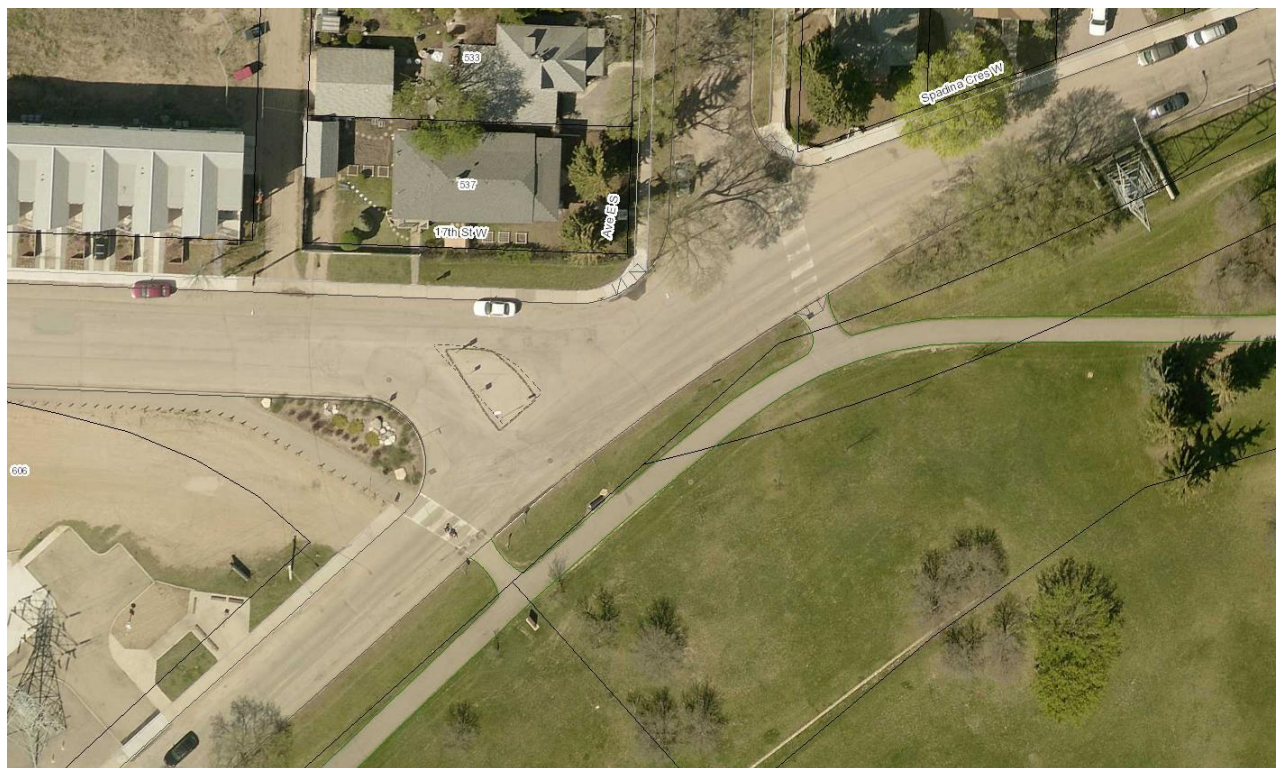


Figure 1: Spadina Crescent & 17th Street Intersection

2. Alternatives

To address the concerns at the intersection, a number of alternatives were developed. These options are illustrated in **Exhibit A** and include:

1. Do nothing, make the existing median island permanent;
2. Modified median island and curb extension;
3. Realignment of the south leg;
4. Realignment of the west leg; and
5. Roundabout.

3. Evaluation of Alternatives

The alternatives were evaluated according to the following evaluation criteria:




































- Traffic Operations;
- Property Impact;
- Pedestrian & Cyclist Accommodation;
- Traffic Safety;
- Driveways;
- Speeding; and
- Cost.

The relative evaluation of the alternatives can be found in Table 1. The scale for the evaluation is:



Intersection of Spadina Crescent and 17th Street Intersection Review

Table 1: Evaluation Matrix

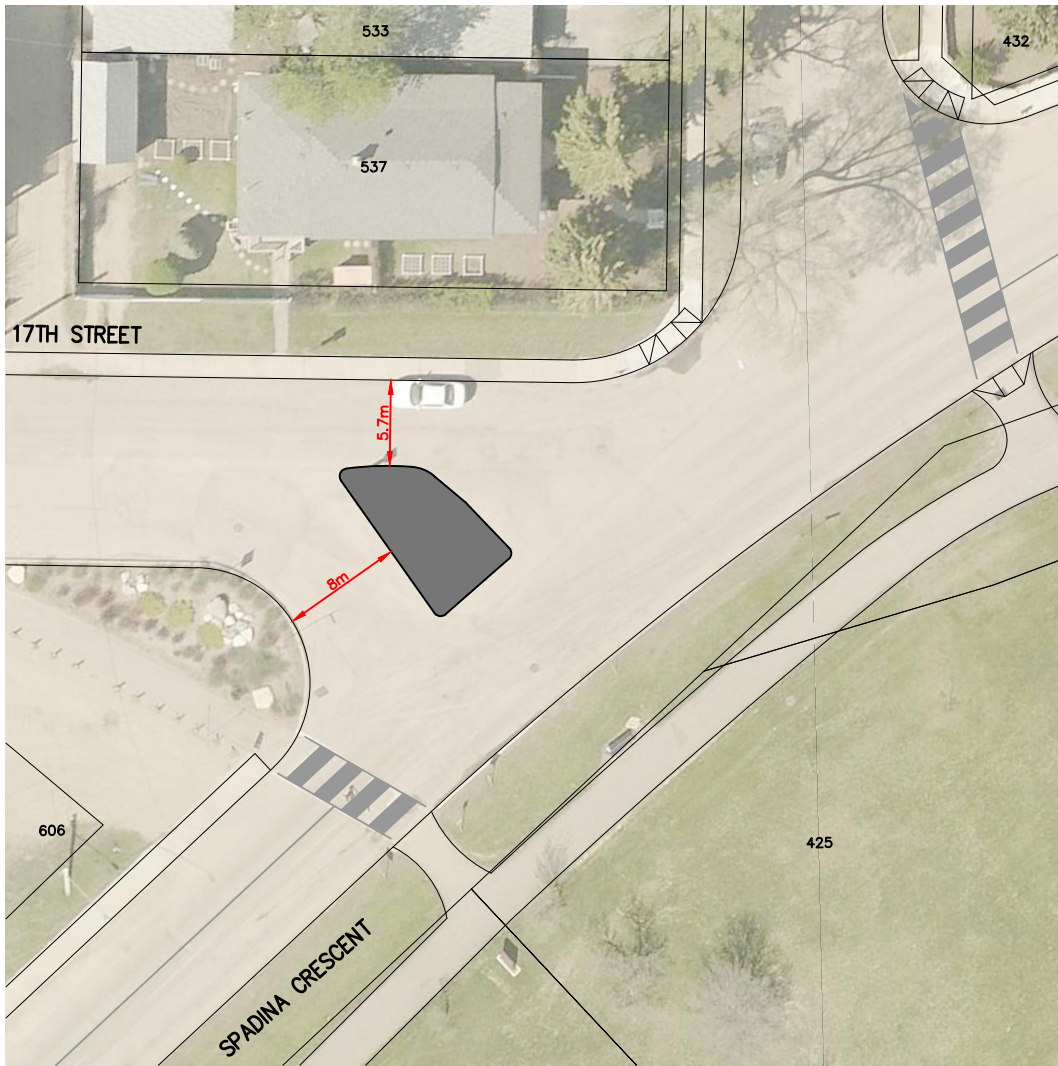
Criteria		Measures	OPTION 1 Do nothing	OPTION 2 Modified median island and curb extension	OPTION 3 Realignment of the south leg	OPTION 4 Realignment of the west leg	OPTION 5 Roundabout
			Existing median island is made permanent	Traffic demand is balanced for both streets	South leg of the intersection becomes stop controlled	Turning movements onto 17 th Street are consolidated to one entry point	Traffic demand is balanced for both streets
Traffic Operations			Driver confusion and erratic traffic movements will continue 	Anticipated reduction in wrong way left turns; configuration could still cause driver confusion 	Geometry clarifies intersection operations, prioritizes 17 th Street traffic, aligns with future extension of 17 th Street 	Geometry clarifies intersection operations, prioritizes Spadina Crescent traffic, does not align with future extension of 17 th Street 	Geometry clarifies intersection operations; entry and exit angles are not typical and could lead to driver confusion 
Property Impact	Amount of property acquisition required		None 	None 	None 	None 	Although acquisition is not required, park property would be required 
Pedestrian Accommodation	Rating of the impact on pedestrians, and how well the alternative will accommodate pedestrians		Pedestrians crossing 17 th Street southbound must cross a wide lane with their backs to traffic 	Reduces the pedestrian crossing distance on 17 th Street 	Reduces the pedestrian crossing distance on 17 th Street 	Reduces the pedestrian crossing distance on 17 th Street 	Provides refuge for pedestrians to cross one direction of traffic at a time 
Traffic Safety	Crash severity and rate; number of conflict points; speed reduction		No change 	May reduce certain collision types (i.e. head on) Driver confusion may continue 	Clarifies the intersection and traffic movements May increase crash severity due to increase speed 	Clarifies the intersection and traffic movements May reduce crash severity due to lower speed 	May reduce collisions due to fewer conflict points Reduced crash severity expected due to speed reduction 
Driveways	Rating of how the alternative will accommodate existing driveways		No impact 	No impact 	No impact 	No impact 	Driveway closure required for two properties 
Speeding	Speed reduction for westbound traffic from Spadina Crescent to 17 th Street		No change 	Speeding is expected to reduce with the installation of the modified island and curb extension 	Speeding is expected to reduce with the lane narrowing for southbound Spadina Crescent traffic 	The installation of curb extension and median islands will help reduce speeding 	Roundabouts are traffic calming devices that typically reduce speed 
Costs	Construction cost		Moderate cost to make the existing median island permanent 	Moderate cost 	Moderate cost 	Moderate cost 	Significant cost 
Total Relative Score:			3.75	4.75	5.0	4.75	4.25


4. Recommendation

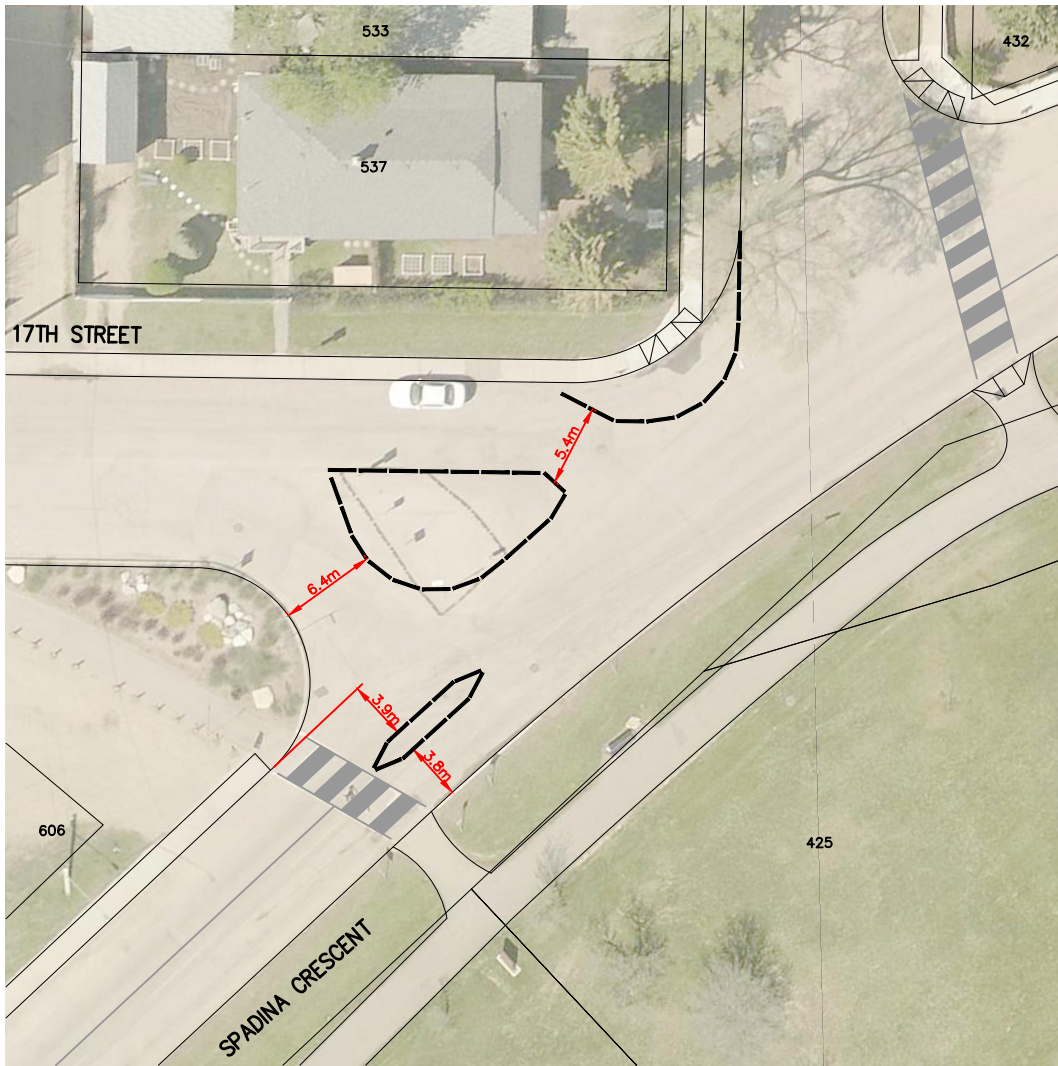
Based on the review of the intersection of Spadina Crescent & 17th Street, the realignment of the south leg of the intersection is recommended. This would consolidate intersection movements to a single entry / exit point. This would also align well with the future extension of 17th Street West.

The realignment is recommended to be installed as a temporary installation to verify that the issues are resolved before installing permanently.

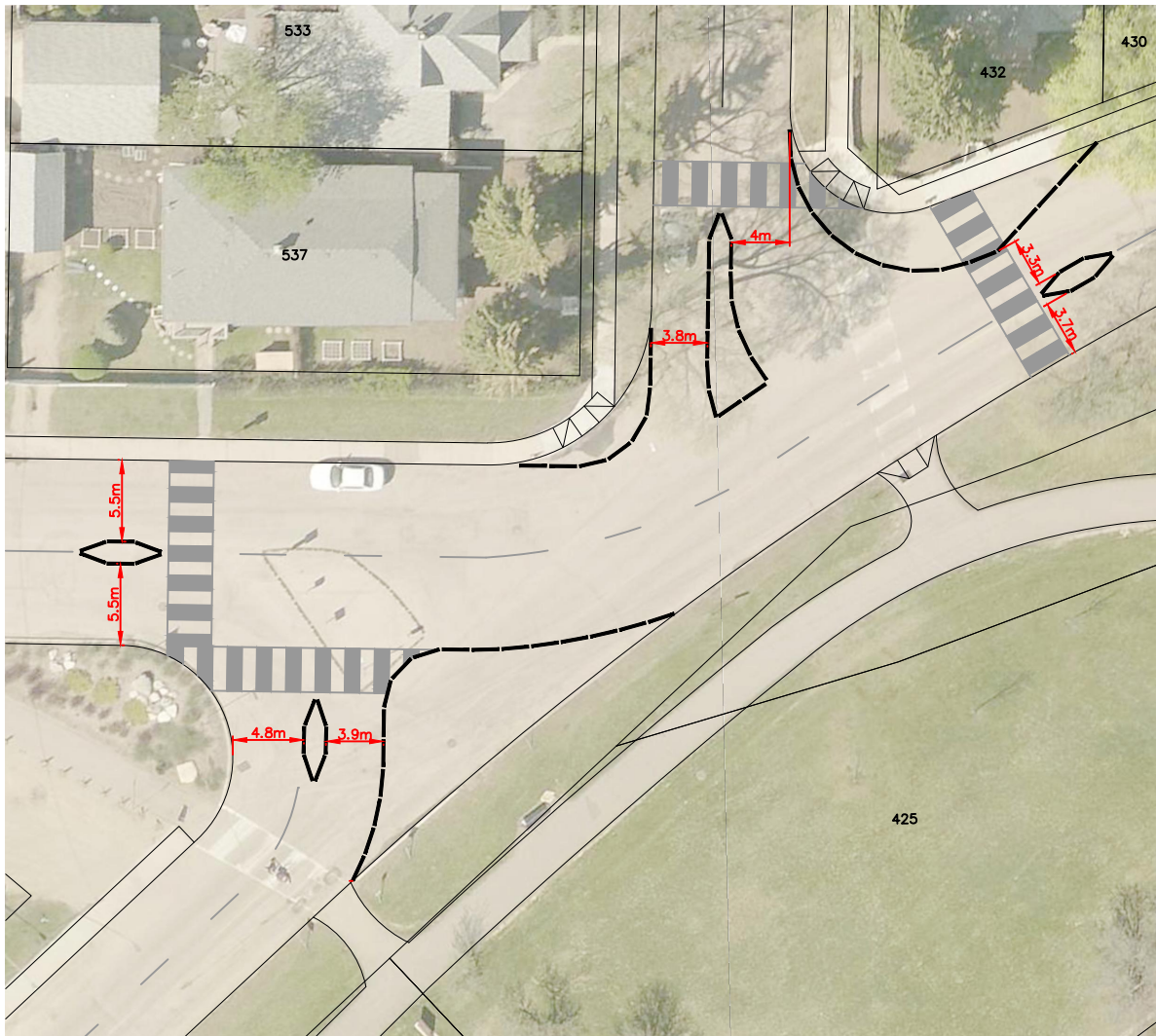
Temporary installation will be postponed until the consultation for the Holiday Park – King George Neighbourhood Traffic Review has taken place.




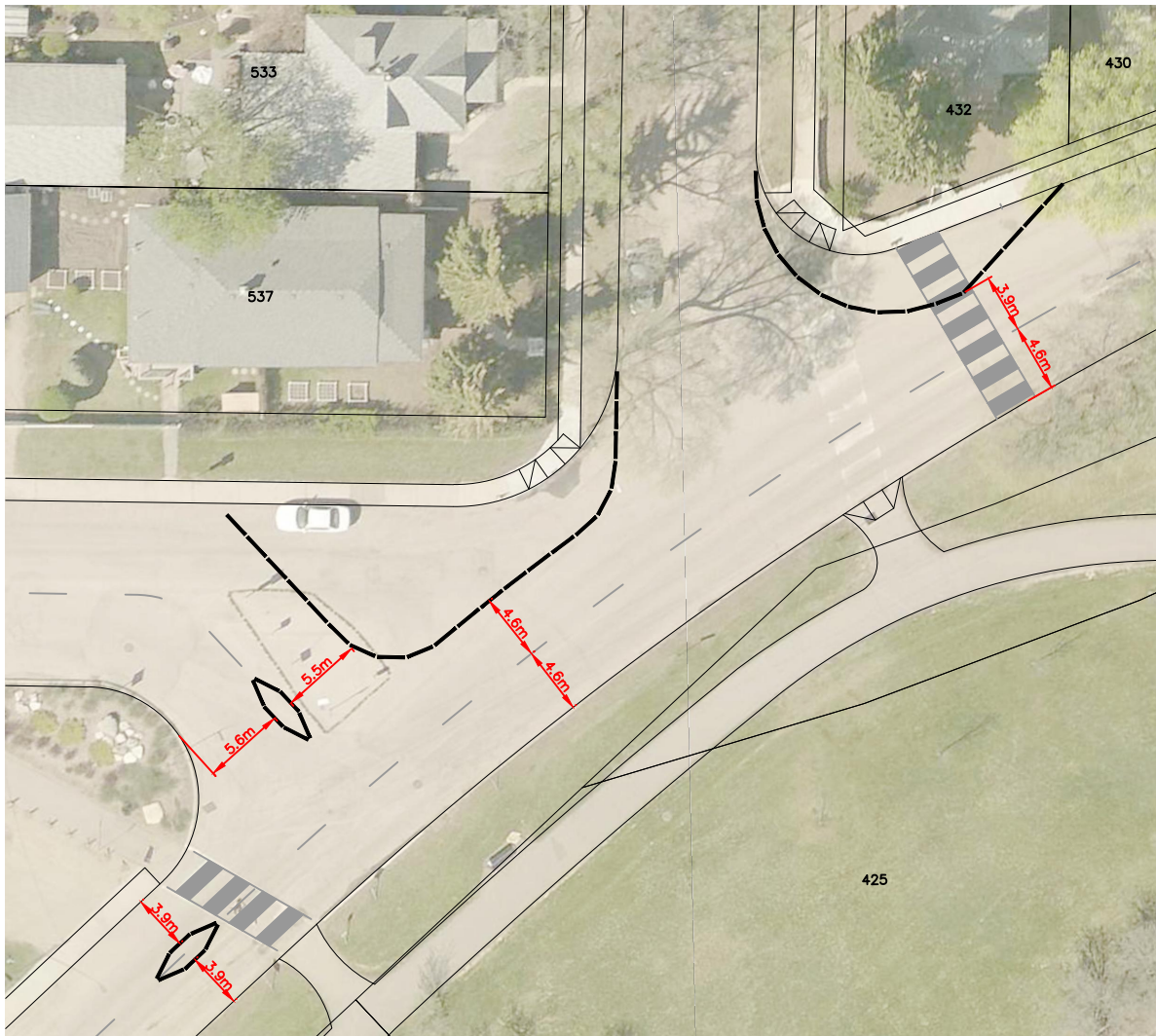
PLAN DESCRIPTION/REVISIONS			APPROVED	
4			<div>ENGINEER _____</div> <div>ENGINEER _____</div> <div>PLAN NO. _____</div>	
3				
2				
1				
DRAWN BY <u>ICR</u> DATE <u>2019-JAN-22</u> SCALE : HOR. <u>1:500</u> VERT. _____		OPTION 1 DO NOTHING SPADINA CRESCENT AND 17TH STREET EXISTING TEMPORARY MEDIAN ISLAND MADE PERMANENT Page 217		




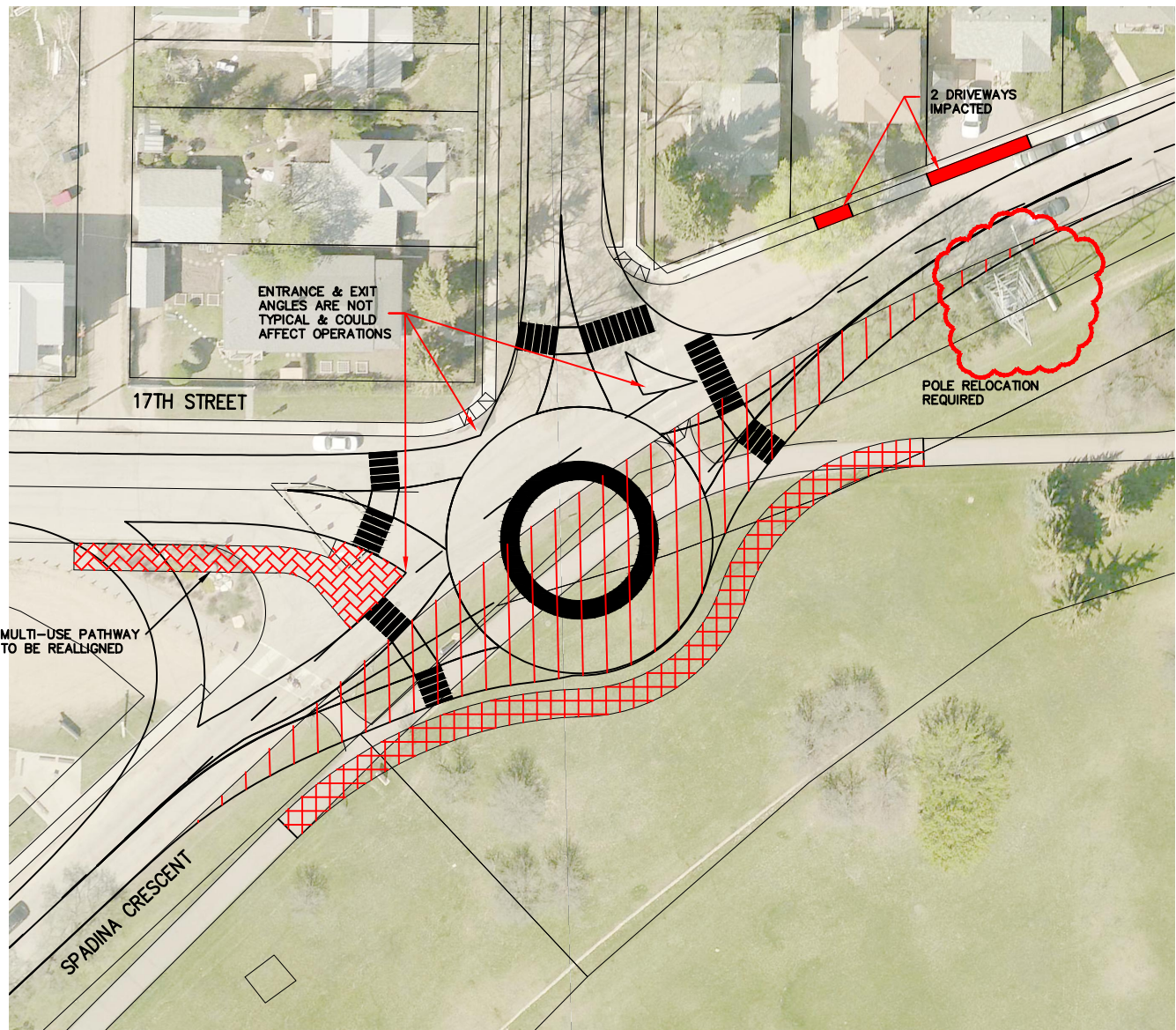
PLAN DESCRIPTION/REVISIONS		APPROVED	
4		<div>  <div> City of Saskatoon Transportation </div> </div>	
3			
2			
1			
DRAWN BY <u>ICR</u> DATE <u>2019-JAN-22</u> SCALE : HOR. <u>1:500</u> VERT. _____		<div>OPTION 2</div> <div>SPADINA CRESCENT AND 17TH STREET</div> <div>MODIFIED MEDIAN ISLAND & CURB EXTENSION</div> <div>Page 218</div>	
		ENGINEER _____	
		ENGINEER _____	
		PLAN NO. _____	



PLAN DESCRIPTION/REVISIONS			APPROVED
4			
3		OPTION 3 SPADINA CRESCENT AND 17TH STREET RE-ALIGN SOUTH LEG OF INTERSECTION <div>Page 219</div>	ENGINEER _____
2			ENGINEER _____
1			PLAN NO. _____
DRAWN BY _____ ICR			
DATE _____ 2019-JAN-22			
SCALE : HOR. 1:500 VERT. _____			




PLAN DESCRIPTION/REVISIONS			APPROVED
4			<div>ENGINEER _____</div> <div>ENGINEER _____</div> <div>PLAN NO. _____</div>
3			
2			
1			
DRAWN BY <u>ICR</u> DATE <u>2019-JAN-22</u>		OPTION 4 SPADINA CRESCENT AND 17TH STREET RE-ALIGN WEST LEG OF INTERSECTION Page 220	
SCALE : HOR. <u>1:500</u> VERT. _____			



- 90 METERS OF PATHWAY
TO BE REALIGNED



- 956m² OF PARK SPACE
REQUIRED TO BE
REALLOCATED

PLAN DESCRIPTION/REVISIONS			APPROVED
4	XXX XXX		
3			
2			
1			
DRAWN BY <u>KAS</u> DATE <u>2019-JAN-22</u> SCALE : HOR. <u>1:750</u> VERT. _____		OPTION 5 SPADINA CRESCENT AND 17TH STREET ROUNDABOUT Page 221	
		ENGINEER _____	
		ENGINEER _____	
		PLAN NO. _____	

Appendix G

Public Meeting #2 – October 23, 2018

CITY OF SASKATOON

Riversdale Neighbourhood Traffic Review Minutes

Date: Tuesday, October 23, 2018

Time: 6:00 – 8:00 pm

Location: Princess Alexandra School (210 Avenue H South, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Nathalie Baudais	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Marina Melchiorre	City of Saskatoon Transportation Engineer
Councillor Hilary Gough	Ward 2 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Nathalie Baudais – Transportation Engineer)

See Attachment: Presentation – October 23, 2018

Saskatoon Police Service

306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern

Small Group Discussions

Breakout into small groups to discuss traffic concerns in Riversdale and potential solutions

Small group reports to large group

Group 1: Mariniel Flores

- Support curb extension recommendations as long as they have accessible ramps.
 - Avenue C & Spadina Crescent
 - Avenue D & Spadina Crescent
 - Avenue H
 - 21st Street & Avenue F
- 17th Street & Spadina Crescent
 - The configuration should be aesthetically pleasing.
 - Accessible curb ramps should be provided on all sides at this intersection.
 - A crosswalk should be provided across Spadina Crescent.
 - Perhaps a planter could be included.
 - There is definitely speeding for the westbound right turns.
 - Vehicles park too close to Spadina Crescent.
 - What role does Spadina Crescent play when 17th Street is extended?
 - Prioritize the needs of the residents rather than commuter drivers.
- 19th Street & Avenue F
 - Group is supportive but prefers curb extensions.
 - Bridges are like tunnels – using 19th Street to get to 3 bridges.
 - Need to remove parking on the south side of 19th Street (Avenue A to Avenue B) or widen 19th Street and put in speed humps or traffic calming.
- 20th Street & Avenue K
 - Supportive of the APC device with curb extensions.
- 20th Street (Avenue H to Avenue K)
 - Speed display boards are sometimes distracting. Most of the group was supportive.
- Avenue H
 - When Avenue H is closed, eliminate shortcutting to local streets. Make 19th Street more arterial.
- West Industrial (17th Street)
 - (near Avenue J) Difficult to cross 17th Street. Curb extensions should be provided. Many seniors and children cross at 17th Street and vehicles speed.
 - (Avenue I to Avenue K) Visibility issues at intersections due to many cars parked along the whole section (mostly on the south side). It is

difficult for pedestrians to cross and be seen by drivers. “No Parking” signs should be installed at the intersections and more parking enforcement. Traffic calming is needed. There is speeding and the road is wide. A pedestrian light is needed at Avenue K.

