



Community and Protective Services Committee

**Wednesday, January 8, 2020
9:00 AM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Public Agenda
Community and Protective Services Committee
Wednesday, January 8, 2020**

Appointment of Chairperson and Vice-Chairperson**Approval of Public Agenda****Adoption of Minutes**

Community and Protective Services Committee - Public - Nov 7, 2019 4:00 PM

Administration Reports

CPS20-1 Spring and Summer U-Pass for the University of Regina

Recommendation

That the Community and Protective Services Committee recommends that City Council:

1. Delegate authority to the Executive Director Citizen Services (or designate) to negotiate and approve a contract with the Students Union of the University of Regina (URSU) for a U-Pass program in the spring and summer, starting in May 2020 for a duration of three years, as detailed in this report.
2. Direct the City Clerk to sign the applicable agreement on behalf of the City, once the agreement has been reviewed and approved by the City Solicitor, and upon approval by the Students Union of the University of Regina board of governors.
3. Approve an increase of \$360,610 to Transit & Fleet's budget for 2021, which will be offset by the revenue collected from URSU.
4. Approve this report at its January 29, 2020 meeting.

CPS20-2 On-Demand Transit Service Pilot

Recommendation

That the Community and Protective Services Committee:

Approve the route changes regarding the On-Demand pilot outlined in



OFFICE OF THE CITY CLERK

Appendix A and Appendix B, to be implemented April 26, 2020.

CPS20-3 Emergency Measures Bylaw Amendment

Recommendation

That the Community and Protective Services Committee recommends that City Council:

1. Direct the City Solicitor to amend *The Emergency Measures Bylaw, Bylaw No. 2011-37* to include the amendments included in this report.
2. Approve this recommendation at its January 29, 2020 meeting.

CPS20-4 Alley Lighting

Recommendation

That the Community and Protective Services Committee:

1. Remove *CPS17-11* from the List of Outstanding Items for the Community and Protective Services Committee.
2. Recommend that this report be received and filed.

City Clerk's Report

CPS20-5 Review of Outstanding Items

Recommendation

It is recommended that the Community and Protective Services Committee:

1. Delete the following items from its List of Outstanding Items:

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
MN16-11	Community and Protective Services	1915 Retallack Street – Former Victoria Campus School Site
IR18-18	Community and Protective Services	Pathway Lighting
MN18-12	Community and Protective Services	Sunday Transit Improvements

2. Forward the updated List of Outstanding Items to Executive Committee for information.



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Adjournment

AT REGINA, SASKATCHEWAN, THURSDAY, NOVEMBER 7, 2019

AT A MEETING OF COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE
HELD IN PUBLIC SESSION

AT 4:00 PM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Councillor Andrew Stevens, in the Chair
Councillor Lori Bresciani
Councillor John Findura
Councillor Jerry Flegel

Regrets: Councillor Jason Mancinelli

Also in Council Officer, Tracy Brezinski
Attendance: Legal Counsel, Chrystal Atchison
Director, Parks, Recreation & Cultural Services, Laurie Shalley
Director, Parks & Open Space, Ray Morgan
Manager, Planning & Partnerships, Janine Daradich
Senior City Planner, Chris Sale

APPROVAL OF PUBLIC AGENDA

Councillor Jerry Flegel moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted, and that the delegations be heard in the order they are called by the Chair.

ADOPTION OF MINUTES

Councillor Lori Bresciani moved, AND IT WAS RESOLVED, that the minutes for the meeting held on October 10, 2019 be adopted, as circulated.

ADMINISTRATION REPORTS

CPS19-19 Off-Leash Dog Park Consultation and Implementation

Recommendation

1. That Council consider funding the construction of one municipal off-leash site and up to two unfenced neighbourhood off-leash sites through the 2020 budget process.

2. That CR19-35 be removed from the Community and Protective Services List of Outstanding Items.

The following addressed the Committee:

- Connie Buchan, representing Off-Leash Dog Park User Group (OLD PUG);
- Lynda Schofield; and
- Debbie Crabbe.

Councillor Lori Bresciani moved, AND IT WAS RESOLVED:

1. That Council consider funding the construction of one municipal off-leash site and up to two unfenced neighbourhood off-leash sites through the 2020 budget process.
2. That CR19-35 be removed from the Community and Protective Services List of Outstanding Items.
3. That this report be forwarded to the November 25, 2019 City Council meeting for approval.

CPS19-17 2020 Pest Control Officer Appointment

Recommendation

1. That the City Solicitor be instructed to amend *Bylaw No. 2009-71* being *The Appointment and Authorization of City Officials Bylaw, 2009* to:

Appoint the following people as Pest Control Officers under *The Pest Control Act* from January 1, 2020 until December 31, 2020; unless the officer's employment with the City of Regina is terminated sooner:

<u>Name</u>	<u>Position</u>
Russell Eirich	Senior Program Manager, Forestry, Horticulture & Pest Control
Ryan Johnston	Supervisor, Pest Control
Corey Doka	Pest Control Officer

2. That within 14 days of City Council passing the amendments to *Bylaw 2009-71*, that the City Clerk notify the Ministry of Agriculture of the appointment of the Pest Control Officers, as required by *The Pest Control Act*.
3. That this report be forwarded to the November 25, 2019 meeting of City Council for approval.

Councillor Jerry Flegel moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

CPS19-18 Cemetery Schedule and Fee Review

Recommendation

1. That the Cemetery Fee Schedule for 2020 and 2021, as set out in Appendix B, be approved and the rates come into effect January 1, 2020.
2. That the amendments to *The Cemeteries Bylaw, 2008-27* as described in this report and Appendix A be approved.
3. That the City Solicitor be instructed to prepare the amendments to *The Cemeteries Bylaw, 2008-27* as described in this report.
4. That this report and associated bylaw be forwarded to the November 25, 2019, meeting of City Council for approval.

Councillor Jerry Flegel moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

ADJOURNMENT

Councillor Jerry Flegel moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 5:49 p.m.

Chairperson

Secretary

Spring and Summer U-Pass for the University of Regina

Date	January 8, 2020
To	Community and Protective Services Committee
From	Citizen Services
Service Area	Transit & Fleet
Item No.	CPS20-1

RECOMMENDATION

That the Community and Protective Services Committee recommends that City Council:

1. Delegate authority to the Executive Director Citizen Services (or designate) to negotiate and approve a contract with the Students Union of the University of Regina (URSU) for a U-Pass program in the spring and summer, starting in May 2020 for a duration of three years, as detailed in this report.
2. Direct the City Clerk to sign the applicable agreement on behalf of the City, once the agreement has been reviewed and approved by the City Solicitor, and upon approval by the Students Union of the University of Regina board of governors.
3. Approve an increase of \$360,610 to Transit & Fleet's budget for 2021, which will be offset by the revenue collected from URSU.
4. Approve this report at its January 29, 2020 meeting.

ISSUE

This report outlines the parameters for a U-Pass during the spring and summer semesters with the University of Regina Students Union (URSU) at the University of Regina. This U-Pass program would begin in May 2020. As this is not in the 2020 budget, Administration will include these figures in the 2021 budget, subject to Council approval.

