

Municipality of Jasper
Committee of the Whole Meeting Agenda
June 11, 2024 | 9:30 am
Jasper Library & Cultural Centre – Quorum Room

Notice: Council members and a limited number of staff are in Council chambers for meetings. Members of the public can attend meetings in person; view meetings through the Zoom livestream; or view archived Council meetings on YouTube at any time. To live-stream this meeting starting at 9:30 am, use the following Zoom link: <https://us02web.zoom.us/j/87657457538>

1. Call to order Deputy Mayor Waxer to chair meeting

2. Additions to agenda

3. Approval of agenda

3.1 June 11, 2024 Committee of the Whole agenda attachment

4. May 28, 2024 Committee of the Whole minutes – approved June 4, 2024 attachment

4.1 Business arising from minutes

5. Delegations

6. Correspondence

7. New business

7.1 Electric Bus Procurement attachment

7.2 Transit Fleet Facility Procurement attachment

7.3 Traffic Safety Bylaw Amendment attachment

8. Motion Action List attachment

9. Councillor upcoming meetings

[9.1 Council appointments to boards and committees](#)

10. Upcoming events

Jasper Park Chamber of Commerce Annual General Meeting – 5:30pm, June 12, Jasper Inn

Lemonade Day – June 15

Pursuit Locals Day – June 15

NETMA – 4:45pm, June 19, Jasper Sky Tram

National Indigenous Peoples Day – June 21

Diploma Ceremony for École Desrochers Graduates – 2pm, June 25, École Desrochers gymnasium

Jasper Junior/Senior High School Graduation – 1pm, June 27, Jasper Jr/Sr High School gymnasium

11. Adjournment

All regular and committee meetings of Council are video-recorded and archived on YouTube.

Municipality of Jasper
Committee of the Whole Meeting Minutes
 Tuesday, May 28, 2024 | 9:30am
 Jasper Library and Cultural Centre, Quorum Room

| | | | |
|--|---|--------------------------|---------|
| Virtual viewing and participation | Council attendance is in Council chambers at the Jasper Library and Cultural Centre. This meeting was also conducted virtually and available for public livestreaming through Zoom. Public viewing and participation during Council meetings is through Zoom livestreaming and in person attendance. | | |
| Present | Deputy Mayor Kathleen Waxer, Councillors Ralph Melnyk, Wendy Hall, Helen Kelleher-Empey, Rico Damota and Scott Wilson | | |
| Absent | Mayor Richard Ireland | | |
| Also present | Bill Given, Chief Administrative Officer Christine Nadon, Director of Protective & Legislative Services Christopher Read, Director of Community Development Leanne Pelletier, Municipal Housing Coordinator Emma Acorn, Legislative Services Coordinator Peter Shokeir, The Fitzhugh Bob Covey, The Jasper Local 7 observers | | |
| Call to Order | Deputy Mayor Waxer called the May 28, 2024 Committee of the Whole meeting to order at 9:30am and began with a Traditional Land Acknowledgement . Deputy Mayor Waxer also noted Local and Community History Month is celebrated throughout the month of May. | | |
| Additions/ deletions to the agenda | none | | |
| Approval of agenda #247/24 | MOTION by Councillor Hall that Committee approve the agenda for the May 28, 2024 Committee of the Whole meeting as presented. | | |
| | FOR 6 Councillors | AGAINST 0 Councillors | CARRIED |
| Business arising from May 14, 2024 minutes | none | | |
| Delegations | none | | |
| Correspondence | none | | |
| Crosswalks near School Zones | Committee received a verbal update from Administration on an item on the Motion Action List and its connection to the developing Transportation Master Plan. Director of | | |

Protective & Legislative Services Christine Nadon spoke to the item as a member of the Traffic Advisory Committee.