- Loud motorcycles.
- Where does the City expect traffic to go heading east and north when 17th Street is extended? Some suggest routing to Avenue P and then to 22nd Street. Some suggest it should go down 19th Street. Don’t push traffic into residential streets.
- St. Paul’s Hospital
 - 21st Street to 19th Street (Avenue P) – speeding and lots of pedestrian activity.
- 22nd Street & Avenue P
 - Lane designation sign is odd. Middle lane must turn left is confusing.
- Different traffic calming measures
 - Narrow street with continuous median (not too tall).
 - Beautify street with trees.
- Spadina Crescent between Avenue C and Avenue D
 - Drivers westbound have to encroach into eastbound lane.
 - Remove parking on the north side.

Group 2: Marina Melchiorre

- Avenue C & Spadina Crescent
 - People don’t stop at the stop sign (southbound).
- 19th Street & Avenue F
 - Add curb extension at Avenue C eastbound.
 - Needs more than median island.
- 19th Street
 - Parking restrictions – add signage at banks. Restrict parking between Avenue C to Avenue F.
- Idylwyld Drive
 - More information is needed (provide link from the website).

Group 3: Nathalie Baudais

- Avenue C & Spadina Crescent and Avenue D & Spadina Crescent
 - Supportive of the curb extensions.
 - Would like more traffic calming devices.
 - Speeds should be reduced to 30 kph or 40 kph with photo radar enforcement. (Up to River landing or Victoria Park).
 - Would like to see an Actuated Pedestrian Corridor.
- 17th Street & Spadina Crescent
 - Supportive of this but some members of the group felt that it may not be necessary if 30 kph was in place.
- Back alley behind Avenue H
 - Some supportive of this recommendation and would like to see it expanded to all back alleys.
 - Others felt that this was unnecessary.
 - Others felt that 20 kph was too high for back alleys.
- 19th Street & Avenue F
 - Would like to see an APC here. It would encourage walking and cycling.
 - Some expressed concerns with impacts to cyclists. It could bring cars closer to the bikes.
- 20th Street & Avenue H
 - Concerned with the loss of on-street parking.
 - Could the driveway be closed instead?
- Avenue H (20th Street to 22nd Street)
 - The school zone should remain as is.
 - Photo radar enforcement is needed.
 - Would like to have 30 kph year round, like Calgary.
 - Supportive of the speed display board.
 - Traffic should not use space along the rail corridor. Bollards should be used to define the space.
- 21st Street & Avenue F
 - Potholes are very bad.
 - People park for the full day too close to the intersection.
 - The street is much busier than it used to be.
 - APC on the east side is preferred over the 4-way stop.
 - Pedestrian access should be provided to the Giant Tiger from Avenue G. The store has installed a fence and that should not be allowed since it is a human rights issue to have safe access.

- 19th Street Corridor
 - 4-way stop should be used instead of signals at 19th Street & Avenue C.
 - Parking should be allowed on off-peak hours but restricted during the peak hours to improve traffic flow.
 - Support separated protected bike lanes.
- Spadina Crescent would be a great candidate to have as a pedestrian only corridor for weekends.
- 22nd Street
 - Dangerous for pedestrians. It is not comfortable.
- Street closures for special events should be encouraged throughout the City.

Next Steps

1. Mail-in or email comments no later than November 25, 2018
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than November 25, 2018
3. Additional consultation if required.
4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

Question and Answer

Q: When will City Council meet to review this report?

A (Nathalie): January / February 2019

Q: Why isn't City Council allowed to prevent the grocery store from restricting access (Giant Tiger)? Only one grocery store access. There's a fence that restricts pedestrian traffic. This shouldn't be allowed.

A (Councillor Gough): We will speak about this after the meeting.

Q: What do we type into facebook to find the group?

A (Nathalie): Type "Neighbourhood Traffic Review – Riversdale"

Q: Has a decision been made for 17th Street?

A (Councillor Gough): This was approved in principle through the Southwest Transportation Study. There will be a time for more discussion when implementation proceeds.

A (Nathalie): Comments related to 17th Street will be passed to the project team.

Comment (Councillor Gough): The Holiday Park & King George neighbourhoods will be joined for the neighbourhood traffic review and reviewed in 2019, after the road closures related to the Water Treatment Plant are complete.

Comment (Councillor Gough): An update about the Southwest Transportation study should be provided at the Holiday Park and King George NTR meeting.

Riversdale Neighbourhood Traffic Review

Tuesday, October 23, 2018

6:00pm – 8:00pm

Agenda

1. Welcome & Introductions
2. Traffic Management Presentation - Draft Neighbourhood Traffic Plan
3. Draft Plan (small group) Discussion - Seeking Your Input
4. Next Steps - Where From Here?
5. Question/Answers

Having a Productive Discussion

- A Chance to Listen to Others and Share Your Ideas
- Respectful
- Orderly Participation
- Limit Repetitive Discussion

Outline

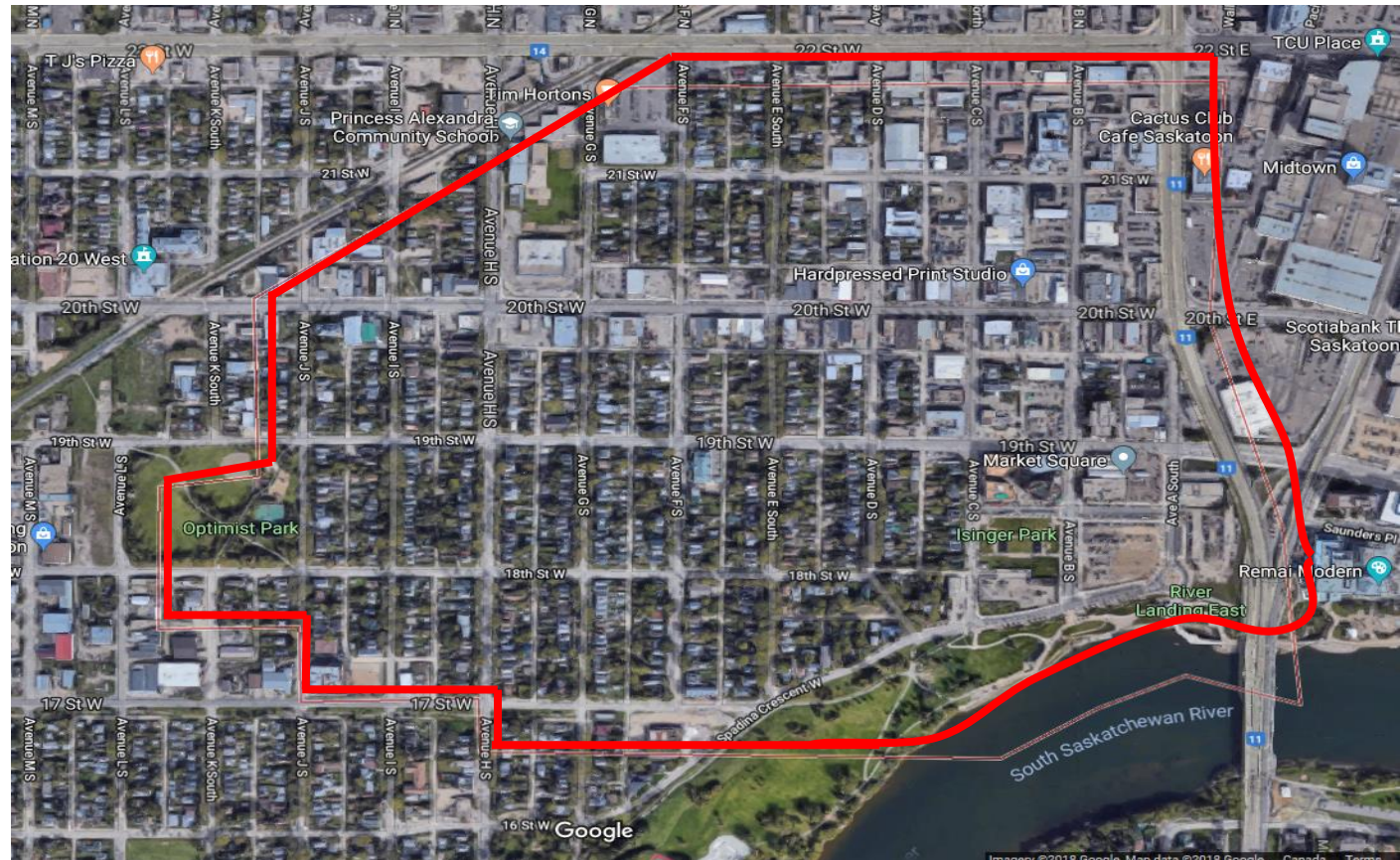
1. Neighbourhood Traffic Review (NTR) Process
2. How We Got Here
3. What We Heard
4. What We Did
5. What We Propose

Neighbourhood Traffic Review Process

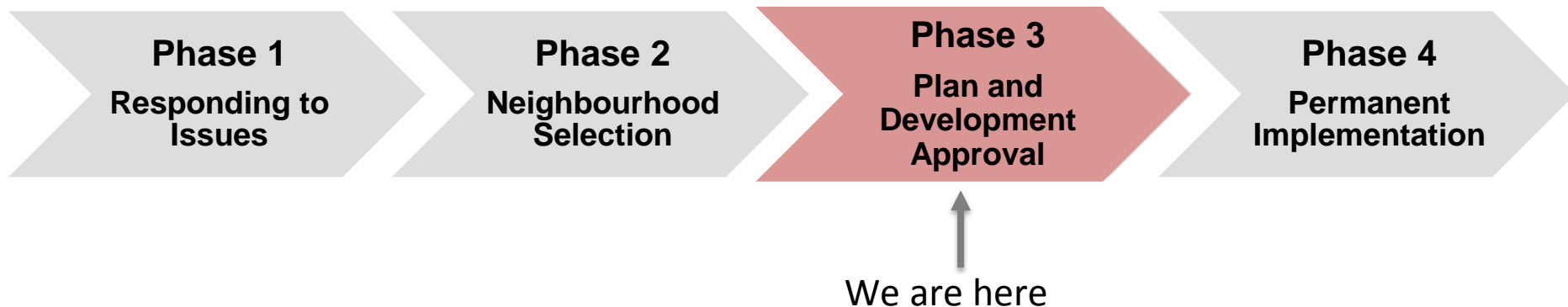
- Address neighbourhood traffic issues on local and collector streets:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety

Riversdale Study Area

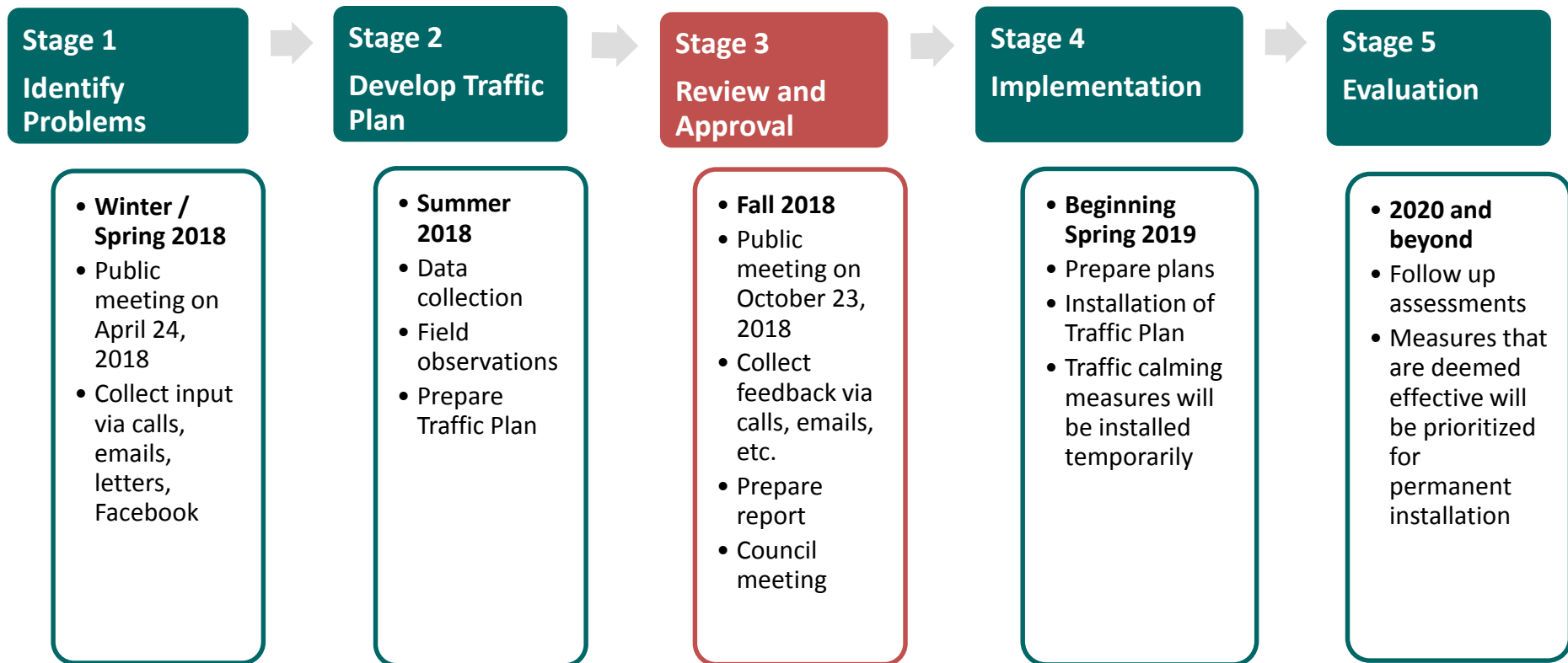
- **Study Limits**
 - Idylwyld Drive
 - 22nd Street
 - 17th Street / Spadina Crescent West
 - Avenue K South
- **Local and collector roads**



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



What We Heard

A. Speeding / Short-Cutting Concerns:

- Spadina Crescent
- Avenue H (back alley)
- 19th Street
- 20th Street
- Avenue H in front of School
- Avenue F
- Avenue K
- Avenue I
- Avenue B
- 17th Street

What We Heard

B. Pedestrian Safety Concerns:

- 17th Street and Spadina Crescent
- 20th Street and Avenue K
- 20th Street and Avenue E
- 20th Street and Idylwyld Drive
- 22nd Street and Idylwyld Drive

What We Heard

C. Intersection Safety and Delay Concerns:

- 22nd Street and Avenue C
- Avenue F and 21st Street
- 17th Street and Avenue H
- 17th Street and Spadina Crescent

D. Other Concerns:

- Parking related concerns

What We Did

- Compiled Information:
 - Past Studies
 - Comments from initial meeting
 - Resident input (phone calls, emails, letters)
 - Comments from online discussions
- Collected Data:
 - Traffic Studies
 - 5 Intersection / Pedestrian counts
 - 18 – 7 day traffic volume count & speed measurements
 - Collision history
- Site visits / Field Reviews
- Assessed the Issues
- Generated Proposed Recommendations

What We Propose

- Median islands
- Curb extensions
- Active pedestrian corridors (APC)
- Four way stop
- Speed display boards
- Speed signs

Median Island



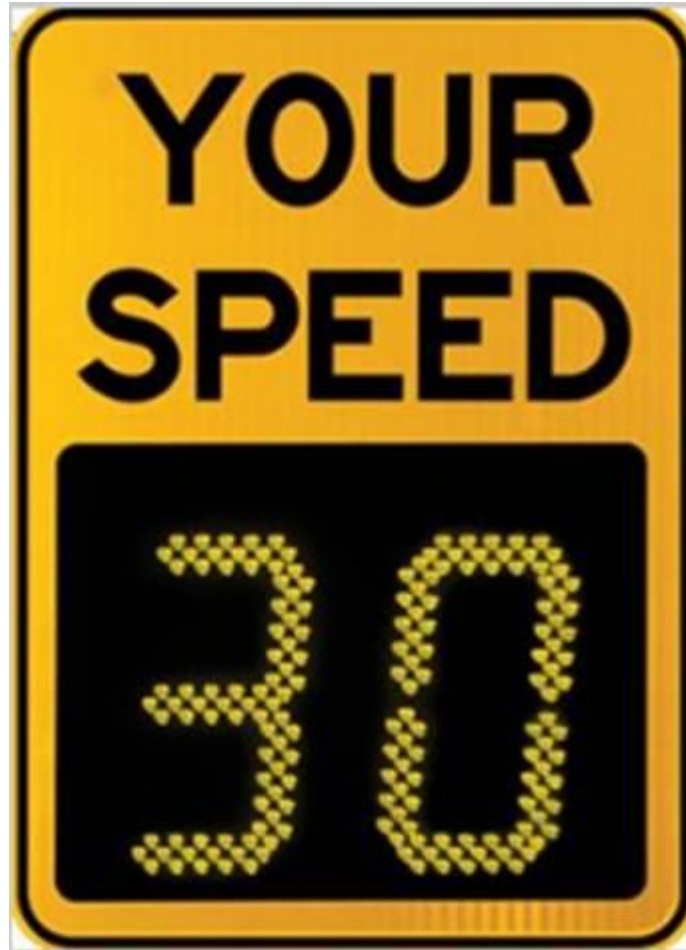
Curb Extensions



Active Pedestrian Corridor



Speed Display Board

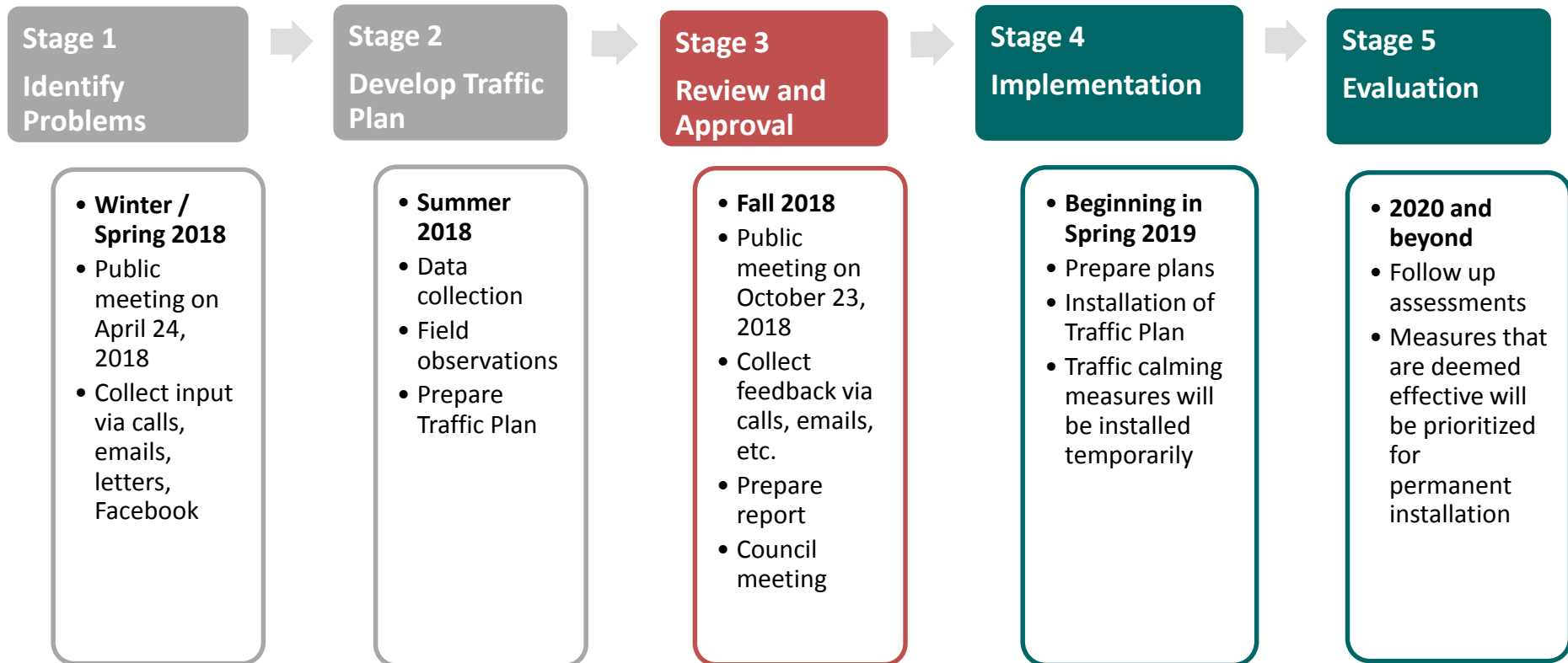


Small Group Discussions

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Next Steps

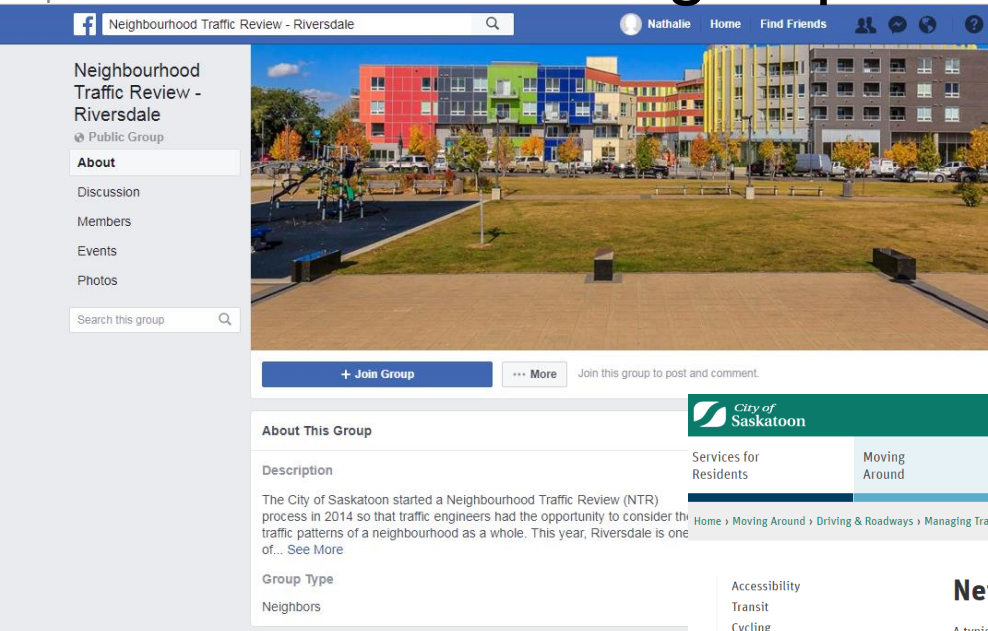


Next Steps

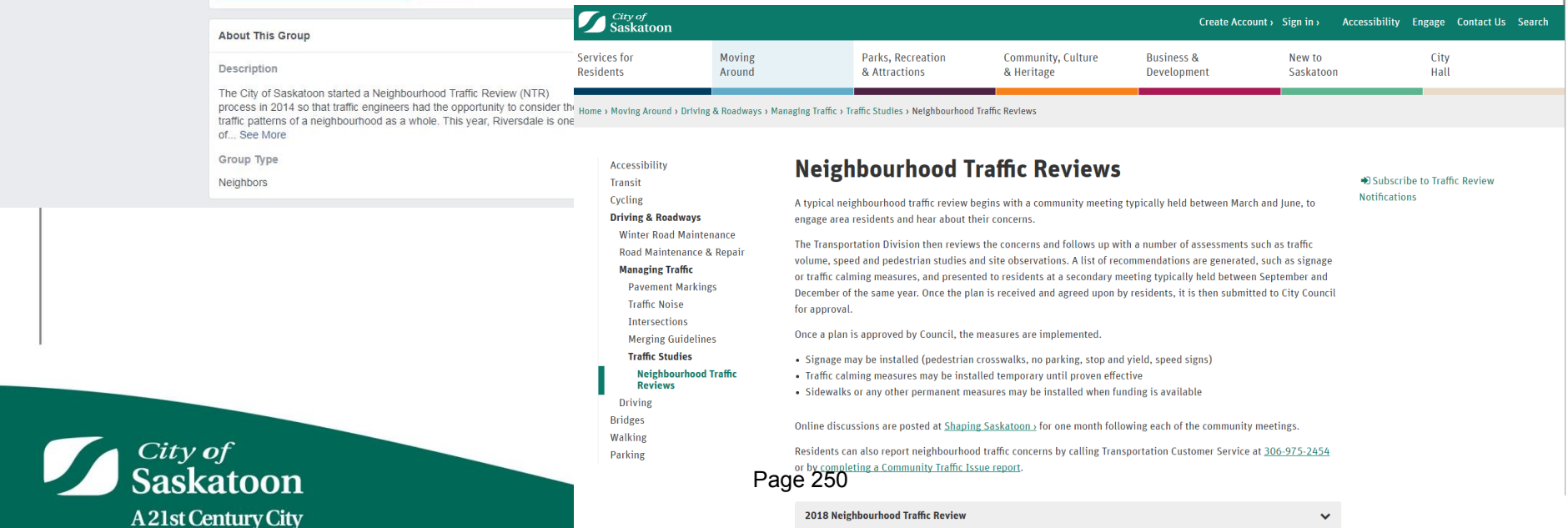
1. Send comments no later than **November 25, 2018**
2. Additional public input via the Engage page no later than **November 25, 2018**
<https://www.saskatoon.ca/engage/riversdale>
3. Additional consultation if required
4. Present traffic plan to City Council as information
5. If City Council approval is required, an additional recommendation will be included in the report to City Council?
6. What if I don't agree?