IMPACTS

Accessibility Impact

Registered paratransit customers who attend the University of Regina are also eligible to use the U-Pass on paratransit service. There has been an average of 80 paratransit trips taken each month using the U-Pass card during each of the fall and winter semesters.

Financial Impact

The understanding in place with URSU ensures that 100 per cent of the cost will be recovered (\$360,610 per semester) for the program over a three-year period. In 2020, Administration will variance the revenue and expenses associated with this program. Administration will submit a budget request for 2021 to adjust Transit's budget for this program. The total operating increase that will be requested for 2021 will be for one full time equivalent bus operator (\$65,600). The remaining \$295,000 is an adjustment to decrease transit pass revenue and increase U-Pass revenue by \$360,610.

Policy/Strategic Impact

The implementation of a U-Pass helps achieve the transportation goals and policies in *Design Regina: The Official Community Plan* and specifically, "Goal 1: Financial Principals – "Use a consistent approach to funding the operation of the City of Regina" in Section B.

Policy 1.2: Consider, except where prohibited by *The Cities Act* or other regulations and where appropriate, establishing user fees and other similar charges in excess of full cost recovery for the program or service to which the fees apply. Such resources shall be considered and general revenues for the payment of costs associated with public benefits are shared city-wide.

This also achieves goals from the Transportation Master Plan in particular:

- 3.28 Use education and promotional campaigns to increase the awareness of transit services, their benefits, and the value to the community.
- 3.33 Evaluate the potential for the use of loyalty or discount programs to encourage the use of transit.

OTHER OPTIONS

Administration recommends that we proceed with an agreement for the provision of a spring and summer U-Pass with URSU. The alternative is not to proceed with a spring and summer agreement and continue with only the current fall and winter U-Pass until 2023. This would allow a new contract to be negotiated with URSU to include the spring and summer pass as well. However, this would delay any sort of U-Pass for spring and summer students for three years.

COMMUNICATIONS

If approved, Administration will support URSU to promote this new pass.

DISCUSSION

The current U-Pass agreement with URSU covers the fall and winter semesters (September to April). Having seen the success of the fall and winter program, and since received student requests to implement a spring and summer U-Pass, URSU held a referendum in March 2019, asking the following questions of the students they represent:

Should the URSU negotiate a U-Pass for the Spring/Summer semester that will;

- *Cost every student enrolled in on-campus Spring/Summer semester courses no more than \$99 for the semester;*
- *Provide unlimited access to Regina Transit and, when eligible, Paratransit services for URSU members in the Spring/Summer semesters; and,*
- *Have the same opt-out options as the existing Fall and Winter semester programs?*

There was a total of 16,550 eligible voters, with 1,844 students (85 percent of those who voted) voted in favour and 323 students (15 percent of those who voted) voted against. Based on the results, Administration met with URSU and discussed what the parameters of a spring and summer U-Pass Program could look like. The agreed upon points closely resemble the current fall and winter agreement with URSU. Appendix A contains the original spring and summer memorandum of intent signed with URSU. The following is a summary of the major points of the memorandum.

- **A three-year agreement commencing May 1, 2020 to April 30, 2023.** The intent is to have both the fall and winter U-Pass expire at the same time as the spring and summer U-Pass. Future agreements could be combined to include a year-round U-Pass.
- **The U-Pass is active during spring and summer semesters which would span approximately from May 1 to August 31 each year.** These dates would ensure there is a U-Pass available year-round for students going to the University of Regina.
- **URSU will set student fees based on the price of the program from Transit & Fleet.** This provision is the same as the current fall and winter agreement, where URSU sets the unit price per student based on the lump sum payment they pay to the City.
- **URSU will pay Transit & Fleet a lump sum payment for the U-Pass program paid July 1 of each year in the amount of \$360,610.** This cost includes lost revenue, plus the cost of additional service for the program detailed below. This cost represents a 100 per cent cost recovery for the City.
- **Starting May 2021, 3 per cent will be added to annual amount charged to URSU for the life of the agreement.** The increase in cost is to ensure we maintain 100 per cent cost recovery on the program.
- **Additional service will be added in during the spring/summer U-Pass. The additional service will be:**

- **One trip at 10 p.m. weekdays on Routes 21 and 22.**
- **One additional trip after 6 p.m. on weekdays on Routes 21 and 22.** This will be 300 additional service hours.

This additional service does not require any additional buses but will require one additional bus operator, which has been factored into the cost of the service. Transit does anticipate ridership to increase as the spring and summer months are the lowest ridership months. In addition, there is current capacity to handle the expected ridership increase.

Since implementation of the U-Pass in September 2016, transit ridership among post-secondary students has increased each year. The participation rate of students loading their bus pass also increased each semester with 48 per cent of eligible students activating their bus pass. This participation and increased ridership can be seen in Appendix B.

The current cost charged by URSU to each student is \$87.60 for each semester. If a student were paying regular pass fare for the four months, it would cost \$312 per semester for the student.

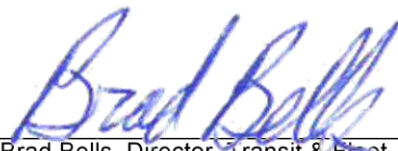
DECISION HISTORY

In September 2015, Council approved of a seven-year contract with the University of Regina Students' Union (URSU) to provide a U-Pass Program for the fall and winter semesters (report CR15-98). Students attending the University of Regina during these semesters are eligible to obtain the U-Pass. The fees paid by URSU to the City covers 100 per cent of the cost.

The City purchased five buses to support the U-Pass program. At the same time, more than 3,200 hours of bus service were added to the system to enhance the current service. This service was available for all transit customers to use.

The recommendations contained in this report require Council approval.

Respectfully Submitted,



Brad Bells, Director, Transit & Fleet

12/17/2019

Respectfully Submitted,



Kim Conra, Executive Director, Citizen Services

12/30/2019

Prepared by: Nathan Lunning, Manager of Transit Administration

ATTACHMENTS

Appendix A

Appendix B

September 25, 2019

Summer/Spring U-Pass Program

Memorandum of Intent

With the City of Regina, Transit & Fleet Department and
the Students' Union of the University of Regina Inc.

The City of Regina Transit & Fleet Department and the Students Union of the University of Regina Inc. (URSU) have agreed to the following:

- Three year agreement commencing May 1, 2020 to April 30, 2023.
- U-Pass to be only active during spring/summer semesters which would span approximately from May 1st to August 31st each year.
- URSU will set student fees based on the price of the program from Transit & Fleet.
- URSU will be responsible for collecting fees from students and will handle any exemptions.
- URSU will notify Transit & Fleet of any passes of lost or stolen passes so they can be deactivated.
- URSU will provide Transit & Fleet with semester data of students that have a U-Pass and students that have been removed from the list of active U-Pass users.
- URSU will pay Transit & Fleet a lump sum payment for the U-Pass program paid July 1st of each year in the amount of \$360,610.
- Transit & Fleet will supply the University of Regina with R-Cards and URSU with U-Pass stickers with smart card technology for students to use as their bus pass.
- Starting May 2021, 3% will be added to the annual amount charged to URSU for the life of the agreement.
- Additional service will be added in during the spring/summer U-Pass. The additional service will be:

- One trip at 10 pm weekdays on routes 21 and 22.
- One additional trip after 6 pm on weekdays on routes 21 and 22.
- The City will have the right to alter the additional service should ridership statistics collected by the City show that these services are not being used in a manner consistent with the City's service standards or should adjustments be required to improve transit service delivery in the opinion of the City.
- The City agrees to consult with the URSU before any changes are made to the proposed additional service.

