



PUBLIC WORKS COMMITTEE

**Tuesday, January 22, 2013
4:00 PM**

Henry Baker Hall, Main Floor, City Hall



**Public Agenda
Public Works Committee
Tuesday, January 22, 2013**

Approval of Public Agenda

REMOVE PW13-4 – Traffic Bylaw #9900 Amendment as edits are required.

Minutes of the meeting held on December 11, 2012.

Communication

PW13-1 Gord Cowie: Snow Removal of the Street Immediately Adjacent to Bus Stops

Recommendation

This communication be received and filed.

Administration Reports and Communication

PW13-2 2013 Local Improvement Program and Amendments to 2012 Local Improvement Program Pricing for Alley Lighting

Recommendation

1. That the proposed 2013 Local Improvement Program (LIP) as outlined in Appendix “A” be approved.
2. The following locations be declared as single local improvement, namely a single project in accordance with section 4 of *The Local Improvements Act, 1993*:
Work # 18 Rae Street (25th Avenue to 24th Avenue).
Work # 24 Winnipeg Street (West Side) (15th Avenue to 13th Avenue)
3. That the City Solicitor submit the 2013 Local Improvement Program to the Saskatchewan Municipal Board for approval.
4. That the City Solicitor submit the 2012 Local Improvement Program amendments, as detailed in this report, to the Saskatchewan Municipal Board for approval.
5. That upon receipt of the Saskatchewan Municipal Board approval, the proposed works be advertised in accordance with the requirements of *The Local Improvements Act, 1993*.
6. That upon receipt of the Saskatchewan Municipal Board approval, the revised construction rates for alley lighting in the 2012 Local Improvement Program be revised, in *The Local Improvement Bylaw, 2012* No. 2012-37.



Office of the City Clerk

PW13-3 Discontinuation of Commercial Solid Waste Collection

Recommendation

1. That the City of Regina's commercial solid waste collection service be phased out in 2013; and
2. That the City Solicitor be instructed to amend Bylaw 2012-63 being *The Waste Management Bylaw, 2012* to repeal Sections 38, 39 and Schedule B.

PW13-4 Traffic Bylaw #9900 Amendment

This item will be removed with the approval of the agenda.

PW13-5 Dave Abbey - Safety of School Bus Operations

Recommendation

That this communication be received and filed.

PW13-6 Traffic Bylaw Review – School Bus Safety Light and Stop Sign Arm

Recommendation

That this report be received and filed.

Adjournment

Memo

January 21, 2013

To: Members,
Public Works Committee

Re: Adjustments to Public Works Agenda – January 22, 2013

When approving the agenda for this afternoon's meeting, I would recommend the following adjustments:

REMOVE PW13-4 – Traffic Bylaw #9900 Amendment as edits are required.



Joni Swidnicki
City Clerk

Cc: Deputy City Manager, City Operations
City Solicitor
Administrative Assistant to the Deputy City Manager

AT REGINA, SASKATCHEWAN, TUESDAY, DECEMBER 11, 2012

AT A MEETING OF THE PUBLIC WORKS 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 John Findura, in the Chair
Councillor Bob Hawkins
Councillor Terry Hincks
Councillor Barbara Young

Regrets: Councillor Sharron Bryce

Also in Attendance: Committee Assistant, Elaine Gohlke
Solicitor, Jayne Krueger
Deputy City Manager, City Operations, Dorian Wandzura
Manager, Roadway Preservation, Nigora Yulyakshieva
Director, Roadways & Transportation Services, Adam Homes
Coordinator, Construction Programming, Ted Duce

APPOINTMENT OF CHAIRPERSON

The Secretary called the meeting to order and following nomination procedures for the position of Chairperson, Councillor Sharron Bryce was declared Chairperson of the Public Works Committee for the remainder of 2012 and for 2013.

APPOINTMENT OF VICE-CHAIRPERSON

Following nomination procedures for the position of Vice-Chairperson, Councillor John Findura was declared Vice-Chairperson of the Public Works Committee for the remainder of 2012 and for 2013.

(In the absence of the Chairperson, Councillor Findura took the Chair.)

APPROVAL OF PUBLIC AGENDA

Councillor Hincks moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.

ADOPTION OF MINUTES.

Councillor Young moved, AND IT WAS RESOLVED, that the minutes for the meeting held on September 6, 2012 be adopted.

ADMINISTRATION REPORTS

PW12-16 Proposed Uniform Assessment Rates - 2013 Local Improvement Program

Recommendation

1. That the following uniform assessment rates for the 2013 Local Improvement Program be approved:

Type of Construction	Prepaid Rate (\$ per Front Metre)	Annual Rate (\$ per Front Metre)
Water Main	244.63	34.14
Storm Sewer	342.49	47.80
Sanitary Sewers	208.98	29.17
Combined Works	631.15	88.08
Residential Pavement (8.5m traffic width)	378.30	52.80
Residential Pavement (10.36m traffic width)	453.95	63.35
Commercial Pavement (11.00m traffic width)	675.38	94.26
Curb and Gutter	196.54	27.43
Concrete Walk (up to 1.83m width)	190.00	26.52
Concrete Walk (each additional 0.61m width)	91.74	12.80
Monolithic Walk, Curb and Gutter (up to 1.83m width)	386.52	53.94
Alley Upgrades	Prepaid Rate (\$ per Rear Metre)	Annual Rate (\$ per Front Metre)
Alley Paving (residential)	324.29	45.26
Alley Paving (commercial)	378.53	52.83
Alley Lighting Installation (incl. Fixtures, poles & power source)	77.86	10.87
Alley Lighting Installation (Fixtures Only)	49.70	6.94

Note: Annual rate is based on 6.57% interest rate.

2. That the City Solicitor be requested to prepare the required uniform rates bylaw for the 2013 uniform rates using the rates and information provided for in this report.
3. That the City Solicitor be requested to amend the annual interest rate in section 5 of *The 2012 Local Improvement Uniform Rates Bylaw No. 2012-7*, from 6.74% to 6.57%, which is lower than the rate established in 2012.

Councillor Hincks moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

PW12-17 Consideration of Meeting Dates and Times for 2013

Recommendation

1. That 2013 meetings of the Public Works Committee be held at Thursdays at 4:00 p.m. on the following dates:

January 22 (previously approved)	July 11
February 14	August 8
March 7	September 5
April 11	October 3
May 9	November 7
June 13	December 5

2. That the first meeting of the Public Works Committee in 2014 be held on Thursday, January 9, at 4:00 p.m.

Councillor Hawkins moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

PW12-18 Review of Outstanding Items

Recommendation

1. That the following item be deleted from the list of outstanding items for the Public Works Committee:

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
PW11-5	Public Works Committee	Residential Rear Alley Garbage Collection - Cart Conversion Service Change

2. That the updated List of Outstanding Items be forwarded to the Executive Committee for information.

Councillor Hincks moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

ADJOURNMENT

Councillor Hawkins moved, AND IT WAS RESOLVED, that Council Adjourn.

Chairperson

Secretary

Submission to the Winter Maintenance Operational Review

**Issue: Snow Removal of the Street
Immediately Adjacent to Bus Stops**

Background:

According to the City of Regina "Winter Maintenance Policy",

http://www.regina.ca/residents/roads-traffic/road-bylaws-manuals-report/winter_maintenance_policy/index.htm

1.) Part 2 Plowing, c) Routine Maintenance, End Conditions, Page 10:

"Normal winter driving conditions are considered to be established on roads when the following conditions are met:

- **Maximum height of snow ridges within transit stops will be 15 cm [1/2 foot] and will not encroach onto the sidewalk.**
- **Transit stops will be a minimum of 12 m in length."**

(Note, according to City officials within the Winter Maintenance Department, operators are encouraged to extend the transit stops beyond the minimum of 12 m whenever possible. As we understand it, the rationale for this is to allow room for future snow storage.)

Further:

2.) According to the City of Regina "Winter Maintenance Policy", Part 2 Plowing b) Systematic Plowing, All Roads, Page 8:

"Snow ridges will be reduced to a maximum height of 30 cm [1 Foot] across driveways, intersections, alleys and signed unloading zones (including for school buses adjacent to schools and in front of senior's complexes with over 20 units in a single building)."

Finally;

3.) According to the City of Regina "Winter Maintenance Policy", Part 2 Plowing, c) Routine Maintenance, End Conditions, Page 10:

"Normal winter driving conditions are considered to be established on roads when the following conditions are met:

- **Snow ridges placed in parking lanes may encroach up to 30 cm [1 foot] on to the sidewalk. The outside base edge of the snow ridge will not exceed 60 cm [2 feet] from the curb face."**

Over the last 27 years that we have lived at 3131 Parliament Ave, we have experienced the City winter maintenance crew follow the above policies. This results in the diligent moving of snow from the bus stop, which borders our property, which is then piled, high and deep in front of our house.

During the winter of 2011/12 the distance between the curb and the edge of the snow ridge on the street was 183 cm [6 feet]. This condition existed from at least 01 January 2012

to at least 07 March 2012, as may be noted from the submitted video.

We neither have a driveway in front or on the back alley, thus, during the winter we effectively have no visitor parking near our property on either side of the street as there is a bus stop across the street and a similar, but not so severe condition exists.

Proposal:

The current Winter Maintenance Policy be amended stating that in circumstances where a City Transit stop is immediately adjacent to a home owner's property, which does not have a driveway, would be consistently plowed past the transit stop sign a distance of at least one car length, or 3 to 4 m [10 - 14 feet]. Further, this distance of 3 to 4 m [10 - 14 feet] will be plowed consistent with the Winter Maintenance Policy encapsulated as 2.) above. That is to say, **"to a maximum height of 30 cm [1 Foot]"** so as to be consistent with the driveway policy.