Stay Engaged

Join our Facebook group



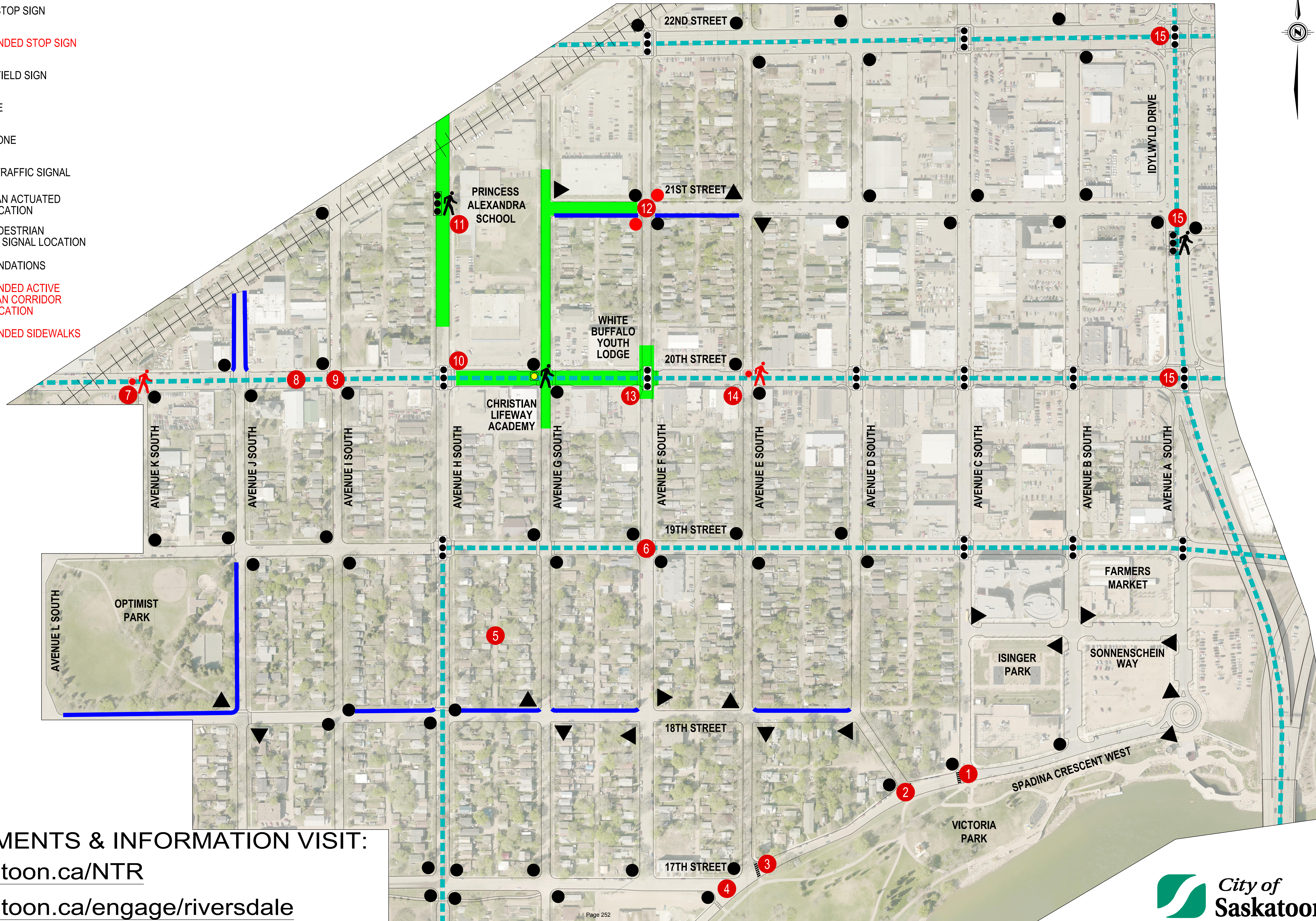
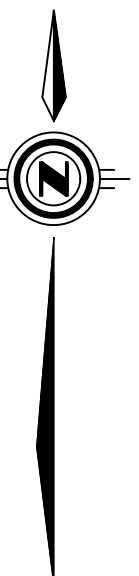
Subscribe for updates at
www.saskatoon.ca/NTR



LEGEND

RIVERSDALE DRAFT TRAFFIC PLAN

- EXISTING STOP SIGN
- RECOMMENDED STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS
- RECOMMENDED ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- RECOMMENDED SIDEWALKS



FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/riversdale

Appendix H

Decision Matrix

Appendix H: Decision Matrix

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Marina's Group	Decision
1	Avenue C & Spadina Crescent	Make curb extension on the northwest corner permanent	To improve pedestrian safety	Supported as along as it has accessible ramps	Would like more traffic calming devices. Speeds should be reduced to 30 kph or 40 kph with photo radar enforcement. (Up to River landing or Victoria Park).Would like to see an Actuated Pedestrian Corridor	People don't stop at the stop sign (southbound).	Carried
2	Avenue D & Spadina Crescent	Make curb extension on the northwest corner permanent	To reduce speeds and improve pedestrian safety	Supported as along as it has accessible ramps	Would like more traffic calming devices. Speeds should be reduced to 30 kph or 40 kph with photo radar enforcement (up to River landing or Victoria Park).Would like to see an Actuated Pedestrian Corridor at this location.		Carried
3	17 th Street & Spadina Crescent	Modify the existing temporary island	To reduce speeds and improve pedestrian safety	The configuration should be aesthetically pleasing. Accessible curb ramps should be provided on all sides at this intersection. A crosswalk should be provided across Spadina Crescent.	Mostly supported but some members of the group felt that it may not be necessary if 30 kph was in place.		Carried
4	Back lane behind Avenue H (between 18 th Street and 19 th Street)	Install 20 kph speed signs (both directions)	To reduce speeds		Some supportive of this recommendation and would like to see it expanded to all back lanes. Others felt this was unnecessary and 20 kph was too high for back lanes.		Carried
5	19 th Street & Avenue F	Install median islands on the west and east legs	To reduce speeding on 19 th Street	Supportive but prefer curb extensions. Remove parking on the south side of 19 th Street (Avenue A to Avenue B) or widen 19 th Street and put in speed humps or traffic calming.	Would like to see an APC here. It would encourage walking and cycling. Some expressed concerns with impacts to cyclists. It could bring cars closer to the bikes.	Add curb extension at Avenue C eastbound. Needs more than median island.	Carried
6	20 th Street & Avenue K	Install an Active Pedestrian Corridor (APC) on the west leg	Improve pedestrian safety	Supportive but with the installation of curb extensions.			Carried
7	20 th Street (Avenue H - Avenue K)	Speed Display Board (facing westbound traffic) between Avenue I and Avenue J Forward speed data to Saskatoon Police Service	To reduce speeds				Carried
8	20 th Street & Avenue H	Install a "No Parking" 15m from the intersection on the northeast corner	To improve sightlines and address visibility concerns due to parking too close to the intersection		Concerned with the loss of on-street parking. Could the driveway be closed instead?		Carried

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Marina's Group	Decision
9	Avenue H (20 th Street - 22 nd Street)	Relocate the existing school sign (northbound) further North Make curb extension in front of Princess Alexandra school permanent Install speed display boards (both directions) Trim trees concealing overhead pedestrian signs	To enhance the visibility of the school and reduce speeds	Curb extensions with curb cuts also desired.	The school zone should remain as is. Photo radar enforcement is needed. Would like to have 30 kph year round, like Calgary. Traffic should not use space along the rail corridor. Bollards should be used to define the space.		Carried
10	21 st Street & Avenue F	Make curb extension permanent, make intersection a four way stop	To improve pedestrian safety and traffic delays.		Potholes at this location are very bad. People park for the full day too close to the intersection. The street is much busier than it used to be. APC on the east side is preferred over the 4-way stop. Pedestrian access should be provided to the Giant Tiger from Avenue G. The store has installed a fence and that should not be allowed since it is a human rights issue to have safe access		A 10 m parking restriction from the intersection is included in Traffic Bylaw 7200. This comment will be forwarded to Parking Services to consider for enforcement.
11	20 th Street & Avenue E	Install Active Pedestrian Corridor (APC) on the east leg	To improve pedestrian safety				Carried

Other Projects in the area:

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Marina's Group	Decision
12	20 th Street / Auditorium Avenue / 22 nd Street and Idylwyld Drive	Review Traffic Signal timing (part of the Imagine Idylwyld project)	Improve traffic signal efficiency; Reduce pedestrian wait time at these intersections.				Carried

Appendix I

Additional Concerns Received After Presentation of Draft Plan

Appendix I: Additional Concerns Received

Location	Concerns	Decision
17 th Street & Spadina Crescent	What role does Spadina Crescent play when 17 th Street extension is implemented?	The 17 th Street extension would provide a more direct connection between the City Centre and Circle Drive. This connection may reduce short-cutting traffic along 11 th Street and Avenue H through the King George and Holiday Park neighbourhoods by providing a more direct, higher capacity roadway. With the 17 th Street extension, we are not anticipating a significant increase in traffic on Spadina Crescent
	Prioritize needs of existing residents rather than commuter drivers	An update on the Southwest Transportation Study will be provided at the Holiday Park and King George Neighbourhood Traffic Review meetings.
22 nd Street & Avenue P	Lane designation sign is odd. Middle lane must turn left is confusing.	This lane designation sign is used to create a left turn bay for northbound left turn traffic to optimize the operations of the intersection.
Spadina Crescent between Avenue D and 17 th Street	Drivers westbound have to encroach into eastbound lane. Remove parking on the north side.	A parking restriction on the north side of Spadina Crescent will be installed in front of the house along the bend on Spadina Crescent. A letter will be sent out to the homeowner prior to proceeding with the restriction.
Avenue H	When Avenue H is closed, eliminate shortcutting to local streets. Make 19 th Street more arterial.	Traffic calming measures are being put into place to address shortcutting that may result due to the closure of Avenue H near the Water Treatment Plant. 19 th Street is a minor arterial street.
21 st Street & Avenue F	Just wondering when there will be an assessment of traffic on Avenue F between 20 th Street and 21 st Street.	A traffic count was taken on Avenue F between 17 th Street and 19 th Street. The ADT was found to be 609 vehicles per day, in the acceptable range for a local street. A complete traffic assessment of Avenue F between 21 st Street and 22 nd Street was completed in 2010. Additional details are provided in the attached summary. A 4-way stop and permanent curb extensions are recommended for the intersection.

Location	Concerns	Decision
19 th Street	Parking restrictions – add signage at Banks Building. Restrict parking between Avenue C to Avenue F.	3 hour pay parking is permitted at the Banks Building. Signage is provided. Parking restrictions along the corridor will be reviewed during the design of the bike lanes.
	4-way stop should be used instead of signals at 19 th Street & Avenue C.	Comment noted. The existing traffic signals will remain.
	Support separated protected bike lanes.	Comment noted.
	Pedestrian accommodation at traffic signals is only provided if the push button is activated. This is an extension of the downtown core and pedestrians should not need to push the button to get a walk light.	The signal timing at the intersections of 19 th Street & Avenue A, 19 th Street & Avenue B and 19 th Street & Avenue C will be converted in 2019 so that the pedestrian phase will be provided during every cycle.
	Parking should be allowed on off-peak hours but restricted during the peak hours to improve traffic flow.	Parking restrictions along the corridor will be reviewed during the design of the bike lanes.
17 th Street Avenue I to Avenue K	Visibility issues at the intersection due to many cars parked along whole section (mostly on south side). It is difficult for pedestrians to cross and be seen by drivers.	This will be reviewed during the implementation of the Southwest Transportation project (formerly known as the 17 th Street Extension project).
	Traffic calming is needed. There is speeding and the road is wide. A pedestrian light is needed at Avenue K.	
	Parking” signs should be installed at the intersections and more parking enforcement.	
West Industrial 17 th Street & Avenue J	Difficult to cross 17 th Street. Many seniors and children crossing 17 th street and there are lots of speeding. curb extensions needed.	This will be reviewed during the implementation of the Southwest Transportation project (formerly known as the 17 th Street Extension project).
	Where does the City expect traffic to go heading east and north when 17 th Street is extended? Some suggest routing to Avenue P and then to 22 nd Street. Some suggest it should go down 19 th Street. Don't push traffic into residential streets.	With the proposed extension of 17 th Street, traffic heading north is expected to use Avenue P and traffic heading east is expected to use 17 th Street to connect to the City Centre.
	There are too many loud motorcycles.	The noise bylaw is enforced by the Saskatoon Police Service. Enforcement requests can be sent to the traffic unit at 306-975-8068.
21 st Street Avenue E to Avenue G	Missing sidewalk on the south side	Sidewalks for this segment are included in the recommendations.

Location	Concerns	Decision
23 rd Street & Avenue D	This intersection is awkward and dangerous. Both signs should be stop signs.	This intersection will be reviewed during the follow-up assessment of the temporary traffic calming devices on the north leg and the design of the West Central Multi Use Corridor.
22 nd Street	No buffer between sidewalks and the road. Barriers or planters would help protect people	The 22 nd Street corridor is beyond the scope of the Neighbourhood Traffic Reviews. This comment will be forwarded to the project team reviewing this corridor.
Spadina Crescent and Avenue E	The crosswalk from Avenue E to the Victoria Park needs a blockade (similar to what was installed at Spadina Crescent and Avenue D)	Installation of a curb extension on the northeast corner of the intersection of Spadina Crescent and Avenue E is included in the recommendations. This will improve pedestrian safety across Spadina Crescent.
Residential Parking Permit (RPP) Program	<p>Several requests for parking permits:</p> <ul style="list-style-type: none"> • 2-4 hour parking time limit areas • Side streets from Avenues D to G • 100 block of Avenue J South • 400 Block Avenue E South 	Requests for Residential Parking Permits are outside the scope of the Neighbourhood Traffic Reviews. The RPP program will be undergoing a review in 2019.

Concerns Received Traffic volume on Avenue F between 20th Street and 21st Street

1. Concern

The 200 block of Avenue F South is not wide enough to accommodate two way traffic especially with vehicles parked on the street. A barrier was recommended about 10 years ago on the 100 block of Avenue F, South of the parking lot exit to prevent vehicles from travelling south on Avenue F after the Giant Tiger exit.

Residents have expressed concerns that the proposed recommendation in the Neighbourhood Traffic Review for permanent curb extensions and four-way stop will not resolve their concerns for the 200 block of Avenue F.

2. Background

The concern regarding high traffic volumes on Avenue F was reviewed by the Transportation Division in 2008 and 2010. This included a report to City Council on April 21, 2008 highlighting the various traffic calming options that were considered. A temporary diverter was recommended to be installed at the intersection of 21st Street and Avenue F.

City Council requested that a follow-up report be provided with additional details. A further report was completed in 2010 which outlined additional traffic calming and traffic control options, including:

- Traffic signals at Avenue G & 20th Street
- Speed humps on Avenue F
- Traffic signals removals at Avenue F & 20th Street
- One-way street southbound on Avenue F between 20th Street and 21st Street
- Right-in/right-out island at Avenue F & 21st Street
- Full closure at Avenue F & 21st Street.

The 2010 report recommended that one-way street southbound be installed temporarily. The installation of the one-way directional closure was implemented in August 2010. The intent of the curbing was to restrict the traffic going southbound to reduce the traffic volume along Avenue F, specifically the 200 block.

The directional closure was disobeyed by motorists using Avenue F. Businesses in the area were opposed to the restriction and felt that the restriction reduced business. Residents on the 200 block of Avenue F felt that the device was reducing traffic. As a result of all feedback and data collected, the administration recommended removal of the device.

Based on the analysis at the time, it was determined that the only way to reduce volumes on Avenue F is to implement very restrictive measures at either end of the block. This was not acceptable to either the business owners or the residents in the neighbourhood at the time.

The recommendations from past reports are summarized in Table 1 on the following page.

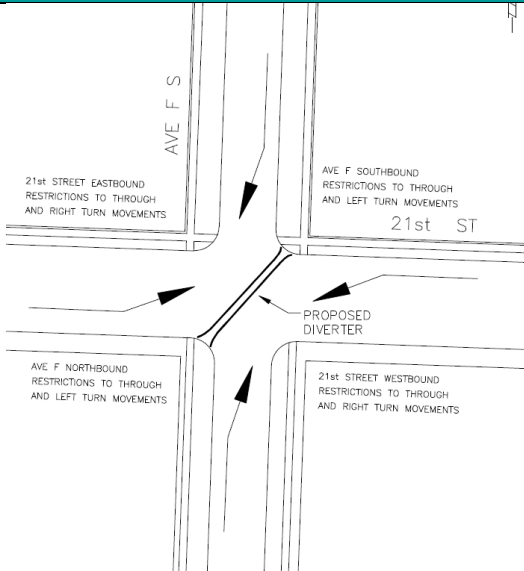
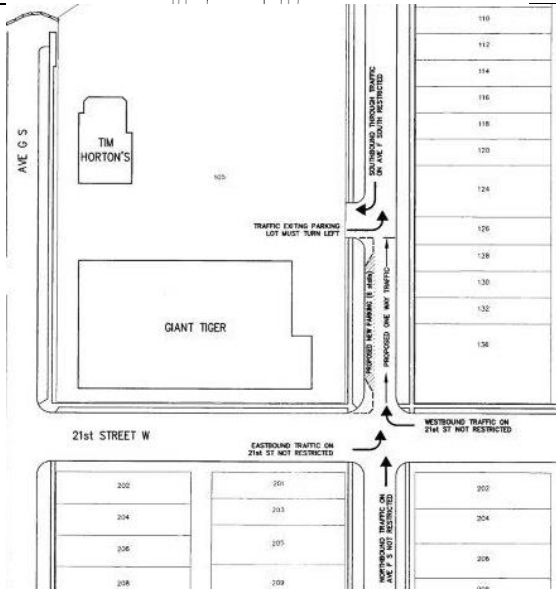
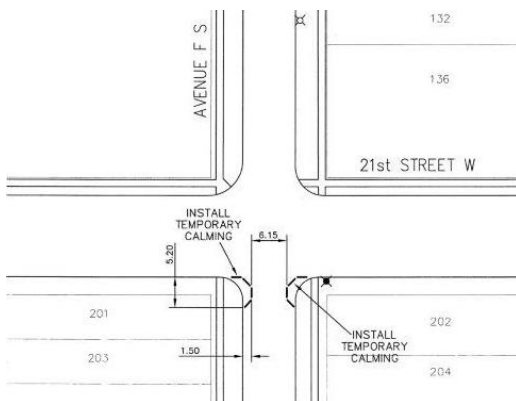
3. Review

During the traffic analysis stage of the NTR, we collected and analyzed the traffic data at the intersection of Avenue F & 21st Street. A traffic count was conducted on Avenue F (between 17th Street and 19th Street) in 2018. The ADT was found to be 609 vehicles per day which is in the acceptable range for a local street.

4. Recommendation

Our recommendation is to permanently install the existing temporary curb extension and install a 4-way stop at the intersection of Avenue F and 21st Street. This recommendation will help address concerns received as part of the Riversdale NTR regarding the intersection. Specifically, the concerns regarding pedestrian safety and traffic delays for Avenue F during peak hours that we received during the meetings. This will improve pedestrian safety crossing both Avenue F and 21st Street.

Table 1: Summary of Avenue F & 21st Street Intersection Past Recommendations

Year	Recommendation	Outcome
2008 Report		Survey responses: <ul style="list-style-type: none">• 6 support• 17 against <p>Council referred back to the Administration for further analysis.</p>
2010 Report		Survey responses: <ul style="list-style-type: none">• 7 support• 2 against <p>One-way pilot project installed in August 2010 and removed in December 2010 due to the number of vehicles ignoring the restriction and concerns from adjacent businesses.</p>
2011 Report		Curb extensions installed temporarily to assist with traffic calming. Yield signs were changed to stop signs to improve compliance.

Appendix J

Resident and Stakeholder Comments

Baudais, Nathalie

From: Nathalie Baudais
Sent: Thursday, March 29, 2018 10:01 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic problems

Hi. My name is [redacted] and i have lived at [redacted]. The main issue my neighbours and I experience is people speeding down our street from 19th to 17th because we have an extra wide road. To combat the same problem of people zooming from Avenue H up 18th street to Avenue C the city put in yield signs on Ave F. However now the speedway is up Ave F to get through. The main scare is young children playing on the street which we have in Riversdale. We really need the traffic to SLOW DOWN!!! Another issue is street parking. As most residents don't have garages to park their vehicles we must park on the street. Limiting the number of condensed living (apartments/condo developments) will reduce traffic congestion. Keeping Riversdale single dwelling residences will limit this congestion. There is a lot of development in Riversdale but let's not make it problematic like bigger cities. We want Riversdale to be family friendly.

[redacted]. Yes the hood has had its major issues like poverty which leads to crime but overall poor people include the sick and injured, the disabled, mental illness, homeless, etc. How my neighbours and I dealt with gangs and real criminals (murderers and drug dealers) is to complain to the slum lords and get them to sell their neglected properties which people bought and fixed up. That was more than [redacted] years ago. Let's stop the tearing down of houses to put up condensed living dwellings. And mostly the city needs to go after landlords who don't take care of their properties. Riversdale is a great neighbourhood. Let's keep it great but include the people that have been a part of this neighbourhood for a long time. Families who are making this place their HOME. Thank you

Sent from my iPhone

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

From:

Sent: Monday, April 02, 2018 2:23 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject:

Good Afternoon,

I live on

points to keep in mind during this traffic review:

1. Remember the citizens of the neighbourhood. Our needs must take precedence over the wants of the people passing through/commuting through the neighbourhood. We live here, and will deal with the traffic on a daily basis, as opposed to those who will deal with it on their twenty minute commute.
2. Traffic that flows along 17th street exceeds the speed limit more often than not. Traffic calming measures have been requested on an ongoing basis for years, possibly decades.

- having lived in Nutana and recently moving to Riversdale, I notice a large discrepancy in the way issues are dealt with from the east side to the west side. There are many more traffic calming strategies on the east side than on the west side and they seem to be put in place quite readily.

3. Safety is a serious concern. 17th Street has sidewalks on one side of the street only. To use the trail in the linear park adjacent to 17th street, the street must be crossed.

- with the speed of the traffic, for children and seniors as pedestrians, crossing the street is very challenging.

- for vehicular traffic, same issue.

- pedestrian crosswalk signs have virtually no effect on the speed of the traffic.

- it's not enough to advise us to contact police when we see someone speeding, this is not realistic.

Let's calm the traffic, prevent the opportunity for speeding

4. Traffic travelling from Spadina onto 17th street in a westerly fashion, does not slow down to take the right hand turn. Vehicular traffic treats this corner as a curve, as if no reduction in speed being required.

5. The rubber traffic calming measure at Spadina and 17th street west has been in place for a number of years. It's time to make it a permanent structure. Currently it encroaches onto Spadina in a manner that makes it difficult for pedestrians to cross 17th, they are forced into traffic on Spadina.

6. With the increased traffic on 17th street, which I predict will be a result of closing 11th street at Spadina, 17th street will turn into a very busy thoroughfare. Let's not let it come to that. Let's keep it a street that the citizens of Riversdale and King George can use with confidence and security. Much can be done to make this a more pleasant street - more large, canopy creating trees, median with trees, shrubs, flowers (this will not only add beauty but will serve to calm the traffic).

Please keep this neighborhood a pedestrian friendly neighbourhood, don't succumb to the thoughts that everything must be done for vehicular traffic. We deserve a safe, healthy, calm neighbourhood, the same as all citizens of Saskatoon.

Sincerely

April 2, 2018

Saskatoon, SK

To: NTR – Riversdale

I am writing in response to the Neighbourhood Traffic Review, request for input. I am not able to attend the Public Meeting.

My primary mode of transportation is bicycle (12 months per year), followed by foot, and by then automobile. My primary transportation routes are 17th Street (including the multipurpose trail) and on Avenue J/K between 17th and 20th Streets.

Concerns

Speeding: Along 17th Street. There are no stop signs or lights between Spadina and Avenue P. On numerous occasions, I have requested traffic calming measures be installed along 17th in the areas of King George School and Wolf Willow Cohousing. I would request that these initiatives be installed prior the extension of 17th Street. NOTE: I do not support the extensions of 17th Street, but I believe it is a foregone conclusion.

Missing Sidewalks: There is no sidewalk along the edge of the Optimist Park, nor is there a sidewalk surrounding Prairie Autohause (17th St. & Ave. J). NOTE: The auto repair shop's auto storage and industrial garbage bin blocks what would normally be the sidewalk.

Troublesome Intersection: In addition, the shop parks vehicles on 17th including, just south of Wolf Willow blocking the view for pedestrians and drivers attempting to enter 17th street from Avenue J.

Missing Sidewalk: The bulk of 17th Street (north side) is without sidewalks. As a pedestrian, I would like the option of walking on a sidewalk or the multi-purpose trail. If the sidewalk was consistently present from Spadina to Avenue P, business owners and homeowners would be obliged to shovel snow.

Pedestrian Safety: The 17th Street trail is rarely (if ever) snow plowed as quickly as the MVA Trail (or Optimist Park), forcing pedestrians and cyclists on to the road. I have expressed this concern on numerous occasions. I would request that the 17th Street multipurpose trail be plowed at the same time as the MVA trail.

Pedestrian Safety: It is very difficult to cross 20th Street as a pedestrian in the areas of Avenues J/K/L, i.e. in the areas of the Public Library and Station 20 West. I would recommend traffic calming measures.

Thank you for the opportunity to express my concerns and in some case proposed solutions re; traffic issues in Riversdale.

And finally, I would propose that the 17th Street trail and the surrounding greenspace (lawn/shrubs/seating) be declared and named officially a park, a linear park.

Sincerely,

I am a senior citizen residing at _____ in Riversdale.

The use of my vehicle in the city over a number of decades was limited to grocery shopping. I got around by walking, by cycling and infrequent commutes by bus.

In your letter you have identified several possible topics for review. I would like to use these areas as a framework for my response. The areas for review will be: traffic flow, parking, intersections and safety, tax burden (property tax) related to taxpayers subsidizing their neighbors desire to drive ending with a vision for Riversdale.

Traffic Flow

I believe that Avenue F between 20th Street and 22nd Street is more heavily trafficked because it is used as an artery to access Giant Tiger and Tim Hortons on the 22nd Street side and the White Buffalo Lodge on 20th Street. The railway tracks block Avenue G at 22nd Street possibly worsening the number of vehicles.

A second major issue is the width of Avenue F between 20th and 21st. The street is too narrow to accommodate cars parked on both sides and the traffic flow in each direction.

Often the traffic speeds between 20th Street and 21st Street. Parking has been an ongoing issue. Events at White Buffalo cause a spike in non-local traffic parking along Avenue F South. I have had ongoing issues with _____ parking a vehicle for days at a time in _____. One of these vehicles is a large truck _____. After raising the matter with him _____ he has respected the area _____. With spring coming on I expect that _____ truck will again be on the street.

Intersections and Safety

I have had two near misses in Riversdale with vehicles coming close to hitting me in the past two years. The earlier event was at the intersection of 21st Street and Avenue F South. A woman stopped for through traffic was turning left as I started walking through the intersection from the church on the corner toward Giant Tiger. She made her turn with me about halfway across the intersection. I was lawfully crossing at the corner. If I had not jumped quickly she would have hit me.

The driver should not have been behind the wheel. However, the crosswalks in the area are poorly defined.

The second incident was at the corner of Avenue D and 20th Street. This happened within the last month. A truck coming from 21st Street and wanting to turn right onto 20th Street almost hit me because he was speeding and looking to the left down 20th Street. His obvious intent was to ignore the stop sign at the intersection and proceed if traffic was not coming. Again I was lawfully crossing at the intersection. His shocked reaction on seeing me in the intersection supports the view that pedestrian traffic was not even on his mind.

These have not been isolated incidents. The failure of drivers in this city to "see" pedestrians is commonplace. The other "habit" for drivers in this city-especially true downtown- is not fully stopping for intersections but slowing down and creeping forward until pedestrians are marginally through the crosswalk. The other issue is the shortened time for pedestrians in the crosswalk to get across the crosswalk. The focus appears to be that drivers are not to be inconvenienced.

Sidewalks

The sidewalks between 20th and 21st Streets are not kept clean in the winter. This becomes extremely icy. The car dealership on the corner of 20th and Avenue F seldom clears their sidewalk. This leads to a very icy walkway and the need to walk in the street. I have observed people in wheelchairs using the street because they can not use the sidewalk. The aforementioned narrow street makes this an extreme safety hazard.

As a pedestrian I seldom use 22nd Street (along your targeted review area) particularly in the winter. Although it has sidewalks the snow builds up, traffic speeds and I fear a vehicle may lose control striking me.

Finally the sidewalk appears to uneven causing snow melt/rain to pool. It can become very icy.

Property Taxes to Upgrade/Maintain Roads

I strongly oppose the use of property taxes to maintain streets and clear roadways. I am familiar with the arguments that the city is limited in its scope for revenue collection. I expect that drivers would compare their right to drive to the rights of parents for having their children educated. When I see countless single occupant vehicles pass me, the thought is why am I subsidizing a drivers belief that he/she is entitled to have my taxes pay for their sense of entitlement. At least an educated child is likely to serve the interests of their community. The driver is only serving their own interests.

Solutions

1) Education and Enforcement: Driving is a privilege not a right and the driving habits of people in this city suggest that the right aspect has gained dominance. Education and enforcement may correct this imbalance.

2) Traffic flow along Avenue F--20th to 22nd Street

- use speed restriction measures between 20th and 21st Streets
- take measures to address the narrow street aspect--one way traffic; etc

3) Traffic lights and crosswalks:

- lengthen the time for pedestrians at pedestrian crossing controlled by lights
- clearly mark pedestrian crossings
- employ more intersection controls like those at Preston Crossing
- it may take longer for everyone to get through the intersection but it can be done in relative safety

4) Consider the means to have drivers pay instead of property taxes

- : 4 licensed vehicles, pays the same property tax as me, who does not own a vehicle
- this is hardly equitable when he also has the right to use the area in front parking spot

I am happy that this review is being undertaken.

Sincerely,

Saskatoon, Sask.

telephone:

email: '

From:

Sent: Saturday, April 14, 2018 4:30 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: 11th Street West Between Holiday Park and King George

You are having a meeting regarding traffic in Riversdale.

I live in Holiday Park but received a flyer in my mailbox.

Our community has had concerns about Ave. K South and the dangerous crossing when turning left onto 11th St. W. and also pedestrian crossing. Because there are two businesses on the corner of 11th and Ave. L there are always cars parked on the south side of 11th Street. It is like playing Russian Roulette as you can't see oncoming traffic until you are pretty much in the middle of the road. Bad enough trying to turn right as well. Because the streets do not line, up cars don't even realize it is a corner and that there is a crosswalk. Not marked well at all I might add. Ave. K is a narrow St. and we have a bus coming down which is good because it is handy and our street is kept clean of snow. But some of the bus drivers speed down that street and I'm amazed they haven't taken a few cars with them. And don't get me started on the stop sign coming from Ave. W and trying to turn left on 11th St. at busy times of the day. Of course there is a 4-way stop for Cameco workers. ??? When will these concerns be addressed?

From:

Sent: Monday, April 16, 2018 2:25 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: City Engage Program

This email is in reply to the notification flyer we received from your office about Neighbourhood Traffic Concerns.

