

City Project Descriptions

1.1 Vehicle Noise Study - \$0.05 million

Background

City Council, at its meeting held on June 25 and 26, 2018, considered a report regarding traffic concerns on Spadina Crescent from 33rd Street to University Bridge and resolved, in part:

- “2. That a letter be written to SGI and Board of Police Commissioners to work together to revisit the application of amendments to include a decibel limit for all vehicles in general.”

The Administration sent letters to SGI and the Board of Police Commissioners.

Highlights from SGI’s response were:

- SGI spoke with the Saskatoon Police Service (SPS) and the Crown Traffic Prosecutor regarding traffic noise enforcement. Convictions have been realized and concluded enforcement is occurring.
- The number of tickets issued each year varies, which does not indicate a drop in enforcement, but perhaps more warnings would have occurred.
- Most jurisdictions have similar regulations to Saskatchewan, and all rely on subjective enforcement.
- SGI notes that after-market mufflers are not marked, rated, or have any markings, resulting in subjective enforcement still being required.

Highlights from the Board of Police Commissioner’s response were:

- The number of cars with modified muffler systems has increased in recent years.
- Some city events, such as Cruise Night, provide opportunity for increased traffic noise.
- Legislation to address vehicle noise is provided in *The Traffic Safety Act*, *The Vehicle Equipment Act*, and the Saskatoon Noise Bylaw. *The Traffic Safety Act* outlines a very subjective charge. *The Vehicle Equipment Act* and Saskatoon Noise Bylaw are more objective and require officers to have a minimal amount of mechanical knowledge, specialized equipment, and training.
- Enforcement has occurred over the past five years.
- 41% of all traffic noise violations are issued on 8th Street.
- The SPS Traffic Unit completed a multi-faceted educational campaign in June 2019 which included:
 - Social media messaging (hash tag #KeepItDown);
 - Voluntary testing clinics were set up for motorcyclists at various locations;

- Noise checkpoints were completed with very few surpassing the upper noise threshold limits; and
- Traffic Unit representatives spoke with local media outlets to inform the public of the issue.
- Concurrently with the educational campaign, Traffic Unit members received training and information about traffic noise.
- Consultation with SGI occurred regarding repeat offenders who would not remove the offending equipment despite receiving subsequent tickets. SGI agreed to provide compliance letters to the offenders and provide 30 days to fix the issue, or face registration cancellation.

The Standing Policy Committee on Transportation, at its meeting held on November 4, 2019, considered the Vehicle Noise Update report, and resolved:

- “1. That the Administration work with partnering agencies on options to mitigate vehicle noise within the city including on 8th Street, Spadina Crescent, and 22nd Street, and report back; and
2. That the Administration provide details in relation to SGI compliance letters and the number of cancellations of registrations.”

Current Status

The City of Saskatoon currently uses enforcement to mitigate vehicle noise. The SPS enforces vehicle noise violations via *The Traffic Safety Act* and City of Saskatoon Bylaw No. 8244, The Noise Bylaw.

The Administration consulted with the following agencies:

- Saskatchewan Government Insurance
SGI and SPS are working together to leverage SGI's Unsafe Vehicle Program to address subsequent tickets for non-compliant mufflers. Through SGI's Unsafe Vehicle Program, SGI sends the current registered owner a letter advising that they have 30 days to comply with the instructions on the inspection ticket. This could be due to excessive noise, non-compliant automotive glass, prohibited lighting, or any other type of equipment that enforcement has identified as illegal in accordance with *The Vehicle Equipment Regulations, 1987*.

In 2018, SGI issued 2,001 non-compliance letters and in 2019 they issued 3,341 non-compliance letters. SGI does not document the number of compliance letters that were sent for excessive noise, nor does SGI document how many registrations were cancelled as a result of excessive noise.

- Saskatchewan Ministry of the Environment
Noise pollution is not currently tracked by the Ministry of Environment since noise pollution is not included in *The Environmental Management and Protection Act, 2010*.

- Saskatchewan Health Authority
The Saskatchewan Health Authority recognizes that there are negative health effects due to excessive noise, such as hearing impairment, sleep disturbances, mental health effects, and cardiovascular effects. Highlights from Saskatchewan Health Authority's response are as follows:
 - Noise mitigation strategies are most effective when implemented at the source.
 - Interventions to address noise are more effective when implemented across divisions, work groups, or different organizations with a common mandate to reduce noise.
 - Recognizes the importance of routine measurements of traffic noise levels.
 - Cites several examples for noise mitigation strategies employed by other jurisdictions, including Toronto, European Commission, and the World Health Organization.