Rationale:

- 1) It has been our experience that the snow ridge created at transit stops (maximum 15 cm [1 foot]) and driveways (maximum 30 cm [2 feet]) are uniformly less than that specified by the policy. It has also been our experience that the snow piled in front of our property is uniformly more than the specified 60 cm [2 feet] as specified by the policy. Property owners should not be subjected to the storage of excessive amounts of snow in front of their property simply because it happens to be adjacent to a bus stop.

- 2) It is a matter of fairness and equity that if it is policy that driveways are to be left relatively unimpeded by a snow ridge, a property which does not have a driveway should be afforded the same courtesy in terms a single parking spot of an equivalent distance as granted to driveways.
- 3) Now that front street garbage/recycling is coming to pass, Homeowners without a driveway should be afforded a means to access the street. In this regard, a City official in the Solid Waste Disposal department informed me that of the front street garbage pickups, 99% of properties have driveways. We presume a similar number would apply to properties with alley pickup. This being the case, we would submit the implementation of this proposed policy would have a minor cost implication.

January 22, 2013

To: Members,
Public Works Committee

Re: 2013 Local Improvement Program and Amendments to 2012 Local Improvement
Program Pricing for Alley Lighting

RECOMMENDATION

1. That the proposed 2013 Local Improvement Program (LIP) as outlined in Appendix “A” be approved.
2. The following locations be declared as single local improvement, namely a single project in accordance with section 4 of *The Local Improvements Act, 1993*:

Work # 18 Rae Street (25th Avenue to 24th Avenue).

Work # 24 Winnipeg Street (West Side) (15th Avenue to 13th Avenue)

3. That the City Solicitor submit the 2013 Local Improvement Program to the Saskatchewan Municipal Board for approval.
4. That the City Solicitor submit the 2012 Local Improvement Program amendments, as detailed in this report, to the Saskatchewan Municipal Board for approval.
5. That upon receipt of the Saskatchewan Municipal Board approval, the proposed works be advertised in accordance with the requirements of *The Local Improvements Act, 1993*.
6. That upon receipt of the Saskatchewan Municipal Board approval, the revised construction rates for alley lighting in the 2012 Local Improvement Program be revised, in *The Local Improvement Bylaw, 2012* No. 2012-37.

CONCLUSION

The Local Improvement Act, 1993 requires that a program approved by City Council be submitted to the Saskatchewan Municipal Board for approval of the entire program prior to work being advertised.

The proposed 2013 Local Improvement Program consists of nine road renewal work locations total of 2.96 km road. These road renewal locations will require 2.62 km sidewalk, curb and gutter replacement and 0.3 km only sidewalk replacement location.

BACKGROUND

1993 the provincial legislation developed the *Local Improvements Act*, to help provide a method of paying for necessary improvements to municipal infrastructure. Under a Local Improvement Program (LIP) any work or service is paid for by charging part or all of the cost to property owners who benefit from the work or service. City's Administration has adopted a Local Improvement Program (“LIP”) since 1993 for the rehabilitation of the City's infrastructure.

Currently LIP addresses locations where full replacement of sidewalk, curb and gutter is required and is applied to all classifications of roadways which include arterials, collectors, bus routes, and residential locals. At present, there is no charge to the property owners for pavement rehabilitation or any other work related to roadway reconstruction, such as renewal or replacement of the underground utilities done in conjunction with this program.

The current road investment strategy is focusing expenditure on the 20 percent of the road network which is subjected to 80 percent of the traffic volume, i.e. Arterial and Collector network. Despite the Residential network making up more than one half of Regina's road network it has been allocated approximately one quarter of the budget over the last four years. At the present practice the residential network improvements is done through the LIP.

Since 2000, 56 roadway locations have been rehabilitated under the LIP. Of these locations, 21 were residential local, while the remainder were higher traffic volume roadways.

As City Street Infrastructure network are aging there is an increasing need for major concrete replacement associated with street infrastructure renewal on all classifications of roadways. Prioritization of these works will continue to be consistent with current practice where is consider condition of the assets based on road condition inspection survey program and extent of the work required.

The Local Improvement Act, 1993 requires that a LIP program approved by City Council be submitted to the Saskatchewan Municipal Board for approval of the entire program prior to work being advertised.

DISCUSSION

2013 LIP Program

The proposed 2013 LIP involves the replacement of sidewalk, curb and gutter. Locations are selected based on the City Operations Division's current practice for construction project selection. Where the following factors taken to consideration, such as road condition data, which is done every 4 years, traffic volume, visual review of locations and maintenance history.

The proposed 2013 LIP includes nine road renewal works (locations) and is attached as Appendix A.

The proposed 2013 LIP is initiated under Section 5(1)(b) of *the Local Improvements Act, 1993*. All procedures outlined in *The Local Improvements Act, 1993*, as well as Finance and Administration Committee approval of report "Areas of Revised Assessment Local Improvements" on September 18, 1990 (File # 0235 LOP) for reduced assessment in older areas of the City, shall apply to the 2013 program. As part of this program, property owners benefiting from the improvement may petition against the local improvement work and, if successful, the location would be removed from the LIP program.

It is recommended that City Council approve Work # 18 Rae Street (25th Avenue to 24th Avenue) and Work # 24 Winnipeg Street (West Side) (15th Avenue to 13th Avenue) in the proposed 2013 LIP as single projects as per Section 4 of *The Local Improvements Act, 1993*. Under this section City Council may declare by resolution, that certain works are continuous or

interlocking and are therefore a single project. Construction is more efficient and cost effective when longer sections are constructed at the same time.

Uniform rates for 2013 were approved by City Council on December 17, 2012 with the passing of Bylaw 2012-25. The proposed LIP cost sharing has been prepared on the basis of the approved 2013 Uniform Rates. The term for repayment of the Local Improvement charge is set as 10 years.

2012 LIP Program Amendments regarding Alley Lighting

The construction rate for the 2012 Alley Lighting LIP, was set out in *The Local Improvement Bylaw, 2012* No. 2012-37, under Work # 15 - Alley North of Angus Crescent at a rate of \$74.51 per metre for new alley lighting in accordance with *The 2012 Local Improvement Uniform Rates, Bylaw, No. 2012-7* for New Alley Lighting.

At the time of preparing *The 2012 Local Improvement Uniform Rates Bylaw, No. 2012-7* and *The Local Improvement Bylaw, 2012, No. 2012-37*, the City budgeted for the installation of poles at this location in order to install the new alley lighting. Subsequent to the passage of these bylaws and fortunately for the City, in September of 2012, SaskPower advised the City that the alley lighting installation would be able to use SaskPower's existing infrastructure in this location. The access to the existing poles significantly reduced the actual construction costs of installing new alley lighting to a rate of \$47.56 per metre; a decrease in cost of \$26.95 per metre.

The City wishes to pass this savings onto benefiting property owners. The Administration recommends that the construction rate in *The Local Improvement Bylaw, 2012* No. 2012-37 regarding new alley lighting be revised to \$47.56 to reflect the construction cost savings at this location.

RECOMMENDATION IMPLICATIONS

Financial Implications

The amount of work that will be done in 2013 is governed by the approval of the Saskatchewan Municipal Board and whether the benefiting property owners petition against the proposed works.

Funding for the 2013 LIP is available in the 2013 Capital Budget of \$18,143,000.00. The proposed LIP consists of nine works (locations). The total LIP projects cost is \$2,042,800.00 and from that owner's share is \$699,573.60.

Environmental Implications

There is a positive environmental impact caused by the replacement of deteriorated infrastructure. The condition of the infrastructure and the overall appearance of the streets are generally returned to new condition. It has been observed in previous years that these improvements encourage many residents to improve their own properties.

Strategic Implications

None with respect to this report.

Other Implications

None with respect to this report.

Accessibility Implications

On all locations where the sidewalk, curb and gutter are being replaced, pedestrian ramps will be installed at all corners.

COMMUNICATIONS

An information package for property owners is being prepared for the 2013 LIP. This information will include project details and the special assessment cost for each property. The approved Local Improvement will be advertised on the City Page in the Leader Post in compliance with *The Local Improvements Act, 1993*, after the City Solicitor receives approval from the Saskatchewan Municipal Board.

DELEGATED AUTHORITY

The disposition of this report requires City Council approval.