Since we have other commitments Tues April 24th and cannot attend the public meeting

we would like to share our concerns by email. (We live on the corner of Spadina West/ 17th St W and Avenue E S). Within the last few years the city has installed crosswalks on Spadina W ...the crosswalks that we are addressing are 1. one at Ave E S and Spadina W and 2. one at 17th St and Spadina W near the Legion Hall parking lot (the crosswalks are about a hundred metres apart)

Both of these crosswalks are great additions to assist pedestrians who want to cross Spadina and use the bike paths. our concern is THE SPEED OF VEHICLES ON SPADINA WEST AND VEHICLES REFUSING TO YIELD AND STOP FOR PEDESTRIANS AT THE CROSSWALK SIGNS. (there are proper signs and paintings on the pavementbut it seems that people are using Spadina West as a short-cut raceway to get downtown quickly)

We are suggesting RUMBLE STRIPS (NOT Speed Bumps)...like those used at highway intersections to draw attention to the possibility of people crossing the road. Could two sets of RUMBLE STRIPS be installed on Spadina W to help slow down traffic and draw attention to the fact there are two crosswalks in the area??

The other issue we notice from time to time is that large tractor trailer trucks pulling double trailers come down 17th street to turn onto Spadina West. Long double units like that cannot make the sharp turn onto Spadina and as a result drive up into the grass and bike path in Victoria Park.....One recent truck knocked out the Stop Signs and bowled over a park bench that had been placed in the park by the MAAD association. (the bench has never been replaced)

(as an aside note cars often run the STOP sign at Ave E South and Spadina W)

Thanks for allowing us to share our concerns about neighbourhood traffic.

From

Sent: Sunday, April 29, 2018 2:29 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Fwd: neighbourhood traffic review - Riversdale

further to my email from Apr 2, I have more issues to bring forward:

1. Semi truck (transport truck) traffic uses to 17th street as a route to who knows, there is no where for large trucks to go when heading east. This street should be clearly marked as not being a truck route. At a previous meeting we were assured by the city that this was not a truck route, therefore it should be clearly marked.
2. large industrial trucks park on 17th making it difficult to see oncoming traffic when turning on to 17th.
3. speeding traffic.

Thankyou for your consideration

From:

Sent: April 26, 2018 9:30 AM

To: Gough, Hilary (City Councillor) <Hilary.Gough@Saskatoon.ca>

Subject: RE: Riversdale traffic meeting - Tuesday

Hilary:

I just read this now – for some reasons your emails go to my spam box.

I cannot log onto Facebook at work (forgot my password and got a new computer that doesn't automatically log me on – I took that as a sign for efficiencies ...). A couple of comments on traffic/pedestrian safety in our neighbourhood:

- Foot traffic is high in our neighbourhood, as you know. I have seen three people get hit on Idylwyld while crossing the street in my 6 years of working in this neighbourhood. There have also been too many car accidents to count. Would it be possible to put a pedestrian overpass at this intersection, like exists at College Drive from the student parking lot?
- I have observed a number of youth receiving tickets for riding their bikes on the sidewalk along 20th and has also had clients get breached for "failing to keep the peace and be of good behaviour" for riding bike on the sidewalk. I have never felt threatened or in danger by bikes on this sidewalk, and in fact, I feel more stress seeing people riding bikes on 20th, and the hits/accidents that have occurred. I know it's currently the law to ride on the road, but 20th is dangerous. Further, I don't agree with youth being ticketed or breached for riding a bike. My friend's kids ride their bikes on the sidewalk all the time in Willowgrove and naturally nobody gets ticketed there.
- Bus stop in front of CLASSIC – is frequently filled by parked vehicles, impacting CLASSIC clients and Riversdale residents. I don't know what can be done short of having more bylaw enforcement here to issue tickets (maybe you could authorize to do bylaw enforcement – we could ticket those folks, and the patrons ☺)
- Avenue A - the entrance from Idylwyld is dangerous. In my opinion it should just be closed off.
- The back alley behind CLASSIC may be one of the busiest in Saskatoon. patrons frequently park in our parking lot and often it's not possible to ticket them because by the time bylaw enforcement gets here, they've nipped into the shop, bought their desired items, and left. The biggest concern is that they frequently back into our vehicles (our parking lot is narrow) and participate in hit and run damage to CLASSIC's staff, volunteers, landlord or Elder's vehicles.
- The entrance to the back alley from Avenue B has gotten much more dangerous with the Thrive Juice Bar moving in because their dumpsters are so close to the alley AND to Avenue B that they cause a double obstruction. I have seen 3 accidents in the last year, and a number of near accidents. This also creates risk for pedestrians using the cross-over sidewalk. I think having Thrive move their dumpsters and/or having a mirror installed on the white building across the alley may help.
- There's currently a massive pothole at the end of that alley adding to the adventure.

Not sure if this is what you were looking for – to consider or disregard as you see fit.

From:
Sent: Sunday, April 29, 2018 5:17 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: traffic flow

This email is an idea for increasing traffic flow along Idylwyld D up to 26th street. This area of the city has reduced traffic flow and traffic jams due to 1. the railway crossing on 25th 2. the timing of the lights 3. Bus stops that stop the flow of traffic 4. Fire station #1 where trucks have to stop all traffic going north and south to back into their garage

Problem:

traffic has to stop and gets backed up along Idylwyld each time FIRE STATION #1 is used

--when a firetruck returns to the station red stop lights stop all the traffic while the truck BACKS into the garage

Solution:

Create an access (entry) driveway on Avenue B for firetrucks to enter the Fire station lot . The returning firetrucks can enter on the west side of their lot and building and drive straight into the station without disrupting traffic.

an idea for city buses is to create a "recessed " pick-up lane where a bus can pull to the right out of the steady traffic flow to accommodate passengers without stopping a whole lane of traffic . It would be great to see the city implement the idea of "Recessed pick-up lanes" at every bus stop in the city to ensure passenger safety and increase traffic flow.

Baudais, Nathalie

From:
Sent: Sunday, April 29, 2018 1:53 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Riversdale Traffic Review

Greetings!

A Saskatoon Engage flyer regarding the Riversdale Neighborhood Traffic Review was left in my mailbox. I am located in the
which is actually in the King George area, but I do have a concern regarding traffic coming from Riversdale along Spadina Crescent and onto 16th Street. There is something about the curve of Spadina that causes people to enjoy speeding along this stretch. There is a pedestrian crosswalk that goes from Avenue G South into Victoria Park. This crosswalk is mostly ignored by drivers. And in the summer time, as people from Riversdale cross 16th to the park to go to Riversdale pool, this stretch of road is scar-ee! Drivers seem to prefer the Spadina Crescent route to Avenue H rather than follow 17th to Avenue H. Not sure why - there is a four-way stop at 17th and H and a stop sign for the 16th Street drivers entering Avenue H. I think the ease of continuing along Spadina from 17th at a speed is what drivers like. To make the right hand turn to continue along 17th at Avenue at Avenue E requires slowing down. People don't like slowing down, especially when the section of Spadina between 16th and 17th has a lovely curve that seems to thrill some drivers. I am especially concerned about children crossing 16th at Avenue G in the summer. Like I said, pedestrian crossings don't mean much to a lot of people.

Thank you for listening to my grumble. :-D

From:

Subject: **Riversdale Traffic Review: Comments**

Date: May 3, 2018 at 7:16:45 AM CST

To: lanre.akindipe@saskatoon.ca

Lanre,

I couldn't attend the meeting April 24 and am hoping that my comments can be received via this email to you and added to this file.

1. Traffic Speed Westbound - My greatest concern about the **speed** that westbound traffic passes through the intersection at 17th Street West and Spadina, creating safety issues on 17th Street West for both children crossing the street, to reach pathway and Spadina Crossing, and for vehicles backing out of the townhouse project

I've attached a couple images showing exactly what is happening on a continual basis. I have
, who cannot reach the park using crosswalks because they simply do not exist.

There are three other situations created by the current median that you should also know about, but are lower risk and happen less frequently.

2. Wrong Way - cars going east on Spadina turn to go west on 17th St on the south west side of the island, there by driving head on into oncoming vehicles. Typically at slow speeds and happen infrequent but on an ongoing basis.

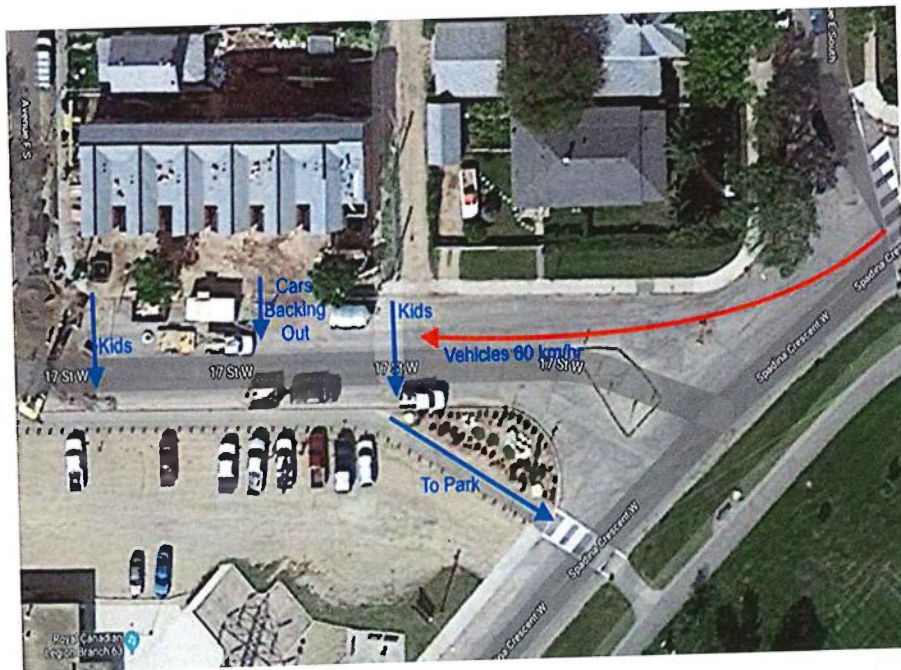
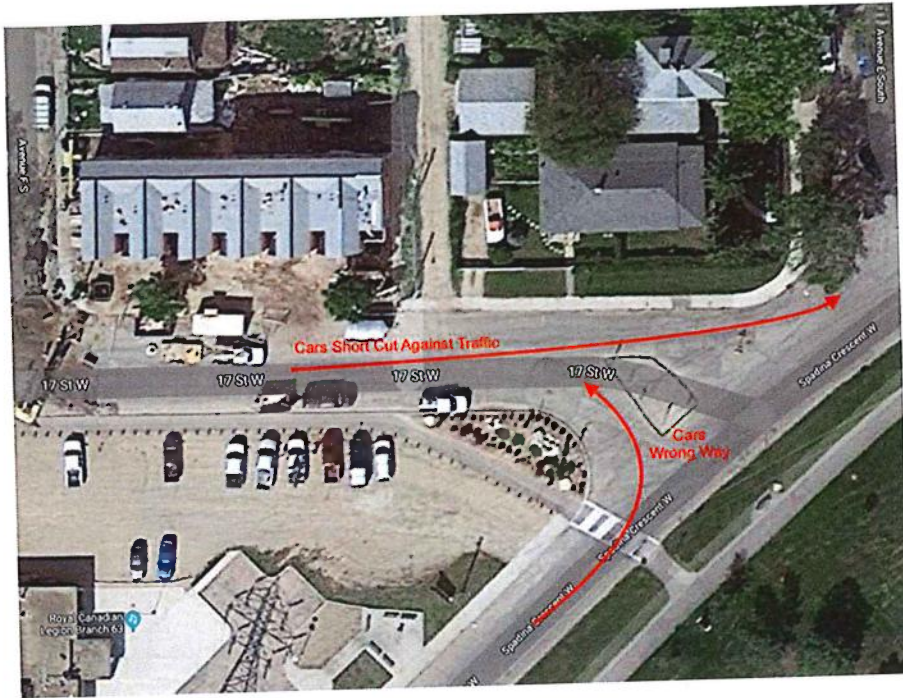
3. Eastbound - on a large number of occasions I have witnessed vehicles travelling east on 17th St West at speeds ranging from 60-80 km/hr who go thru the intersection on the north side of the traffic island and then eastbound onto Spadina. This is typically followed by a police cruised in pursuit. These speeds are exceptional and are putting lives in danger.

4. Semi Traffic - lastly, your temporary island has been destroyed a number of times because semi's do travel eastward down 17th and onto spadina, but can never make the left turn, so they continually run over your signs and curbs. I've witnessed your crews repairing this 3 times since December 2016.

My request is very simple: can you please find a way to significantly slow the speed of traffic passing through this intersection, specifically traffic westbound from Spadina going on to 17th Street West.

I'm not a traffic engineer, but it seems to me that if the island was changed to a curb extension as shown in the last picture, it would slow traffic heading westbound and also remedy all of the other issues I raised that were of secondary concern. As a bonus, the city could also remove the "Wrong Way" signs that are currently in place, as it would eliminate the short sections of one way street.

Thank you for the opportunity to work with the city to improve this dangerous situation. I can be reached via email or at if there is a need for further clarification.





From _

Sent: Sunday, April 29, 2018 1:53 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Riversdale Traffic Review

Greetings!

A Saskatoon Engage flyer regarding the Riversdale Neighborhood Traffic Review was left in my mailbox. I am located in the

which is actually in the King George area, but I do have a concern regarding traffic coming from Riversdale along Spadina Crescent and onto 16th Street. There is something about the curve of Spadina that causes people to enjoy speeding along this stretch. There is a pedestrian crosswalk that goes from Avenue G South into Victoria Park. This crosswalk is mostly ignored by drivers. And in the summer time, as people from Riversdale cross 16th to the park to go to Riversdale pool, this stretch of road is scar-ee! Drivers seem to prefer the Spadina Crescent route to Avenue H rather than follow 17th to Avenue H. Not sure why - there is a four-way stop at 17th and H and a stop sign for the 16th Street drivers entering Avenue H. I think the ease of continuing

From: [REDACTED]
Sent: Sunday, May 06, 2018 10:02 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Re: Riversdale 2018 NTR

Hello,

I was unable to attend the Riversdale public meeting regarding the NTR, but I have a couple of comments I'd like to share. My first comment is regarding 20th Street intersections. I believe there are traffic lights installed at Avenues B/C/D/F/H, but no lights at Avenues E or G. Due to the increasing traffic & number of businesses, I think both those intersections should also have traffic lights installed.

I no longer feel safe crossing 20th Street at our Ave E intersection as either a vehicle or a pedestrian when it's busy. As a pedestrian, vehicles constantly refuse to stop for the zebra crosswalk even once you start walking into the intersection.

As a vehicle, when 20th Street is full of parked cars you have to nearly pull into the intersection just to be able to look both ways to see if traffic is coming. Also due to the traffic bulbs/curb extensions you end up pulling so far ahead that you have to block the crosswalk for pedestrian traffic crossing East/West. At this point, I just end up driving to Ave D or F to cross when it's busy so I feel safe.

Second is the parking situation (as I saw many people at the meeting also mentioned). I don't believe this is included in the review, but I think this is a topic that clearly needs to be addressed in our neighborhood by the appropriate department.

I live on the 200 block of Ave E South, and I'm very rarely able to find a spot to park on my block during daytime hours. I also find more and more during evening hours our street gets full due to the increasing number of restaurants, pubs, music venues etc on 20th that draw in customers.

Finally, the 4-way stop intersection at Ave H & 17th Street (going North/South) is a poor design for the pedestrian crosswalk. For some reason the crosswalk is before the stop sign requiring you to block it when you stop, which I've never understood.

Regards,

Baudais, Nathalie

From:
Sent: Friday, May 25, 2018 8:50 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Riversdale traffic safety review - opinion

Hi there,

I'd just like to add on what I think it's a traffic safety issue in Riversdale:

I think the pedestrian signal timing on 19th street and Avenue B needs to be updated. Currently when we want to cross this intersection Northbound or Southbound to and from the Farmers market, the pedestrians need to press the "crossing button" or else the "green walking sign" will not be on, even though there will be green lights for northbound and southbound vehicular traffic. I think this intersection has such high pedestrian traffic especially when the Farmer Market is opened and therefore the signal needs to be updated.

Thanks so much for your time and consideration.

Baudais, Nathalie

From:
Sent: Wednesday, May 30, 2018 4:02 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Riversdale Traffic Review

The 400 and 500 blocks of Ave F are wider than any avenue in Riversdale (except Ave H). The reason for this is these two blocks are the only blocks in Riversdale that don't have a treed boulevard adjacent to the sidewalk. This means vehicles often use it as a short-cut through the neighborhood. Vehicles often travel down these blocks as a short-cut from 19th to 17th Street, and do so at high-speeds. It would be great to see a boulevard or other traffic calming measures.

--

CONFIDENTIALITY NOTICE: This email message, including any attachments, is for the sole use of the intended recipients(s) and may contain confidential and privileged information or otherwise protected by law. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message.

From:
Sent: Tuesday, June 12, 2018 11:03 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic Concerns in our neighbour

I live on the Avenue E. South, and have the following concerns:

1. Street parking for the residents of our block has been a challenge since 20th Street improved. Since Residential Permit Parking was instituted on the 300 block of Avenue E. South it has become a nightmare. I've had to park as far as five blocks away from house house, and can rarely park within a block of my house. This is problematic when we have groceries to carry. It is even more problematic for our neighbours who have small children.

People employed or working at the 20th street businesses are parking on our street all day, two have even parked vehicles on our Avenue for a whole week 24/7. Residential permit parking with 2 hour parking limits for non-residents has to be implemented on our block as well to prevent this sort of abuse and make things tolerable on this Avenue again.

2. Traffic on 19th street between Avenue A and D is terrible now at rush hour. This is because the city is allowing parking on the south side of 19th street on these avenues again, reducing the south side of 19th street to just one lane.

Bigger cities restrict street parking on busier streets to certain time periods and prohibit it during high use periods like rush hour. Saskatoon should do this as well and only allow parking on the south side of 19th street between Avenues A and D between 10 AM and 4 PM, and 6:30 PM to 8:00 AM.

There was also some talk of making the south side of 19th street into a one driving lane street permanently, with the other lane being used for bikes only. This would lead to even greater motor vehicle congestion and would be ridiculous. There is a bike corridor on 23 street east that I've only ever seen used by bikes twice, and there is a path along Spadina Crescent East that has a diversion by the Legion that bike riders can take to head east-west already. We use this path when we are cycling.

3. There is no sidewalk on the south side of 21st street east between Avenues E and G. This should be rectified.

4. The sidewalks on our street need replacement.

Baudais, Nathalie

From: Gough, Hilary (City Councillor)
Sent: Wednesday, June 13, 2018 7:14 AM
To:
Cc: Baudais, Nathalie (CU - Transportation)
Subject: Re: Avenue F South Traffic

Hi

Thanks for your message.

Unfortunately, I'm in a board meeting at the time of the AGM tonight so if I'm able to be there it will only be briefly.

As you note the traffic safety review is underway. All concerns brought forward will be measured and analyzed and recommendations brought forward if the measurements warrant some form of mitigation. The warrant threshold for various mitigations varies depending on the concern and type of street. For instance, traffic volumes on a residential street are deemed acceptable at a certain number of cars per day. Speeds are deemed acceptable within a certain range as measured by the 85th % speed, etc. Unique circumstances or characteristics of the street are also considered.

So, in the case of Ave F South, if the issue of too much traffic or fast traffic is raised, traffic and speed will be counted and measured to consider what type of mitigation might be warranted.

As you note, there are presently a couple of very public cases of traffic calming and mitigation in front of Council at the moment. These stemmed from similar reviews in those areas. Glasgow for instance was found to have traffic volumes quadruple the acceptable limit. Restricting turns off of Clarence, which is the most aggressive mitigation effort attempted to date (several other less intrusive efforts were made first with no success) has reduced volumes by 50% meaning that volumes are still twice the acceptable threshold.

As for 9th street, while the volumes are not excessive, the street has an outlet onto a freeway. Being a residential street this is simply not a best practice and a failure in planning that has been recognized for some time. Due to this outlet, the street gets traffic that is far from local and a closure of the outlet is being pursued.

All of this is not to say that traffic mitigation or speed mitigation may not be warranted on Ave F South, but rather to say that each street is unique and that the traffic safety review provides a first step in considering some standard mitigations which can be built on as needed.

The process from here (now that concerns have been collected) is to measure them all, consider what mitigations may be warranted, and then to bring these recommendations back to community. Another meeting will be held, and community can provide feedback about which recommendations they have concerns about and what might be missing. Following this phase, revised recommendations will be brought a committee of Council for approval and implementation can begin (implementation of each item is done separately and alongside traffic safety mitigation items across the city).

Key at this juncture is to make sure that the concerns about Ave F have been heard by our transportation division. I have ccd here a member of that team who is working on the Riversdale NTR. If you have further

detail about what type of traffic concerns you have or have heard about Ave F South and in which locations, I'd invite you to share them

with us to be sure that they can be prosperous and accurately considered. I note you shared concerns on the Facebook page, and can confirm that anything posted there has been captured and is being considered.

Thanks again for the message and for your help to improve safety in Riversdale for local residents and all road users.

All the best,
Hilary

On Jun 13, 2018, at 12:05 AM, _____ wrote:

Hello Hilary

I hope this message finds you well. I hope to see you again at the _____ tomorrow evening.

I know Riversdale is currently under a traffic review. Unfortunately I was unable to attend the community meeting but did share my concerns on the dedicated Facebook page. Today I noticed this story in the newspaper about actions being proposed to address traffic concerns in

Nutana. <https://www.google.ca/amp/thestarphoenix.com/news/local-news/city-of-saskatoon-set-to-try-ninth-street-closure-again/amp>

In comparison 9th Street is wide enough to accommodate two way traffic. They have back alley garbage and recycling pick up reducing any possible congestion or blockage. Lastly they have approximately 1/3 of the traffic Avenue F South experiences on a daily basis. These are both residential streets. In addition residents of Riversdale were assured during a rezoning community meeting that traffic would be kept to 22nd Street when the proposed green space was rezoned to accommodate the Giant Tiger and Tim Hortons. I see what is being considered for the residents of Nutana regarding their concerns over traffic. Can you please share with me what actions are being considered to address the concerns expressed by Riversdale residents on Avenue F South?

Thank you,

On Jun 13, 2018, at 12:05 AM

I wrote:

Hello Hilary

I hope this message finds you well. I hope to see you again at the

I know Riversdale is currently under a traffic review. Unfortunately I was unable to attend the community meeting but did share my concerns on the dedicated Facebook page. Today I noticed this story in the newspaper about actions being proposed to address traffic concerns in

Nutana. <https://www.google.ca/amp/thestarphoenix.com/news/local-news/city-of-saskatoon-set-to-try-ninth-street-closure-again/amp>

In comparison 9th Street is wide enough to accommodate two way traffic. They have back alley garbage and recycling pick up reducing any possible congestion or blockage. Lastly they have approximately 1/3 of the traffic Avenue F South experiences on a daily basis. These are both residential streets. In addition residents of Riversdale were assured during a rezoning community meeting that traffic would be kept to 22nd Street when the proposed green space was rezoned to accommodate the Giant Tiger and Tim Hortons. I see what is being considered for the residents of Nutana regarding their concerns over traffic. Can you please share with me what actions are being considered to address the concerns expressed by Riversdale residents on Avenue F South?

Thank you,

New Traffic Issue Reported!

Request ID: 731

Issues: TRAFFIC SAFETY,

Name:

Email:

Phone:

Comment: I am submitting this concern as part of the Riversdale NTR project. This alley has excessive in-out traffic – Fitness customers, delivery trucks, etc. There are many times when I am trying to access the alley from Ave B and need to back out onto the street due to oncoming traffic. The lane is extremely narrow due to two large metal garbage bins on the N side and overhanging vehicles in the parking lot on the S side. Solution - make it ONE WAY W to E and/or relocate the metal bins.

Attachment:



From

Sent: Monday, April 02, 2018 11:20 AM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Riversdale NTR Submission

Hello –

I am submitting this concern as part of the Riversdale Traffic Review project, in regards to the alley between Idylwyld Drive and Avenue B that is next to and runs parallel to 20th street (the section behind Soul Paper / Hazelwood / Bike Universe / Anthology that leads to Freedom Fitness). This alley receives excessive in-and-out traffic at all hours of the day – Fitness customers, delivery trucks, etc.. There are many occasions when I am trying to access the alley from Avenue B and need to back out into the street (very cautiously!) due to an oncoming vehicle. Further, the lane is extraordinarily narrow due to the two large metal garbage bins on the south side, as well as overhanging vehicles in the parking lot on the north side.

Suggestions for safer and more efficient traffic flow – make it ONE WAY only (west to east); relocate the two metal garbage bins.

I'm happy to provide clarification and/or further information, if helpful.

From

Sent: Monday, April 16, 2018 8:41 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Traffic

I was so looking forward to attending the public meeting and supper Wednesday, April 25th concerning traffic in Riversdale. There are others that were planning on attending as well. But I have just been informed that the meeting has been changed to Tuesday, April 24th.

That conflicts with date for our AGM meeting

I am so disappointed that I won't be able to attend the traffic meeting and hear what plans are being discussed.

I thought I would let you know this just so you don't think that we as residents of this up and coming neighbourhood have a lack of interest.

Thank you. I hope the meeting is well attended. And look forward to hearing what was discussed.

From:

Sent: Thursday, October 11, 2018 4:57 PM

To: Akindipe, Olanrewaju (TU - Transportation) <Olanrewaju.Akindipe@Saskatoon.ca>

Subject: Riversdale Traffic & Parking

Good afternoon,

My name is [redacted] and I reside on [redacted] Avenue C South is a paid parking street but this section of Avenue D South is the first Street of non paid parking, and it is treated as such. The residents of this street can almost never find anywhere to park as they are taken by shoppers and workers in the area.

I love my area and I love that it's being reviewed, thank you for your work. I just wanted to raise this concern in case there is something that can actually be done. I just want to park near my home.

Thank you for your time,

Baudais, Nathalie

From: Gough, Hilary (City Councillor)
Sent: Monday, June 18, 2018 11:23 PM
To: Baudais, Nathalie (TU - Transportation)
Subject: Riversdale NTR - more (late) feedback

Hello!

I have some pieces of late feedback to submit.

I've attached the map as submitted to me digitally here. I highlighted each comment/indication. Please let me know if you have trouble reading any of it.

Hilary



RIVERSIDE

LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- ⬆ EXISTING TRAFFIC SIGNAL
- ⬆⤴ PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⬆⤴ ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION [SCHEDULED]

Change to allow b
to cross North

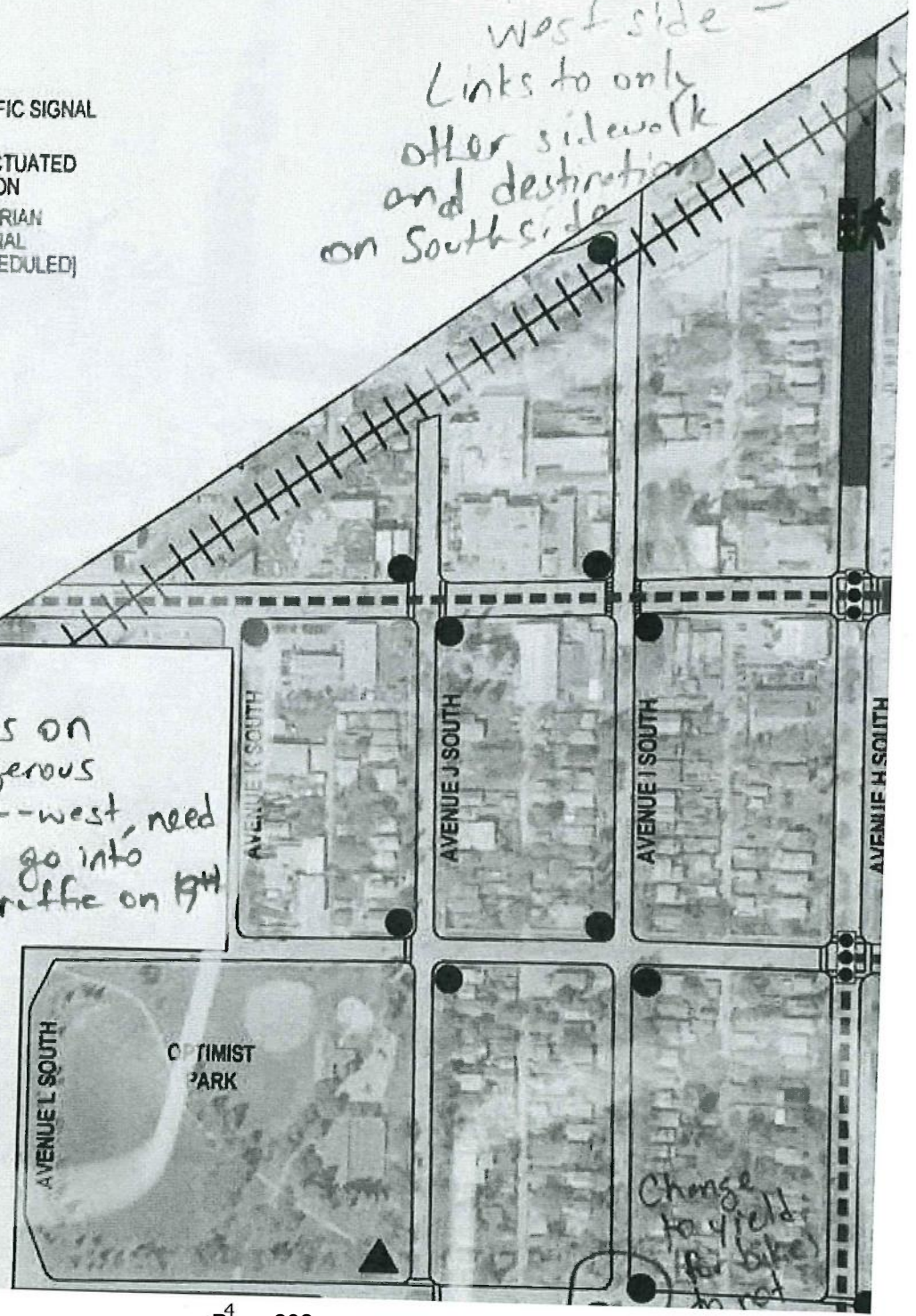
Add crosswalk on
west side —

Links to only
other sidewalk
and destination
on South side

New
Crosswalk ramps on
19th are dangerous
— to cross east-west, need
to go into
traffic on 19th

Should
Point
toward
minor
street
instead

Change
to yield
to bicy
in red



Baudais, Nathalie

From: Marcoux, Justine (TU - Transportation)
Sent: Wednesday, June 21, 2017 3:41 PM
To:
Cc: Melchiorre, Marina (TU - Transportation)
Subject: RE: Ave F south

Hello

Thank-you for your comments. Speeding and shortcutting concerns on residential streets are addressed through our Neighbourhood Traffic Reviews. I've filed your concerns for further consideration as part of the Riversdale Neighbourhood Traffic Review. Consultation is estimated to begin in early 2018.