The Saskatchewan Health Authority does not intend to develop provincial noise mitigation strategies.

Discussion/Analysis

Several mitigation strategies could be investigated:

- Noise Bylaw Review: to review the Bylaw in cooperation with the SPS and City Solicitor's Office to try and find more effective enforcement language.
- Education Campaign: to educate citizens about the fact that their actions in creating loud noises impact quality of life.
- Lobbying Provincial Government: to establish higher fines for non-compliant vehicles.
- Noise Action Plan: to identify measures that can mitigate vehicle noise over time with various stakeholders, similar to other communities and the World Health Organization.

These mitigation strategies would require further research to develop an understanding of effectiveness, scope of work and cost.

City Council direction was to report on funding options to provide \$50,000 to retain a consultant to research, review, engage stakeholders, cost estimate, and ultimately recommend detailed mitigation measures for the City of Saskatoon.

There would be no operating impacts.

If MEEP funding is not approved, the Administration will bring forward other funding sources for Council to consider, which will be based on existing reserves or funding.

1.2 Active Transportation – Sidewalk Expansion - \$3.00 million

The Active Transportation Implementation Plan provided a 5-year plan for sidewalk infrastructure expansion and identified the next steps for the Sidewalk Infill Program to conduct a detailed review of the data base of missing sidewalks, prioritize the sidewalks for implementation, prepare designs for construction, and develop cost estimates.

The plan also identified an overall implementation strategy including:

- integrating with standard practices;
- leveraging other projects;
- developing shelf-ready projects;
- leveraging all funding opportunities; and
- measuring and reporting progress.

The Active Transportation Plan (2016) identified that 65% of streets have sidewalks on both sides of the street and an additional 10% have sidewalks on one side of the street, for a total of 75% of streets having sidewalks on at least one side.

By roadway classification, 25% of major and minor arterial streets do not have sidewalks, while 9% of major and minor collectors, and 18% of local streets do not have sidewalks.

Missing sidewalks are currently addressed through the following:

- Sidewalk infill program, an element of the Active Transportation Plan (Capital Project 2468) funded by TIER.

Recently, additional funding from the federal government was received through the Public Transit Infrastructure Fund (PTIF).

Over the period of 2017, 2018, and 2019, 3.5 kilometres of sidewalk has been installed in existing developed areas of the City at a cost of \$1.15 million.

The Active Transportation Plan (2016) identified that \$31.00 million in funding was required to address all possible missing sidewalks on major roads. An accurate database of missing sidewalks on local and collector streets is nearing completion.

Earlier in 2020, City Council received a report outlining the criteria for prioritizing locations for sidewalk infill based on scoring developed through the consideration of two categories: pedestrian potential, and risk reduction potential.

After this report was provided to City Council, the Administration retained a consultant to prepare detailed designs for sidewalk infill projects totalling \$20.00 million.

To develop the following list of recommended projects, the higher priority projects combined with projects that have are relatively easily constructible (no utility, grade, or tree constraints) were reviewed.

Street	Limits (both sides where not indicated)	Priority Score*	Priority Ranking	Length (m)	Cost (\$625/m)
Duke Street	Lane west of 10th Ave to King Cres (south side)	65	2	115	\$71,875
Prince of Wales Avenue	Lane East of Empire Avenue to Spadina Cres (north side)	60	2	175	\$109,375
Avenue P North	22nd Street to 23rd Street (east side)	85	1	175	\$109,375
Avenue H South	13th Street to 15th Street (east side)	75	2	195	\$121,875
29th Street West	Pierre Radisson Park to Avenue L North (south side)	65	2	320	\$200,000
Diefenbaker Drive	22nd Street to Fairlight Drive (west side)	85	1	260	\$162,500
Rusholme Road	Avenue Q North to Avenue R North (south side)	70	2	100	\$62,500
23rd Street West	Whitney Ave to Avenue Y North	55	3	180	\$112,500
Avenue C North	Circle Drive to Haskamp	75	2	709	\$443,125
Cumberland Avenue	8th Street to Lane south of Main Street (west side)	80	1	190	\$118,750
Ewart Avenue	8th Street to Main Street (east side)	60	2	190	\$118,750
Stonebridge Boulevard	Clarence Ave to Wellman Cres East Leg (south side)	85	1	315	\$196,875
Isabella Street	Clarence Ave to Lansdown Ave (north side)	70	2	310	\$193,750
St. Henry Avenue	Hilliard Street to Isabella Street (east side)	65	2	185	\$115,625
8th Street East	Boychuk Drive to Golf Course (south side)	80	1	530	\$331,250
Kenderdine Road	Park Entrance to Kerr Road	65	2	130	\$81,250

If favorable pricing is received, the next two projects would be as follows.