Respectfully submitted,



Nigora Yulyakshivea, Manager
Roadways Preservation

Respectfully submitted,



W. Dorian Wandzura, Deputy City Manager and COO
City Operations

TD/slg/jg

2013 - WALK, CURB AND GUTTER REPLACEMENT - FULL ASSESSEMENT

BYLAW #	WORK #	STREET	SIDE	FROM	TO	LAST YEAR CONST	WALK WIDTH (m)	WALK LENGTH (m)	TOTAL PROJECT COST	CONCRETE COST	ASPHALT COST	ACTUAL ASSESSMENT LENGTH (m)	RATE (\$/m)	OWNER'S SHARE	CITY SHARE
16		Broad Street	East	14th Avenue	13th Avenue	1967	1.8	175	\$136,400.00	\$71,400.00	\$65,000.00	152.33	\$386.52	\$58,878.59	\$77,521.41
17		Broad Street	East	15th Avenue	14th Avenue	1967	1.8	175	\$136,400.00	\$71,400.00	\$65,000.00	120.27	\$386.52	\$46,486.76	\$89,913.24
18		Rae Street	Both	25th Avenue	24th Avenue	1955	1.2	430	\$216,000.00	\$154,000.00	\$62,000.00	96.09	\$386.52	\$37,140.71	\$178,859.29
19		Rae Street	Both	Thornton Avenue	Lakeview Avenue	1955	1.2	230	\$120,000.00	\$80,000.00	\$40,000.00	53.21	\$386.52	\$20,566.73	\$99,433.27
20		Allen Avenue	Both	Kings Road	Argyle Road	1954	1.2	430	\$240,000.00	\$170,000.00	\$70,000.00	411.52	\$386.52	\$159,060.71	\$80,939.29
21		Newton Crescent	Both	Hudson Drive	Hudson Drive	1966	1.2	810	\$820,000.00	\$320,000.00	\$500,000.00	754.32	\$386.52	\$291,559.77	\$528,440.23
22		11th Avenue	South	Osler Street	Alley East of Halifax Street	1954	1.8	50	\$52,000.00	\$32,000.00	\$20,000.00	11.43	\$386.52	\$4,417.92	\$47,582.08
Total								2,300	\$1,720,800.00	\$898,800.00	\$822,000.00	1,599.17		\$618,111.19	\$1,102,688.81

2013 - WALK, CURB AND GUTTER REPLACEMENT - REDUCED ASSESSEMENT

BYLAW #	WORK #	STREET	SIDE	FROM	TO	TOTAL PROJECT COST	ACTUAL ASSESSMENT LENGTH (m)	RATE (\$/m)	OWNER'S SHARE	CITY SHARE
23		Queen Street	Both	2nd Avenue	1st Avenue	\$220,000.00	304.78	\$193.26	\$58,901.78	\$161,098.22
Total							320		\$58,901.78	\$161,098.22

2013 - SIDEWALK ONLY REPLACEMENT - REDUCED ASSESSEMENT

BYLAW #	WORK #	STREET	SIDE	FROM	TO	TOTAL PROJECT COST	ACTUAL ASSESSMENT LENGTH (m)	RATE (\$/m)	OWNER'S SHARE	CITY SHARE
24		Winnipeg Street	West	15th Avenue	13th Avenue	\$102,000.00	237.48	\$95.00	\$22,560.60	\$79,439.40
Total							340		\$22,560.60	\$79,439.40

SUMMARY

	TOTAL COST	OWNER'S SHARE	CITY SHARE
WALK, CURB AND GUTTER REPLACEMENT - FULL ASSESSMENT	\$1,720,800.00	\$618,111.19	\$1,102,688.81
WALK, CURB AND GUTTER REPLACEMENT - REDUCED ASSESSMENT	\$220,000.00	\$58,901.78	\$161,098.22
WALK ONLY REPLACEMENT - REDUCED ASSESSMENT	\$102,000.00	\$22,560.60	\$79,439.40
TOTAL	\$2,042,800.00	\$699,573.57	\$1,343,226.43

2013 UNIFORM ASSESSMENT RATES FOR THIS PROGRAM ARE:

WORK TYPE	LUMP SUM RATE PER LIN. METRE	ANNUAL RATE PER LIN. METRE
MONOLITHIC WALK, CURB AND GUTTER - FULL ASSESSMENT	\$386.52	\$53.94
MONOLITHIC WALK, CURB AND GUTTER - REDUCED ASSESSMENT	\$193.26	\$26.97
SIDEWALK ONLY - REDUCED ASSESSMENT	\$95.00	\$13.26

NOTES:

THE INTEREST RATE FOR 2013 IS 6.57% AND THE REPAYMENT TERM IS (10) YEARS.

Uniform assessment rates passed by City Council December 17, 2012, CR12-187, Bylaw # 2012-25

Certified Lifetime of Concrete Walk, Curb and Gutter is 20 Years

Deputy City Manager City Operations Divisions W. Dorian Wandzura



January 22, 2013

To: Members,
Public Works Committee

Re: Discontinuation of Commercial Solid Waste Collection

RECOMMENDATION

1. That the City of Regina's commercial solid waste collection service be phased out in 2013; and
2. That the City Solicitor be instructed to amend Bylaw 2012-63 being *The Waste Management Bylaw, 2012* to repeal Sections 38, 39 and Schedule B.

CONCLUSION

The implementation of Waste Plan Regina began in 2012 with the conversion of 25,000 shared rear alley bins to individual, roll-out carts. This conversion will be followed by the delivery of 60,000+ roll-out recycling carts in May and June 2013 by Loraas Disposal, the third party service provider for recyclables collection. The current fleet of collection trucks is being converted to handle the garbage roll-out carts being deployed. Maintaining a fleet of collection trucks for the City's small share of commercial solid waste collection is not consistent with the implementation of Waste Plan Regina and will not be financially viable. The Administration is recommending that commercial solid waste collection be phased out in 2013.

Commercial solid waste collection customers will be able to receive comparable service from solid waste collection providers in the private sector.

BACKGROUND

The City provides solid waste collection service to over 60,000 residential customers. As well, the City also provides this service to a small number of commercial customers. Commercial customers pay a fee for this service, as set out in the *The Waste Management Bylaw*.

Consistent with the Solid Waste Management Plan, adopted by City Council in 1999, the City currently provides commercial solid waste collection to housing complexes, not eligible for residential waste collection, as well as to some other organizations. This service is provided on a cost recovery basis. Currently, the commercial collection unit has 151 customers, 52 of which are City facilities.

Commercial waste collection includes both manual and automated collection. In the manual collection operation, bagged garbage is picked up and loaded by hand onto rear-loader collection trucks. Automated collection uses automated, side-loading (ASL) trucks and dumpster-style waste containers. Collection frequency is once per week for most commercial customers, however here are a few manual collection customers receiving service up to four times per week.

DISCUSSION

Waste Plan Regina, the City's new plan for waste management, was adopted by City Council in 2010. Implementation began with the conversion of shared, rear-alley bins to individual, roll-out carts. In 2012, 23,500 roll-out carts were put into service. By the spring of 2013, the remaining 1,500 roll-out carts will be in service. This conversion to individual roll-out carts will be followed by the delivery of 60,000+ roll-out recycling carts in May and June 2013.

Roll-out carts require a cart collection truck which is different than ASL trucks which are used to service the shared, rear-alley bins as well as in the commercial collection operation. To facilitate the conversion from shared bins to individual roll-out carts, three ASL trucks have been converted to cart trucks. The remaining six ASL trucks will be retired, due to their age and condition, leaving no trucks available to use for commercial solid waste collection. To continue with commercial collection, the City would need to purchase two new ASL trucks at cost of approximately \$600,000 plus annual operating costs of \$122,800. As well, the 274 commercial bins have exceeded their life expectancy. If the commercial collection were to continue, the replacement cost of these bins would total \$274,000.

The capital and operating costs of continuing to provide commercial collection would result in a substantial increase to the fee currently being charged to commercial customers. The fee would become non-competitive with the private sector, even at cost recovery. Given this, the Administration is recommending that the City discontinue commercial solid waste collection.

Some of the manual, commercial customers will be converted to roll-out carts, particularly smaller condominium units and they will continue to receive solid waste collection from the City. The commercial businesses that have been using the City's automated and manual, commercial collection would be required to arrange to receive this service from the private sector.

There are several solid waste collection providers in the city. These businesses have the capacity to service the City's existing commercial collection customers. All commercial collection customers have a written contract with the City. This contract allows for the termination of the service with 14 days written notice. The Administration recommends that the City notifies its commercial customers, by giving 60 to 90 days notice advising them that commercial collection operations will be phased out in 2013.

RECOMMENDATION IMPLICATIONS

Financial Implications

Commercial waste collection is provided on a cost recovery basis. Discontinuing this service is expected to have minimal financial impact. In 2011, the City generated \$15,485 on \$303,793 of revenue collected. Conversely, continuing to provide the commercial collection service will result in a significant increase in capital costs and annual operating costs, unless current fees are increased substantially, most likely to a point where the service cost will not be competitive with the private sector.

Environmental Implications

None with respect to this report.

Strategic Implications

The Strategic outcome of the recommendation will contribute to financial sustainability.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Immediately after Council approval, customers will receive 60 to 90 days written notice as well as a list of businesses that provide solid waste collection service.

DELEGATED AUTHORITY

Discontinuation of a service and bylaw amendments require City Council approval.

Respectfully submitted,



Neil Vandendort, Director
Open Space & Environmental Services

NV/tv

Respectfully submitted,



W. Dorian Wandzura, Deputy City Manager and COO
City Operations

-A.1-
APPENDIX A

Contact list

Billing Names	Addresses
City of Regina	1654 11TH AVE.
Can Mental Health Association	2702 12TH AVE.
Sask School Trustees	2222 13TH AVE
City of Regina	2585 13TH AVE.
Cathedral	2900 13TH AVE.
Rambler Park	5215 13TH AVENUE
Maple Leaf Pool	1120 14TH AVE.
COM Th 77	1109 E 14TH AVENUE
Sisters of the Precious Blood	2200 25TH AVE.
Fire Station #3	2640 31ST AVE.
Parks Yard	1430 4th Ave
Western Auto Body	1551 4TH AVE.
Trans Med Rose Dental Bldg	4936 4TH AVE.
622560 Saskatchewan Ltd.	2711 5TH AVENUE NORTH
Eastview Community Centre	615 6TH AVE.
Central Stores	1475 6TH AVE.
Asphalt Plant	1483 6TH AVE.
Richardson House of Fixtures	2101 7TH AVE.
Jerome Rink	3802 E 7TH AVE.
Fire Station # 2	1770 9TH AVENUE NORTH
Public Works Yard	1157 ALBERT ST
Engineering & Works Garage	1157 ALBERT ST
101070236 Saskatchewan Ltd.	1650 ALEXANDRA ST.
Ki-Del Holdings Ltd.	15 ANGUS RD.
Bartlett Realty Ltd.	23 ANGUS ROAD
Bartlett Realty Ltd.	31 ANGUS ROAD
Bartlett Realty Ltd.	47 ANGUS RD.
Hoa Investments Inc.	79 ANGUS ROAD
Darryl Fisher	125 ANGUS ROAD
Nicor Property Management	131 ANGUS ROAD
Quality Construction Ltd.	139 ANGUS RD.
N.W. Leisure Centre	1126 N ARANSON ST.
Fire Station # 5	2700 E ARENS ROAD
Doug Wickenheiser Arena	1127 N ARNASON ST
Albert Scott	1264 ATHOL ST.
Ross and Elizabeth Wood	307 N BROAD ST.
Staples Arena	444 N BROAD ST.
Norad Enterprises Ltd.	451 N BROAD STREET
Uplands Pizza	475 N BROAD ST.
Northland Confectionery	479 N BROAD ST
Value Pizza	2207 BROAD ST.
Kelly Wilson	2305 BROAD ST.
Canadian National Inst for the Blind	2550 BROAD ST
Boardwalk REIT Ltd. Partnership	2601 BROAD St
Sask. Gov't. Employees Union	1440 BROADWAY AVE.
Mahon Arena	150 BROTHERTON AVE.