The above and the implementation of the UPASS program is conditional on all necessary approvals by Regina City Council and the URSU Board of Directors and subject to entering into a formal agreement between the City of Regina and the URSU.

BBells

BBells (Sep 26, 2019)

Brad Bells
Director of Transit & Fleet
City of Regina

orioladeolu

orioladeolu (Sep 25, 2019)

Victor Oriola
President
URSU



Carl Flis
General Manager
URSU

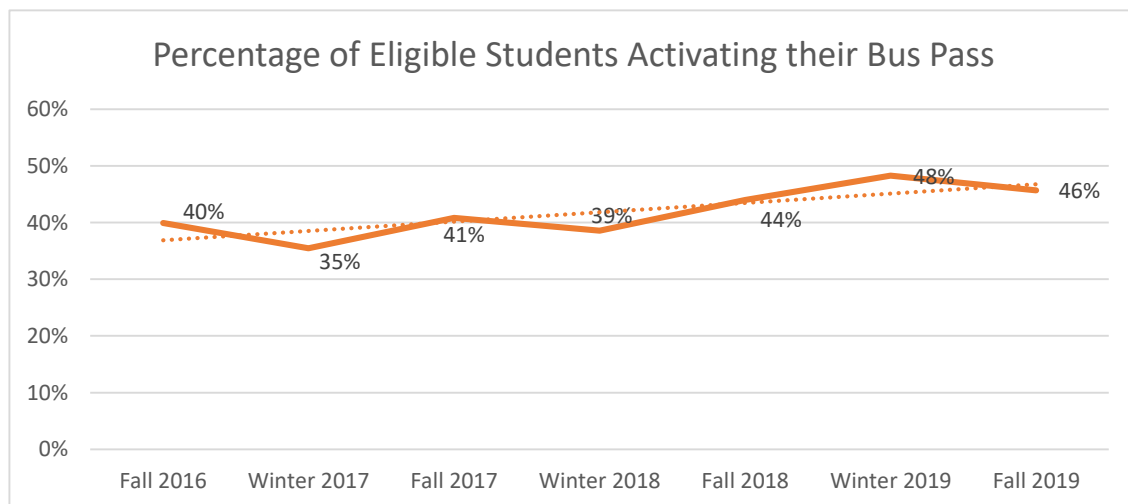
APPENDIX B

Post-Secondary and U-Pass Ridership

Year	Post-Secondary and U-Pass Rides	% Change from previous year
2015	668,915	n/a
2016	891,847	33%
2017	1,090,011	22%
2018	1,344,416	23%
2019 (projected)	1,700,000	26%

Student Participation Rate

Semester	# of Possible Students	# Of Students Opting Out	# of Student Bus Pass Activations	% Activation of all Students	% Activation of Eligible Students
Fall 2016	11441	1183	4097	36%	40%
Winter 2017	10789	1066	3449	32%	35%
Fall 2017	12184	1124	4516	37%	41%
Winter 2018	11264	852	4016	36%	39%
Fall 2018	12195	938	4951	41%	44%
Winter 2019	10656	1024	4651	44%	48%
Fall 2019	13402	1037	5651	42%	46%



On-Demand Transit Service Pilot

Date	January 8, 2020
To	Community and Protective Services Committee
From	Citizen Services
Service Area	Transit & Fleet
Item No.	CPS20-2

RECOMMENDATION

That the Community and Protective Services Committee:

Approve the route changes regarding the On-Demand pilot outlined in Appendix A and Appendix B, to be implemented April 26, 2020.

ISSUE

Administration is seeking approval to conduct a pilot of an on-demand bus service in place of the fixed route for Route 10 RCMP/Normanview. The pilot will assist Transit to gauge if ridership with this type of service will increase during its low service hours.

The logistics of the pilot for Route 10 RCMP/Normanview would take place Monday to Saturday evenings, after 7 p.m. until end of service at 1 a.m., from April 26 to August 30, 2020.

IMPACTS

Accessibility Impact

The entire Transit of 121 buses is fully accessible. Regular sized 40-foot conventional buses will be used in the pilot.

Financial Impact

The pilot will cost \$35,000, in which \$25,000 would be funded from the Strategic Initiatives Fund to the service provider, Pantonium, for use of their software. There is an additional requirement of \$10,000 for communications, signage, tablets and staffing (for the phone-in

option) for the pilot. The \$10,000 would be funded within the existing Transit and Fleet operating budget. The buses that are regularly used on the Route 10 would be used for the pilot, therefore no purchase of additional buses or funding for new operators would be required.

If it is determined that the pilot is successful, Administration will request funding through a 2021 business case to release a request for proposal into the market to find a qualified long-term vendor.

Policy/Strategic Impact

Regina Transit has service standards in place that speak to on-demand transit service. On-demand transit service is to be used when ridership service standards cannot be maintained on a fixed route. The Route 10 RCMP/Normanview proposed for this pilot does not meet ridership service standards after 7 p.m. and therefore is a good candidate for the trial. The Transportation Master Plan also supports on-demand transit service through the following policies:

3.2 – Design the transit system and its routes to provide direct and time competitive service.

3.31 – Continue to improve and increase accessibility of customer service and trip planning tools.

This pilot project also supports the Underutilized Land Improvement Strategy Goal 3.13, to invest in innovative transit.

OTHER OPTIONS

Administration recommends proceeding with the pilot to gauge if ridership levels would increase with this type of service delivery.

There are two other options:

- 1) Not proceed with the pilot and request Administration to submit a budget request for a solution in 2021. This option would allow Regina to see the results of the Saskatoon pilot before committing any funding to the service alternative.
- 2) Not proceed with the pilot or any on-demand transit services at this time. This would not require any funding but would also not allow Regina to test this service type to see if this has any long-term benefits in terms of ridership.

COMMUNICATIONS

If the pilot is approved, Communications will develop a comprehensive communication strategy that targets riders in the proposed neighbourhood. Following the pilot, Administration will collect information from users to help evaluate the service.

DISCUSSION

Transit operated an on-demand bus service called Telebus in the early 1970s for approximately 10 years. The service allowed customers to phone in for a trip, to which a

City bus would pick the customer up at their door and transport them to a location within the Telebus service area. This on-demand service was very popular and was well used. The downfall of the service was that it was expensive to operate as the service required a significant amount of resources to take calls, schedule, and dispatch buses.

On-demand transit services today are being adopted by municipalities in order to increase ridership in low-demand periods. New technologies have allowed this type of service to be easily integrated with existing fixed route service. Belleville, Ontario has been operating an on-demand transit service in their evening periods using Pantonium and has increased ridership over 300 per cent. This partnership earned both the City of Belleville and Pantonium a Canadian Urban Transit Association (CUTA) Leadership Award for Innovation at the 2019 Fall CUTA Conference. Calgary, Alberta also recently launched on-demand transit service in August 2019 and their ridership is rapidly increasing.

