

Additional Rationale for Proposed Amendments to Bylaw No. 7200, the Traffic Bylaw

2. Amend unrestricted parking permit dates, otherwise referred to as accessible parking permit, in section 56:
 - Previously, unrestricted parking permits, which allow users to park in pay parking zones and Residential Parking Program zones for a period longer than the posted time limits, were valid from May 1 to April 30. Due to the COVID-19 pandemic, the period was changed to November 1 until October 31.
 - Moving the period back to May 1 would cause the City of Saskatoon (City) to forgo revenue twice, once during COVID and once more when charging fees are held off, between November and May, to revert back to the original permit timeframe.
 - Operationally, November 1 is straightforward for accessible permit renewals and works better in tandem with the Residential Parking Program permitting schedule, as Residential Parking Program permit holders do not need to renew their permits in November.

3. Add or amend provisions relating to right of way (ROW) obstructions:
 - Currently, the only provision that deals with obstructions in the ROW is section 58.3, which prohibits placing or disposing of material on a street, sidewalk or boulevard.
 - [Bylaw No. 7200, Traffic Bylaw, 1991](#) (Traffic Bylaw), should be amended to specifically prohibit structures, such as fences and accessory structures associated with adjacent properties, from being partially or entirely located within the ROW without explicit City approval, as section 58.3 currently does not directly address these situations. This creates the potential for unsafe conditions for motorists and pedestrians and can impede snow storage and obstruct access to utilities. While compliance is generally achieved voluntarily, in a small number of cases compliance is not timely and/or cannot be achieved. Amending the Traffic Bylaw provides a more direct bylaw provision to address these items, helping to support enforcement measures when needed.

Examples of encroachment on the public ROW
Source: City of Saskatoon, Bylaw Compliance



- The Traffic Bylaw should be amended to specifically place responsibility, for trimming private trees or other vegetation that significantly encroaches into the ROW, on the private property owner. While some overgrowth is common, excessive overgrowth can cause obstructions or safety concerns for drivers and pedestrians. Amending the Traffic Bylaw would provide the City with direct bylaw provisions to address these situations.
- The Traffic Bylaw should be amended to delegate authority for the Saskatoon Property Maintenance Appeal Board to adjudicate on appeals related to issuance of an Order to Remedy Contravention (ORC) for Traffic Bylaw offences related to encroachments. An individual to whom an ORC is issued is required to remedy the bylaw contravention noted in the ORC. If the contravention is not resolved, it may proceed to Bylaw Court. The ability to issue an ORC provides a more direct, solution-based enforcement tool as opposed to relying on fines only, which does not necessarily remedy the contravention.

4. Amend Schedule No. 2

- Currently, the Traffic Bylaw does not permit parking or stopping along medians. This includes lay-by lanes that exist in parts of Saskatoon, including new suburban neighbourhoods such as Brighton and Aspen Ridge.
- A lay-by lane is a unique roadway configuration that includes a one-way driving lane and a median, typically separating traffic from a higher volume roadway.
- Following parking concerns brought forward by Brighton residents, Parking Services engaged with residents along the 200 and 300 blocks of Brighton Gate. These blocks of Brighton Gate feature a lay-by lane that separates the resident-access road from Brighton Gate. Due to the narrow width of the lay-by lane, on-street parking can only be safely accommodated on one side of the lay-by lane. The engagement sought to determine if residents would favour parking along the median or along the curb adjacent to the dwelling units. Twenty residents provided responses to the engagement, of which, 19 were in support of parking along the median side of the lane rather than the curb side. While parking adjacent to the median is a greater distance from the dwelling units, there are generally a higher number of on-street parking opportunities available in cases where the dwelling-adjacent curb includes a high number of curb crossings and driveways.



200 block of Brighton Gate, looking east from Dagnone Link intersection
Source: Google Maps



300 block of Brighton Gate, looking west from Dagnone Link intersection
Source: Google Maps

- Internal engagement was undertaken with Roadways, Water and Waste Operations as well as Transportation to ensure service qualities would not be adversely impacted by this change.
- This amendment would allow Administration to implement the appropriate parking measures as per the desire of residents in the 200 and 300 blocks of Brighton Gate. These measures include prohibiting parking along the curb side of the lane and permitting parking along the median side.
- In the future, considerations for parking along medians will be reviewed by administration on a case-by-case basis. Similar to the case in Brighton, implementation will be based on a site assessment that incorporates factors such as on-street parking supply, driveway widths, lot widths, land use and resident consultation.