

# Rail Relocation versus Grade Separation Feasibility Study – September 2020 Update

## ISSUE

This report provides an update on the Rail Relocation versus Grade Separation Feasibility Study.

## BACKGROUND

City Council at its meeting held on May 23, 2017, awarded a contract to HDR Corporation (HDR) for the completion of the engineering study “Rail Relocation versus Grade Separation Feasibility Study” with the intent of examining options for reducing rail delays throughout the city.

The study was separated into two phases. Phase 1, which was completed in February 2018, included a detailed economic evaluation of either relocating the existing Canadian Pacific Railway (CP) line outside of the city limits or constructing grade separations at some or all of the nine priority at-grade rail crossings (five CP crossings and four Canadian National Railway (CN) crossings).

At its Regular Business Meeting held on March 26, 2018, City Council resolved, in part:

- “1. That Phase 2 of the Rail Relocation versus Grade Separation Feasibility Study proceed with a modified scope as outlined in the report of the A/General Manager, Transportation & Utilities Department dated March 12, 2018; and”

At the Standing Policy Committee on Transportation meeting held on June 1, 2020, the final report for Phase 2 was received as information.

## CURRENT STATUS

### Shared Rail Corridor

A conceptual design to provide a shared corridor for CN and CP rail operations adjacent to and through the City of Saskatoon has been completed. HDR has facilitated preliminary discussions of the proposed shared corridor with both railway companies.

On September 27, 2019, the City of Saskatoon, through the City Manager’s Office, sent a letter to both railways requesting formal support for developing the concept further. A formal response from CP has been received (Appendix 1). CP is not in support of further developing the concept of a shared corridor with CN. CP did extend an offer to discuss the relative feasibility of other various rail relocation options with the City as next steps are considered.

A formal response from CN has also been received (Appendix 2). CN did not indicate support of further developing the concept of a shared corridor at this time. They did propose additional discussions around CN's perspective, and how to develop shared common goals and objectives that work for both parties.

### **DISCUSSION/ANALYSIS**

Administration will maintain the lines of communication open with CP and CN to collaborate on identifying and addressing issues of rail safety and operations, interaction of rail with traffic, cyclists and pedestrians, and safety at rail crossings.

The Administration will retain the information, reports and design ideas developed through the course of this project and if circumstances change in the future to provide an opportunity for collaboration with both railways on rail relocation, the material may provide a good starting point for discussion.

### **FINANCIAL IMPLICATIONS**

The financial implications of rail relocation and grade separations were identified in Phase 1 of the project.

### **OTHER IMPLICATIONS**

There are no privacy, legal, or social implications identified as a result of this report. Environmental implications were quantified in Phase 1 of the project.

### **NEXT STEPS**

The Administration will continue to work collaboratively with both rail companies on railway crossing safety.

### **APPENDICES**

1. Letter from CP
2. Letter from CN

#### **Report Approval**

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