In June 2018, the City was approached by Innovation Saskatchewan regarding an innovation challenge to help solve a municipal problem for both Regina and Saskatoon. The problem statement and challenge were:

Alternative transit seekers in Regina and Saskatoon need a better way to meet their local transportation needs without necessarily driving a vehicle. They are deterred from using a vehicle for financial and/or environmental reasons. Unfortunately, today they perceive non-driving modes of transportation as unreliable and inconsistent, while they specifically lack trust in public transportation because they are on a tight schedule and the bus often is not. They are further frustrated by not being able to accurately track the bus to confirm its arrival time and its inability to access certain locations they need to go. They are often left driving themselves, carpooling, or reluctantly, using public transportation. Is there a technology solution that can help solve these challenges?

This challenge was posted for start-up technology companies from across Canada to come forward with proposed solutions. Through shortlisting and rigorous interview processes, both the City of Saskatoon and the City of Regina, as well as one representative from Economic Development Regina (EDR), declared Pantonium as the company most able to deliver a solution to the above described challenge as a provider of public transit software for on-demand transit services.

Pantonium offers automated, optimized dispatching in real-time. The platform collects trip requests from riders via mobile applications, online and phone calls, then automatically schedules and routes those trips via a fully autonomous cloud-based system. The application allows additional service levels in low-demand areas, off-hour applications, on-demand services and overall optimized trips. The software also optimizes fleet and dispatch functions by using algorithms and artificial intelligence.

This on-demand bus service using the Pantonium technology has been operating in Belleville, Ontario for 18 months. The on-demand service replaced the system's evening service, which was averaging five passengers per bus hour. Over the course of one year, the new service statistics were very encouraging. The following metrics were recorded:

- Ridership increased 300 per cent
- Passengers per bus hour increased from five to 30
- The service area increased in size by 70 per cent
- The number of kilometers travelled by the buses decreased by 30 per cent

Both Saskatoon and Regina are looking to pursue a pilot to test this service model. Transit has been looking at on-demand bus service to serve areas or times of the day that have lower ridership. Transit's Service and Performance Standards speak to this kind of service. Specifically, where population or demand do not justify a fixed route service, a demand responsive service could be considered. If a service does not maintain 10 passengers per hour, a route should be changed to a demand responsive service if it does not meet the performance targets.

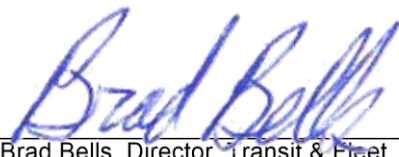
Transit has one route not meeting service standards in the late evening and therefore selected for this pilot. This is the Route 10 RCMP/Normanview. After 7 p.m., this route averages eight passengers per bus hour when it should be averaging 15. A map of the area covered by this route can be found in Appendix A. Full details of this project can be found in Appendix B.

After the pilot has concluded, a decision on whether to continue or expand the service will be made based on the results of the trial. The pilot will be evaluated on the same measures as reported in the Belleville, Ontario trial when comparing our current fixed route service to this new on-demand service. The measures, including current performance, can be found in Appendix C. If results above are favourable based on our anticipated outcomes, a budget submission to launch this service on a permanent basis will be prepared for Council's consideration. If approved, a request for proposals will then be issued to engage a long-term vendor.

DECISION HISTORY

Approval of transit routes is within the authority of the Community and Protective Services Committee.

Respectfully Submitted,



Brad Bells, Director, Transit & Fleet

Respectfully Submitted,



Kim Onra, Executive Director, Citizen Services

12/30/2019

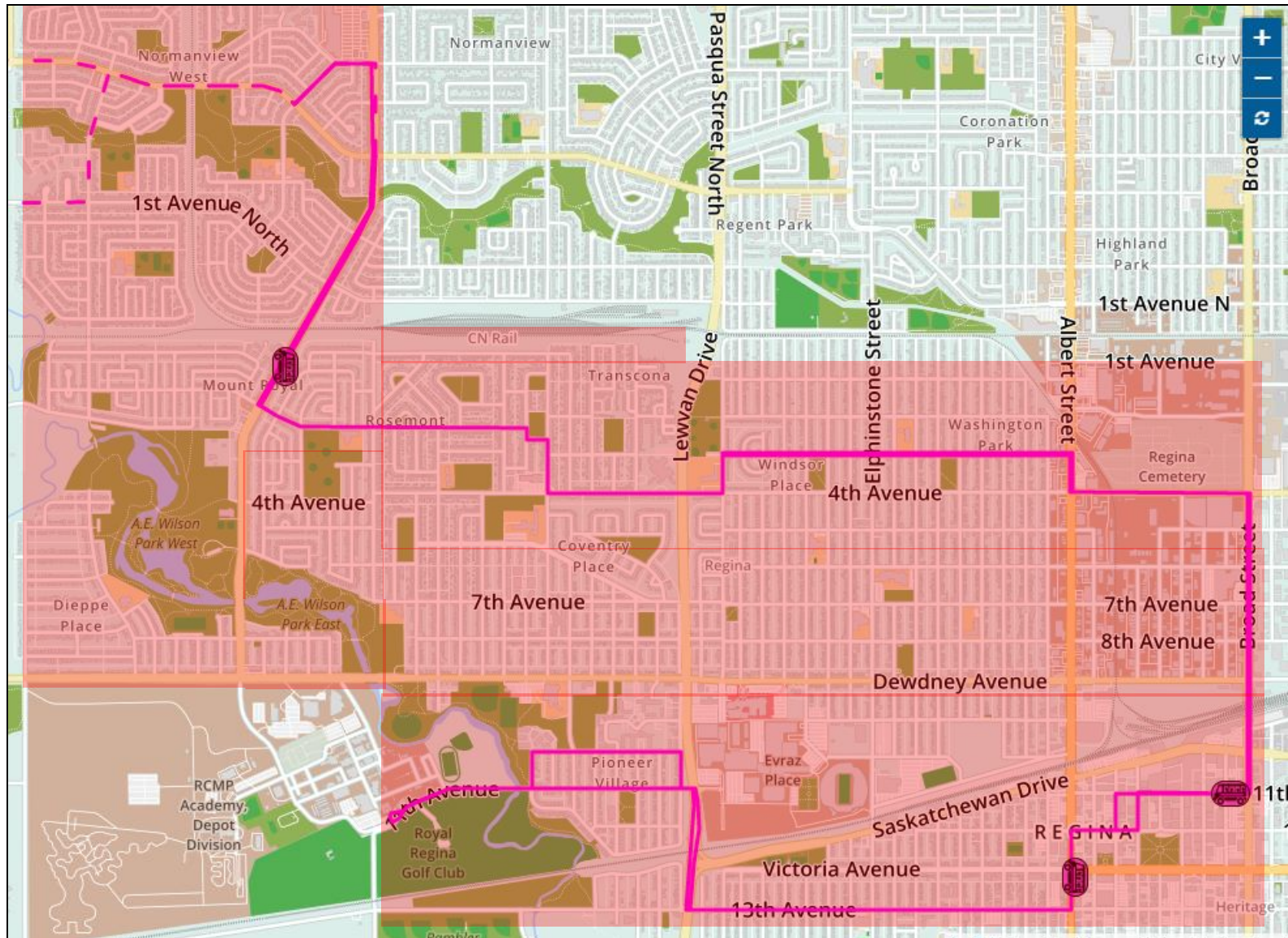
Prepared by: Nathan Luhnig, Current Manager, Operational Services