For more information please feel free to visit our website.

<https://www.saskatoon.ca/moving-around/driving-roadways/managing-traffic/traffic-studies/neighbourhood-traffic-reviews>

Regards,

Justine Marcoux, P.Eng. | tel 306.975.7846
Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
justine.marcoux@saskatoon.ca
www.saskatoon.ca

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

From:
Sent: June-18-17 12:45
To: Melchiorre, Marina (TU - Transportation) <Marina.Melchiorre@Saskatoon.ca>
Subject: Ave F south

Hi,
Another concern is that ever since yield signs have been placed on 18th street at F, traffic has been using AVE F off 17th to ZOOM through to 19th street. Two cats have been hit and there are many young children on the street playing. Is a child next? I propose a four way stop at 18th and F. That would slow traffic down. With construction a lot of traffic is city trucks and they are going very fast. Ave F south between 17th and 19th is extra wide. Please help us bring peace back to our street. Thank you.

Sent from my iPhone

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

From:

Sent: Friday, October 19, 2018 8:13 AM

To: Akindipe, Olanrewaju (TU - Transportation) <Olanrewaju.Akindipe@Saskatoon.ca>

Subject: Riversdale traffic review

I have attended a couple of these meetings and it seems to me that the City of Saskatoon is patronizing us by pretending to care about our comments. I feel the plan is in place and no comments from local residents will make much difference.

I am not able to attend this meeting but feel very strongly that 17th street MUST not become the main thoroughfare from avenue H to avenue P and further west. There is already way too much heavy traffic on 17th with not enough controls. The lives of children and senior residents living in this established area will further be threatened by the planned changes.



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

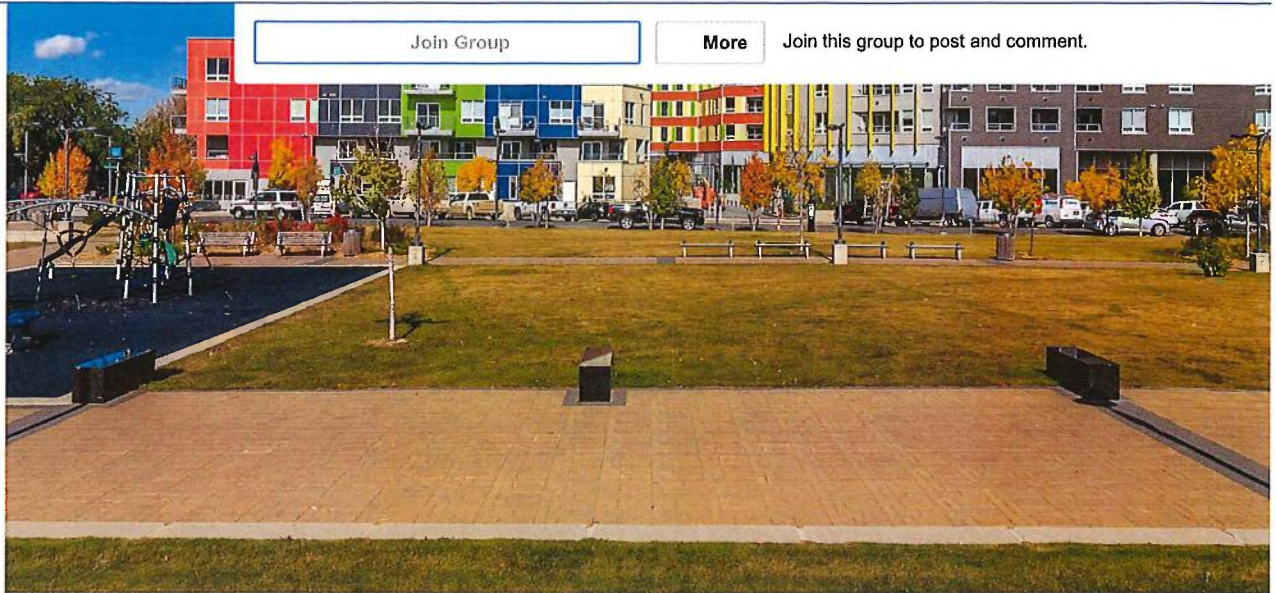
Photos

Search this group

Join Group

More

Join this group to post and comment.



RECENT ACTIVITY



Traffic Review shared a link.

November 26, 2018

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.
The City of Saskatoon undertook a Neighbourhood Traffic Review in Riversdale in 2018 in order to consider the traffic patterns of the neighbourhood as a whole and develop a plan for making improvements. Resident input was gathered through this page between April 24 and November 23.
For questions or more information about Neighbourhood Traffic Reviews please contact NTR@saskatoon.ca or visit saskatoon.ca/NTR.



SASKATOON.CA

Neighbourhood Traffic Reviews

Did you know #yxeGreenStrategy is made up of 10 Principles? Principle 6,...

Seen by 22

Like

Share

OLDER



Traffic Review shared a link.

November 26, 2018

The deadline to submit comments on the draft Riversdale Traffic Plan was November 25, 2018. City staff can no longer incorporate feedback received after this date.

For questions about the Riversdale NTR, please contact NTR@saskatoon.ca.

Chat



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

the report is added to this page. If you wish to submit a letter or

Join Group

More

Join this group to post and comment.

Information about this process can be found at saskatoon.ca/meetings > Write a Letter to Council/Committees.
Thank you for joining this conversation and for helping us improve traffic safety in your neighbourhood.



SASKATOON.CA

Upcoming and Past Meetings

Get agendas, minutes and meeting video for upcoming and past (back to...

Seen by 23

Like

Share



Traffic Review shared a link.

November 26, 2018

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.
The City of Saskatoon undertook a Neighbourhood Traffic Review in Riversdale in 2018 in order to consider the traffic patterns of the neighbourhood as a whole and develop a plan for making improvements. Resident input was gathered through this page between April 24 and November 23.
For questions or more information about Neighbourhood Traffic Reviews please contact NTR@saskatoon.ca or visit saskatoon.ca/NTR.



SASKATOON.CA

Upcoming and Past Meetings

Get agendas, minutes and meeting video for upcoming and past (back to...

Seen by 27

Like

Share



Traffic Review shared a link.

November 25, 2018



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

after this date.

For questions about the
NTR@saskatoon.ca.

City staff are proceeding with the next steps to finalize the plan and submit it as information to the Standing Policy Committee on Transportation. Once the report is added to the public agenda, we'll share the final Traffic Plan on this page. If you wish to speak to Committee about the final Traffic Plan, you can submit a letter or request to speak at the Committee meeting.

Information about this process can be found at saskatoon.ca/meetings >

Write a Letter to Council/Committees.

Thank you for joining this conversation and for helping us improve traffic safety in your neighbourhood.

Join Group

More

Join this group to post and comment.



SASKATOON.CA

Upcoming and Past Meetings

Get agendas, minutes and meeting video for upcoming and past (back to...

Seen by 28

Like

Share



Traffic Review shared a link.

October 26, 2018

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Riversdale is midnight, November 23rd. The plan, which was released for comment on October 23rd, 2018, is available at Saskatoon.ca/NTR (2018 Neighbourhood Traffic Review; Riversdale, October 23, materials) See link below.

The new Traffic Plan sets out changes to how all types of neighbourhood traffic move around your neighbourhood. The recommendations are based on resident feedback (incl... [See More](#)



SASKATOON.CA

Neighbourhood Traffic Reviews

School is out for the day on November 9th. We have a fun, active program...



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

Join Group

More

Join this group to post and comment.

spadina can the take these street people every block. Let's not wreck a nice driving route completely.

Like · 10w

Unfortunately I was unable to attend the evening of the 23rd in order to hear the plans developed to address traffic issues in Riversdale. I appreciate the opportunity to provide feedback here on Facebook. If there is another process to provide feedback more effectively please let me know as it would seem my concerns were not addressed in the plan that was presented to the community. When the lot where Giant Tiger and Tim Hortons was being rezoned community members were provided assurances that traffic would be kept to 22nd Street. This has not been the case. The feedback I provided is the 200 block of Avenue F South is not wide enough to accommodate two way traffic. Speed is not the issue. Cars wait at each end of the block waiting their turn to drive down the street as the street is not wide enough to accommodate cars passing one another especially when cars are parked on the street. Cars do accelerate quickly in order to get onto the street before the car coming in the opposite direction. However, the street is not long enough for a car to be exceeding the speed limit. The temporary curb extensions that were put in place years ago did not solve the problem. Making them permanent will not solve the problem. In addition a four way stop at the intersection of 21st Street and Avenue F will not allow Avenue F to more easily accommodate two way traffic.

Like · 10w · Edited

Traffic Review The plan still will undergo more changes before being finalized. However, please note that some concerns that have been raised as part of the NTR public input process will not be addressed through the traffic plan. This is due to a variety of reasons including lack of larger public support, resources, traffic data analysis results indicating the problem does not meet the criteria for traffic management changes, etc. We do encourage you to keep bringing your concerns forward (as you have here).

Like · 6w

Approximately 10 years ago a barrier on the 100 block of Avenue F South to the south of the parking lot exit preventing vehicles from travelling south on Avenue F past the Giant Tiger significantly reduced the two way traffic congestion on the 200 block... [See More](#)

Like · 10w · Edited

Traffic Review Thanks for this input. It's important to note that some concerns that have been raised as part of the NTR public input process will not be addressed through the traffic plan. This is due to a variety of reasons including lack of larger public support, resources, traffic data analysis results indicating the problem does not meet the criteria for traffic management changes, etc. That being said, please continue to bring these concerns forward as the plan is still in draft form and not final.

Like · 6w

So true. It seems our concerns are taken with the wind and city plans just go forward without taking heed of our suggestions. This is happening in many areas of the city.

Like · 10w

I have provided feedback in the manner you requested. Can you please advise when you will respond and how our feedback will be incorporated into the recommendations. There has been no response to the feedback posted in this group. City of Saskatoon News Hilary Gough Mayor Charlie Clark

Like · 9w



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

included
including
traffic da

Join Group

More

Join this group to post and comment.

meet the criteria for traffic management changes, etc. You should still continue to bring your concerns forward (leaving them on this page is perfect) as the plan is still in draft form and may undergo more changes.

Like · 6w

Thank you for your response. As a follow up I have some questions. Will the related rationale for each concern not addressed in the traffic plan be provided? If so, when and how. If not, I am requesting they be provided. In regards to a lack of larger public support can you please explain how you take into account a communities socio-economic status. Individual and family socio-economic status directly affects their ability to participate in a process such as this.

Lastly, will the traffic analysis related to each concern identified be shared. If so, when and how. If not I am requesting the related traffic analysis be shared. Thank you for your continued engagement.

Like · 6w



Traffic Review shared a link.

October 26, 2018

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Riversdale is midnight, November 23rd. The plan, which was released for comment on October 23, 2018, is available at Saskatoon.ca/NTR (2018 Neighbourhood Traffic Review; Riversdale, October 23, materials) See link below.

The new Traffic Plan sets out changes to how all types of neighbourhood traffic move around your neighbourhood. The recommendations are based on resident feedback (includ... [See More](#)



SASKATOON.CA

Neighbourhood Traffic Reviews

School is out for the day on November 9th. We have a fun, active program...

Seen by 40

Like

Share

April 20, 2018

I am concerned that priority on 19th street, where pedestrian crossing should be safe and without hazard, is prioritized for the automobile. The city seems to have chosen to only allow safe crossing if the button is pressed before the automatic lights change occurs. Should anyone arrive at the crossing as the lights change they are not given the grace of being able to cross freely and safely under a white walk light. I consider it is now, as the city further develops its river landing area, an important time to rectify these crossing

Chat



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

park, the Meewasin trail
gallery. It is now a high
more so every year. I think

Join Group

More

Join this group to post and comment.

cross signs should reflect this and automatically change to white as they do within the downtown core. I believe this area is an extension of the downtown core, if not already a key part of it.

7

2 Comments · Seen by 56

Like

Share

Yeah, I have seen a lot of near misses with pedestrians nearly getting mowed down attempting to cross 19th. One lane of traffic stops and the pedestrian thinks it safe but the cars in the second lane don't stop. It would be so great if reduced to one lane each direction. The far right lanes be turned into the dual use parking /bike lane like on 4th ave.

Like · 37w

3

Great idea. In key areas along 19th we definitely need to see a better use of public space, a greater percentage to safer and alternative means of transport. The near misses are only likely to increase as this area becomes ever more popular.

Like · 37w

**Traffic Review Hi**

. There is an ongoing study of Idylwyld Drive from 20th street to 25th Street called "Imagine Idylwyld". This intersection is part of the project and there will be recommendations on the safety improvements to both pedestrians, cyclist and motorists at this location. To learn more about it visit saskatoon.ca/imagineidylwyld



SASKATOON.CA

Saskatoon.ca

Like · 37w

Many thanks for your response and it is great to see this corridor vision for Idylwyld between 20th and 25th taking shape. I assume this ongoing study will only inform on safety recommendations, as 19th falls outside the scope of this study? Also you refer to "this intersection", which intersection?, my reference was to a series of intersections along 19th, not one in particular. I would not like to see the simplicity of my concerns to get caught up in a long and drawn out study. 19th as a whole would benefit from the study's findings, absolutely, but my points already shows there is a clear safety issue for pedestrians along this corridor.

Like · 37w · Edited

1

as I suspect Traffic

Review was intending to respond to post about 22nd/Idylwyld. other

Like · 37w

Also, re: 19th street. I completely agree with the comments. I regularly see cars speeding through the cross walks while kids are waiting. Thankfully the kids seem to have been taught to not enter into the cross walk unless cars are completely stopped, but it's pretty sad that it's up to the kids to be the responsible ones. Adding bike lanes to 19th street and corner bulbing on adjacent streets would do wonders to slow traffic down on 19th to a neighbourhood level, while also creating a safe bike route and pleasant pedestrian environment. As it is, it is super unpleasant walking or biking along 19th.

Like · 37w

4



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

The same on th

Like · 11w

Join Group

More

Join this group to post and comment.

April 24, 2018 · Saskatoon, SK

We live on . We need wheelchair accessible corners throughout the neighbourhood. Especially for accessing the block around Giant Tiger. Many of our sidewalks are deteriorated, cracked and broken and are now serious trip hazards. Several examples are the one beside Giant Tiger, 200 block of Ave E and the 200 block of Ave D.

5

4 Comments 1 Share Seen by 54

Like

Share

I totally agree. Last year I fell and sprained my ankle when a piece of the curb fell off when I stepped on it. I still have the piece at home. I kept it to show my city council member.

Like · 37w

I would also like to add that there are NO sidewalks on the south side of 21st from

Like · 11w

Ave E to Ave F and from Ave F to Ave G. This causes a lot of unnecessary pedestrian crossings to the north side to get to a sidewalk. Additionally, most of these people cross at a diagonal as there are no marked crosswalks and, as mentioned by are trying to get to the alley to access the sidewalk more easily if they are pushing baby carriages etc.

Like · 11w

I was actively involved in the entire process to produce the Riversdale local Area Plan. In the development of that plan, traffic was discussed. Has that been looked at? We discussed driveways and realized that they were self regulating in the area by the nature of the requirements such as distance from boulevard trees, enough space so that vehicles were completely parked on the owner's property etc. With most lots 25' wide and the house 8' to 10' in, no driveway was possible unless the home was further back. Those with wider lots e.g., 2 x 25'W a driveway was possible depending on placement of boulevard trees. We agreed that with driveways, more vehicles would be off the street making it easier for traffic, especially emergency vehicles, to get down the street as they also provided a spot where oncoming traffic could pull into to let vehicles get by. We all know that the residential streets are narrow enough, traffic essentially becomes one-way. A few years later, in its infinite wisdom, the City brought in a very expensive group of consultants from Calgary to determine ways to "maintain the characteristics of Riversdale"! Wasn't that one of the major reasons for developing local area plans? anyway, one of their recommendations was to ban any driveway on any residential property in Riversdale!! That is where we are now, the few that could have had them now cannot and the streets remain one-way! Yet we must clear the street for cleaning and rarely snow clearing. It is illegal to park in the alley so this forces residents to park where it is not yet scheduled. The residential streets closest to downtown are already seeing greatly increased numbers of parked cars as people who work downtown are avoiding the high rates for daily parking. We all know that 50 km/hr. is a MAXIMUM speed, not a required speed. Narrow residential streets lined with cars on both sides is not safe for that speed and it is expected that drivers will slow down accordingly. When they don't, lives are endangered.

Like · 11w



Traffic Review

September 24, 2018



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

recommendations. Co
Alexandra School gym
on Tuesday, October 2
Before y... [See More](#)

[Join Group](#)[More](#)

Join this group to post and comment.



saskatoon.ca/engage

October 1, 2018

Give us your feedback on proposed traffic changes in your neighbourhood!

The City is undertaking a Neighbourhood Traffic Review for Riversdale and inviting your input. This neighbourhood is bound by 22nd Street / rail corridor (north), Idylwyld Drive (east), 17th Street (south) and Avenue K / Avenue L (west).

This review was initiated in April 2018. Thank you to everyone that has offered us input so far. We received your feedback via the Facebook Group page, email, phone calls and in-person at the first meeting held on April 24, 2018.

We have reviewed all the concerns and followed up with data collection (e.g. traffic counts, speed analysis, field observations, etc.) The result is a draft Traffic Plan that proposes changes to the way traffic moves around your neighbourhood.

We would appreciate the opportunity to get your thoughts on our draft plan. The draft plan will be discussed at the public meeting and posted to Facebook and the Website after the meeting date. Please note that this is the last public meeting regarding your neighbourhood's new traffic plan.

In Person: Public Meeting	Facebook: Public Group	Website: Saskatoon.ca/Engage
Tuesday, Oct. 23 rd 5:30 pm - supper 6:00 pm - meeting Princess Alexandra School Gym 210 Avenue H South	<ol style="list-style-type: none"> 1. Login to Facebook 2. Enter this in the Facebook search field: Neighbourhood Traffic Review – Riversdale 3. Choose Groups from menu choices across top 4. Click Join beside our Group 	Find the tile for Neighbourhood Traffic Review – Riversdale

Next Steps?

- ✓ WINTER 2018-19: Traffic plan finalized based on feedback received.
- ✓ WINTER 2018-19: Plan presented to Standing Policy Committee for Transportation.
- ✓ SPRING/SUMMER 2019: Pending approval, begin implementation of recommendations.

Contact Us:

You may also submit your comments on the draft traffic plan directly.
Email: Olanrewaju.Akindipe@saskatoon.ca
Phone: 306-975-3657

1 Comment 2 Shares Seen by 47

Like

Share

Could you please provide a link to the presentation to be reviewed prior to attending the meeting. Thank you

Like · 15w

2



Traffic Review shared a link.

April 30, 2018

Minutes from the April 24th Riversdale Neighbourhood Traffic Review
Minutes are available on the Saskatoon Engage Page!





Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

Engage Stay tuned for

Join Group

More

Join this group to post and comment.

2

Like

Share



Traffic Review shared a link.

April 27, 2018

The Riversdale Neighbourhood Traffic Review presentation is now available on the City's Engage website.

SASKATOON.CA

www.saskatoon.ca

1

Seen by 54

Like

Share

April 27, 2018

This is an awkward shaped intersection and dangerous. As nothing can be done about its shape because of the rail tracks, both signs should be stop signs. Once people pass the stop sign they either miss the yield sign (because of the heavy traffic on 23rd Street) or think they have the right away because they've stopped. Two stop signs would eliminate them entering 23rd Street when the oncoming traffic from 23rd have the right of way. It is worse when they are trying to cross 23rd to continue on Avenue D.



Seen by 54

Like

Share

April 24, 2018

We live i. The crosswalk situation here could definitely use some help. There is no safe way for pedestrians to cross from Ave E across 17th to the Legion or Spadina. Also, the crosswalk at Ave E over to Victoria park needs a blockade (something like what was installed at Ave D and Spadina). The Road is wide, and drivers can't see pedestrians waiting to cross from E to the park until you are halfway out into the street (not to mention that drivers are often speeding down Spadina!). There are a lot of kids in the neighbourhood and safe crossings into and out of the park are important!



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

angel
over the slight
looking for ped
to say the least.

Join Group

More

Join this group to post and comment.

Like · 37w

1

April 20, 2018

If you have ever tried walking down 22nd Street, you know the meaning of fear. There is no buffer between the sidewalks and the road and people roar down 22nd exceeding the speed limit most of the time. Even if a car is going the legal speed limit, if it hits ice or has a blowout, a pedestrian doesn't have a chance. Something like these images or planters would help protect people.



6

1 Comment 1 Share Seen by 55

Like

Share

Crossing the street at 22nd and Idylwyld as a pedestrian or cyclist is terrifying.

Like · 37w

2

March 26, 2018

I would like to request street parking permits for people who live in areas with 2 - 4 hour parking time limits.

3

2 Comments Seen by 57

Like

Share

Specifically . But, I know other people nearby will also want street-level parking.

Like · 41w



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

<https://www.sas>

Join Group

More

Join this group to post and comment.

SASKATOON.C.

Residential Parking Program

Like · 38w

Thanks for the response. I am familiar with the residential parking program, but feel quite powerless to catalyze a change in zoning. I am surprised that the Traffic Review does not consider parking relevant to their mandate.

Like · 38w

1

Another silo in which to redirect peoples' concerns. It becomes so frustrating that a person gives up. Please, [Neighbourhood Traffic Review - Riversdale](#), try and see the relevance of the permits to the traffic issues. Perhaps someone from that department should attend the meeting.

Like · 37w

April 14, 2018

We are on One of our main concerns is the planned closure of the 11th street and avenue H intersection. We are opposed to this mostly because there is no good alternate route for the traffic to go. This intersection has been closed for extended periods during the improvements to the water treatment plant. During these times we have experienced constant two way traffic in front of our house. With our street being narrow and not built heavy enough this amount of traffic it creates congestion and excessive wear and tear on our street.

For example when this traffic was diverted onto 12th street between H and I during one closure, within a few weeks the road was damaged so bad it required rebuilding.

Other problems with this are that the closure literally cuts off the access for fire or ambulance to the residence along Spadina and more importantly our power plant. As well, the negative impact on our businesses in the area. When the city decided to close this intersection several years ago it caused the loss of our local drug store and minor emergency clinic.

Some time after the city changed their mind, and decided to leave it open, but that business is lost to our community will never come back.

11 the street and Avenue H always have and always will be the access into these communities. This is because they actually take you somewhere without several turns and jogs. 11th connects to Ave. P, W and circle drive. Ave. H to 19th, 20th, 22nd and beyond.

Unless there is a major shift in roads and a more convenient route is created, any closure of these roads will just divert traffic onto the residential streets. The changes needed to divert the traffic would be far to costly for the small benefit we might gain.

7

6 Comments 1 Share Seen by 58

Like

Share

-- This is the problem in many new neighborhoods no alternate exists. I see this as a problem also and so I avoid them for that reason.

Like · 38w

I am o gree with the above noteu concerns. My block is going to see an incredible increase in traffic that it is not equipped to handle efficiently, and the city has no real plan to handle the increase on this specific road.

Like · 38w



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

Like · 38w

Join Group

More

Join this group to post and comment.

Take a look at other cities and their plans - from the get-go they're thinking of the future and putting the infrastructure in place to accommodate. This city's lack of planning is very frustrating.

Like · 38w

1

I'm c and I wholeheartedly agree. During the 2 years Of the construction at the water treatment plant (to create what they now want to close down - ?!) the traffic was diverted over to Ave I and 12th. It was a TERRIBLE time. Traffic ripping down our street constantly. It was noisy, unsafe and annoying.

Like · 38w · Edited

've heard that the plan is that the City will divert traffic around and King George using the 17th St/Avenue P route. But this is already in place and people don't use it. They speed down H and rip onto 11th. Why would we think this will change at all? The traffic will just use 12th and I or J to get to 11th.

Like · 38w

1

I live on South for 11 years. Every time traffic is diverted down our block when Ave h & 11 th street corner is closed off, there are always serious issues. Getting in and out of a vehicle was dangerous when treatment plant expansion occurred. On more than one occasion while while helping my preschooler out of the van I literally had to throw him back into the van and jump on top of him to avoid be hit dead on by a driver barrelling down the street. I also have seen several collisions in front of our house and many near misses including a near miss was between an ambulance and a fire truck. My parked vehicle has been hit or side swiped more than once.

Like · 37w

anything south is Avenue W to 11th Street. The only alternatives are going north first and then either to Circle Drive or Avenue P, yet we have only a 2-way stop at 11th. Turning left can feel like putting your life at risk. Stopping at the stop sign when you actually have an immediate chance to go is really not an option because if you miss your chance, who knows when the next one will come along? My point is that with Circle Drive South now open, 11th Street has become a major route out of all of our communities, yet getting onto 11th is not always easy, and when it closes it creates a lot of problems.

Like · 37w

1

April 20, 2018

A study was performed concerning traffic on the 100 and 200 blocks of F South a few years ago due to the increased traffic from Giant Tiger and Tim Hortons. The study revealed there are between 1,000 and 3,000 cars a day travelling down Avenue F that is residential. The average speed was shown to be below the speed limit.

The lot Giant Tiger and Tim Hortons sits on was zoned for green space. When community consultation occurred in order to rezone the lot residents were assured traffic would be kept to 22nd Street. This has not been the case.

Avenue F is too narrow to accommodate two way traffic. My car parked in front of my home has been side swiped more than once by cars trying to squeeze past each other on the street. I have had two vehicles totalled off this way while simply being parked in front of my home.

There is a perception that cars are exceeding the speed limit while travelling Avenue F because they are trying to get down the street before oncoming traffic gets there first. They are not speeding, but accelerating quickly in



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

This would help with traffic on the street and reduce noise. I suggest this because of Giant Tiger parking onto 22nd Street is not an option.

[Join Group](#)[More](#)

Join this group to post and comment.

4

Seen by 55

Like

Share

April 19, 2018

I understand from this page that permit parking falls under a different jurisdiction at City Hall, but I would like to reiterate a need for it. I have noticed all the side streets in Riversdale from Avenues D to G are full during the day and empty at night because of day-parkers who work downtown. I would like to see a 4 hour limit on parking in the neighbourhood if you don't have a permit.

More directly related, heading north on Avenue I and turning onto 20th Street is difficult because parking is allowed right to the corner which means you can't see oncoming vehicles until you are in the intersection. There have been a few accidents at this corner.

4

1 Comment Seen by 56

Like

Share

That was something I meant to add as well. It is the same thing on Ave F. Parking is allowed right to the corner of 20th on both sides of the street. If a vehicle is waiting at the light, there isn't any room for traffic from 20th to turn onto Ave F. Same goes for traffic on F turning onto 20th - it can be very difficult to see if there is any oncoming traffic.

[Like](#) · 37w

March 26, 2018 · Saskatoon, SK

I would really love to see the parking situation on the 100 block of Ave J S addressed there is a Technical Institute on 22 and J. Countless times I have to park a block away from home and I am a property owner (seems wrong). Other areas address it with 2hr limits and property owners have permits (city hospital area/SIast)to park as any other residential area.