Boychuk Drive	8th Street to Briarwood Road (west side)	75	2	525	\$328,125
Prince of Wales Avenue	Lane East of Empire Avenue to Spadina Cres (south side)	60	2	185	\$115,625

There would be operating impacts for snow removal for the projects on 8th Street East and Boychuk Drive.

If funding is not received, the projects will be deferred until funding is available.

1.3 Sidewalk Repair and Maintenance - \$5.00 million

Should City Council decide to allocate \$5.00 million to Sidewalk Repair and Maintenance, several options exist for City Council to consider where this funding should be specifically invested. The Administration has prepared a separate report entitled 'Sidewalk Programs and Recommendation for Potential Injection of MEEP Funding' which provides additional detail on the various options. These options include:

- Focus the additional investment on priority sidewalk locations established through both pedestrian potential and overall condition that are not adjacent to the roadway preservation program.
- Focus the additional investment on the prioritized installation of pedestrian ramps in areas where these were not installed under the Building Better Roads program between 2014 and 2019.
- Focus the additional investment on the prioritized installation of new infill sidewalks in neighbourhoods where they don't exist.
- A blended investment of some or all of the above options.

1.4 Public Wi-Fi Pilot – City Wide Wi-Fi for Citizens - \$0.25 million

Issues resulting from a lack of access to the Internet are being discussed across Canada. The growing barriers and risks are commonly referred to as “the digital divide”. In December 2016, the Canadian government declared Internet access a basic right of all Canadian citizens.

More recently, the COVID-19 crisis has forced our attention towards the systemic problems impacting vulnerable people in our community. Low cost Wi-Fi internet access points, often the only means of accessing critical services are often impractical to reach, cost prohibitive, or unwelcoming to the general public.

Since many services throughout the city are increasingly only available online, the Administration is proposing to investigate the concept of free publicly available Wi-Fi to enable access to fundamental services, enhance tourism, address public safety and encourage economic development.

The Administration is proposing to explore a pilot project that would entail installing low bandwidth Wi-Fi network in a targeted location and enable feasibility testing regarding public Wi-Fi in the City of Saskatoon. The pilot would aid in acquiring the understanding of public Wi-Fi benefits, public/private partnership opportunities and governance.

Expected Outcomes:

- The establishment of a low cost, low bandwidth Wi-Fi network for a target location that enables connectivity to the Internet. The network will not be developed to compete with for-profit high speed access for Internet products or services.
- The development of a clear understanding of the City’s role in the governance and the maintenance of a free public Wi-Fi network.
- An understanding of the partnership opportunities with other institutions and private businesses that can contribute to the design, maintenance and running of a Public Wi-Fi network.
- The successful enablement of citizens to access and utilize the services and information needed via public Wi-Fi.

The Administration has estimated the planning and implementation of the pilot project to cost \$250,000. At the end of 12 months, an assessment of the pilot will be presented to determine future direction which may entail the pilot’s continuation, expansion of or discontinuation of the service.

The pilot will include:

- The use of existing City infrastructure including fibre optic lines
- The acquisition of Wi-Fi hardware for the pilot location; and
- The determination of implementation costs, resources and partnerships required for operating a free public Wi-Fi.

If the funding for this pilot project is not attained, the project will not proceed at this time and the Administration will continue to develop its digital strategy and explore potential future opportunities for an internet access project.

1.5 Parks Asset Management Plan - \$1.60 million

The Parks Asset Management Plan involves the upgrade, enhancement and repair of parks throughout the city. Landscape upgrades and enhancements include additional plantings, irrigation system replacements, pathway improvements, and installation of subsurface draining systems, lighting, site furniture, and play equipment. The Building Better Parks Asset Management Plan recommended increased phase-in funding of \$0.80 million per year to begin to address the identified deficiencies.