ATTACHMENTS

Appendix A
Appendix B
Appendix C

APPENDIX A

Map of Service Area



- Current Fixed Route 10
- Service area of On-Demand Pilot

APPENDIX B

Pilot Details

- The pilot project duration to be from April 26 to August 30, 2020.
- Service Area - would replace evening service on the Route 10 Normanview/RCMP after 7:00 p.m. until end of service at 1:00 a.m., Monday through Saturday.
- After 7:00 p.m. buses would no longer follow a fixed route but would drive to bus stops in the service area that have trips booked by customers. The Pantonium software calculates a route for the operator to drive based on the trip bookings it receives.
- Currently, Route 10 Normanview/RCMP has two buses running each evening. This pilot would continue to use two 40-foot buses for the pilot.
- Buses would provide service to bus stops only. This includes the bus stops that Route 10 Normanview/RCMP services and any other bus stops that are within the defined service area. The area for the proposed pilot contains 280 bus stops.
- Customers book rides through the Pantonium phone app, website or by phone to secure their trip.
- Trips will be able to be booked up to two days in advance.
- Payment cost and method would be the same as riding a regular transit bus.
- If customers are travelling outside the on-demand service zone they would have the ability to travel to the downtown or Normanview Crossing to transfer to another bus as they do now with the fixed route service.

APPENDIX C
Pilot Project Measurements

Measure	Current Performance: Route 10 7 p.m. to 1 a.m.	Anticipated Performance
Ridership (four-month period)	8,181	15,000
Passengers Per Bus Hour PBH)	8 PBH	15 PBH
Service Area	6.02 km ²	14.69 km ²
Kilometers Travelled Each Day	244 km's	171 km's
Number of Trips successfully assigned	100%	100%
Number of no shows	n/a	1,000
Wait Times for Trip	30 to 60 minutes	No more than 30 minutes
Cost Recovery Ratio	18%	25%
Cost Per Passenger	\$14.08	\$9.00
Revenue	\$18,000	\$33,000
Return on Product Development Expense (measure increase in cost versus increase in ridership)	n/a	27%

Emergency Measures Bylaw Amendment

Date	January 8, 2020
To	Community and Protective Services Committee
From	Citizen Services
Service Area	Fire & Protective Services
Item No.	CPS20-3

RECOMMENDATION

That the Community and Protective Services Committee recommends that City Council:

1. Direct the City Solicitor to amend *The Emergency Measures Bylaw, Bylaw No. 2011-37* to include the amendments included in this report.
2. Approve this recommendation at its January 29, 2020 meeting.

ISSUE

The Emergency Measures Bylaw 2011-37 (Bylaw) establishes a local planning committee as required by the Emergency Planning Act of Saskatchewan. The Bylaw identifies members that are no longer reflective of or supported by the organizational structure of the City of Regina. The updated Emergency document requires the Bylaw to be amended with appropriate staff positions.

IMPACTS

The Bylaw will reflect the current structure of the City of Regina Local Emergency Planning Committee.

OTHER OPTIONS

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DISCUSSION

The current Bylaw identifies eight positions which form the Local Emergency Planning Committee. Some of these positions no longer exist and/or has been reclassified under a different title.

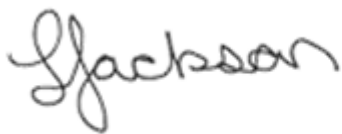
It is recommended that the Bylaw be amended to identify the following 10 positions that will form the City of Regina Local Emergency Planning Committee. These positions are in alignment with those identified as “Designates” within the structure of the City of Regina Emergency Operations Centre (EOC) as listed in the City of Regina Master Emergency Response Plan. The positions are as follows:

1. EOC Director – Executive Director of Citizen Services
2. EOC Manager – Manager, Emergency Preparedness & Business Continuity
3. Risk Manager – City Solicitor
4. Liaison Officer – Director/Chief, Regina Fire & Protective Services
5. Information Officer – Executive Director, Citizen Experience
6. Operations Section Chief – Chief of Police, Regina Police Service
7. Logistics Section Chief – Director, Sustainable Infrastructure
8. Finance and Administration Section Chief – Executive Director, Financial Strategy & Sustainability
9. Planning Section Chief – Executive Director, City Planning & Community Development
10. Mayor and City Council Advisor – City Manager/Officers in Council

DECISION HISTORY

The recommendation contained within this report requires City Council approval.

Respectfully submitted,



Layne Jackson, Director, Fire & Protective Services

12/30/2019

Respectfully submitted,



Kim Onra, Executive Director, Citizen Services

1/3/2020

Prepared by: Jeff Rowden, Manager, Emergency Management

Alley Lighting

Date	January 8, 2020
To	Community and Protective Services Committee
From	Citizen Services
Service Area	Roadways & Transportation
Item No.	CPS20-4

RECOMMENDATION

That the Community and Protective Services Committee:

1. Remove *CPS17-11* from the List of Outstanding Items for the Community and Protective Services Committee.
2. Recommend that this report be received and filed.

ISSUE

This report provides options and cost implications of adding alley lighting to areas facing high crime rates in response to motion *CPS17-11* passed on June 2017 at the Community and Protective Services Committee meeting.

In addition, this report includes research into alley lighting programs in other municipalities.

IMPACTS

Financial Impact

There are no financial implications for the recommended option. However, if one of the outlined other options were to be considered, a funding source is required and would need to be determined through the 2021 budget approval process.

Policy/Strategic Impact

The available options are consistent with *The Official Community Plan, Bylaw No. 2013-48* (OCP), specifically:

Section D11, Goal 3 - Community Security, "Ensure that Regina is a safe community where everyone feels secure in their homes and neighbourhoods."

- *13.11 Recognize that prevention is a crucial component to health and safety.*
- *13.12 Promote health and safety by embracing the principles of Crime Prevention through Environmental Design (CPTED).*

Environmental Impact

The introduction of alley lighting may create light pollution concerns from the adjacent properties. The additional lighting may also increase carbon emissions depending on the lighting options available.

There are no accessibility, risk/legal or other implications or considerations.

OTHER OPTIONS

Administration reviewed the following options for alley lighting:

Option 1

Install alley lighting in certain locations by working in collaboration with the Regina Police Service. The increase lighting may contribute to reducing crime in these areas, however there may be some dissatisfaction with light pollution with the adjacent properties. The estimated capital cost for the City of Regina (City) is \$250,000 with an annual operating cost of \$40,000. This is similar to programs in Saskatoon and Hamilton. See Appendix A for additional details.