Thank you

3

1 Comment Seen by 57

Like

Share



Traffic Review Hi Dolly. Parking permits are addressed through the Parking Services Programs rather than through the Neighbourhood Traffic Reviews. Details on these programs can be found on the City's website:

<https://www.saskatoon.ca/.../residential-parking-permits>

SASKATOON.CA

Residential Parking Program[Like](#) · 38w

April 6, 2018

My partner and I live on [redacted] street. There are constantly cars flying down our block at ridiculous speeds. It is also a high traffic area because of Giant Tiger and Tim's close by. This is a concern, especially given that there are many children who live on this block and there is an

Chat



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

also a lot of confusion
tend to only yield at th

2

Join Group

More

Join this group to post and comment.

Like

Share

n True something should be done to correct this there is
lots or children in the area

Like · 39w

1

April 5, 2018

I think we need to seriously consider permit parking on 400 Block Ave E s as
farmer market traffic is starting to affect this block.

5

Seen by 57

Like

Share



Traffic Review updated the group cover photo.

December 28, 2017



Seen by 56

Like

Share



Traffic Review shared a link.

December 28, 2017

Welcome! We're pleased that you've joined our Group and want to participate in discussions about area traffic concerns. We'd ask that you please read the following post and 'LIKE' it to confirm.

This is the City of Saskatoon's discussion group for the 2018 Neighbourhood Traffic Review in Riversdale. This page is for residents of this neighbourhood inclusively, bound by 22nd St/rail corridor (north), Idylwyld Dr (east), 17th St (south), and Ave K/Avenue L (west).

The award-winning Neighbourhood Traffic Review process works like this:

1. The City gathers input from residents.
2. City traffic engineers investigate the issues identified by residents, including gathering traffic counts and observing traffic behaviours.
3. A comprehensive traffic plan is developed to address concerns.
4. The traffic plan is shared at a public meeting and on this Group page.
5. The traffic plan is adopted and the City proceeds to implement the measures identified within the plan (subject to budgetary approvals).

The first neighbourhood meeting was held at Princess Alexandra School on April 24th. The group discussion is now underway, and will remain open for 30 days.

You are encouraged to use this space to speak your mind on area traffic concerns, but to do so respectfully. The City reserves the right to block, ban, or remove anyone from the Group who is threatening or abusive to others, or leaves inappropriate posts.

Page 308

We look forward to great discussions in this space. Visit saskatoon.ca/NTR for more information about the City of Saskatoon Neighbourhood Traffic

DESCRIPTION

The City of Saskatoon started a Neighbourhood Traffic Review (NT... [See More](#))

GROUP TYPE

Neighbors

CREATE NEW GROUPS

Groups make it easier than ever to share with friends, family and teammates.

Create Group

RECENT GROUP PHOTOS

See All



Suggested Groups

See All



SASKATOON BUY & SELL
11,167 members

Join



Off Grid Living and Homesteading
424,771 members

Join



Riversdale Community
257 members

Join



The Must

Chat



Neighbourhood Traffic Review - Riversdale

Public group

About

Discussion

Events

Photos

Search this group

SASKATOON.CA

Neighbourhood Traffic Review - Riversdale

Join Group

More

Join this group to post and comment.

A typical neighbourhood traffic review begins with a community meeting typically held between March and June, to engage area residents and...

10

Seen by 56

Like

Share

created the group [Neighbourhood Traffic Review](#)

- [Riversdale](#).

December 20, 2017

1

Seen by 56

Like

An admin turned off commenting for this post.

and 61 other people are in this group.

[See All Members](#)



Caswell Hill

1,287 members

Join

English (US) · Français (Canada) ·
Español · Português (Brasil) · Deutsch

Privacy · Terms · Advertising · Ad Choices

Cookies · More

Facebook © 2019



STANDING POLICY COMMITTEE ON TRANSPORTATION

Neighbourhood Traffic Management – Vertical Traffic Calming Devices Pilot Project Update

Recommendation of the Committee

That the Administration report back with criteria on where vertical calming devices could be considered, and that the Administration continue to try different vertical traffic devices under different conditions.

History

At the February 11, 2019 Standing Policy Committee on Transportation meeting, a report of the A/General Manager, Transportation & Construction dated February 11, 2019 was considered.

Attachment

February 11, 2019 report of the A/General Manager, Transportation & Construction.

Neighbourhood Traffic Management – Vertical Traffic Calming Devices Pilot Project Update

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That vertical traffic calming devices are not identified as an approved traffic calming measure in the Traffic Calming Guide.

Topic and Purpose

The purpose of this report is to provide City Council with an update from the vertical traffic calming devices pilot project.

Report Highlights

1. Vertical traffic calming devices were piloted at four locations throughout the city.
2. The effectiveness of the speed humps on reducing the speed of traffic is inconclusive, although generally there appears to be speed reductions in the immediate vicinity of the speed hump devices.
3. The effectiveness of the speed humps on reducing daily traffic volumes is inconclusive.
4. There was support for speed humps from the residents that live on the street/block that had a speed hump installed. There was a general lack of support for speed humps on a neighbourhood-wide and city-wide basis.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices to improve the safety of all road users.

Background

City Council at its meeting held on August 15, 2017, received an information report Neighbourhood Traffic Management – Vertical Traffic Calming Devices Pilot Project, outlining the pilot project scope and the selected locations for the pilot. City Council at its Preliminary Business Plan and Budget meeting held on November 27, 2017, approved funding of \$40,000 in Capital Project #0631 – Transportation Safety Improvements from the Traffic Safety Reserve to undertake the pilot project.

City Council at its meeting held on June 25, 2018 and June 26, 2018, considered the report Traffic Safety Reserve Program – 2018 Budget Adjustment, and resolved, in part:

- “1. That the amount of \$60,000 be approved for Capital Project #0631 – Transportation Safety Improvements from the Traffic Safety Reserve;”

The additional funding was required as the costs of the devices were higher than the initial estimates.

Report

Pilot Project Overview

Vertical traffic calming devices were piloted at four locations on major collector roads with 85th percentile speeds of 56 kilometres per hour (kph) or greater:

- Vic Boulevard between Assaly Street and Hunter Road, in Stonebridge;
- Nemeiben Road between Emmeline Road and Anglin Crescent, in Lakeridge;
- 29th Street West between McMillan Avenue and Avenue L North, in Westmount; and
- Stensrud Road between Van Impe Crescent/Lamarsh Road and Greaves Crescent/Muzyka Road, in Willowgrove.

The device selected for the pilot was a speed hump. The speed hump dimensions comply with the Canadian Guide to Traffic Calming, Transportation Association of Canada (2017). The devices were in place for two-to-four months and were removed prior to winter conditions. Plans showing the placement of the speed humps are shown in Attachment 1.

Traffic Data

Speed assessments were completed at all locations before and after the speed hump installation. The results are summarized in the following table:

Location (85 th percentile speed ¹ from NTR)	85 th Percentile Speed (kph)				Estimated Annual Average Daily Traffic (Seasonally Adjusted) (vehicles per day)		
	Direction	Before	After	Change	Before	After	Change (%)
Vic Boulevard (56 kph)	EB	68	63	-5	3,847	3,650	-197 (-5.1%)
	WB	44	41	-3			
Nemeiben Road ² (63 kph)	EB	50	40	-10	1,711	1,411	-300 (-17.5%)
	WB	52	42	-10			
29 th Street W ³ (60 kph)	EB	62	71	+9	1,706	2,433	+727 (+42.6%)
	WB	52	35	-17	1,579	2,257	+678 (+42.9%)
Stensrud Road ⁴ (56 kph)	EB	48	49	+1	4,152	4,203	+51 (+1.2%)
	WB	53	43	-10			

¹ Measured as part of the Neighbourhood Traffic Review.

² Horizontal traffic calming was installed prior to speed hump installation.

³ EB traffic recorder was placed downstream of speed hump. WB traffic recorder was placed upstream of speed hump.

⁴ This location was tested with two speed humps.

The data in the table yields the following observations, post installation:

- The speed reductions experienced on Vic Boulevard and Nemeiben Road (ranging from 3 kph to 10 kph) aligns with the expected speed reduction published in the Canadian Guide to Traffic Calming Transportation Association of Canada (2017) (speed humps may reduce speed between 6 kph to 13 kph).
- Both Vic Boulevard and Nemeiben Road experienced a reduction in daily traffic volumes (ranging from 8 to 20%).

- 29th Street West experienced a reduction in speed for westbound traffic, and a large increase in speed for eastbound traffic. The location of the traffic study was downstream of the eastbound speed hump, indicating that while vehicles reduced their speed while approaching the speed hump, they accelerated immediately after passing over the speed hump.
- 29th Street West experienced an increase of approximately 43% in daily traffic volumes in either direction.
- Stensrud Road experienced a 10 kph reduction in speed for westbound traffic, and a 1 kph increase in speed for eastbound traffic.

A review of the data yields the following conclusions:

- The effectiveness of the speed humps on reducing the speed of traffic is inconclusive, although it appears that in the immediate vicinity of the speed hump device, vehicle speeds are reduced as they approach the speed hump.
- The effectiveness of the speed humps on reducing daily traffic volumes is inconclusive.

Public Feedback

Public feedback from residents was collected through an online survey providing 1,239 responses and 80 submissions via phone calls and e-mail. The feedback from residents who reside on the street/block that fronts the device and residents who live in the neighbourhood that had a device is summarized below:

Street (No. of responses from residents that front speed hump)	Support for permanent installation?		Neighbourhood (No. of responses from neighbourhood)	Support for permanent installation?	
	Yes	No		Yes	No
Vic Boulevard (no properties with frontage)	-	-	Stonebridge (378)	50%	50%
Nemeiben Road (15 of 23 homes with frontage)	53%	47%	Lakeridge (135)	33%	67%
29 th Street W (2 of 5 homes with frontage)	50%	50%	Westmount (91)	35%	65%
Stensrud Road (8 of 28 homes with frontage)	75%	25%	Willowgrove (310)	35%	65%

The feedback from residents city-wide is summarized below:

Question	Do you support expanding the use of speed humps throughout the city?		
No. of Responses	Yes	No	Not sure
	379	693	147
Percentage of Responses	31%	57%	12%

The online survey presented opportunity for residents to provide additional comments regarding speed humps. Details of the online survey are provided in Attachment 2, with comments related to the following themes:

- Traffic and pedestrian safety;
- Noise and vibration;
- Vehicle speed and enforcement;
- Travel time and delays;
- Location and placement;
- Shortcutting promotion;
- Emergency services and response times; and
- Comfort and cost.

A detailed summary of the comments received is provided in Attachment 3.

A review of the survey results yields the following conclusions:

- Support for permanent installation from the residents that live on the street/block that had a speed hump installed.
- Lack of support for permanent installation from the neighbourhood that had a speed hump installed.
- Lack of support for permanent installation from residents city-wide regarding the use of speed humps.

Based on the evidence gathered during this pilot study, installation of a speed hump may have both beneficial and/or detrimental, upstream and downstream traffic volume and speed impacts; the effectiveness of the device cannot be predicted before installation. In addition, the feedback from the community was mixed. As a result, the Administration does not recommend including vertical traffic calming devices as an approved traffic calming measure in the Traffic Calming Guide.

Options to the Recommendation

City Council could recommend the addition of vertical traffic calming devices as an approved measure in the Traffic Calming Policy. The Administration does not recommend this as the impact to traffic during the pilot project was inconclusive and the feedback from the community was mixed. If City Council were to proceed with including vertical devices as an approved traffic calming measure in Saskatoon, installation would need to align with best practices identified within the latest edition of the Canadian Guide to Traffic Calming Transportation Association of Canada (2017).

Public and/or Stakeholder Involvement

Saskatoon Transit, Roadways, Fleet & Support, and the Saskatoon Fire Department do not support the use of speed humps, while Medavie Health Services West is in support of vertical traffic calming devices. Both Saskatoon Transit and the Saskatoon Fire Department indicated that if vertical traffic calming measures were utilized, their preference would be for the use of speed cushions since they could be designed to accommodate the wheelbase of their vehicles. Detailed comments are provided in Attachment 4.

Communication Plan

Prior to installation of the pilot project devices, residents along the street fronts where a speed hump was installed were notified via a flyer. The respective Community Associations where a speed hump was installed were notified via e-mail. During the course of the pilot project, electronic variable message boards were placed at each of the four pilot project locations asking residents to provide input via the online survey.

The outcome of the pilot project will be shared via flyer notices to the residents along the street fronts where a speed hump was installed, email to the respective Community Associations, and a notice provided to the survey participants who requested a follow-up on the outcome of the pilot project.

Financial Implications

The total cost of the pilot project was \$124,000 which includes labour and material to design, install, maintain, remove and store the temporary vertical traffic calming devices.

Temporary installation and removal on a yearly basis is expected to cost approximately \$30,000 per device, while permanent installation is estimated at approximately \$10,000 to \$20,000 per device.

Environmental Implications

Braking and accelerating can result in increased gas consumption and emissions; however, these effects have not been quantified. The effects would vary by location, depending on the traffic volumes, operating speeds, and number of devices installed.

Other Considerations/Implications

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

Public Notice

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

Attachments

1. Speed Hump Pilot Project Locations
2. Online Survey Summary
3. Resident Feedback
4. Stakeholder Feedback

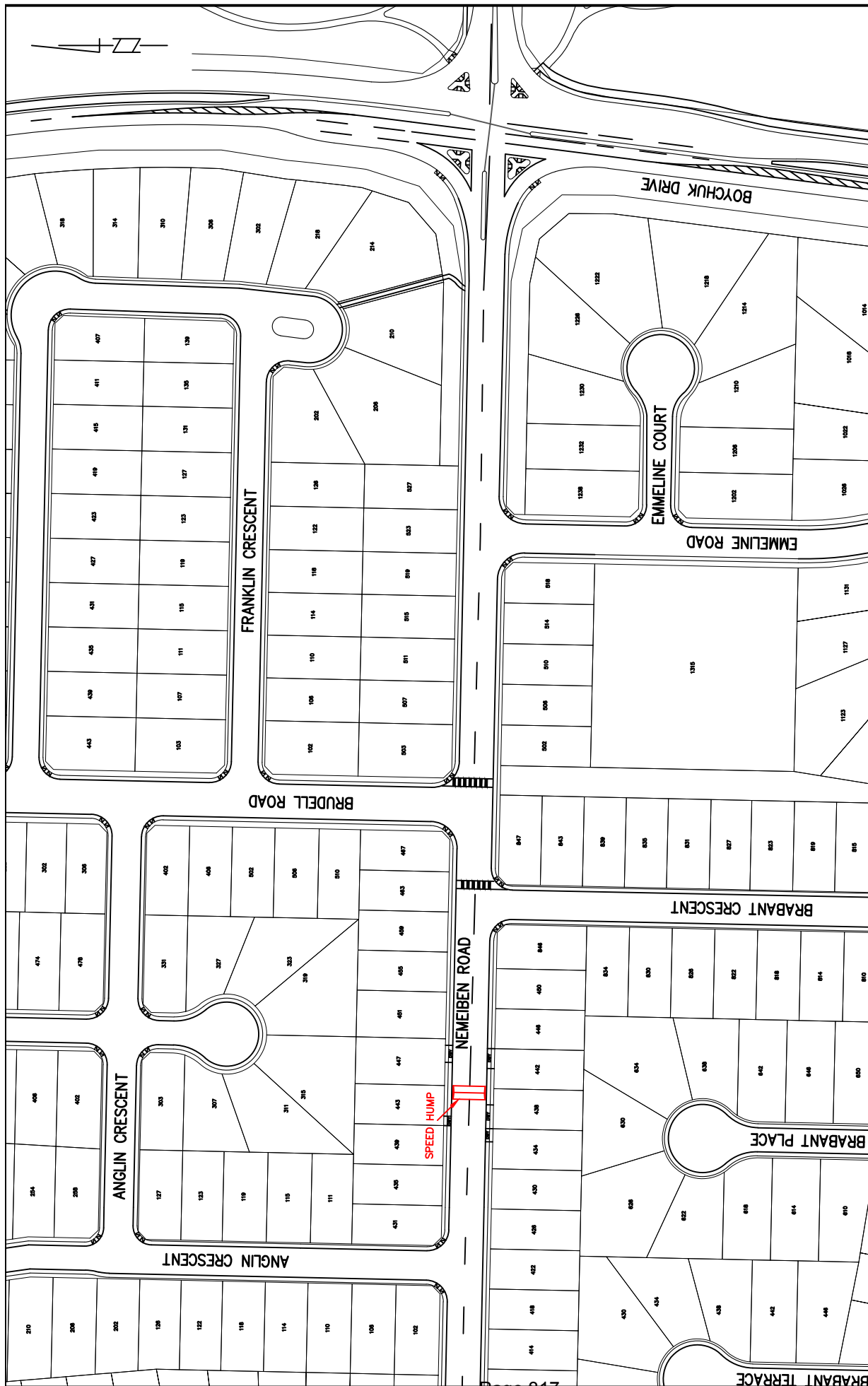
Report Approval

Written by: Minqing Deng, Transportation Engineer, Transportation
Nathalie Baudais, Senior Transportation Engineer, Transportation
Reviewed by: David LeBoutillier, Acting Engineering Manager, Transportation
Jay Magus, Acting Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation &
Construction Department

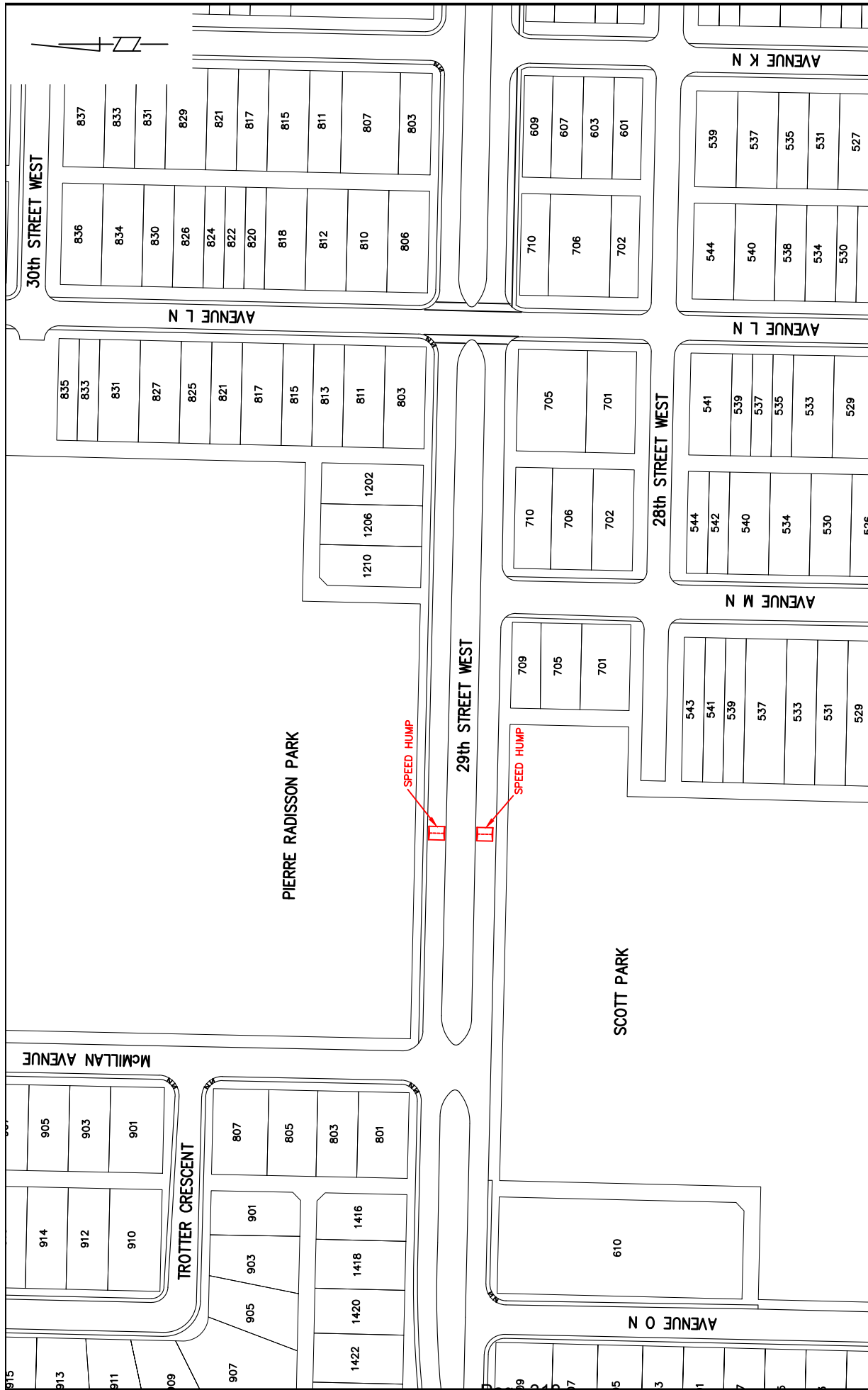
Admin Report - Neighbourhood Traffic Management – Vertical Traffic Calming Devices Pilot Project Update.docx



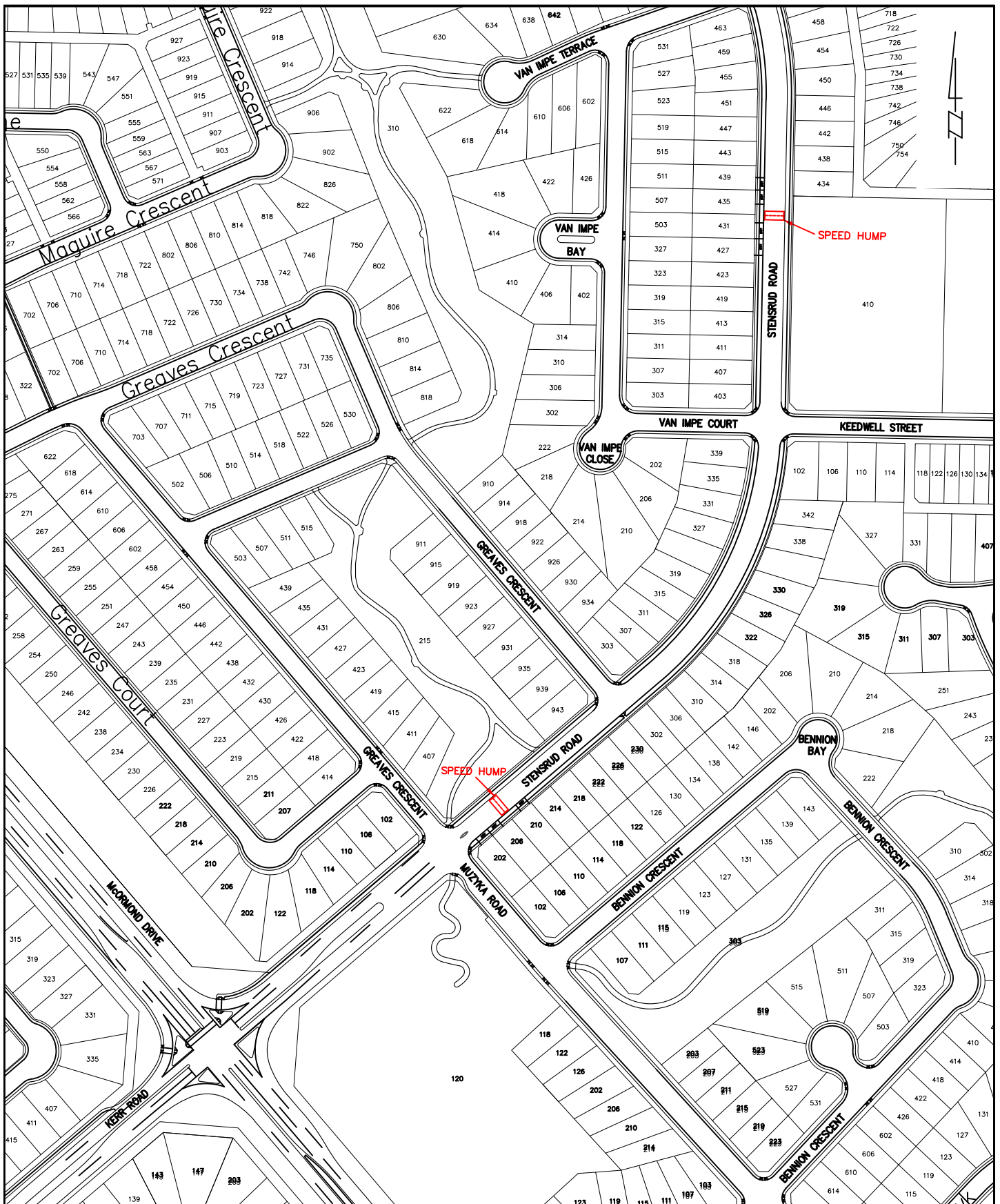
VIC BOULEVARD – STONEBRIDGE
SPEED HUMP PILOT PROJECT LOCATION



NEMEIBEN ROAD – LAKERIDGE
SPEED HUMP PILOT PROJECT LOCATION



29th STREET WEST – WESTMOUNT SPEED HUMPH PILOT PROJECT LOCATION



STENSRUD ROAD — WILLOWGROVE
SPEED HUMP PILOT PROJECT LOCATION

Speed Hump Survey (Oct 2018)

SurveyMonkey

Q1 Please provide us with your first and last name.

Answered: 1,222 Skipped: 9

Speed Hump Survey (Oct 2018)

SurveyMonkey

Q2 Please provide us with your street address.

Answered: 1,225 Skipped: 6

Speed Hump Survey (Oct 2018)

SurveyMonkey

Q3 What are your general impressions of speed humps?

Answered: 1,223 Skipped: 8

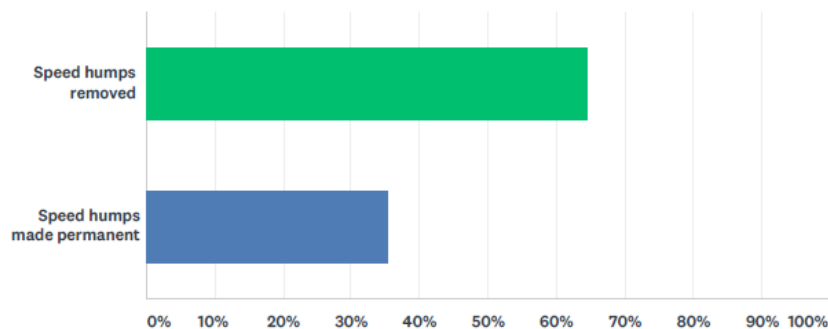
Answers are grouped in Attachment 3.

Speed Hump Survey (Oct 2018)

SurveyMonkey

Q4 The decision of whether to make the speed humps a permanent road fixture will be informed by multiple sets of data. One item of consideration will be resident feedback. What would you like to see?

Answered: 1,221 Skipped: 10



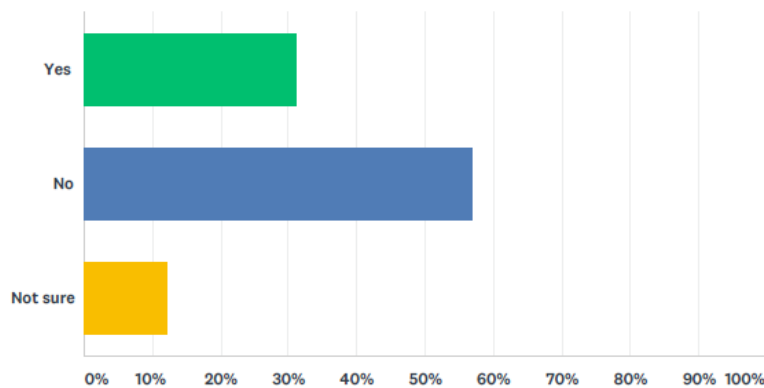
ANSWER CHOICES	RESPONSES	
Speed humps removed	64.70%	790
Speed humps made permanent	35.30%	431
TOTAL		1,221

Q5 At an upcoming meeting of the Standing Policy Committee on Transportation, City Council will review the complete temporary speed hump installation dataset (including resident feedback) and make their decision. If you would like to be notified when this report goes before Committee, please provide us with your email address.

Answered: 566 Skipped: 665

Q6 Do you support expanding the use of speed humps throughout the city?

Answered: 1,219 Skipped: 12

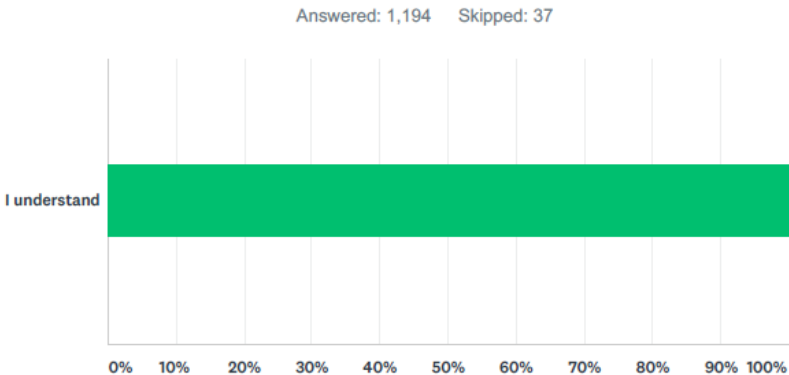


ANSWER CHOICES	RESPONSES	
Yes	31.09%	379
No	56.85%	693
Not sure	12.06%	147
TOTAL		1,219

Q7 Is there any other feedback you'd like to share?