#248/24

MOTION by Councillor Damota that Committee direct Administration to refer the “Crosswalks Near School Zones” item on the Motion Action List to the Transportation Master Plan.

| | | |
|---------------|---------------|---------|
| FOR | AGAINST | |
| 6 Councillors | 0 Councillors | CARRIED |

#249/24

MOTION by Councillor Wilson that Committee direct Administration to reinstate the temporary three way stop at Pyramid Lake Road and Colin Crescent until further permanent measures are recommended in the Transportation Master Plan.

| | | |
|---------------|---------------|---------|
| FOR | AGAINST | |
| 6 Councillors | 0 Councillors | CARRIED |

Appointments to
Regional
Assessment
Review Board
#250/24

MOTION by Councillor Wilson that Committee recommend Council appoint Rhonda Morgan (Jasper) as the Designated Clerk for the Regional Assessment Review Board for West Yellowhead for a 1- year term starting June 1, 2024; and

That Committee recommend Council appoint Leigh Beamish (Hinton) as the Designated Chair for the Regional Assessment Review Board for West Yellowhead for a 1- year term starting June 1, 2024. The Designated Chair’s remuneration and expenses will follow the Town of Hinton Council Remuneration Policy.

| | | |
|---------------|---------------|---------|
| FOR | AGAINST | |
| 6 Councillors | 0 Councillors | CARRIED |

Annual Employee
Housing Report

Committee received the annual Employee Housing Report from Administration with Municipal Housing Coordinator Leanne Pelletier available for questions.

#251/24

MOTION by Councillor Damota that Committee receive the Annual Employee Housing Report for information.

| | | |
|---------------|---------------|---------|
| FOR | AGAINST | |
| 6 Councillors | 0 Councillors | CARRIED |

#252/24

MOTION by Councillor Damota that Committee recommend Council provide a waiver from Policy D-116 and authorize the 2024 staff accommodation rates as proposed by Administration over a two-year period.

| | | |
|---------------|--|----------|
| FOR | AGAINST | |
| 3 Councillors | 3 Councillors (Councillors Waxer, Melnyk, and Wilson) | DEFEATED |

#253/24

MOTION by Councillor Melnyk that Committee recommend Council provide a waiver from Policy D-116 and authorize the 2024 staff accommodation rates as proposed by Administration.

FOR 6 Councillors AGAINST 0 Councillors CARRIED

Indigenous Relations Strategy and Action Plan #254/24

Committee received a report from Director of Community Development Christopher Read detailing the work being done within the department regarding Indigenous Relations.

MOTION by Councillor Hall that Committee direct Administration to schedule a Council workshop to inform the development of an Indigenous Relations Strategy and Action Plan.

FOR 6 Councillors AGAINST 0 Councillors CARRIED

Recess

Deputy Mayor Waxer called a recess from 10:57am to 11:03am.

Appointed Council Member on Jasper Food Alliance Committee #255/24

Committee received a report from the Community Development department with recommendations and alternatives for consideration.

MOTION by Councillor Kelleher-Empey that Committee recommend Council appoint 1 x Councillor and 1 x alternate to the Jasper Food Alliance Committee.

FOR 6 Councillors AGAINST 0 Councillor CARRIED

Federal Housing Advocacy

CAO Bill Given shared a verbal update on Federal Housing Advocacy and communications with the Minister of Housing.

#256/24

MOTION by Councillor Hall that Committee receive the verbal update for information.

FOR 6 Councillors AGAINST 0 Councillor CARRIED

Motion Action List

Administration reviewed the Motion Action List.

#257/24

MOTION by Councillor Kelleher-Empey that Committee approve the updated Motion Action List with the removal of the following item:

- Crosswalks Near School Zones

And date changes for the following items:

- Transit Capital Projects
- Federal Housing Advocacy

FOR 6 Councillors AGAINST 0 Councillors CARRIED

Councillor
upcoming
meetings

Councillor Kelleher-Empey will be attending the annual general meeting of the Trans
Canada Yellowhead Highway Association in Edmonton this Friday.

Councillor Hall will be attending the Community Futures West Yellowhead Business Walk
tomorrow.

Upcoming Events

Council reviewed a list of upcoming events.

Councillor Wilson left the meeting at 11:19am.

In-camera
#258/24

MOTION by Councillor Damota to move in-camera at 11:20am to discuss:

- Human Resources Committee Update FOIP s. 19(1)

FOR

5 Councillors

AGAINST

0 Councillors

CARRIED

Move out of
camera
#259/24

MOTION by Councillor Melnyk to move out of camera at 12:02pm.