Additional funding will help to reduce the backlog of park renewal and rehabilitation requirements included under Capital Project 901 Park Upgrades, Enhancements & Repairs.

Upgrade, enhancement and repair priorities include the following park infrastructure:

- Upgrade/repair asphalt pathways, irrigation and lighting in up to four parks - \$1.00 million
- Address drainage and grading in one to two parks - \$0.25 million
- Installation of up to three play structures - \$0.35 million

There are no new operating impacts associated with these projects.

1.6 Pedestrian/Cyclist Rail Crossing - \$0.50 million

There is a pedestrian desire to cross the CN rail tracks west of Warman Road in the vicinity of Assiniboine Drive and Primrose Drive, resulting in trespassing concerns.

The Active Transportation Plan (June 2016) proposed a pedestrian connection in the vicinity of Assiniboine Drive. However, an overpass or underpass is not feasible due to the proximity of the railway to Warman Road, elevation differences and the limited right-of-way width.

The Administration has prepared a functional plan and received verbal approval from CN on the plan for an at-grade crossing at Assiniboine Drive. The Administration is currently preparing a detailed design for the crossing, and the next step is to submit to CN for review and comment.

The funding would be spent on construction of the crossing. There would be minor operating impacts for lighting maintenance and snow removal.

If funding is not received, the project will not be constructed at this time.

1.7 West Central Multiuse Corridor - \$1.40 million

Canadian Pacific Rail (CP) previously identified a safety issue with pedestrians walking on or close to the tracks in the downtown area. Through the Pleasant Hill, Riversdale, and West Industrial Local Area Plans, the City of Saskatoon identified a need to connect these neighbourhoods to the downtown via a multi-use pathway. To address safety and provide active transportation connections, the West-Central Multi-Use Corridor project was conceived. The resultant project is a 3 kilometre multi-use pathway adjacent to the CP tracks from Idylwyld Drive to Avenue W South. The project was approved by City Council in 2013 and the first phase was constructed between Idylwyld Drive and Avenue D South as part of the 25th Street Extension project.

Details on the project segments are as follows:

Segment	Cost	Notes	Administration's Preference
Avenue D to Avenue F	\$352,000	<ul style="list-style-type: none">• Design agreed to with CP• Lease details almost finalized	Priority 1
22 nd Street to 20 th Street	\$730,000	<ul style="list-style-type: none">• Design is not agreed to with CP• City can assume a number of leases over the next 5 years	No funding requested at this time.
20 th Street to Avenue N	\$405,000	<ul style="list-style-type: none">• Design is not agreed to with CP• Construction is possible however there are constraints	Priority 4
Avenue N to Grace Adam Metawewinihk Park	\$168,000	<ul style="list-style-type: none">• Design is not finalized• No constraints	Priority 3
Avenue P to Avenue W	\$818,000	<ul style="list-style-type: none">• Design is not finalized• No constraints	Priority 2

The operating impacts of this project will include lighting maintenance and snow removal.

If funding is not received, the project will not be constructed at this time.

1.8 Recreation and Parks Game Plan - \$2.50 million

The Recreation and Parks Game Plan is a document used to guide decision-making. It provides an overall framework for the development, delivery and continuous improvement of recreation and parks programs, services and facilities.

At the recent GPC meeting, an amount of \$2.5 million was approved to be placed on the prioritization list for the Recreation and Parks Game Plan. The Administration has revised the estimate of funds required to \$2.00 million which ensures the full project component can be completed with the funds identified. Any funds approved over the \$2.00 million would be put toward future funding within the Recreation and Parks Game Plan.

Included in the Plan is a \$1.50 million unfunded project for the conversion of two natural grass multipurpose fields to artificial turf. The fields are the UMEA fields, located in the Lawson Heights neighbourhood.

The benefits of artificial turf include:

- lower maintenance costs as watering is not required;
- increased playability as artificial turf fields are more durable and do not require rest periods for turf renewal;
- reduced cancellations of games and practices due to rain;
- allows for a longer season, starting earlier in the spring and extending longer into the fall, when traditional grass fields are not available; and
- fewer injuries to participants due to the consistent playing surface.

The net annual operating impact will be approximately \$40,000, comprised as follows:

- \$18,000 in increased revenue is projected due to the longer operating season;
- operating savings of \$12,000 in irrigation costs; and
- annual contribution to a replacement reserve of \$70,000 will be required, based on an expected life of 12–15 years.