Advantages include:

- discourages easy access to garages as well as casual car theft in neighbourhoods where lighting is installed
- discourages nuisance foot traffic and pervasive property crime
- discourages unnecessary lingering in alleyways
- costs are minimal to individual property owners as the lighting project is shared across the entire community through a property taxes increase

Disadvantages include:

- neighboring residents may be disturbed by light infiltrating their properties
- may create a false sense of security, giving residents the feeling that it is safe to walk there at night
- high capital and operating costs for funding required not included in current budgets

Option 2

Install lighting in accordance with the current Local Improvement Program (LIP). This option has only been used once in the last ten years that the program has been available. The location of the lighting is the alley north of Angus Crescent (only half of the alley has lighting) from east of Retallack Street behind Davin School. A primary reason to only one alley is due to the costs and neighbourhood willingness associated with the LIP. The estimated costs charged to each property owner adjacent to the alley is between \$625 to \$1143, depending on the availability of current power pole infrastructure existing in the alley. This program is similar to options provided in other cities such as Edmonton, Calgary and Windsor. See Appendix B for additional details.

Advantages include:

- discourages easy access to garages as well as casual car theft in alleys where lighting has been approved by residents and installed
- discourages nuisance foot traffic and pervasive property crime
- discourages unnecessary lingering in alleyways
- costs are not borne by the City and paid for by participating property owners

Disadvantages include:

- lighting would only be installed in alleys where property owners were two-thirds in favour
- neighboring residents may be disturbed by light infiltrating their properties
- may create a false sense of security, giving residents the feeling that it is safe to walk there at night
- costs administered to all property owners adjacent to the alley, even those that were against the LIP

Option 3

Implement an Alley Lighting Rebate Program. This option would be similar to the Water Filter Rebate Program, and would allow homeowners to purchase, install and maintain lighting on their property at their discretion. The estimated operating costs for the City are expected to be \$80,000 annually, depending the uptake in the community. This option was not available in the research conducted with programs in other municipalities. See Appendix C for additional details.

Advantages include:

- discourages easy access to garages as well as casual car theft in alleys adjacent to the properties installed
- discourages nuisance foot traffic and pervasive property crime
- discourages unnecessary lingering in alleyways
- costs are shared by the City and participating property owners
- installation borne by the property owner

Disadvantages include:

- lighting would only be installed behind properties that opted to participate in the

- rebate program
- neighboring residents may be disturbed by light infiltrating their properties
- may create a false sense of security, giving residents the feeling that it is safe to walk there at night
- operating costs incurred for funding not included in current budgets

COMMUNICATIONS

None with respect to this report.

DISCUSSION

Crime Prevention Through Environmental Design (CPTED) is defined as a multi-disciplinary approach for reducing crime through urban and environmental design and the management and use of built environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas and reduce opportunities for crime and fear of crime. In conjunction with other strategies and tools, well-lit paths and roadways can be a deterrent for criminals and discourages car and garage theft, nuisance foot traffic and unnecessary loitering in alleys.

Alley lighting is not widely used in the City of Regina. There has been one application under the LIP in the last ten years, and there was a neighbourhood installation of alley lighting in 2005/2006 (between Albert Street and Elphinstone Street, and between 7th Avenue and 9th Avenue). However, the use of the LIP and other installations in the community has been minimal. This may be due to the high capital and operating costs of providing public lighting, with additional challenges including resident disturbance by light pollution affecting adjacent properties and a false sense of security giving residents the feeling that it is safe to walk there at night.

A jurisdictional review of programs in other municipalities was conducted and is outlined in Appendix D. The review demonstrated each community has a different approach ranging from City funded lighting, property owner funded lighting, and no lighting programs at all. Through this review, the experience in other communities has demonstrated that alley lighting has had little effect on the crime rates. This would be the similar experience with the neighbourhood where lighting exists in Regina. Lastly, additional funding from other levels of government does not appear to be an option.

DECISION HISTORY

At the June 15, 2017 Community and Protective Services Committee meeting, motion CPS17-11 was passed:

1. *That City Administration to research and report back to this Committee by Q4 2017 on the cost to add back alley lighting to Regina's highest crime rate areas, which are identified in the Regina Police Service scatter/crime severity charts.*

2. *That alternative methods to fund this initiative be investigated, which would include, but not be limited to funding from other levels of government.*
3. *That should alternate funding options not be available at this time, that this item be forwarded to the 2018 budget deliberations.*
4. *That Administration, working with the Regina Police Service, provide a report back one year after the implementation of the program, to determine the effectiveness of the initiative.*

The recommendation in this report is within the delegated authority of the Committee.

Respectfully Submitted,



Chris Warren, Director
Roadways & Transportation

Respectfully Submitted,



Kim Onra, Executive Director, Citizen Services 12/30/2019

Prepared by: Danielle Fortin, Senior Engineer

ATTACHMENTS

Appendix A Option 1
Appendix B Option 2
Appendix C Option 3
Appendix D J. Review

Appendix A

Option 1

City of Regina Funded Alley Lighting

This option would see the City of Regina fund the installation and operation of alley lighting for areas with high crime rates. These areas represent approximately 17.2 kilometres of back alley out of the 322 kilometres, or five per cent of alleys in the city.

The benefit to this option is there is no cost to the individual homeowners, other than the property taxes associated with that property. A possible negative could be to install lighting where it hasn't been requested could lead to light pollution concerns.

The cost of this option is preliminarily estimated at \$250,000 for initial installation (based on poles already in alleys) and \$40,000 per year to operate the lighting. See Tables A-3 (1), (2) and (3) below for details.

These capital and operating costs associated with this option would be subject to the budget approval process.

Appendix A

Option 1 City of Regina Funded Alley Lighting

Table A-3 (1)

Location #1	Number of Straight Non - T Alleys per Location #1 ¹	Number of Lights per Straight Non- T Alleys	Number of Lights per T Alley	Total Number of Lights per Alley in Location #1	\$1200 Installation Cost per Light ²	Annual ³ Cost per Light
New Lighting	21	2		42	\$50,400.00	\$6,783.84
New Lighting	19		3	57	\$68,400.00	\$9,206.64
Total:					\$118,800.00	\$15,990.48

¹ As per Real Property Finder.

² Cost provided by SaskPower of \$1200 per light

³ Cost per month provided by SaskPower per light is \$13.74 plus GST

Table A-3 (2)

Location #2	Number of Straight Non - T Alleys per Location #1 ¹	Number of Lights per Straight Non- T Alleys	Number of Lights per T Alley	Total Number of Lights per Alley in Location #1	\$1200 Installation Cost per Light ²	Annual ³ Cost per Light
New Lighting	24	2		48	\$57,600.00	\$7,752.96
New Lighting	1		3	3	\$3,600.00	\$484.56
Existing Lighting	7	2		14		\$2,261.28
Existing Lighting	7		3	21		\$3,391.92
Total:					\$61,200.00	\$13,890.72

¹ As per Real Property Finder.