FOR

5 Councillors

AGAINST

0 Councillors

CARRIED

Adjournment
#260/24

MOTION by Councillor Kelleher-Empey that, there being no further business, the
Committee of the Whole meeting of May 28, 2024 be adjourned at 12:03pm.

FOR

5 Councillors

AGAINST

0 Councillors

CARRIED

AGENDA ITEM 7.1

REQUEST FOR DECISION

Subject: Electric Bus Procurement
From: Bill Given, Chief Administrative Officer
Reviewed by: Vidal Michaud, Utilities Manager
Date: June 11, 2024



Recommendation:

- That Committee recommend Council authorize Administration to issue a Request for Proposals (RFP) for the supply of three battery-electric buses (BEBs) and associated charging infrastructure.

Alternatives:

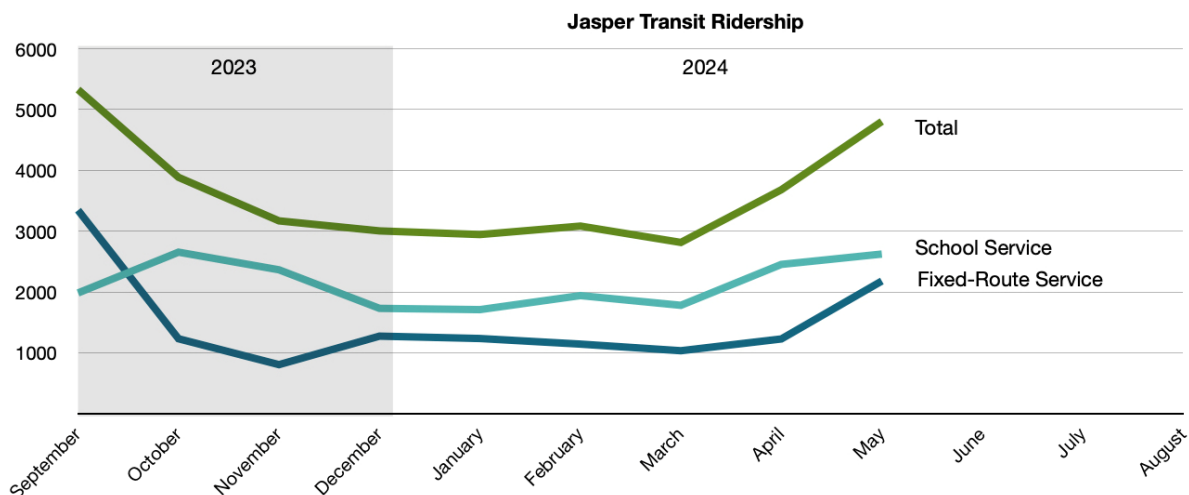
- That Committee recommend Council approve discontinuing work on battery-electric buses and direct Administration to inform the federal grant funder.

Background:

The 2011 Jasper Community Sustainability Plan, the 2018 Transportation Master Plan and the 2021 Economic Recovery Taskforce final report all include recommendations to explore the opportunity of future internal and regional transit connections for the town. In Summer of 2021 Council supported a transit pilot project that ran from July to September. While small average daily ridership grew over the course of the project.

In 2022, Jasper hired a transit consulting team to conduct a study that included interviews with local stakeholders, surveys of residents and visitors, and research on industry best practices and trends.

In early 2023 Council received the [Transportation Strategy & Action Plan](#) (the Transit Strategy) and; directed administration to begin the next steps to establish a fixed-route bus service beginning in 2023. Service started in September and has provided approximately 32,721 trips since launching, which is ahead of the 30,000 trips forecast in the Transit Strategy. As shown in the graph below, following a quiet winter season, total ridership has been steadily increasing since March.



Discussion

The development of Jasper's transit system has been in alignment with the recommendations of the 2023 Transportation Strategy, starting with a 3 year "turn-key" contract for operation while the municipality pursued capital grants for fleet and facilities. The next phase of development is now to move forward with construction of the facility and purchase of buses. Given the high level of public interest in the service Council has asked for additional detail to be presented prior to administration beginning any procurement activities.