Note that the maintenance costs associated with artificial turf would be supported with the remaining operating budget.

Also included in the Plan is upgraded lighting at these two fields for \$500,000. This project involves converting the existing lighting system to efficient LED lighting and control system. New directional lighting would improve playing conditions and reduce light pollution in the surrounding residential area and upgraded control systems would ensure lighting was active only when required. This portion of the project is estimated to save \$4,000 annually in electrical charges. Maintenance and reserve contributions are included in the current budget as this would be a replacement of existing infrastructure.

1.9 Automated Irrigation System - \$0.45 million

This project moves toward full implementation of existing Automated Irrigation Management Systems (AIMS) throughout the City's parks, upgrading AIMS communications hardware, installing additional rain monitors, installing AMI meters and sub-meters, and, especially, moving to evapotranspiration (ET)-based water control. Specifically, the plan involves the purchase and installation of 12 AIMS communication hubs, elevating four existing hubs, installing four additional rain-measuring devices and automating TJ Quigley Park.

It is projected that water use at City parks could be reduced by 10 to 20 percent—saving an estimated 120 million litres of water resulting in savings of approximately \$300,000 per year (on the current parks land base).^[1] Automating the manually irrigated parks could lead to further savings and have other benefits such as freeing up staff time to do other tasks.

If funding is not allocated to this project, a proposal for an internal green loan will be submitted, with the expectation that it will be repaid within two or three years, depending on rainfall levels.

¹ Parks' irrigation-water use over the last five years averaged 844 million litres per year. Actual volumes were 478 million litres in 2014, 756 million in 2015, 708 million in 2016, 1 billion in 2017, 1 billion in 2018, and 754 million in 2019. Higher numbers in recent years are the result of drier weather and expanded park area. Parks staff estimate 2020 use of 745 million litres if rainfall returns to normal levels

1.10 Saskatoon Fire Department – Fire Training Facility - \$2.0 Million

A dedicated Fire Training Facility is the number one priority for the Saskatoon Fire Department (SFD). The need for a training facility has become more urgent due to an increased scope of practice, services offered, third-party oversight, and regulation amendments. A purpose built learning environment is required to ensure safe firefighter training, leading to increased skill competency and enhanced citizen safety.

The first phase of the facility is estimated to cost \$3.14 million and includes the purchase of land; design of the site; site preparation including utility servicing, paving, fencing, construction of a drainage system and water recycling retention pond and pump system; office trailer and storage buildings; portable showers/decontamination units; and a live fire training structure.

The outcomes of a Phase 1 Training Facility includes:

- SFD would be able to conduct NFPA 1001/02 recruit classes certified through Sask. Public Safety Association. This would allow the City to hire without the reliance on out of province colleges, broadening our candidate pool. This initiative could support the City's goal in striving to meet diversity equity and inclusion goals.
- Having a regional training facility allows for the teaching a standardized methodology for all users. This creates consistency in firefighting techniques and competency which enhance interoperability of regional resources. The end result is safer communities due to better trained first responders.
- Engineered and purpose built props allow repeatable evolutions for training safety and consistency.
- Water capture and recycling is a best practice in fire training facilities and provides water stewardship and sustainability.
- Having a designated site allows for logistical efficiencies in the preparation of all training elements. Currently using ad-hoc locations required the mobilization of resource to location repeatedly to prepare each individual training evolution. A purpose built site with all logistic needs located in one place provides efficiency of training staff time and for the timely resetting of evolutions resulting in scheduling efficiencies.
- Having a four-season indoor training facility means that we can train or review skills any time of year, whenever required, not beholden to the current seven month outdoor training season. Currently most of our tactical skills recertification are all competing for the same window of time.