² Cost provided by SaskPower of \$1200 per light

³ Cost per month provided by SaskPower per light is \$13.74 plus GST

Table A-3 (3)

Location #3	Number of Straight Non - T Alleys per Location #1 ¹	Number of Lights per Straight Non- T Alleys	Number of Lights per T Alley	Total Number of Lights per Alley in Location #1	\$1200 Installation Cost per Light ²	Annual ³ Cost per Light
New Lighting	7	2		14	\$16,800.00	\$2,261.28
New Lighting	13		3	39	\$46,800.00	\$6,299.28
Total:					\$63,600.00	\$8,560.56

¹ As per Real Property Finder.

² Cost provided by SaskPower of \$1200 per light

³ Cost per month provided by SaskPower per light is \$13.74 plus GST

Appendix B

Option 2

Current Local Improvement Program (LIP)

A Local Improvement is any work or service paid by charging part or all the costs to property owners who benefit from the work or service.

Alley lighting is part of the Local Improvement Program (LIP). Property owners would pay all costs associated with the installation, as well as the first ten years of electricity costs. Electricity charges make up most of the cost for alley lighting installations. The rates charged for alley lighting installation are based on quotes from SaskPower for that year's program. These costs vary depending on the existing infrastructure in the alley, for example, if there are poles or not. If there are no poles in the location, then the cost could be four to eight times the cost for installation in an alley where there are existing poles. SaskPower uses 5500 lumen Light Emitting Diode (LED) lights for alley lighting.

Residents can contact the City of Regina to obtain an application. The package contains approximate costs and a blank survey. To be considered for the Alley Lighting Program through LIP, a petition must be signed by two-thirds of property owners adjacent to the alley. The names gathered on the survey must be the registered owner of the property.

Generally, the costs have been prohibitive as there has only been one installation in the past ten years, which was not located in a high crime area. This one location is the alley north of Angus Crescent from Retallack Street to the alley midway through the alley as the lighting was only installed for half the alley. Due to the absence of requests, the most recent unit costs from 2012 vary from \$41 - \$75 per property width metre, depending on the availability of power pole infrastructure in the alley. For the average 50 foot lot (15.24 metres), a property owner would pay between \$625 to \$1143 for alley lighting. With the limited uptake with the LIP program for back alley lighting, this option is unlikely to yield increased lighting in high crime areas.

Appendix C

Option 3

Alley Lighting Rebate Program

The implementation of an Alley Light Rebate Program for private lighting installations allows homeowners to purchase, install and maintain lighting on their property at their discretion. All or a portion of the cost could be reimbursed by the City of Regina.

The main benefit of this option is the cost of purchase would be shared with the property owners and be considerably less expensive than a Local Improvement Program (LIP) option or City funded alley lighting project. There is also less chance of light pollution complaints as these installs would be undertaken by the homeowner who would have more control of the installation.

Preliminary estimates for the development of this program is \$80,000 per year. These funds will be used to advertise the program in the initial years as well as fund administrative costs to implement and maintain the program. The operating costs associated with this option would be subject to the budget approval process.

The rebate program would be set up similar to the Water Filter Rebate Program. The cost breakdown assumes a rebate of \$100, and that fifteen per cent of homeowners in the areas of high crime rates would be utilize the program.

Additional considerations of a rebate program would be to determine:

- Eligibility
- Rebate limits
- Specification of installation
- Communication Plan
- Administration roles and responsibilities
- Process to confirm installation

If this option is desired and seen as a benefit to the neighbourhood that the lighting was installed in, consideration could be made to expand the program to the entire city at a later date.

Appendix C

Option 3 Alley Lighting Rebate Program

Costing for the Alley Lighting Rebate Program:

1. Administration and Communication Costs – approximately \$27,000
 - a. Administration Costs – setting up, running and maintaining the rebate program.
 - b. Communication Costs – advertising for the program and the administrative costs of stakeholder engagement.
2. Fifteen per cent of eligible property owners in high crime rate areas participate in the program. See table below – approximately \$53,000

Rebate
Program

	Number of Properties per Location ¹	15% of Properties ² per Location	\$100 Rebate Cost per Location
Location #1	1684	252.6	\$25,260.00
Location #2	1154	173	\$17,310.00
Location #3	645	97	\$9,675.00
	15% of each Location (1,2 & 3) Total:		\$52,245.00

¹ As per Real Property Finder.

² Assumes fifteen per cent of eligible property owners will participate in program

Appendix D

Jurisdictional Review

Municipalities researched included: Calgary, Edmonton, Grand Prairie, Hamilton, Ottawa, Saskatoon and Windsor.

Items Reviewed	Number of Municipalities (7)
Lighting Standard Used -Transportation Associate Canada (TAC)	Edmonton, Grand Prairie, Hamilton and Saskatoon.
Lighting Standard Used (American National Standards Institute (ANSI/IESNA))	Ottawa
Local Improvement Program	Edmonton and Regina have Local Improvement Programs already established and are currently being used. Windsor is considering the program.
High Crime & Pedestrian Driven Lighting	Hamilton, Calgary and Saskatoon
Power Company Based Program Exists	Calgary
Alley Lighting not installed	Grand Prairie
Rebate Program	None

Appendix D

Jurisdictional Review

City	Lighting Standard Used	Back Alley Lighting Exists	Restrictions to Alley Lighting Programs	Power Company Program
Calgary		Yes, with restrictions	Urban areas - back lanes and alleys are not lit unless the crime rates or incidents of social disorder are significantly high as determined by public safety authorities or, it is the primary access. Suburban areas - back lanes or alleys are not lit unless residents are able to use the Bright Nights Program provided by ENMAX.	ENMAX provides a program called Bright Nights. A contract is signed for a minimum of 12 months to pay a monthly charge of \$17.59/month per Light. This can be shared with up to six neighbors. Existing infrastructure (poles) must be present.
Edmonton	TAC	Yes, with restrictions	They do a LIP as well. All neighbours must agree to pay the installation and ongoing costs.	
Grand Prairie	TAC	No	Alleys are not lit.	
Hamilton	TAC	Yes, with restrictions	Alleys are not lit unless they are the only route of egress/access or has been approved by engineering and police; these are addressed on a case by case basis. If medium or higher pedestrian activity is anticipated, then higher lighting levels for medium or high activity shall apply.	
Ottawa	ANSI/IESNA	No	For existing alleys without lighting, only marker lighting consisting of a single pole and luminaire shall be installed. Marker lighting shall only be installed if initiated by adjacent property owners and approved by Traffic Services Branch, subject to availability of power and capital. Marker lighting shall be located at the intersection of an alley with a public roadway and not within an alley. New developments shall have marker lighting at the intersection of an alley with a road and not within an alley.	
Saskatoon	TAC	Yes, with restrictions	Alleys do not require lighting. Saskatoon will install lighting on a case by case basis. It is Service Request based and the City of Saskatoon will pay for the installation and the electrical costs if approved. Most of the lights installed already were in the downtown area where pedestrian volumes are high.	
Windsor		No	Alleys do not require lighting but are currently looking at implementing a LIP type program.	