Niesner Properties Inc.	2105 CORNWALL ST.
Nicor Property Management	2347 CORNWALL ST.
Nicor Property Management	7213 Dalglish Dr.
Nicor Property Management	7300 Dalglish Dr.
Farrell Pumping Station	1737 DEWDNEY AVE.
Glencairn Rec. Centre	2626 E DEWDNEY AVE
Fire Station #4	3855 Dewdney
Optimist Park	5221 DEWDNEY AVE.
Sewage Treatment Plant	DEWDNEY AVE. WEST
C.U.P.E. Sask Regional Office	3731 E EASTGATE DRIVE
Kinsmen Arena	560 ELPHINSTONE ST.
Sportplex	1717 ELPHINSTONE ST.
Neil Balkwill	2404 ELPHINSTONE ST.
Senior Citizens Centre	2404 ELPHINSTONE ST.
Kiwanis Park	2475 ELPHINSTONE STREET
Boulevard Real Estate Equities	24 FROOM CRES.
Cdn Revival Fellowship	70 FROOM CRES.
Cathedral Enterprises Ltd.	3300 GARNET ST.
Mr. Ted James	3320 GARNET ST.
Bartlett Realty Ltd.	3902 GORDON RD.
Faternal Order of Eagles	1600 HALIFAX ST.
Oskana Centre	1650 HALIFAX ST.
Qu'Appelle Apartments	2105 HAMILTON ST.
K & N Enterprises	2433 HARVEY ST
Hill Avenue Drugs Ltd.	3410 HILL AVE.
Joanne Goulet	8045 KESTRAL DR.
Lakeview Par 3	3100 KINGS RD.
Tor Hill	KINGS PARK
Murray	KINGS PARK
Golf Course Mtce Depot	KINGS PARK
Lakewood Animal Hospital	1151 LAKEWOOD COURT
Al Ritchie Arena	2230 LINDSAY ST.
Core Ritchie	2230 LINDSAY ST.
Wickenheiser, Charles J.& F.C.	2243 LORNE ST.
Balfour Arena	70 MASSEY RD.
Massey Pool	70 MASSEY RD.
Regina Hungarian Cultural	1925 MCARA
Hamilton Arena	1010 MCCARTHY BLVD.
Dome Investments	2174 MCINTYRE ST.
Dome Investments	2223 MCINTYRE ST.
Regent Pool	3600 MCKINLEY AVE.
Regent Par 3	3810 MCKINLEY AVE.
Rainbow Youth Centre	977 MCTAVISH ST.
Boulevard Real Estate Equities	2115 Montague St.
Ranch Ehrlo Society	2715 MONTREAL CR.
Saskatchewan Hockey Assoc.	575 PARK ST.
Globe Enterprises Inc.	1825 PARK ST.
101017340 Saskatchewan Ltd.	2816 PARLIAMENT AVE.
Pasqua Rec. Centre	263 PASQUA ST.
Kinsman Park	850 PASQUA STREET
Columbus Park Board	2940 PASQUA ST
Sask Power Corporation	2901 Powerhouse Drive

The Windmill Restaurant Ltd.	133 PROCTER PLACE
John Galon Realty	149 PROCTER PLACE
Lions Park	230 QUEBEC ST
Fellinger J. & Son's Meat	1801 QUEBEC ST.
Solace Care Homes Ltd.	4501 QUEEN ST.
Staseson-Klein Applicators	1815 RAE ST.
Southland Garden Condo.	4505 RAE ST.
Westland Investment Ltd.	4640 RAE ST.
Wickenheiser, Charles J & F.C.	2046 RETALLACK ST.
Westland Investments Ltd.	3838 RETALLACK ST.
Westland Investments Ltd.	3848 RETALLACK ST.
602573 Sask Ltd.	3860 RETALLACK ST.
Labenskas Investments Inc.	3870 RETALLACK ST.
Wascana Property Management Ltd.	3871 RETALLACK ST.
Fire Station #6	303 RINK AVE.
Lee & Rose MacDougall	2221 ROBINSON ST.
James Yannitsos	3858 ROBINSON ST.
627604 Sask Ltd.	3875 ROBINSON ST.
D.J. Kutsogiannis Professional Corp.	3920 ROBINSON ST.
Balbriggan Limited	3930 ROBINSON ST.
Westland Ventures Ltd.	2220/40 ROBINSON ST.
M.W.W. Management Ltd	1821 ROSE ST.
No. 2 Fire Station	1205 ROSS AVE.
Pat's Pets	1303 SCARTH St
Country Square Condo Assoc.	26 SHAW ST.
Holy Trinity Parish	5020 SHERWOOD DRIVE
Westhill Park Baptist Church Inc.	8025 SHERWOOD DRIVE
Westland Ventures Ltd.	30 SPENCE ST.
Westland Ventures Ltd.	34 SPENCE ST.
Niesner Properties Inc. & A.K. Holdings Ltd.	46 SPENCE ST.
South Leisure Centre	170 SUNSET DR.
Optimist Arena	222 SUNSET DR.
Fire Station #7	132 VICTORIA AVE.
J M I Holdings	425 E Victoria Avenue
Victoria Club	1300 VICTORIA AVE.
Sask. Power Corporation	2025 VICTORIA AVE.
Victoria Park	2190 VICTORIA AVE.
City of Regina	2476 VICTORIA AVE.
Victoria Gardens Condo Corp.	2935 VICTORIA AVE.
Tanos Holdings Ltd.	3104 VICTORIA AVE.
Westland Investments Ltd.	62 WESTFIELD DR.
City of Regina	333 N WINNIPEG ST.
Sandra Schmirler Leisure Centre	3130 E. WOODHAMS DR.

January 22, 2013

To: Members,
Public Works Committee

Re: Traffic Bylaw #9900 Amendment

RECOMMENDATION

1. The amendments to *The Regina Traffic Bylaw*, #9900 contained within this report be approved.
2. The City Solicitor be requested to prepare the amending bylaws effective January 22, 2013.
3. That item #MN10-13 be removed from the list of outstanding items for the Public Works Committee.

CONCLUSION

The Traffic Bylaw Working Group that is formed to critically review all sections of the Traffic Bylaw, present these proposed changes for ratification.

BACKGROUND

The Traffic Bylaw Working Group consists of representatives from the Regina Police Services, Office of the City Solicitor, Bylaw and Licensing Branch, Parking Services Branch, Engineering Services Branch and Traffic Control and Parking Branch. The Traffic Bylaw Working Group reviews the Traffic Bylaw #9900 and submits any recommended bylaw amendments.

The Traffic Bylaw working group has also reviewed the following motion from City Council, at its meeting held on December 20, 2010, resolved the following:

“That the Administration review Section 68(2) of the Traffic Bylaw and provide recommendations to the Public Works Committee on how Section 68(2) can be amended or enhanced to ensure public safety while considering the use of the parking lane during the winter months.”

Section 68 of the Traffic Bylaw prohibits an extension cord from being laid across a sidewalk as follows:

Cord Across the Sidewalk

68. (1) No person shall place or leave any cord or cable across, above, or on any public highway or sidewalk.
- (2) No person shall allow any cord or cable left across, above, or on any public highway or sidewalk to be attached to their vehicle while that vehicle is parked on a street.

The group reviewed this motion request, exploring options and alternatives to the existing bylaw and the impact the options may have on public safety.

DISCUSSION

There are three main reasons for changing the Traffic Bylaw #9900:

1. To add new clauses or change intent of existing clauses – changes may be necessary to adapt to provincial legislation, changing conditions or public needs.
2. To clarify intent – changes may be necessary, because certain sections may be ambiguous or difficult to understand. In some cases, changes are necessary to update names and titles of responsible parties or sections.
3. Housekeeping – to correct typographical and grammatical errors, if there are any changes required.

The following are recommended changes to existing Traffic Bylaw #9900 in detail. Correspondingly, these changes are discussed briefly below:

Section 1 – Definitions – is amended to serve two main purposes. To provide the definitions of “disability parking permit” and “obstruction” that are not currently included in the definitions. The second purpose is to provide consistent terminology of disability parking permit with agencies that issue the permits and to provide consistent terminology of “obstruction” that is referred to throughout the Traffic Bylaw #9900.

Section 10 – Speed Limits – is amended to serve three main purposes. The first purpose is to update sections of the speed limit table to include streets recently declared within the city limits having a speed limit greater than 50 kilometres per hour. The second purpose is to update street names in the table that are incorrect and do not correspond with the City of Regina Map or geographic information system (GIS) system. The third purpose is to update the speed limit table where there are typographical errors.