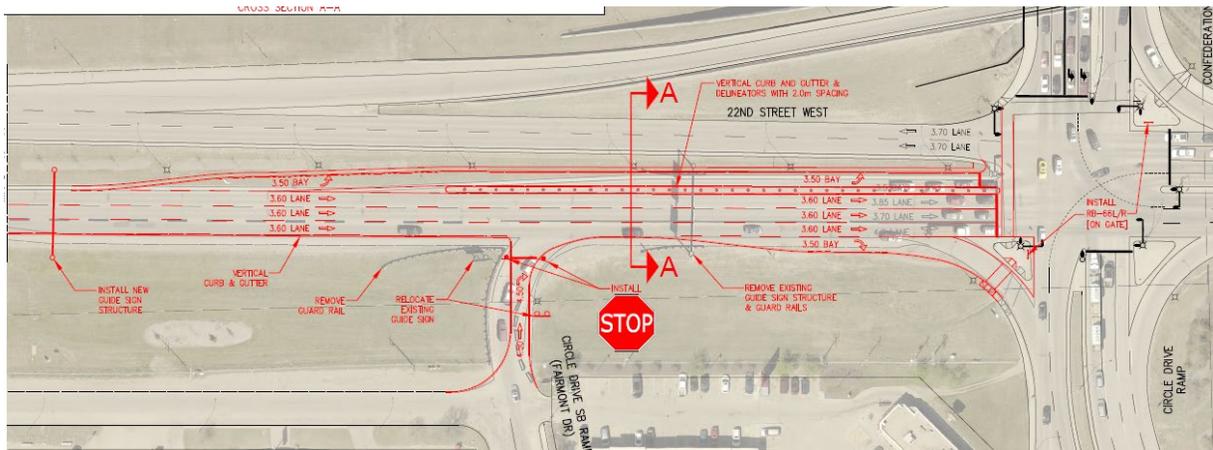
If the project were allocated \$2.0 million, the remaining \$1.14 million could be provided through the Civic Facilities Funding Plan. This would allow Phase 1 to be completed with a reduced draw on the funding plan, lowering the future mill rate increases that would be needed to fund the planned borrowing.

The annual operating costs are estimated to be \$25,000 for utilities and maintenance.

1.11 Intersection Improvements 22nd Street/Fairmont/Confederation - \$0.80 million

The barriers in place today intend to improve the level of safety by not permitting a driver to cross three lanes of eastbound through traffic to turn left onto Confederation Drive northbound.

The intersection improvement required to permanently solve this issue is to provide a protected eastbound left turn slot (similar idea to the improvements we made at 22nd Street/Diefenbaker). The 'protection' is provided via a median that extends far enough to the west that a driver cannot access it from Fairmont Drive. This is very much standard transportation engineering practice and is fully expected and understood by drivers.



The funding would be spent on constructing the intersection improvements. There would be no impact to operating.

If funding is not received, the project will not be constructed at this time.

1.12 Bridges and Structures Asset Management Plan - \$2.80 million

The MEEP funding would be allocated to the rehabilitation of Circle Drive North Bridge, which consists of two separate bridge decks (eastbound and westbound) founded on a shared pier system. The project includes removal and replacement of the asphalt wearing surface and membranes, repairs to the concrete decks with installation of isolated galvanic protection, expansion joint repairs, and spot repairs to concrete barriers.

The total projected funding is estimated to be \$5.30 million dollars with the contribution of \$2.80 million from MEEP and the remaining funding from the Bridge Reserve. The additional funding would allow for the City of Saskatoon to continue to make progress to address the Bridge Preservation funding gap in order to meet ongoing long-term maintenance and rehabilitation requirements.

1.13 Cyber Security Phase 1 - \$0.50 million

Further enhancing the City's Cyber Security resiliency would benefit from increased funding. The City has and will continue to take positive steps in this direction. Further details will be provided to Council in-camera due to the nature of this item..

1.14 Caswell Hill Site Redevelopment - \$2.00 million

The project involves the development of a revised Concept Plan in cooperation with community residents and stakeholders, and preparation of the land and buildings for sale. The funding is required to replace and upgrade aged water and sewer mains around the former Saskatoon Transit properties.

Repurposing of existing buildings and redevelopment of underutilized lands on the former Saskatoon Transit properties cannot be fully supported with the existing underground and surface infrastructure. This funding combined with existing budgeted funds will enable replacement and installation of sidewalks around the sites where they currently do not exist. Roadway resurfacing, traffic calming and other pedestrian amenities will also be constructed as part of the overall area improvements. Collectively, these improvements will increase the saleability of the former Saskatoon Transit properties and facilitate the implementation the mixed use Concept Plan and fulfilment of the City's infill development goals.

This requested \$2.00 million plus existing budgeted funds of \$3.50 million will allow design and construction of underground infrastructure replacement/upgrades to commence in 2021 with surface improvements and utility distribution upgrades following thereafter. If the MEEP funding is not received additional funding may be required in order to improve the area to the extent envisioned by the South Caswell Concept Plan.

1.15 Controlled Corporations and Board Project Descriptions – see Appendix 2