Review of Outstanding Items

Date	January 8, 2020
To	Community and Protective Services Committee
From	City Clerk's Office
Service Area	Office of the City Clerk
Item No.	CPS20-5

RECOMMENDATION

It is recommended that the Community and Protective Services Committee:

1. Delete the following items from its List of Outstanding Items:

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
MN16-11	Community and Protective Services	1915 Retallack Street – Former Victoria Campus School Site
IR18-18	Community and Protective Services	Pathway Lighting
MN18-12	Community and Protective Services	Sunday Transit Improvements

2. Forward the updated List of Outstanding Items to Executive Committee for information.

ISSUE

Subsection 35(2) of City Council's Procedure Bylaw requires the City Clerk to provide a report to the Executive Committee annually which lists all items and the priority of the items that have been tabled or referred by City Council or one of its committees. The purpose of this report is to provide a list of the outstanding items for the Community and Protective Services Committee as at December 31, 2019.

IMPACTS

Regular review of outstanding items provides both Council and the City Administration an opportunity to review and refocus priorities and resources as required based on current initiatives, needs of the community and corporate strategy.

OTHER OPTIONS

None.

COMMUNICATIONS

No specific public communication is required in relation to outstanding items. This report will be posted to the City of Regina website for public viewing.

DISCUSSION

Lists of Outstanding Items are maintained for City Council and its main committees. Items on the list may originate from:

- a recommendation in a report which indicates that another report will be forthcoming;
- a motion adopted to refer an item back to the Administration or to request a report on a related matter;
- a motion adopted by City Council or another committee requesting the Administration to prepare a report.

The Office of the City Clerk is responsible for maintaining and updating the lists and items remain on the list until a report or the committee recommends their removal. Lists are updated with additions and deletions, as meetings are held.

The outstanding items report is first circulated to the Community and Protective Services Committee to have a detailed discussion of each item with Administration and among members to determine priorities for Council consideration. The updated list is then sent to Executive Committee for further consideration and direction to the City Manager for any changes in priority.

DECISION HISTORY

The last review of outstanding items as at November 30, 2018 was considered by Executive Committee on February 13, 2019.

Respectfully submitted,



Amber Ackerman,
Deputy City Clerk

Respectfully submitted,



Jim Nicol,
City Clerk

Prepared by: Tracy Brezinski, Council Officer

ATTACHMENTS

Appendix A

COMMUNITY AND PROTECTIVE SERVICES
Public List of Outstanding Items
as at December 31, 2019

REPORT #:	MN19-11
DATE TABLED/REFERRED:	8/26/2019
SUBJECT:	Councillor Andrew Stevens, Councillor Lori Bresciani and Councillor John Findura: Regina Winter City Strategy
MOTION:	That the Administration: 1. Identify the cost, benefits and economic benefit of developing a Winter City Strategy; 2. Develop an inventory of Winter City programs, services, and activities and identify gaps; 3. Identify partnership opportunities with community associations and groups, businesses, Economic Development Regina, Tourism Regina, Provincial Capital Commission and REAL in realizing a Winter City Strategy; 4. Prepare a report for the Community and Protective Services Committee for Q2 2020, summarizing the results of the engagement, and identifying priorities and next steps.
DIVISION/DEPARTMENT:	City Planning & Community Development
COMMENT:	Return Date: June 30 2020

REPORT #:	CPS17-11
DATE TABLED/REFERRED:	6/15/2017
SUBJECT:	Councillor Hawkins/Councillor Murray: Motion - Back Alley Lighting
MOTION:	1. City Administration to research and report back to this Committee on the cost to add back alley lighting to Regina's highest crime rate areas, which are identified in the Regina Police Service scatter/crime severity charts. 2. Alternative methods to fund this initiative be investigated, which would include, but not be limited to funding from other levels of government. 3. Should alternate funding options not be available at this time, that this item be forwarded to the 2018 budget deliberations. 4. Administration, working with the Regina Police Service, provide a report back one year after the implementation of the program, to determine the effectiveness of the initiative.
DIVISION/DEPARTMENT:	Citizen Services
COMMENT:	Return Date: January 2020

COMMUNITY AND PROTECTIVE SERVICES
Public List of Outstanding Items
as at December 31, 2019

REPORT #:	CPS18-21
DATE TABLED/REFERRED:	10/9/2018
SUBJECT:	Update on Taxicab Licences
MOTION:	A report with additional information and statistics on Seasonal Taxicab Licences through a lottery system be brought back to the Community and Protective Services Committee meeting in September 2019.
DIVISION/DEPARTMENT:	City Solicitor
COMMENT:	Return Date: June 2020

REPORT #:	MN16-11
DATE TABLED/REFERRED:	12/19/2016
SUBJECT:	Councillor Andrew Stevens: 1915 Retallack Street – Former Victoria Campus School Site
MOTION:	<p>That the Administration provide a report to the Community and Protective Services Committee in the first quarter of 2017 that examines the feasibility of developing this site into a park and that consideration for a satellite skate park and splash pad is identified in the assessment.</p> <p>That this motion be referred to the Recreation Master Plan process currently underway.</p>
DIVISION/DEPARTMENT:	Financial Strategy & Sustainability
COMMENT:	Return Date: January 2019 This item was addressed at Finance and Administration Committee through FA19-1 - Sale of City Property – Young Women's Christian Association – 1915 and 1955 Retallack Street . Remove from list at end of 2019.

REPORT #:	IR18-18
DATE TABLED/REFERRED:	12/17/2018
SUBJECT:	Community and Protective Services Committee: Pathway Lighting
MOTION:	That Administration report back to the Community and Protective Services Committee in Q2 of 2019 with a proposed pilot project to test solar lighting on a portion of pathway that is consistent with the current Open Space Lighting Policy, along with proposed costs and financing, for consideration through the 2020 budget process.
DIVISION/DEPARTMENT:	Parks, Recreation & Cultural Services
COMMENT:	Return Date: June 30 2019 This item was addressed at Community and Protective Services through CPS19-9 – Solar Pathway Lighting Pilot Project. Remove from list at end of 2019.

COMMUNITY AND PROTECTIVE SERVICES
Public List of Outstanding Items
as at December 31, 2019

REPORT #:	MN18-12
DATE TABLED/REFERRED:	11/26/2018
SUBJECT:	Councillor Andrew Stevens: Sunday Transit Improvements
MOTION:	<p>That Administration prepare a report for the Community and Protective Services Committee for Q1 of 2019 that:</p> <ol style="list-style-type: none">1. Identifies the costs and ridership statistics related to improving Sunday bus frequency during the day and evenings for both regular transit and para-transit services; and2. Identifies regular transit routes that merit improved Sunday service based on potential ridership.
DIVISION/DEPARTMENT:	Transit & Fleet
COMMENT:	Return Date: March 31 2019 This item was addressed at Community and Protective Services through CPS19-6 – Transit Sunday Service Information. Remove from list at end of 2019.

REPORT #:	MN19-19
DATE TABLED/REFERRED:	10/28/2019
SUBJECT:	Councillor Joel Murray: Cycling Safety
MOTION:	<p>That this matter be referred to Administration for a report to the Community and Protective Services Committee in Q1 of 2020 with additional information that includes options, implications, protective gear such as helmets etc., and consultation with other municipalities related to implementing a fine structure and enforcement bylaw respecting cycling safety.</p>
DIVISION/DEPARTMENT:	Roadways & Transportation
COMMENT:	Return Date: March 31 2020