Section 34 – Angle Parking – is amended for one main purpose, to allow vehicles to be backed into a parking stall, but prohibiting this action if the parking stall is less than 90 degrees.

Section 43 – Private Property – is amended to serve two main purposes. The first purpose of this amendment is to update the type of disability permits or placards to “disability parking permit” for consistency throughout the Traffic Bylaw #9900 as referred to in the proposed definitions in Section 1. The second purpose is to add that a valid permit or proof of payment shall be displayed in the windshield when parked in a stall reserved for persons with disabilities, within a private lot for which payment for parking is required.

Section 50 – Parking Zones for Persons with Disabilities – is amended for one main purpose, to update the type of disability permits or placards to “disability parking permit” for consistency throughout the Traffic Bylaw #9900 as referred to in the proposed definitions in Section 1.

Section 62 – Parking Permits for Persons with Disabilities – is amended to serve one main purpose, to update the type of disability permits or placards to “disability parking permits” for consistency throughout the Traffic Bylaw #9900 as referred to in the proposed definitions in Section 1.

Section 65 – Temporary Street Use Permit – is amended to serve one main purpose, to remove the clause of “obtaining a temporary street use permit” from Section 65. In conjunction with the proposal Section 1 - Definitions and Section 68 - Cord Across the Sidewalk, amending the proposed text in Section 65 will not require a temporary street use permit for electrical cords across sidewalks.

Section 68 – Cord Across the Sidewalk – is repealed to serve one main purpose, to address the Notice of Motion, submitted at the City Council meeting in 2010, that the administration review Section 68(2) of the Traffic Bylaw and provide recommendations to the Public Works Committee on how Section 68(2) can be amended. Options were considered, including the following: leave this section of the bylaw ‘as is’, repeal the bylaw, or establish a street use permit system for electrical cords. The option of repealing this section of the bylaw was found to be most effective while providing public safety.

The current bylaw prohibits placing an electrical cord or cable across a public highway or sidewalk and connecting a cord to a vehicle parked on street. Section 68 can be repealed to ensure public safety while considering the use of the parking lane during the winter months. The bylaw still prohibits placing a cord across a sidewalk if it is an "obstruction", in conjunction to the proposed amendments in Section 1-Definitions and Section 65 - Temporary Street Use Permit.

Schedule J – Fees and Charges – is amended to serve two main purposes. The first purpose is to correct typographical errors in the table (business motor vehicle permits). The second purpose is to update the information in the table to correctly reflect the information in the text contained in the Bylaw (over dimensional heights).

Schedule K – Notice of Violations – is amended to serve two main purposes. The first purpose is to update the information in the table to correctly reflect the information in the text portion of the Bylaw, as a result of the proposed Section 34(1)(b) - Angle Parking. The second purpose is to add fines to the table to reflect the text portion of the Bylaw as a result of the proposed Section 34(2) - Angle Parking.

RECOMMENDATION IMPLICATIONS

Financial Implications

There are printing and duplicating costs that will be incurred to reprint the Traffic Bylaw. The approximate cost is \$500.00. These costs are included and approved in the Traffic Control and Parking operating budgets.

Environmental Implications

None with respect to this report.

Strategic Implications

None with respect to this report.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

All amendments will be communicated through a Public Notice in the Leader Post and available on the City of Regina website.

DELEGATED AUTHORITY

Amendments to *The Regina Traffic Bylaw, #9900* requires City Council approval.

Respectfully submitted,



Tom O'Connell, Manager
Traffic Control and Parking

Respectfully submitted,



W. Dorian Wandzura, Deputy City Manager and COO
City Operations

TO/dbs/jg

APPENDIX A

TRAFFIC BYLAW AMENDMENTS Detailed Description

a) SECTION 1 – DEFINITIONS

Purpose for the Amendment:

The proposed bylaw amendment has two main purposes. To provide the definitions of “disability parking permit” and “obstruction” that are not currently included in the definitions. Adding “disability parking permit” to the definition section will support the amendments proposed in Section 43-Private Property, Section 50-Parking Zones for Persons with Disabilities and Section 62-Parking Permits for Persons with Disabilities. Adding “obstruction” to the definition section will support the proposed amendments to Section 62-Temporary Street Use Permits and Section-68 Cord Across the Sidewalk. The second purpose is to provide consistent terminology of “disability parking permit” with agencies that issue the permits and to provide consistent terminology of “obstruction” that is referred to throughout the Traffic Bylaw #9900.

Existing Wording:

There are no current definitions existing for the terms “disability parking permit” or “obstruction”.

Proposed Wording:

“disability parking permit” means any valid temporary or permanent permit, plate, plaque or other form of notice card designed to be displayed in a vehicle and depicting thereon the international symbol of the disabled, duly issued by the Saskatchewan Abilities Council or another agency or governmental jurisdiction recognized to have issuing authority;

“obstruction” means anything that unduly interferes with the movement of traffic, pedestrians or constitutes a threat to public safety.

b) SECTION 10 – SPEED LIMITS

Purpose for the Amendment:

The proposed bylaw amendment has three main purposes. The first purpose is to update sections of the speed limit table to include streets recently declared within city limits that have a speed limit greater than 50 kilometers per hour. Some of these changes are due to annexation of new roads for the Global Transportation Hub (GTH), while other changes reflect the speed limits that will be most appropriate and safe, given the anticipated usage. The second purpose is to update 22nd Avenue to Hill Avenue to correspond to the Regina City map and GIS system.

The third purpose is to correct typographical errors. In 2010 Traffic Bylaw amendments were proposed and approved by council. However, the table submitted was incorrect. These typographical errors are being brought forward in this report to ensure all proposed and approved amendments are correctly included into the Traffic Bylaw#9900. The proposed revision will include:

Sections 10(1) (a)

Remove the following from the Speed Limit Table:

- Pinkie Road from 1.6 km. South of 9th Avenue North to 9th Avenue North 80km/hr (due to GTH).
- Lewvan Drive from South City Limit to 150m. South of 13th Avenue 80km/hr.

Add the following to the Speed Limit Table:

- Dewdney Avenue from West City Limit to Courtney Street with a speed limit of 80km/hr. (due to GTH).
- Fleming Road from Dewdney Avenue to South City Limit with a speed limit of 60km/hr (due to GTH).
- Lewvan Drive from 150m. North of Parliament Avenue to 150m. South of 13th Avenue with a speed limit of 80km/hr.
- Lewvan Drive from South city Limit to 150m. North of Parliament Avenue with a speed limit of 70km/hr.
- Pinkie Road from Dewdney Avenue to North City Limit with a speed limit of 70km/hr (due to GTH).
- Pinkie Road from South City Limit to Dewdney Avenue with a speed limit of 80km/hr (due to GTH).

Revise the following in the Speed Limit Table:

- Modification of 22nd Avenue to Hill Avenue to the following in the table:
 - Hill Avenue from Campbell Street to Courtney Street
 - Campbell Street from Hill Avenue to 25th Avenue
 - Courtney Street from Hill Avenue to Dewdney Avenue
- Modification of Arcola Avenue East City Limit to 150m East of Prince of Wales Drive to 80km/hr.

Existing Wording:

The sections in the existing table that will be affected by the amendments proposed are highlighted in bold.

Speed Limits

10. (1) No person shall operate a vehicle on any public highway in excess of the speed limit established as follows:
- a) The speed limits for the following streets are set out in the table below:

Description	From	To	Limit (km/h)
9 th Avenue North	Pasqua Street	West City Limit	70
12 th Avenue	Lorne Street	Scarth Street	20
13 th Avenue	150 m. West of Campbell Street	West City Limit	70
22nd Avenue	Campbell Street	Courtney Street	70
25 th Avenue	Campbell Street	Lewvan Drive	70
Albert Street	South City Limit	400 m. South of Gordon Road	70
Albert Street	400 m. North of Ring Road	200 m. South of North City Limits	70
Albert Street	200 m. South of North City Limits	North City Limits	100
Arcola Avenue	50 m. East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	150 m. East of Prince of Wales Drive	Hwy #1 Entrance Ramp	70
Arcola Avenue	East City Limit	150 m. East of Prince of Wales Drive	100
Broad Street	150 m. South of Hillsdale Street	23 rd Avenue	70
Campbell Street	22nd Avenue	25th Avenue	70
Century Crescent	All	All	30
Courtney Street	22nd Avenue	Dewdney Avenue	70
Frederick W. Hill Mall	All	All	20
Fleet Street	50 m. North of the CNR tracks	50 m north of Highway No. 46	60
Fleet Street	50 m. North of Highway No. 46	North City Limit	70
Highway #1 Bypass	780 m. East of Albert Street	Victoria Avenue	100
Lewvan Drive	150 m. South of 13 th Avenue	3 rd Avenue North	70
Lewvan Drive	South City Limit	150 m. South of 13th Avenue	80
McDonald Street	East City Limit	100 m. East of Kress Street	70
Pasqua Street	150 m. North of 9 th Avenue North	150 m. North of Pasqua Gate	60
Pasqua Street	150 m. North of Pasqua Gate	North City Limit	70
Pinkie Road	1.6 km. South of 9th Avenue North	9th Avenue North	80
Pioneer Drive	All	All	30
Prince of Wales Drive	50 m. North of Assiniboine Avenue	50 m. South of Quance Street	60
Ring Road	200 m. East of Pasqua Street	Pasqua Street	70
Ring Road	Victoria Avenue	200 m. East of Pasqua Street	100
Ross Avenue	150 m. West of Park Street	150 m. East of Winnipeg Street	70
Saskatchewan Drive	150 m. West of McTavish Street	Lewvan Drive	70
St. Chads Crescent	All	All	40
Victoria Avenue	East City Limit	150 m. East of Park Street	70
Wascana Parkway	150 m. North of Grant Road	23 rd Avenue	70
Winnipeg Street	50 m. North of 9 th Avenue North	North City Limit	60