Answered: 762 Skipped: 469

Q8 Thank you for taking the time to complete our survey. You will be updated via a resident notice when a decision has been reached about speed hump installations in your neighbourhood. Please be advised that the temporary speed humps will be removed. Weather permitting, this will take place in the next few weeks.



ANSWER CHOICES		RESPONSES	
I understand		100.00%	1,194
Total Respondents: 1,194			

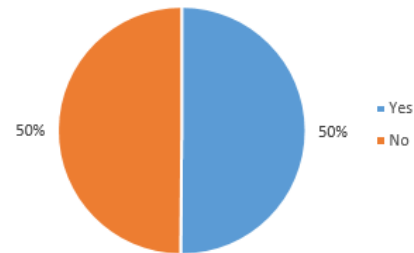
Support for Permanent Installation

Vic Boulevard

No homes with frontage

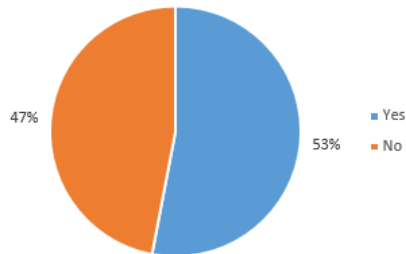
N/A

All responses from Stonebridge neighbourhood

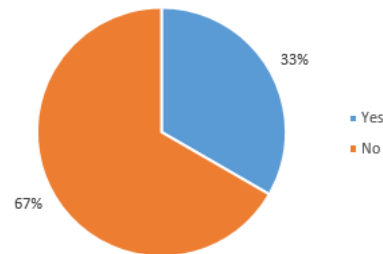


Nemeiben Road

Responses from home with frontage on the block of speed hump installation

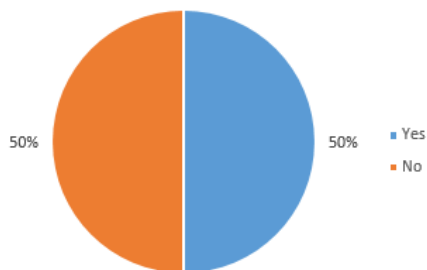


All responses from Lakeridge neighbourhood

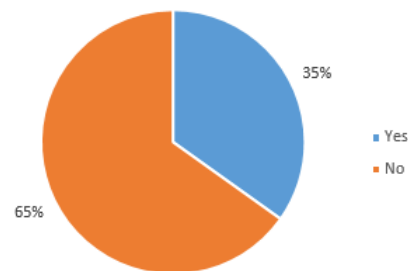


29th Street West

Responses from home with frontage on the block of speed hump installation

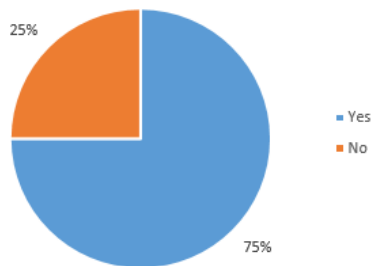


All responses from Westmount neighbourhood

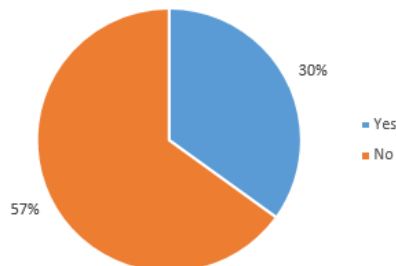


Stensrud Road

Responses from home with frontage on the block of speed hump installation



All responses from Willowgrove neighbourhood



Resident Feedback

	In support of speed humps	In objection to speed humps
Safety	<ul style="list-style-type: none"> Decreased collisions and near misses due to slower speeds Easier to back out of driveways due to slower down traffic 	<ul style="list-style-type: none"> Increased collisions, near misses, rear ends due to hard braking at the speed hump Interrupted traffic flow, intersections feel less safe Difficult to back out of driveways due to re-routed traffic
Pedestrian Safety	<ul style="list-style-type: none"> Enhanced pedestrian and children's safety due to slower speeds Increased compliance for drivers yielding to pedestrians 	<ul style="list-style-type: none"> Crossing pedestrians may have a false sense of security Not enough pedestrian volume to warrant calming measures
Noise & Vibration	<ul style="list-style-type: none"> Decreased vibration and noise since traffic is slower and traffic volume is reduced 	<ul style="list-style-type: none"> Increased vibration and noise caused by vehicles passing over the speed hump and braking / acceleration noise at the speed hump
Speed	<ul style="list-style-type: none"> Traffic slows down in neighbourhood Concerned with high speeds in corridor and speed hump helps reduce speeding 	<ul style="list-style-type: none"> Traffic stops instead of slowing down, causes congestion Posted speed limit should reflect the speed required to pass over the speed hump Slow traffic for a short distance only No speed concerns in corridor
Travel Time	<ul style="list-style-type: none"> Travel time increase is not significant Delays are balanced by feelings of improved safety 	<ul style="list-style-type: none"> Speed humps caused delay
Location	<ul style="list-style-type: none"> Speed humps should be placed near crosswalks, parks and school zones Speed humps near intersections can facilitate turning movements from minor street 	<ul style="list-style-type: none"> Speed humps should be used in residential areas with high pedestrian demand Speed humps should not be placed close to intersections Speed humps should not be placed on major collector roads, or high volume traffic roadways
Enforcement		<ul style="list-style-type: none"> Enforcement should be used to address speeding instead of speed humps

Shortcutting		<ul style="list-style-type: none"> • Drivers choosing alternate routes to avoid going over speed humps
Emergency services		<ul style="list-style-type: none"> • Speed humps could cause delays in emergency service response time
Comfort		<ul style="list-style-type: none"> • Jolting motion results in back injuries • Speed humps tested were too large
Costs		<ul style="list-style-type: none"> • Increased operating and maintenance costs for vehicles
Other	<ul style="list-style-type: none"> • Proactive. Small price to pay to keep children safe • Good size, not too aggressive, big enough to slow traffic down • Better than traffic signs. • Would also like to see speed display boards 	<ul style="list-style-type: none"> • Waste of money • Sun reflection in eyes from the speed hump creates hazard • All motorists get punished for a few violators • The profile has sharp edges, prefer smooth profile • Damages vehicles, decreases fuel efficiency and increases gas emission • Nuisance, annoyance; frustrates drivers resulting in aggressive driving rather than calmed traffic. • Too big, too high, too aggressive • Traffic signs are better. • Speed display board, photo radar, police enforcement, reduce speed limit for residential area are all better solutions. • Need more data (collision info, ped volume, speed, cost etc.), more engagement before pilot project

Stakeholder Feedback

Stakeholder	Comments
Saskatoon Transit	<ul style="list-style-type: none"> • Opposed to speed hump traffic calming devices. Due to the very low clearance of buses there is the potential to damage the buses. • Speed humps result in reduced fuel efficiency and increased gas consumption due to braking and acceleration actions. • Speed humps are a source of excessive wear on tires, suspension systems and shock absorbers. • Speed humps cause discomfort to drivers and passengers. • Speed humps can cause passengers walking down the aisles fall and injure themselves. • Support the use of speed cushion which would allow buses to pass through without difficulty.
Roadways & Operations	<ul style="list-style-type: none"> • Speed humps can damage snow removal equipment and should be removed for winter unless they have a smooth, rounded profile.
Saskatoon Fire Department	<ul style="list-style-type: none"> • Willing to accommodate devices like speed cushions that they can pass over without slowing. • Opposed to vertical traffic calming devices. Vertical devices are not in the best interest for timely, safe responses to incidents. On each call, the truck will have to slow down to drive over the devices to prevent damage to the vehicle and equipment, and prevent injury to the crew.
Medavie Health Services West	<ul style="list-style-type: none"> • Support the use of speed humps. The speed hump adds seconds to the response times, not minutes. Since the areas with speed humps are mostly residential, Medavie drivers are already driving at slower speeds.



STANDING POLICY COMMITTEE ON TRANSPORTATION

Amendments to Bylaw No. 7200, The Traffic Bylaw – Pick Up and Delivery Vehicle Routes and Long Haul Truck Routes

Recommendation of the Committee

1. That Schedule 8 and Schedule 8a in Bylaw No. 7200, The Traffic Bylaw be updated to include the recently opened Chief Mistawasis Bridge and associated roads; and
2. That the City Solicitor be requested to prepare the appropriate amendment to Bylaw No. 7200, The Traffic Bylaw.

History

At the February 11, 2019 Standing Policy Committee on Transportation meeting, a report of the A/General Manager, Transportation & Construction dated February 11, 2019 was considered.

Attachment

February 11, 2019 report of the A/General Manager, Transportation & Construction.

Amendments to Bylaw No. 7200, The Traffic Bylaw – Pick Up and Delivery Vehicle Routes and Long Haul Truck Routes

Recommendation

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

1. That Schedule 8 and Schedule 8a in Bylaw No. 7200, The Traffic Bylaw be updated to include the recently opened Chief Mistawasis Bridge and associated roads; and
2. That the City Solicitor be requested to prepare the appropriate amendment to Bylaw No. 7200, The Traffic Bylaw.

Topic and Purpose

The purpose of this report is to amend Bylaw No. 7200, The Traffic Bylaw to include Chief Mistawasis Bridge and associated roads on Schedule 8 and Schedule 8a.

Report Highlights

Schedules 8 and 8a require revision to reflect the most up-to-date road network.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing for the movement of people and goods around the city efficiently and safely.

Background

Bylaw No. 7200, The Traffic Bylaw is used to regulate vehicular and pedestrian traffic. The Transportation division is administratively responsible for the bylaw which includes the following schedules:

- Schedule No. 8 – Pick Up and Delivery Vehicle Routes
- Schedule No. 8a – Long Haul Vehicle Routes

On October 2, 2018, the Chief Mistawasis Bridge, and new segments of McOrmond Drive and Central Avenue opened to the public.

Report

The existing Schedule 8 and Schedule 8a do not include the Chief Mistawasis Bridge and the new segments of McOrmond Drive and Central Avenue. Accordingly, these schedules require revision to reflect the most up-to-date road network.

The new Chief Mistawasis Bridge, and the new McOrmond Drive and Central Avenue road segments are not intended to be Pick Up and Delivery or the Long Haul Vehicle Routes. Including this information in the bylaw would provide clarity for road users.

Communication Plan

The Transportation division is in regular communication with applicants and will review the changes during routine conversations, and when responding to inquiries or applications. Bylaw No. 7200, The Traffic Bylaw and any relevant documents to reflect these changes will be updated online.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The bylaw amendments will be in place early 2019.

Public Notice

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

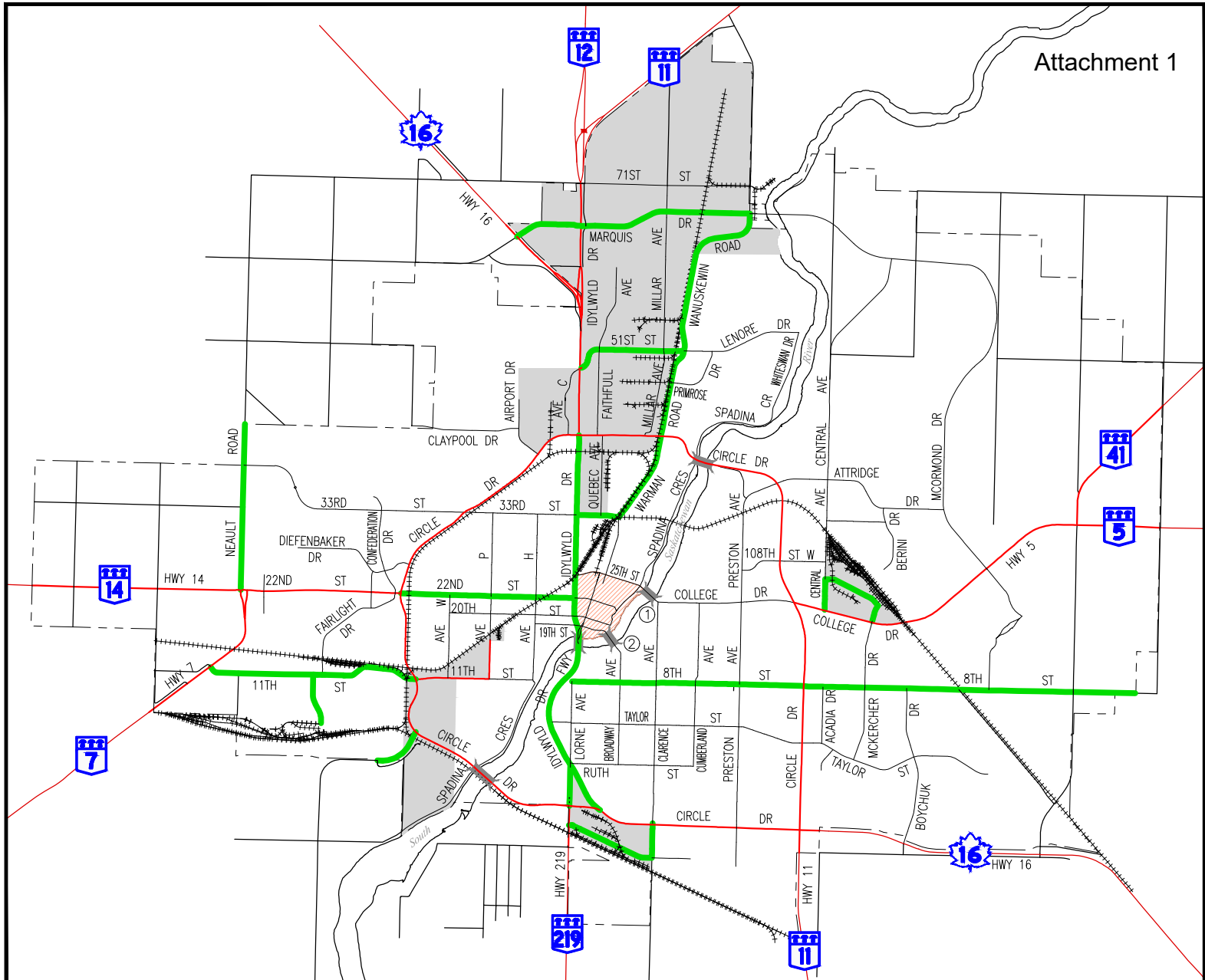
Attachments

1. Pick Up and Delivery Vehicle Routes
2. Long Haul Vehicle Routes

Report Approval

Written by:	Thomas Simpson, Customer Service Manager, Transportation
Reviewed by:	Jay Magus, Acting Director of Transportation
Approved by:	Angela Gardiner, Acting General Manager, Transportation & Construction Department

Admin Report - Amendments to Bylaw No. 7200, The Traffic Bylaw – Pick Up and Delivery Vehicle Routes and Long Haul Truck Routes .docx



Pick Up and Delivery Vehicle Routes

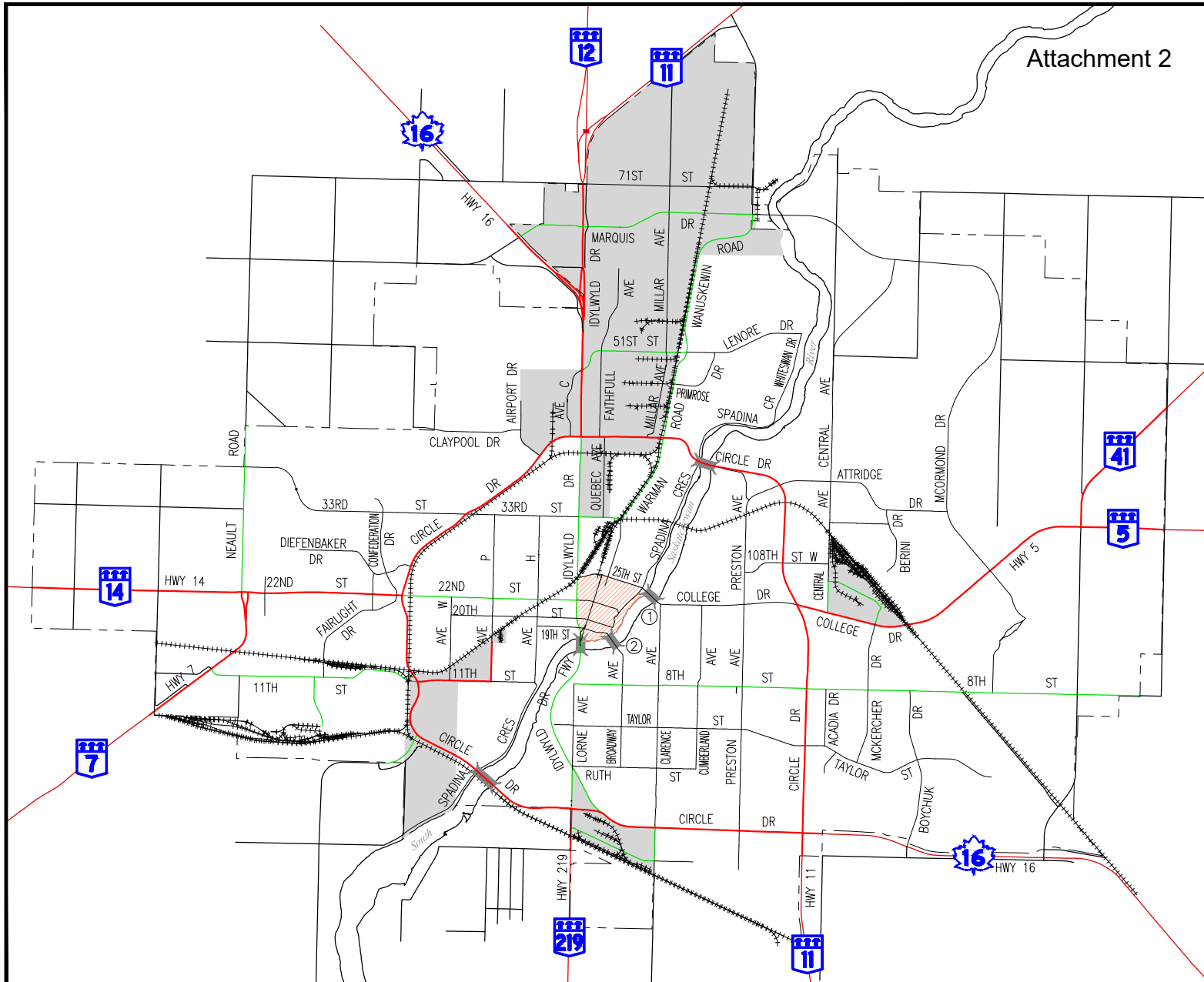
LEGEND

- PICK UP AND DELIVERY VEHICLE ROUTE
- ARTERIAL ROAD NETWORK
- - - - - CITY LIMITS
- +++++ RAILWAY TRACKS
- UNRESTRICTED AREA
62,500 kg MAX (137,700 lbs.)
- CENTRAL BUSINESS DISTRICT
- ① UNIVERSITY BRIDGE - 37,500 kg MAX (82,000 lbs.)
- ② BROADWAY BRIDGE - 37,500 kg MAX (82,000 lbs.)

NOTES:

1. Vehicles with a GVW of 8,000kg or less may use all streets.
2. Level 1 Trucks: 8,001 kg to 31,600 kg (17,600 lbs to 69,600 lbs)
 - Must follow Pick Up and Delivery Vehicle Routes as shown.
 - Deliveries and/or pickups off these routes must follow most direct route to destination on arterial road network to other City streets or route approved.
 - May operate in Central Business District at anytime for making deliveries & pickups or performing a service.
3. Level 2 Trucks: up to 46,500 kg (102,500 lbs)
 - Must follow Pick Up and Delivery Vehicle Routes as shown.
 - Deliveries and/or pickups off these routes must follow most direct route to destination on arterial road network to other City streets or route approved.
 - May NOT operate in Central Business District between 07:00 to 18:00 without a permit, unless making a delivery, pick up or performing a service within the Central Business district.
4. Level 3 Trucks: up to 62,500 kg (137,700 lbs)
 - Permit required using Pick Up and Delivery Vehicle Routes as shown except as route shown on schedule 8a.
 - May NOT operate in Central Business District at any time without a permit.
6. Maximum dimensions are outlined in Section 46 and 47 of Bylaw 7200.
7. See Schedule 7 for maximum gross vehicle and axle weight.





Long Haul Vehicle Routes

LEGEND

— LONG HAUL VEHICLE ROUTE

— ARTERIAL ROAD NETWORK

--- CITY LIMITS

++++ RAILWAY TRACKS

UNRESTRICTED AREA
62,500 kg MAX (137,700 lbs.)

CENTRAL BUSINESS DISTRICT

① UNIVERSITY BRIDGE - 37,500 kg MAX (82,000 lbs.)

② BROADWAY BRIDGE - 37,500 kg MAX (82,000 lbs.)

NOTES:

1. Vehicles with a GVW of 8,000kg or less may use all streets.
2. Level 1, 2 and 3 trucks as defined in Schedule No. 7 are allowed on Long Haul Vehicle Routes and in unrestricted area up to a max weight of 62,500 kg (137,700 lbs) without permit.
3. Maximum dimensions are outlined in Section 46 and 47 of Bylaw 7200.
4. See Schedule 7 for maximum gross vehicle and axle weight.





STANDING POLICY COMMITTEE ON TRANSPORTATION

Request to Exceed 25% of Contract No. 18-0005, East Side Resurfacing

Recommendation of the Committee

That the Administration be given approval for Contract No. 18-0005, East Side Resurfacing with Prairie Paving Inc. to exceed 25% of the contract value.

History

At the February 11, 2019 Standing Policy Committee on Transportation meeting, a report of the A/General Manager, Transportation & Construction dated February 11, 2019 was considered.

Attachment

February 11, 2019 report of the A/General Manager, Transportation & Construction.

Request to Exceed 25% of Contract No. 18-0005, East Side Resurfacing

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Administration be given approval for Contract No. 18-0005, East Side Resurfacing with Prairie Paving Inc. to exceed 25% of the contract value.

Topic and Purpose

The purpose of this report is to request City Council approval to exceed 25% of the contract value for Contract No. 18-0005, East Side Resurfacing with Prairie Paving Inc.

Report Highlights

1. In April 2018, the City of Saskatoon awarded Contract No. 18-0005, East Side Resurfacing to perform concrete preservation work and roadway resurfacing at various locations.
2. As a result of the additional Kootenay Drive light roadway reconstruction to this contract, the total costs exceeded 25% of the contract value.

Strategic Goals

This report supports the Strategic Goal of the long-term strategy for Continuous Improvement and Quality of Life by providing repairs to deteriorated streets and sidewalks in City neighbourhoods.

Background

In March 2018, Contract No. 18-0005, East Side Resurfacing was advertised and awarded on April 2, 2018 to Prairie Paving Inc. The scope of work included removal and replacement of sidewalks meeting replacement criteria, and resurfacing adjacent roadways on various streets.

Report

As a result of the elimination of asphalt overlays of concrete sidewalks in 2016, the amount of sidewalk panels that were completely replaced along portions of Preston Avenue, Arlington Avenue, Boychuk Drive and McKercher Drive exceeded the initial estimates.

Furthermore, a change order was issued to add the Kootenay Drive location to Contract No. 18-0005, East Side Resurfacing, and construction was finished by October 2018.

The initial estimate for Kootenay Drive reconstruction was estimated that 60% of the road would require deep patching to repair the structure. After milling the surface, it was

identified that approximately 87% of the road would require deep patching due to unfavorable subgrade conditions.

Policy Implications

According to Policy A02-027, Corporate Purchasing Procedure, prior to December 1, 2018, City Council approval is required for contract increases above 25% of the original contract value.

Financial Implications

Details of the costs pertaining to Contract No. 18-0005, East Side Resurfacing are as follows:

Original Contract Cost	\$4,443,909.96
GST (5%)	222,195.50
PST (6%)	<u>\$ 266,634.60</u>
Final Contract Cost	\$4,932,740.06
Less Original Contract Cost	<u>(3,900,714.55)</u>
Subtotal Cost over Original Cost	\$1,032,025.51
GST Rebate (5%)	<u>(222,195.50)</u>
Total Net Cost to the City	<u>\$ 809,830.01</u>

The summary above shows that Contract No. 18-0005, East Side Resurfacing exceeded 25% of the original contract amount and therefore requires City Council approval.

There is sufficient funding available in Capital Project # 2270 – Paved Roads and Sidewalk Preservation and Public Transit Infrastructure Fund to cover the increased costs of this contract.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The contract was completed on October 18, 2018, and all remaining costs have been accounted for in the increased budget.

Public Notice

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

Report Approval

Written by: Megan Schindel, Project Engineer, Construction & Design
Reviewed by: Andy McMeekin, Senior Project Manager, Construction & Design
Chris Duriez, Asset Preservation Manager, Major Projects & Preservation
Tim Bushman, Engineering Manager, Construction & Design
Celene Anger, Director of Construction & Design

Request to Exceed 25% of Contract No. 18-0005, East Side Resurfacing

Approved by: Angela Gardiner, Acting General Manager, Transportation &
 Construction Department

Admin Report TRANS - Request to Exceed 25% of Contract No. 18-0005, East Side Resurfacing.docx



STANDING POLICY COMMITTEE ON TRANSPORTATION

Request to Exceed in Excess of 25% of PO 360837, Cummins Engine Repairs and/or Parts

Recommendation of the Committee

1. That the Administration be given approval for PO 360837 with Cummins Western Canada for repair of engines and/or engine parts for Transit Bus engines to exceed 25% of the blanket order value and be extended by \$1,092,295.08 including taxes; and
2. That Purchasing Services issue the appropriate change order.

History

At the February 11, 2019 Standing Policy Committee on Transportation meeting, a report of the A/General Manager, Transportation & Construction dated February 11, 2019 was considered.

Attachment

February 11, 2019 report of the A/General Manager, Transportation & Construction.

Request to Exceed in Excess of 25% of PO 360837, Cummins Engine Repairs and/or Parts

Recommendation

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

1. That the Administration be given approval for PO 360837 with Cummins Western Canada for repair of engines and/or engine parts for Transit Bus engines to exceed 25% of the blanket order value and be extended by \$1,092,295.08 including taxes; and
2. That Purchasing Services issue the appropriate change order.

Topic and Purpose

The purpose of this report is to request City Council approval for PO 360837 with Cummins Western Canada (Cummins) to exceed 25% of the original purchase order value.

Report Highlight

1. To continue to meet operational needs, PO 360837, Cummins Engine Repairs and/or Parts must be extended by \$1,092,295.08 (including taxes).
2. The requirement for support has grown with the technological changes to Saskatoon Transit propulsion systems over the last few years.

Strategic Goals

This report supports the Strategic Goal of Moving Around through strategically moving people around the city and providing an accessible and safe transit system. This report also supports the Strategic Goal of Asset & Financial Sustainability by strategically maintaining assets in order to minimize total costs.

Background

Saskatoon Transit has 145 buses in the fleet with 136 buses having engines built by Cummins. Since 2002, all new diesel powered transit buses, regardless of manufacturer, have been delivered with Cummins engines. Since 2008, Cummins has been the only provider of engines approved to meet North American emissions requirements.

Report

Purchase Order Contract

In March 2015, Saskatoon Transit entered into a blanket purchase order supply contract with Cummins for the supply of parts and services for bus engines. The contract was for five years; with a yearly value of \$300,000 totalling \$1,500,000. The contract is in year four and, to date, has exceeded the original purchase order value by \$600,000 or 40%.

Operational Needs

In 2018, Saskatoon Transit replaced nine bus engines and in working through the process to replace a tenth engine, the over expenditure was flagged. 2018 engine replacements were double that of 2017 and the projection for 2019 will be approximately ten, based on the average age of engine failure for the 39 buses purchased in 2006, 2007, and 2008.

Options to the Recommendation

There are no options as Cummins is the only engine supplier that meets the North American emissions standards.

Policy Implications

The recommendation is in accordance with the Corporate Purchasing Procedure (Council Policy C02-045) where the request for extension exceeds 25% of the approved purchase order value and requires City Council approval.

Financial Implications

Details of the costs pertaining to PO 360837 with Cummins are as follows:

Original Contract Cost	\$1,351,351.35
Over Expenditure (to date)	533,599.17
Additional Estimate 2019 Replacements	450,450.45
GST	116,770.28
PST	140,124.06
Total	<u>\$2,592,295.31</u>

There is sufficient funding in the Transit Maintenance Operating Budget, and Capital Project #1194 – TR-Engine Overhaul to fund the additional costs.

The above shows that PO 360837, Cummins Engine Repairs and/or Part exceeds 25% of the original contract amount and therefore requires City Council approval.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Prior to completion of this blanket purchase order at the end of 2019, the Administration will undertake a comprehensive review to consider all options for engine replacement in the future.