Proposed Wording:

The proposed changes are highlighted in bold in the table below:

10. (1) No person shall operate a vehicle on any public highway in excess of the speed limit established as follows:
 - a) The speed limits for the following streets are set out in the table below:

Description	From	To	Limit (km/h)
9 th Avenue North	Pasqua Street	West City Limit	70
12 th Avenue	Lorne Street	Scarth Street	20
13 th Avenue	150 m. West of Campbell Street	West City Limit	70
25 th Avenue	Campbell Street	Lewvan Drive	70
Albert Street	South City Limit	400 m. South of Gordon Road	70
Albert Street	400 m. North of Ring Road	200 m. South of North City Limits	70
Albert Street	200 m. South of North City Limits	North City Limits	100
Arcola Avenue	50 m. East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	150 m. East of Prince of Wales Drive	Hwy #1 Entrance Ramp	70
Arcola Avenue	East City Limit	150 m. East of Prince of Wales Drive	80
Broad Street	150 m. South of Hillsdale Street	23 rd Avenue	70
Campbell Street	Hill Avenue	25th Avenue	70
Century Crescent	All	All	30
Courtney Street	Hill Avenue	Dewdney Avenue	70
Dewdney Avenue	West City Limit	Courtney Street	80
Diefenbaker Dr.	All	All	60
Frederick W. Hill Mall	All	All	20
Fleet Street	50 m. North of the CNR tracks	50 m north of Highway No. 46	60
Fleet Street	50 m. North of Highway No. 46	North City Limit	70
Fleming Road	Dewdney Avenue	South City Limit	60
Highway #1 Bypass	780 m. East of Albert Street	Victoria Avenue	100
Hill Avenue	Campbell Street	Courtney Street	70
Lewvan Drive	150 m. North of Parliament Avenue	150 m. South of 13th Avenue	80
Lewvan Drive	South City Limit	150 m. North of Parliament Avenue	70
McDonald Street	East City Limit	100 m. East of Kress Street	70
Pasqua Street	150 m. North of 9 th Avenue North	150 m. North of Pasqua Gate	60
Pasqua Street	150 m. North of Pasqua Gate	North City Limit	70
Pinkie Road	Dewdney Avenue	North City Limit	70
Pinkie Road	South City Limit	Dewdney Avenue	80
Pioneer Drive	All	All	30
Prince of Wales Drive	50 m. North of Assiniboine Avenue	50 m. South of Quance Street	60
Ring Road	200 m. East of Pasqua Street	Pasqua Street	70
Ring Road	Victoria Avenue	200 m. East of Pasqua Street	100
Ross Avenue	150 m. West of Park Street	150 m. East of Winnipeg Street	70
Saskatchewan Drive	150 m. West of McTavish Street	Lewvan Drive	70
St. Chads Crescent	All	All	40
Victoria Avenue	East City Limit	150 m. East of Park Street	70
Wascana Parkway	150 m. North of Grant Road	23 rd Avenue	70
Winnipeg Street	50 m. North of 9 th Avenue North	North City Limit	60

c) SECTION 34 – ANGLE PARKING

Purpose for the Amendment:

The proposed bylaw amendment has one main purpose. To allow vehicles to be backed into a parking stall, but prohibiting this action if the parking stall is less than 90 degrees.

Section 34(1)(b) prohibits a person from parking with the front end of the vehicle more than 0.3 meters away from the curb. Prohibiting vehicles to be backed into 45 or 60 degree angle parking stalls is logical as they will protrude into the traffic flow, or if backed in will be positioned facing the wrong way into the traffic flow on a one way street.

However, the recent modifications of two way traffic on Lorne Street, and the parking stalls being altered from 60 degree angles to 90 degree angles prevents vehicle utilizing these 90 degree angle parking stalls from backing in. Exiting 90 degree angle parking stalls causes vehicles to encounter more obstacles than if they were to pull out directly into traffic. Reversing into traffic, from a 90 degree angle, the drivers view is obstructed by the vehicles parked in the parking stall south of their location. The new design also results in drivers having to park use more than one manoeuvre, causing traffic to slow down, or in some cases stop and wait, thus disrupting the flow of traffic longer than is necessary.

Further to this point, section 6.1 of the Saskatchewan Government Insurance Drivers Handbook 2010 recommends backing into a parking stall where the angle is at 90 degrees. The intent of their reasoning for backing in is that the vehicle is already warmed up from driving and the front end swing occurs in the aisle, not between two parked cars, increasing public safety.

Existing Wording:

The sections in the existing phrase that will be affected by the amendments proposed are highlighted in bold.

34. (1) No person shall park a vehicle on any street where angle parking is provided except:

- a) in accordance with signs or markings designating a parking stall;
- b) with the front end of the vehicle within 0.3 metres of the curb; and**
- c) where the vehicle measures less than six metres in overall length.

Proposed Wording:

The proposed changes will be highlighted in bold.

34. (1) No person shall park a vehicle on any street where angle parking is provided except:

- a) in accordance with signs or markings designating a parking stall;
- b) where the angle of the parking stall is less than 90 degrees with the leading edge of the vehicle's bumper within 0.3 metres of the curb; and**
- c) where the vehicle measures less than six metres in overall length.

34. (2) No person shall back a vehicle into a parking stall that is less than 90 degrees.

d) SECTION 43 – PRIVATE PROPERTY

Purpose for the Amendment:

The current Bylaw prohibits any person parking in a stall in private property reserved for persons with disabilities unless a valid license plate sticker or a valid placard is displayed in the windshield.

The proposed bylaw amendment has two main purposes: The first purpose is to update the type of disability validations that are issued, reflecting the terminology as proposed definitions in Section 1, providing consistency of the terminology throughout the Traffic Bylaw #9900. The second purpose is to add that a valid permit or proof of payment shall be displayed in the windshield when parked in a stall reserved for persons with disabilities, within a private lot for which payment for parking is required.

Existing Wording:

The sections in the existing phrase that will be affected by the amendments proposed are highlighted in bold.

43. (1) No person shall park or stop a vehicle on private property in a zone indicated by signs as "no parking or "no stopping.
- (2) No person shall park or stop a vehicle on private property within a stall on private property marked by signs as reserved for persons with disabilities, unless the vehicle displays:
- a) **in the front windshield, a valid license plate sticker or placard issued by Saskatchewan Government Insurance, for persons with disabilities; or**
 - b) **in the front windshield, a temporary or permanent placard, issued by Saskatchewan Abilities Council for persons with disabilities.**
- (3) No person shall park or stop a vehicle on private property in areas other than subsection (1) or (2), without the express consent of the owner, occupant or permittee of that property.

Proposed Wording:

The proposed changes will be highlighted in bold below.

43. (1) No person shall park or stop a vehicle on private property in a zone indicated by signs as "no parking or "no stopping.
- (2) No person shall park or stop a vehicle on private property within a stall on private property marked by signs as reserved for persons with disabilities, unless the vehicle displays:
- a) **a valid Disability Parking Permit: and**
 - b) **if the stall is contained within a lot for which payment for parking is required, a valid permit (ticket) or other proof of payment as is required for that lot is prominently displayed in the front windshield of the vehicle.**
- (3) No person shall park or stop a vehicle on private property in areas other than subsection (1) or (2), without the express consent of the owner, occupant or permittee of that property.

e) SECTION 50 – PARKING ZONES FOR PERSONS WITH DISABILITIES

Purpose for the Amendment:

The current Bylaw prohibits parking in an on-street parking stall reserved for persons with disabilities unless a permit or a placard, issued by authorized agencies, is displayed in the front windshield.

The proposed bylaw amendment has one main purpose: To update the type of disability permits or placards to “disability parking permit” for consistency throughout the Traffic Bylaw #9900 as referred to in the proposed definitions in Section 1.

Existing Wording:

The sections in the existing phrase that will be affected by the amendments proposed are highlighted in bold

50. (1) No person shall park or stop a vehicle in any on-street parking stall or zone marked by signs as reserved for persons with disabilities unless the vehicle displays:
- a) **in the front windshield, a valid license plate sticker or placard issued by Saskatchewan Government Insurance, for persons with disabilities; or**
 - b) **in the front windshield, a temporary or permanent placard issued by Saskatchewan Abilities Council for persons with disabilities.**

Proposed Wording:

The proposed changes will be highlighted in bold below.

50. (1) No person shall park or stop a vehicle in any on-street parking stall or zone marked by signs as reserved for persons with disabilities unless **the vehicle prominently displays, in the front windshield, a Disability Parking Permit.**

f) SECTION 62 – PARKING PERMITS FOR PERSONS WITH DISABILITIES

Purpose for the Amendment:

The proposed bylaw amendment serves one main purpose: to update the type of disability permits or placards to “disability parking permits” for consistency throughout the Traffic Bylaw #9900 as referred to in the proposed definitions in Section 1.

Existing Wording:

The sections in the existing phrase that will be affected by the amendments proposed are highlighted in bold.

62. (1) The Deputy City Manager is hereby authorized to issue monthly or annual parking permits **to the registered owner of a vehicle bearing a license plate or placard issued by Saskatchewan Government Insurance for persons with disabilities, or a temporary placard issued by the Saskatchewan Abilities Council for persons with disabilities.**
- (2) **Any vehicle displaying valid Parking Permits for Persons with Disabilities** issued for that vehicle by the Deputy City Manager pursuant to subsection (1), may park for up to three hours in a metered parking stall with a time limit of one hour or more, on payment of a fee set forth in Schedule "J".

Proposed Wording:

The proposed changes will be highlighted in bold.

62. (1) The Deputy City Manager is hereby authorized to issue monthly or annual parking permits **to any person who has been issued a Disability Permit.**
- (2) **Any vehicle prominently displaying, in the front windshiled, a Disability Parking Permit and a vaild City of Regina parking Permit for Persons with Disabilities** issued for that vehicle by the Deputy City Manager pursuant to subsection (1), may park for up to three hours in a metered parking stall with a time limit of one hour or more, on payment of a fee set forth in Schedule “J”.

g) SECTION 65 - TEMPORARY STREET USE PERMIT

Purpose for the Amendment:

The proposed bylaw amendment is a result of a Notice of Motion from Mayor Pat Fiocco and Councillor Mike O'Donnell submitted at the City Council meeting held on Monday, December 20, 2010 requesting the Administration to review Section 68 (2) of the .

The Notice of Motion states:

“BE IT RESOLVED that the Administration review Section 68(2) of the Traffic Bylaw and provide recommendations to the Public Works Committee on how Section 68(2) can be amended or enhanced to ensure public safety while considering the use of the parking lane during the winter months.”

The current Bylaw prohibits public to occupy a public highway, sidewalk or boulevard or to cause an encroachment or obstruction without obtaining a temporary street use permit.

The purpose of the amendment is to remove the clause of “obtaining a temporary street use permit”. In conjunction with the proposal Section 1-Definitions and Section 68-Cord across the Sidewalk, amending the proposed text in Section 65 will not require a temporary street use permit. This amendment prohibits placing a cord across a sidewalk if it is an obstruction as per the proposed definition in Section I. As proposed in Section 1-Definitions; an “obstruction” means anything that unduly interferes with the movement of traffic, pedestrians or constitutes a threat to public safety. This will ensure the safety of the public.

Existing Wording:

The sections in the existing phrase that will be affected by the amendments proposed are highlighted in bold.

65. (1) No person shall occupy any public highway, pedestrian mall, sidewalk or boulevard or cause any encroachment or obstruction **thereon or thereof without first obtaining a Temporary Street Use Permit.**

Proposed Wording:

- 65 (1) No person shall occupy any public highway, pedestrian mall, sidewalk or boulevard or cause any encroachment or obstruction thereon.

h) SECTION 68 – CORD ACROSS THE SIDEWALK

Purpose for the Amendment:

The current bylaw prohibits the use of cords on any road right of way. In conjunction with Section 1-Definitions and Section 65-Temporary Street Use Permit, a cord can be viewed as an obstruction, and Section 68 can be repealed. The bylaw still prohibits placing a cord across a sidewalk if it is an “obstruction” as per the proposed definition in Section I; an “obstruction” means anything that unduly interferes with the movement of traffic, pedestrians or constitutes a threat to public safety.

Existing Wording:

Cord Across the Sidewalk

68. (1) No person shall place or leave any cord or cable across, above, or on any public highway or sidewalk.
- (2) No person shall allow any cord or cable left across, above, or on any public highway or sidewalk to be attached to their vehicle while that vehicle is parked on a street.

Repeal all the above Section 68

i) SCHEDULE J – FEES AND CHARGES

Purpose for the Amendment:

The proposed bylaw amendment serves two main purposes. the first purpose is to update typographical errors . The second purpose is to correctly align the schedule with the text contained in Traffic Bylaw #9900.

Currently, the Fees and Charges table lists the Business Motor Vehicle Parking Permit as a fee being charged on a monthly basis. A report dated October 6, 2008 from the Works and Utilities Committee proposed changes to the fees for the Business Motor Vehicle Parking Permit. However, the fee was applicable on a yearly basis. When the prices were updated, the typographical error occurred, changing the fee from yearly to monthly, when it should have remained a yearly charge.

The text portion of the Traffic Bylaw #9900, Section 72, requires dimensions not to exceed 3.7 meters in width, 4.2 meters in height, and 25 meters in length. In the existing table for Schedule "J"-Fees and Charges, the dimensions for over dimensional loads are not correctly aligned with the text portion in the Traffic Bylaw #9900 Section 72. The existing table lists a height of 5.2 meters, which creates a hazard for the over dimensional loads as the bridge heights are lower than 5.2 meters.

Existing Wording:

The sections in the existing table that will be affected by the amendments proposed are highlighted in bold.

SCHEDULE "J" - FEES AND CHARGES

63.1	Business Motor Vehicle Parking Permit	\$65.00 /vehicle/ month
72	Overdimensional Load Permit	\$50 for any load over 5.2 metres in height or 6 metres in width

Proposed Wording:

The proposed changes are highlighted in bold in the table below.

SCHEDULE "J" - FEES AND CHARGES

63.1	Business Motor Vehicle Parking Permit	\$65.00 /vehicle/ year
72	Overdimensional Load Permit	\$50 for any load over 3.7 metres in width, 25 metres in length or 4.2 metres in height

j) **SCHEDULE K – NOTICE OF VIOLATION**

Purpose for the Amendment:

The proposed bylaw amendment serves two main purpose. The first purpose is to correctly align the schedule with the text contained in Traffic Bylaw #9900. The second purpose is to add the fine for violation of backing into a parking stall.

Existing Wording:

The sections in the existing table that will be affected by the amendments proposed are highlighted in bold.

SCHEDULE "K" - NOTICE OF VIOLATION:

34(1)(b)	\$50.00	Parked in angle parking stall with front end of vehicle more than 0.3 metres away from curb.
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Proposed Wording:

The proposed changes are highlighted in bold in the table below.

SCHEDULE "K" - NOTICE OF VIOLATION:

34(1)(b)	\$50.00	Parked in angle parking stall with the leading edge of vehicle more than 0.3 metres away from curb.
34(2)	\$50.00	Backing a vehicle into a parking stall that is less than 90 degrees

SUBMISSION TO CITY COUNCIL

OCTOBER 2012

To: Your Worship and Members of Regina City Council (for Public Works Committee Meeting of December 11, 2012)

My name is Dave Abbey and I represent a group of school bus drivers in Regina. We appear before you today to outline a concern respecting the safety of school bus operations. The issue relates to the use (or prohibition against the use) of school bus flashing lights and stop arms.

Section 212 of *The Traffic Safety Act* provides the following:

"Rules re safety lights and school buses

212(1) Subject to the approval of the board, the council of a municipality may make bylaws prohibiting the use of safety lights and stop arms on a highway located within its boundaries.

(2) No driver of a vehicle proceeding in the same direction on a highway as a school bus that has its safety lights in operation shall pass the school bus.

(3) No driver of a vehicle proceeding in the same direction on a highway as a school bus that is stopped and that has its safety lights and stop arm in operation shall:

(a) fail to stop at least five metres from the rear of the school bus; or

(b) proceed until the operation of the safety lights and stop arm has been discontinued.

(4) If a school bus is stopped and has its safety lights and stop arm in operation, no driver of a vehicle that is approaching the school bus from the opposite direction on a highway, other than a divided highway, shall:

(a) fail to stop at least five metres from the front of the school bus; or

(b) proceed until the operation of the safety lights and stop arm has been discontinued.

(5) Any person who contravenes subsection (2), (3) or (4) is guilty of an offence and liable on summary conviction to a fine of not more than \$1,000.

2004, c.T-18.1, s.212; 2005, c.M-36.1, s.474.

This provincial 'legal' regime has been in place in a variety of similar statutes for the past several decades.

Also for the last several years the City of Regina Traffic Bylaw has contained the following provision:

"28. No person shall activate the safety lights or stop sign on a school bus when loading or unloading passengers."

This municipal bylaw provision has been in effect for some time as well.

As school bus drivers we are on the 'front end' or 'first point of contact' in society's efforts to get students to and from school as safely as possible.

Over time school bus transportation has undergone several enhancements in vehicle design to heighten the level of student safety. School bus manufacturers have developed a whole host of safety equipment to ensure our children ride safely. These include the use of bright yellow paint (school bus chrome), lots of running lights, strobe lights on top, and big black letters printed on the front and back of the bus. All of these initiatives are designed with the aim of preventing school bus passenger injuries or fatalities.

Some time ago school bus manufacturers and regulatory bodies decided to require the installation and use of additional red flashing lights and stop arms (along with crossing guard devices designed to encourage students who cross in front of the bus to walk far enough in front that drivers can see them). Traffic laws in most jurisdictions throughout North America require school bus drivers to use these devices when stopping to load/unload passengers.

Saskatchewan is one of a number of jurisdictions that allow for municipalities to pass a bylaw prohibiting school bus drivers from using flashing lights and stop arms. The apparent rationale for the prohibitions is a concern over traffic congestion at school stops.

Our experience suggest that traffic congestion is not a problem at the vast majority of pick up and drop off locations. On busy streets (and even not so busy streets) schools often have off-road locations where drivers can stop their buses. As well most pick up and drop off locations on our routes are on side streets. Traffic congestion is infrequently a problem at these locations.

We understand empirical studies may suggest the incidents of student injuries at stopping locations may be minimal, we are concerned that serious injuries remain a possibility especially for younger children. We know that anecdotally younger children have had a number of close calls even in Regina. We think that a 'common sense' approach should be to use whatever safety equipment is available.

Council was most recently engaged in this issue in December 2009 respecting Enquiry EN-09-7. City staff outlined 8 reasons why the prohibition is in place.

Permit us to respond to each of the points made in the staff report to council.