Public Notice

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

Report Approval

Written by: Paul Bracken, Maintenance Manager, Saskatoon Transit
Reviewed by: James McDonald, Director of Saskatoon Transit
Approved by: Angela Gardiner, Acting General Manager, Transportation &
Construction Department

Admin Report - Request to Exceed in Excess of 25% of PO 360837, Cummins Engine Repairs and/or Parts.docx



GOVERNANCE AND PRIORITIES COMMITTEE

2019 Annual Appointments – Boards, Commissions and Committees

Recommendation of the Committee

That the recommended appointments to Boards, Commissions and Committees as noted by the City Clerk and included in this report, be approved.

History

At its Regular Business meetings held on November 19 and December 17, 2018 and January 28, 2019, City Council made appointments to various Boards, Commissions and Committees.

Report

Your Committee has considered additional and outstanding appointments and submits the following recommendations for City Council's consideration.

1. Municipal Heritage Advisory Committee (File No. CK. 225-18)

That Mr. Brendan Wehrkamp be appointed to the Municipal Heritage Advisory Committee, representing the Saskatoon Association of REALTORS® Inc., to the end of 2019.

Public Art Advisory Committee (File No. CK. 175-58)

That Ms. Lilia Buza be appointed a citizen representative on the Public Art Advisory Committee to the end of 2020.

Saskatoon Accessibility Advisory Committee (File No. CK. 225-70)

That the following be appointed citizen representatives on the Saskatoon Accessibility Advisory Committee to the end of 2020:

- Ms. Julia Adamson; and
- Ms. Shirley Haines

Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees – Board of Trustees (File No. CK. 175-40)

That Ms. Kari Smith, Manager of Financial Planning, be appointed a management representative on the Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees Board of Trustees.



GOVERNANCE AND PRIORITIES COMMITTEE

Remai Modern Art Gallery of Saskatchewan Board of Directors and Saskatoon Gallery and Conservatory Corporation (Mendel Art Gallery) Board of Trustees (File No. CK. 175-27)

City Council wants to express appreciation to everyone who has helped Saskatoon to open our community's world class art museum to local, national and international acclaim.

As the Remai Modern Art Gallery of Saskatchewan is in a transition phase while the search for a new Chief Executive Officer is underway, City Council remains focused on supporting the gallery to fulfill the mandate of our community's modern art museum.

That the City's representative be instructed to vote the City's proxy at the 2019 Annual General Meetings of the Remai Modern Art Gallery of Saskatchewan Board of Directors and the Saskatoon Gallery and Conservatory Corporation Board of Trustees for the appointments of Mr. Grant McConnell, Ms. Allison Lachance, Ms. Debra Pozega Osburn, Mr. Louis Christ, Mr. Doug Matheson; and reappointments of Dr. Grant Stoneham and Dr. Fatima Coovadia throughout a term expiring at the conclusion of the 2021 Annual General Meetings;

2. That applications remain open for remaining vacancies (with advertising as appropriate) on the Municipal Heritage Advisory Committee, Public Art Advisory Committee, Marr Residence Management Board, Saskatoon Municipal Review Commission, City Mortgage Appeals Board/Access Transit Appeals Board, Remai Modern Art Gallery of Saskatchewan Board of Directors and Saskatoon Gallery and Conservatory Corporation (Mendel Art Gallery) Board of Trustees and Library Board; and the City Clerk communicate same with the impacted Committees/Boards and related community partners/agencies; and
3. That consideration of appointments to the Civic Naming Committee be deferred until such time as the Terms of Reference have been finalized (March, 2019 meeting).

From: Alison Norlen <City.Council@Saskatoon.ca> on behalf of Alison Norlen
<City.Council@Saskatoon.ca>
Sent: Friday, February 22, 2019 8:50 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Friday, February 22, 2019 - 08:50
Submitted by anonymous user: 174.2.170.192
Submitted values are:



Date: Friday, February 22, 2019
To: His Worship the Mayor and Members of City Council
First Name: Alison
Last Name: Norlen

Email: [REDACTED]

Address: [REDACTED] Ave H N

City: Saskatoon

Province: Saskatchewan

Postal Code: S7L [REDACTED]

Name of the organization or agency you are representing (if applicable): Remai

Subject: non-re-appointment

Meeting (if known):

Comments: i wish my name to be publicly released as one of the executive board members who was not re-appointed

Attachments:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/285216>

Sproule, Joanne

From: Chad, Karen <[REDACTED]>
Sent: Friday, February 22, 2019 1:46 PM
To: Sproule, Joanne
Subject: Letter of Resignation

Hi Joanne,

I am writing in regards to Agenda Item 8.5.1 of City Council's Regular Business meeting on Monday, February 25, 2019. I wish to confirm to City Council that I notified my colleagues on the Remail Modern board in October that I would not seek another term on the board. Thanks to City Council for the opportunity to serve in this capacity.

Warm regards,

Karen

Karen Chad, Ph.D.
Vice-President Research
University of Saskatchewan
Room 201, Peter MacKinnon Building
107 Administration Place
Saskatoon, SK S7N 5A2 Canada
Telephone: [REDACTED]
Facsimile: [REDACTED]
Email: [REDACTED]

Sproule, Joanne

From: Gamracy, Veronica <[REDACTED]>
Sent: Friday, February 22, 2019 3:02 PM
To: Sproule, Joanne
Subject: FW: Remail Modern

Joanne,

I am, once again, submitting my letter of resignation from the Remail Modern, (attached below) to be included on the agenda (Item 8.5.1) of the upcoming City Council regular business meeting of Feb 25, 2019.

Thx,

Veronica Gamracy

[REDACTED]

Sections 15(1)(b), 16(1) (b) and (d) and 28 (1) of
LAFOIP

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Sproule, Joanne

From: Trent Bester <[REDACTED]>
Sent: Friday, February 22, 2019 3:32 PM
To: Sproule, Joanne
Subject: Remail Modern - Application for Re-Nomination

Hi Joanne

I am writing in regards to Agenda Item 8.5.1 of City Council's Regular Business meeting on Monday, February 25, 2019. I wish to confirm to City Council that I am not seeking re-nomination to the Remail Modern Board. I will be available to assist in any transition of my Board duties through the end of my current term. It has been my pleasure to serve on the Board for the past 4 years and I will continue to support the Gallery as a patron and in the community.

Sincerely,
Trent Bester

Trent Bester
SENIOR VICE PRESIDENT, CONSULTING & PUBLIC SECTOR

DIRECT [REDACTED]
PH. [REDACTED]
FAX [REDACTED]
CELL [REDACTED]
TOLL FREE 1.877.500.0778
119 4th Ave South
Suite 800
Saskatoon, SK
S7K 5X2

mnp.ca



This email and any accompanying attachments contain confidential information intended only for the individual or entity named above. Any dissemination or action taken in reliance on this email or attachments by anyone other than the intended recipient is strictly prohibited. If you believe you have received this message in error, please delete it and contact the sender by return email. In compliance with Canada's Anti-spam legislation (CASL), if you do not wish to receive further electronic communications from MNP, please reply to this email with "REMOVE ME" in the subject line."

Sproule, Joanne

From: Richards, Jenna [REDACTED] >
Sent: Friday, February 22, 2019 5:34 PM
To: Sproule, Joanne
Subject: 8.5.1

City Clerk:

I am writing in regards to Agenda Item 8.5.1 of City Council's Regular Business meeting on Monday, February 25, 2019. I wish to advise City Council of my resignation on the Remai Modern Board that was given February 19, 2019, effective immediately after the March 2019 Annual General Meeting. Thank you for the opportunity to serve the City of Saskatoon.

Respectfully,

Jenna Richards, CPA, CA

Sproule, Joanne

From: Garnet Davis McElree <[REDACTED]>
Sent: Sunday, February 24, 2019 5:34 PM
To: Sproule, Joanne
Subject: Notice of withdrawal Remail Modern Board application

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Feb. 23, 2019

Dear Joanne Sproule,
City Clerk, City of Saskatoon

I am writing in regards to Agenda Item 8.5.1 of City Council's Regular Business meeting on Monday, February 25, 2019. I wish to advise City Council that I regretfully withdrew my application for reappointment to The Remail Modern Board for the next term and kindly request to have this added to the agenda.

Thank you for the opportunity to serve.

Garnet McElree
Chief Creative Officer/Partner, LMNO Consulting
Saskatoon, SK



STANDING POLICY COMMITTEE ON TRANSPORTATION

Parking Time Restrictions in Residential Neighbourhoods

Recommendation of the Committee

1. That City Council direct the Administration to amend *The Traffic Bylaw* in order to implement a city-wide, 72-hour, on-street parking restriction from the current 36 hours, leaving the current notice period of 36 hours in place; and
2. That City Council direct the Administration to include restrictions to the parking time limit, as part of *The Traffic Bylaw* public education strategy.

History

At the February 11, 2019 Standing Policy Committee on Transportation meeting, a report of the A/General Manager, Transportation & Construction dated February 11, 2019 was considered.

Attachment

February 11, 2019 report of the A/General Manager, Transportation & Construction.

Parking Time Restrictions in Residential Neighbourhoods

Recommendation

That the report of the General Manager, Transportation & Construction dated February 11, 2019, be received as information.

Topic and Purpose

This report provides information on parking time restrictions in residential neighbourhoods.

Report Highlights

1. A brief jurisdictional review is provided of how other cities address parking time restrictions.
2. An option to eliminate parking time restrictions in residential areas was considered.
3. The issue of parking time restrictions affects all neighborhoods, and it is not appropriate to provide exemptions to the current 36-hour parking time restriction only in the Residential Parking Permit (RPP) area.
4. The Administration will enhance public awareness of the 36-hour parking time restriction.

Strategic Goals

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.

This report also supports the Strategic Goal of Asset and Financial Sustainability by providing annual sweeping and snow removal programs that are efficient and responsive to the needs of citizens, preserves air quality, reduces the amount of debris in storm water runoff, improves road safety and mobility, and improves overall cleanliness for citizens and visitors.

Background

At its meeting held on April 16, 2018, the Standing Policy Committee on Transportation resolved:

“That the Administration consult with those involved in the residential parking review to see if there are ways to accommodate exemptions to the 36-hour parking bylaw and report back to the Standing Policy Committee on Transportation by the end of 2018.”

Parking Time Restrictions in Residential Neighbourhoods

Further, City Council, at its Regular Business Meeting held on April 30, 2018, considered and resolved:

“Whereas the 36-hour parking turnover restriction causes undue burden on those who have no access to off-street parking, that Administration provide options that maintain the 36-hour rule for City maintenance work (and maintains resident responsibility for when maintenance takes place) but offers opportunities for longer parking as appropriate.”

Additional background including several options that have been considered and presented to City Council in the past is provided in Attachment 1.

At its meeting held on December 5, 2018, the Standing Policy Committee on Transportation resolved:

“That the Administration report back on potential strategies to educate the public regarding the particulars of The Traffic Bylaw.”

Report

Jurisdictional review

A review of how other cities address parking in residential areas was completed and is summarized in the table below:

City	Parking Time Limit Restrictions	Restrictions during Maintenance/Operations	Parking Enforcement (during maintenance/operations)
Calgary	<ul style="list-style-type: none">• Vehicles parked on a street must be moved every 72 hours	<ul style="list-style-type: none">• Temporary signage posted in advance	<ul style="list-style-type: none">• No comment
Vancouver	<ul style="list-style-type: none">• Unrestricted time limit to park a registered vehicle in front of the vehicle owner's home address• All other vehicles restricted to a maximum 3 hours parking in residential area	<ul style="list-style-type: none">• Temporary signage posted in advance	<ul style="list-style-type: none">• Workers scan and note vehicles parked in advance of posting signage• Only vehicles that arrive after posting signage are ticketed and towed at owner's expense
Winnipeg	<ul style="list-style-type: none">• Unrestricted time limit for parking in residential areas	<ul style="list-style-type: none">• Temporary signage placed 24 hours in advance	<ul style="list-style-type: none">• Winnipeg Parking Authority tickets and tows vehicles prior to operations
Regina	<ul style="list-style-type: none">• No person shall park a vehicle on a street for more than 24 hours except for Saturdays and holidays	<ul style="list-style-type: none">• Temporary signage placed in advance of operations	<ul style="list-style-type: none">• No comment

Review of No Parking Time Restriction in Residential Areas

The Administration has not previously considered the option of eliminating the 36-hour parking restriction in residential areas to allow registered vehicles unrestricted periods of time to park. In this scenario, street maintenance activities would continue to post temporary 36-hour parking restrictions in advance of their operations. While this would provide more flexibility for long-term parking in residential areas, the responsibility would be on vehicle owners to continuously monitor their vehicles and be aware when street

maintenance activities are forthcoming, and provides residents with no recourse if vehicles are parked in front of their residence for extended periods of time.

The advantages of this approach include:

1. It is simple and easy to understand.
2. Unlimited use of free parking on residential streets.

The disadvantages to this approach include:

1. It is anticipated that complaints from residents about long-term parking on residential streets will significantly increase, and may require additional staff to address the increase in complaints.
 - A review of data related to the issuance of tickets for “parking for longer than 36 hours” indicated that, in the last seven months of 2018, 313 tickets were issued for that offence, of which approximately 90% arose through receipt of a complaint from a member of the public.
 - The Administration currently does not track the number of inquiries from residents concerned that the 36-hour parking limit is overly restrictive.
2. It is anticipated that many residents will object to having vehicles parked in front of their residence for unlimited periods of time, with no recourse for the removal of these vehicles parked.
3. There will be no mechanism for the removal of abandoned licensed vehicles by the City.
4. Parking time limit restrictions help to ensure parking supply is available, parking turnover can occur, and on-street vehicle storage is deterred. No other provision in the bylaw exists to address vehicles being stored on streets.
5. The current parking time limit applies to all City streets, not just residential streets. Although technically under the business license and zoning bylaw, commercial and industrial businesses should have adequate on-site parking to accommodate such uses, there is a risk that vehicle storage could spill over to on-street parking, which may impact parking for customers and employees.
6. The 36-hour time limit has historically been used to empower placement of new signage or temporary operational signage. For example, new parking signs are usually enforced a minimum of 36-hours later, and if a vehicle is still present they would have been expected to have been moved by this time.
7. Residents may be unaware of temporary signage erected to accommodate upcoming maintenance/operations if they are not regularly checking on vehicle.

The Administration is not recommending any changes to the 36-hour parking restriction provision in Bylaw No. 7200, The Traffic Bylaw (The Traffic Bylaw) at this time.

Residential Permit Parking

While the issue of parking time restrictions in residential areas could be considered as part of the RPP review, and restrictions could be made specifically in RPP areas, the issue of parking time restrictions affects all neighbourhoods.

Therefore, a more comprehensive approach is required when taking into consideration

any changes to the parking restrictions. RPP zones are in place in areas with high demand for parking, and extending the parking time limits for residents with permits to these areas specifically may be counterintuitive to providing a program that works to better manage overall parking demand.

Raising Awareness of the 36-Hour Parking Time Limit

The Administration is developing a formal response on potential strategies to educate the public on the various topics and details contained within The Traffic Bylaw. As on-street parking is regulated by The Traffic Bylaw, there are synergies between these two issues and the Administration will purposefully include the item of on-street parking as a specific topic to address in the preparation of The Traffic Bylaw educational strategy. In addition, this topic can also be considered in developing the content of the Parking Services Marketing Plan.

Initial ideas for the educational strategy that could include information on the 36-hour residential parking time restriction are as follows:

- Include as a topic in a series of Frequently Asked Questions, or Did You Knows that could be added in the social media campaign to educate the public about various segments of The Traffic Bylaw. The preliminary plan is to include these public engagement events hosted by the Transportation division such as the Neighbourhood Traffic Reviews, and in the future with the Community Transportation Reviews.
- Spotlight specific parts of The Traffic Bylaw on the City's website.
- Including in the City Pages of the StarPhoenix.
- Share information with Community Associations.

Public and/or Stakeholder Involvement

This report was prepared in consultation with the Parking Services section and the Roadways, Fleet & Support division.

Communication Plan

The 36-hour parking time restriction regulation will be highlighted in the educational strategy currently being developed by the Administration.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

There is no follow-up required.

Public Notice

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

Attachment

1. Additional Background and Previous Assessment of Options

Report Approval

Written by: Jay Magus, Acting Director of Transportation
Reviewed by: Brandon Harris, Director of Roadways, Fleet & Support
Jo-Anne Richter, Acting Director of Community Standards
Approved by: Angela Gardiner, Acting General Manager, Transportation &
Construction Department

Admin Report - Parking Time Restrictions in Residential Neighbourhoods.docx

Additional Background and Previous Assessment of Options

In 1997, City Council resolved that Bylaw No. 7200, The Traffic Bylaw be amended to reduce the then 48-hour parking time limit in residential neighbourhoods to a 36-hour parking time limit. The change was implemented to reduce the notice period and allow for earlier removal of private vehicles from the street to improve upon the efficiency and effectiveness of roadway operations and work productivity for street cleaning, snow removal, maintenance, and construction activities.

The following inquiry was made by former Councillor P. Lorje at the meeting of City Council held on March 3, 2014:

“Will the Administration please review the requirement for parking turnover of private vehicles in residential neighbourhoods. Currently cars have to be moved at least every 36 hours. This poses a difficulty for people who wish to park their car and go away for the weekend. Can consideration be given to lengthening the time restriction to 48, 60 or 72 hours.”

At its meeting held on October 10, 2017, the Standing Policy Committee on Transportation considered the Time Restrictions for Parking Turnover in Residential Neighbourhoods report that highlighted:

1. Extending parking time limits in residential neighbourhoods would raise operating costs by a minimum of \$330,000 and have significant negative operational impacts.
2. Extending parking time limits would interfere with enforcement efforts of Bylaw No. 7200, The Traffic Bylaw.

The Committee resolved:

- “1. That the Administration report back on the possibility of extending the time limit for parking in residential areas, while stipulating there will be an exemption for operational service levels; and
2. That the Administration report back on the opportunity to apply for an exemption for a finite period of time.”

At its meeting held on April 16, 2018, the Standing Policy Committee on Transportation considered a follow-up report that provided the following four options:

Option	Details	Incremental Cost
1	<ul style="list-style-type: none"> • Retain existing 36-hour parking time limit in residential areas. • Retain existing 36-hour advance notice of snow removal, street cleaning and sweeping. 	\$0
2	<ul style="list-style-type: none"> • Increase the parking time limit to 48, 60, or 72-hour parking time limit in residential areas. • Increase advance notice of snow removal, street cleaning and sweeping to 48, 60, or 72-hours, matching the parking time limit in residential areas. 	\$330,000
3	<ul style="list-style-type: none"> • Increase the parking time limit to 48, 60, or 72-hour parking time limit in residential areas. • Retain existing 36-hour advance notice of snow removal, street cleaning and sweeping. 	zero to \$400,000
4	<ul style="list-style-type: none"> • Retain existing 36-hour parking time limit in residential areas. • Retain existing 36-hour advance notice of snow removal, street cleaning and sweeping. • Provide program for residents to apply for an exemption for a finite period of time. 	unknown

An assessment of the four options and the program for residents to apply for an exemption for a finite period of time is on the following two pages.

Previous Assessment of Options

Option	Details	Positives	Negatives
1	<ul style="list-style-type: none"> Retain existing 36-hour parking time limit in residential areas. Retain existing 36-hour advance notice of snow removal, street cleaning and sweeping. 	<ul style="list-style-type: none"> Productivity, costs, and level of service for Roadways, Fleet & Support are maintained. Residents are not required to learn new policy. Parking time limit and advance notice timing is consistent, providing ease of understanding for residents. 	<ul style="list-style-type: none"> Residents that are unaware of the policy face risk of being towed.
2	<ul style="list-style-type: none"> Increase the parking time limit to 48, 60, or 72-hour parking time limit in residential areas. Increase advance notice of snow removal, street cleaning and sweeping to 48, 60, or 72-hours, matching the parking time limit in residential areas. 	<ul style="list-style-type: none"> On-street parked vehicles can remain on street for a longer period of time, although some residents may object to this. Parking time limit and advance notice timing is consistent, providing ease of understanding for residents. 	<ul style="list-style-type: none"> Loss of productivity for Roadways, Fleet & Support. Additional signage is required for Roadways, Fleet & Support, costing approximately \$180,000. Weather impacts on winter roadway operations would be more prevalent costing approximately \$150,000. Lower level of service would be provided to residents. Currently if a resident calls with a complaint about on-street parking, it takes a minimum of 36 hours for potentially the vehicle to be removed. Extending the 36-hour parking time limit to 48, 60, or 72 hours may be frustrating to residents who want quicker action taken.
3	<ul style="list-style-type: none"> Increase the parking time limit to 48, 60, or 72-hour parking time limit in residential areas. Retain existing 36-hour advance notice of snow removal, street cleaning and sweeping. 	<ul style="list-style-type: none"> Productivity, costs, and level of service for Roadways, Fleet & Support are maintained. On-street parked vehicles can remain on street for a longer period of time, although some residents may object to this. 	<ul style="list-style-type: none"> Re-education of the residents about the process would be required. Variance in parking time limit and advance notice timing may be confusing to residents. The number of vehicles towed ahead of Roadways, Fleet & Support work will increase significantly, with the towing costs incurred by the City (Note1). Currently, if a resident calls with a complaint about on-street parking, it takes a minimum of 36 hours for potentially the vehicle to be removed. Extending the 36-hour parking time limit to 48, 60, or 72 hours may be frustrating to residents who want quicker action taken.

Note 1: For example, a resident leaves on Monday morning at 8 a.m., is gone for 2.5 days, and understands that the parking restriction is 60 hours and therefore leaves his vehicle parked on the street. Roadways, Fleet & Support arrives at 10 a.m. and installs the 36-hour advanced signage ahead of street sweeping planned for the following Wednesday. The resident, believing they can leave their vehicle there for 60-hours, will have their vehicle towed in advance of the street sweeping. This process, if adopted, will significantly increase the number of vehicles towed, and as the Bylaw would not be in violation, tickets would not be issued. The City will incur the costs of towing, and an increase in resident frustration and complaints would occur due to the increased towing. In 2017, the City towed and ticketed over 4,000 vehicles in advance of the snow removal, street cleaning and sweeping operations. The costs of the towing are unknown.

Previous Assessment of Options Continued

Option	Details	Positives	Negatives
4	<ul style="list-style-type: none"> Retain existing 36-hour parking time limit in residential areas. Provide program for residents to apply for an exemption for finite period of time. Retain existing 36-hour advance notice of snow removal, street cleaning and sweeping. 	<ul style="list-style-type: none"> Productivity, costs, and level of service for Roadways, Fleet & Support is maintained. Parking time limit and advance notice timing is consistent, providing ease of understanding for residents. On-street parked vehicles can remain on street for a longer period of time, although some residents may object to this. 	<ul style="list-style-type: none"> Additional staff would be required to provide this program. At this time it is unknown and difficult to predict how many residents would use this service as opposed to moving their vehicle to a friends or family driveway, or a private lot, leaving the cost recovery potential as questionable. Residents must be aware that this program exists. The program is only feasible in the summer as the street cleaning and sweeping is scheduled in advance, and conceivably a staff member could have the program details in front of them when a resident called for an exemption (it is not a given an exemption would be provided as if a street is planned for cleaning and sweeping during the period that the resident wants an exemption, the maintenance operations would take precedence, unless additional funds are provided). In the winter, the timing of snow events is not known, and it is not feasible to provide an exemption as snow removal must occur to maintain an appropriate level of service.

Modifying the parking time limits may result in a change to service levels and increased costs. The incremental cost for the third option in the above table was reviewed by the Administration and was revised from the previous report of \$400,000 to a range of up to \$400,000. The initial estimate was determined by assuming that approximately 4,000 parking tickets issued, valued at \$100 each, would be disputed in court. Upon further consideration it is unlikely that each ticket would be disputed in court, however, the number that would be difficult to estimate in advance.

The Committee resolved:

“That the Administration consult with those involved in the residential parking review to see if there are ways to accommodate exemptions to the 36-hour parking bylaw and report back to the Standing Policy Committee on Transportation by the end of 2018.”

The residential parking review is planned to be undertaken in 2019 and a further report will address this resolution upon completion of the review.

Further, City Council, at its Regular Business Meeting held on April 30, 2018, considered and resolved:

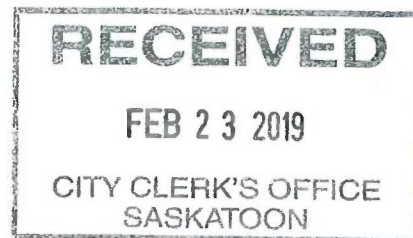
“Whereas the 36 hour parking turnover restriction causes undue burden on those who have no access to off-street parking, that administration provide options that maintain the 36-hour rule for City maintenance work (and maintains resident responsibility for when maintenance takes place) but offers opportunities for longer parking as appropriate.”

For information, in 2017:

- 984 tickets were issued for being parked longer than 36 hours; and
- 5222 tickets were issued for being stopped in a maintenance area.

From: Jared Stephenson <City.Council@Saskatoon.ca>
Sent: Saturday, February 23, 2019 8:12 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Saturday, February 23, 2019 - 08:11
 Submitted by anonymous user: 71.17.232.251
 Submitted values are:



Date: Saturday, February 23, 2019
 To: His Worship the Mayor and Members of City Council
 First Name: Jared
 Last Name: Stephenson
 Email: [REDACTED]
 Address: [REDACTED] Temperance Street
 City: Saskatoon
 Province: Saskatchewan
 Postal Code: S7N [REDACTED]
 Name of the organization or agency you are representing (if applicable):
 Subject: Extending residential on street parking time limit
 Meeting (if known):
 Comments:

I encourage council to reject the transportation committee's recommendation to extend time limits for on-street parking in residential areas. I am of the opinion that on-street parking should not be free under any circumstance. I don't know exactly how many hundreds of thousands (perhaps millions) of square feet of city roadways are generally utilized as "free" on-street parking, but presumably that space cost millions of taxpayer dollars to construct, and costs hundreds of thousands or millions to maintain every year. Continuing to provide this for free, or increasing the time limit for which it will be allowed is a step in the wrong direction. While the notion of limiting free parking is most certainly unpopular, not providing the public with the true cost of street parking in direct economic terms (will ignore social and environmental for the time being), and eliminates the ability of individual ratepayers to make sound economic decisions regarding their locational and transportation choices. Further, those who end up making decision to either provide their own off-street parking (at significant personal cost and increase municipal taxes) , or elect to use non-private vehicle modes of transport, actually end up subsidizing this gross waste of city resources. Again, I strongly encourage council to seek another approach and consider the economics of this before supporting it.

Thanks for your consideration. I would love to expand this conversation with any councillor who wishes to discuss as there is a lot more at play here when it comes to creating a healthy urban environment.

Attachments:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/285522>

Extension of Seasonal Taxi Licences

Recommendation

That City Council consider Bylaw No. 9563, *The Taxi Amendment Bylaw, 2019*.

Topic and Purpose

The purpose of this report is to provide City Council with Bylaw No. 9563, *The Taxi Amendment Bylaw, 2019*, which implements City Council's decisions to extend the term of seasonal taxi licences for current licence holders and increase the hourly taxi fare per kilometre in excess of 16 kilometres.

Report

At its January 28, 2019, Regular Business Meeting, City Council considered the report of the Acting General Manager, Community Services Department dated January 7, 2019, recommending approval of proposed amendments to Bylaw No. 9070, *The Taxi Bylaw, 2014*. City Council approved the proposed amendments to:

1. Extend the term of the current seasonal taxi licence holders to June 28, 2019, to accommodate the development of a replacement program; and
2. Increase the hourly taxi fare to \$1.92 for each additional kilometre in excess of 16 kilometres to remain proportional to the general taxi fare.

In accordance with City Council's instruction, we are pleased to submit Bylaw No. 9563, *The Taxi Amendment Bylaw, 2019*, for City Council's consideration.

Attachment

1. Proposed Bylaw No. 9563, *The Taxi Amendment Bylaw, 2019*.

Report Approval

Written by: Reché McKeague, Solicitor
Approved by: Patricia Warwick, City Solicitor

Admin Report – Extension of Seasonal Taxi Licences.docx
Our File: SO 102.0547

BYLAW NO. 9563

The Taxi Amendment Bylaw, 2019

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Taxi Amendment Bylaw, 2019*.

Purpose

2. The purpose of this Bylaw is to amend *The Taxi Bylaw, 2014* to extend the term of seasonal taxi licences for the current licensees and to increase the hourly taxi fare per kilometre in excess of 16 kilometres.

Bylaw No. 9070 Amended

3. *The Taxi Bylaw, 2014* is amended in the manner set forth in this Bylaw.

Section 42 Amended

4. Subsection 42(6) is amended by striking out “February” and substituting “June”.

Schedule “C” Amended

5. Schedule “C” is amended by striking out “\$1.77” and substituting “\$1.92” under the heading “Hourly Fares”.

Coming into Force

6. This Bylaw comes into force on the day of its final passing.

Read a first time this _____ day of _____, 2019.

Read a second time this _____ day of _____, 2019.

Read a third time and passed this _____ day of _____, 2019.

Mayor

City Clerk