- 1 We do not agree with the view expressed in the report. School bus stops are NOT always at intersections. For a variety of reasons (usually age of student i.e. kindergarten, or health issues), we are asked to pick up passengers at places other than intersections.
- 2 The arguments laid out in the second point may make sense in theory but do not reflect what is happening 'on the ground'. Some school bus companies do ask drivers to pull away prior to any student crossing the street after dismounting from the bus. Given the behaviour patterns of some of our younger passengers we know many may not wait until bus pulls away. Even if the bus does pull away the absence of using a stop arm or safety lights may cause a following motorist to presume no care must be taken.
- 3 No one is suggesting the use of safety lights and stop arms will guarantee safety. What we are seeking is to be allowed to use all available safety equipment. The concern over drivers having to check mirrors etc. is understandable but mirrors on school buses make it quite simple to quickly check in all directions for other vehicles. The present practice of using hazard lights does not always result in other motorists acknowledging the possibility of young people crossing the street.
- 4 More public education combined with publicity and enforcement would encourage change in motorists' attitude towards school bus safety lights and stop arms. Clearly if the current bylaw was removed a period of what is called 'soft enforcement' would be appropriate.
- 5 The Imperial School location is frequently used to support the current bylaw. But sufficient space by the school would allow a bus to pull off Broad Street away from other motorists. Two pedestrian crosswalks close to that location have the same effect as the use of flashing lights and stop arms.

6 Most school s are not on heavily travelled roads. Should this concern be valid perhaps a bylaw could specify individual locations rather than a blanket prohibition.

7 Other than at or very close to schools, there are no other measures in place at most stopping locations.

8 The concern over undue reliance on safety lights and stop arms is valid. Their use is one of a multitude of public awareness of the importance of exercising care when crossing a street. Students should continually remember the basic rule of looking both ways and cross only when safe to do so.

While large cities in Alberta prohibit the use of these safety devices, other western Canadian cities such as Vancouver and Winnipeg do require their use.

We think it was proper to raise this school bus safety the time of a civic election.

We are asking city council to to begin a conversation amongst all interested parties on repealing the current bylaw so drivers can use the flashing lights and stop arms.

Thank you for consideration of this issue.

Dave Abbey

"Interested Groups"

- Regina Public Schools
- Regina Catholic Schools
- Regina Huda School
- Luther High School
- Laval School
- Warner Transportation (public school drivers)
- First Student Canada (separate school, Luther, and Laval drivers)
- Regina Police Service
- Regina Fire Department
- Regina Qu'Appelle Health District EMS
- (City Outside workers Union)
- Prairie Valley School Division
- Saskatchewan Government Insurance
- Saskatchewan Safety Council
- Saskatchewan Construction Safety Association

January 22, 2013

To: Members,
Public Works Committee

Re: Traffic Bylaw Review – School Bus Safety Light and Stop Sign Arm

RECOMMENDATION

That this report be received and filed.

CONCLUSION

The Administration conducted a review of the City of Regina Traffic Bylaw 9900, Section 28, which prohibits the use of safety lights and stop sign arms. The City of Regina periodically receives inquiries regarding the rationale for the bylaw as it applies to the safe loading and unloading of passengers on and off school buses. After conducting the review, it was concluded that the current bylaw provides the safest approach for children to load or unload a school bus throughout the city.

BACKGROUND

Section 28 of the City of Regina Traffic Bylaw 9900 states:

School Bus Safety Lights

28. No person shall activate the safety lights or stop sign on a school bus when loading or unloading passengers.

The authority to prohibit the use of the safety lights and stop sign arms is given to municipalities by provincial jurisdictions, as it is recognized that city streets have different characteristics than rural roads. Municipalities within Alberta and Saskatchewan, such as the City of Regina, have determined that school bus passengers are deemed safer by prohibiting the safety lights and stop sign arms within their jurisdictions. Other jurisdictions allow the use of the school bus safety lights and stop sign arms which allows a school bus to stop in the middle of the driving lane at mid block. This allows the unloaded children to cross in front of the bus and also cross the lanes of oncoming traffic.

The bylaw has been put into place to ensure the safest possible way to unload children from school busses. That is, for school buses to pull over to the parking lane, let children off, where they would they would be getting off the bus onto the sidewalk, and cross at the nearest intersection rather than crossing at mid-block.

In 2009 the Administration replied to an enquiry from City Council requesting a review of the bylaw and to provide an explanation of the bylaw. No changes were made to the bylaw at that time and City Council received and filed the report.

DISCUSSION

The permission or prohibition of the use school bus school bus safety lights and stop sign arms vary throughout Canada. Eight cities in Western Canada were surveyed to understand how school bus safety lights and stop sign arms are used within their jurisdictions. Provincial legislation in Alberta and Saskatchewan grants municipalities the authority to define bylaws regarding the use of school bus safety lights and stop sign arms within their own municipalities. The Cities of Edmonton, Calgary, Saskatoon and Regina all have similar bylaws prohibiting the use of the school bus safety lights and stop sign arms. All four cities cite the same rational, as listed above, for there decisions to not permit the use of the school bus safety lights and stop sign arms.

In Manitoba and British Columbia provincial legislation requires all school buses to use the safety lights and stop sign arms, with no authority given to municipalities to define their own bylaws. Winnipeg, Vancouver, Prince George, Kamloops, and Burnaby all confirm that they use the safety lights and stop sign arms.

The rational to prohibit the use of safety lights and stop sign arms in the city of Regina is as follows:

- The Highway Traffic Act requires motorists to yield to pedestrians at all unsignalized intersections. School buses in Regina load and unload passengers near intersections whenever a passenger needs to cross the street. Pedestrians in rural areas do not have intersections to cross and they do not have the right of way when crossing a highway. The safety light and stop sign arm provides a temporary intersection for the pedestrian to cross rural roads.
- The procedure of not using safety lights and stop sign arms is consistent with the safety messages that schools teach regarding the crossing of streets. In the city, a passenger dismounts from the school bus and stays on the sidewalk while the school bus driver pulls away. The passenger then proceeds to the nearest intersection to cross the street. At the intersection, the pedestrian has the right-of-way and has a clear view of oncoming traffic. The main benefit of crossing in this manner is that the pedestrian is crossing at a designated crosswalk or intersection and the school bus is not blocking the visibility of the pedestrian. In addition, there are parking lanes and “lay-bys” available for school buses to park near schools.
- The procedures that school bus drivers use with the safety lights and stop sign arms do not guarantee pedestrian safety. In fact, it introduces a dangerous situation by allowing the child to cross lanes of oncoming traffic at mid-block and at many times between parked cars. In addition, the school bus driver is responsible for a number of additional steps to keep the pedestrian safe from oncoming vehicles. For example, while sitting in the driver’s seat and checking the mirror for any vehicles that may be approaching, school bus drivers would have to signal the passenger when it is safe to cross. However, the bus driver’s view is limited from the driver’s seat and the school bus blocks the view of the pedestrian. This is particularly hazardous in congested city streets and creates unnecessary risk to the children.

- The Saskatchewan Safety Council has found that some motorists do not stop for the safety lights and stop sign arms. There are a number of communities in Canada and the USA that have experienced pedestrian fatalities and frequent near misses due to motorists ignoring the school bus safety lights and stop sign arms. As a result, there are continuous education campaigns, pleas to the driving public, and police surveillance (including bus on board monitoring cameras) to catch violators requiring extensive resources to implement and while still not ensuring the safety of the child.
- Children may develop false confidence that all traffic will stop when the safety lights and stop signs arms are activated and have place themselves at risk when crossing the street. Safe Kids Canada has stated that “by age eight, most children's brains have reached the stage of development that allows them to be more responsible and to make good judgments. By the time they reach age nine, most children have matured enough to be able to walk and ride safely near traffic.” Safe Kids Canada also recommends that children under the age of nine cross the road under adult supervision.
- To consistently apply the school bus safety lights and stop sign arms requirement throughout the city, a bylaw would have to require that traffic stops in both directions when the safety lights and stop sign arm is activated. Compliance of such a requirement would be especially difficult and not practical to achieve on wider urban roads. For example, a bus loading children in front of Imperial School would stop all traffic on Broad Street for up to five minutes when the safety lights and stop sign arms are activated. The oncoming traffic would likely not see the stop sign arm deployed or may be confused due to the distance of the bus from the driver of the oncoming vehicle.
- Most high schools and elementary schools are bordered by busy streets (collector and arterial streets) throughout the city. There are 70 percent of Schools that are exposed to a minimum of 2000 vehicles per day and up to as many as 32,000 vehicles per day. During the start and end of the school day, the surrounding streets of each school become congested with parents or guardians dropping off or picking up students, along with the school buses doing the same. At schools, buses load and unload on the right hand side of the road, and are stopped for longer periods of time. The safety light and stop sign arm law would make the drivers needlessly stop when pedestrians are not crossing the street and drivers could be confused or lose respect for the function of the safety lights and stop sign arms. In addition, children may rely on the safety lights and stop sign arm process instead of other measures to cross the street such as school safety patrols, half pedestrian signals, pedestrian corridors and painted crosswalks.
- The Regina School Pedestrian Safety Committee (a committee of council) meets monthly. The committee includes members from the Catholic and Public School boards, Regina Police Services, Parent Groups and CAA. Part of the Committee’s mandate is to address pedestrian issues at and near schools. Recommendations and improvements have been made; such as, dedicated bus zones, improvements to signage and crosswalks and education of students and parents regarding the safe crossing of streets at intersections and crosswalks. The consensus of the School Pedestrian Safety Committee is that the existing bylaw should stand, that it is consistent with the education of students on traffic safety and it is the safest option for students when boarding or exiting a school bus.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Strategic Implications

None with respect to this report.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DELEGATED AUTHORITY

Receipt of this information falls within the authority of the Public Works Committee.

Respectfully submitted,



Tom O'Connell, Manager
Traffic Control & Parking

Respectfully submitted,



W. Dorian Wandzura, Deputy City Manager and COO
City Operations