This report will address a number of the most important considerations related to the municipality's move toward procurement of electric buses.

Ownership vs. Rental

The municipality is evaluating the benefits of using a federal grant to purchase electric buses and building a fleet facility for its transit and contracting out driving (the "Owner Model") versus continuing to pay a contractor to provide both the bus fleet, fleet storage and driving (the "Rental Model").

Owning offers greater control over assets, long-term cost savings, and the ability to directly benefit from grants and incentives that the private sector cannot access. Renting, on the other hand, provides lower upfront costs, making it a more flexible short-term solution.

Under the current contract the municipality will pay approximately \$507,000 in transit contractor costs in 2024. In return the contractor provides buses, storage, regular maintenance, major reports, and drivers. The amount of the contract set to increase by \$10,00 each year (\$517,000 – 2025, \$527,000 - 2026). Under the rental model, assuming annual inflationary increases, between 2026 and 2040 the municipality would pay a total of \$9,113,630 to contracted operators.

Moving to the ownership model would mean that the municipality wouldn't have to pay a contractor to provide buses and storage and the annual contracted services cost could be reduced accordingly. Administration estimates that over the same 2026 to 2040 period the reduction in contractor cost would save the municipality \$3,864,179.

There are of course cost associated with ownership. These costs are:

- 5 years of loan repayments of \$166,204 toward the transit fleet facility.
- Ongoing annual operational costs of approximately \$35,000 per year for the facility.
- A \$57,000 yearly contribution to a fleet replacement reserve.

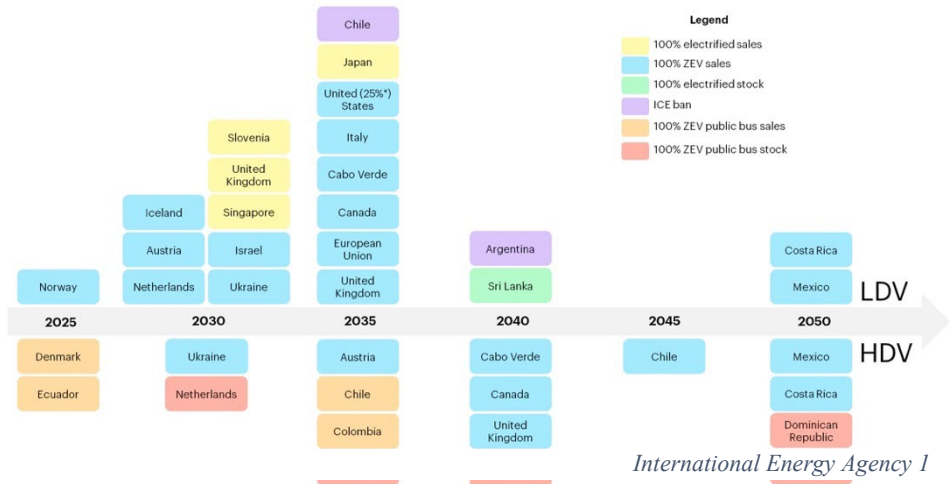
Over the 2026 to 2040 period, taking the added costs against the expected savings results in an overall savings of \$2,564,298. In addition to these financial savings the transition to owning will also provide the municipality with fleet facility that will have a expected lifespan of 30+ years.

Electric Transition

The municipality's ability to move toward an ownership model is based on \$5 million in grant funding and the grant funding amount is based on the municipality adopting a zero-emission approach using battery electric buses. There has been some suggestion that electric vehicle technology is not developed enough and that Jasper should wait until a later date to consider this technology. The fact is that within Canada and globally the transportation sector is rapidly transitioning to electrification and Zero-Emissions Vehicles (ZEVs).

As shown in the graphic at right, globally governments are establishing requirements that will rapidly move both the Light Duty Vehicle (LDV) and Heavy-Duty Vehicle (HDV) transportation sectors toward ZEVs including battery electric models.

Canada’s regulations are intended to see 100% of new light duty vehicle sales be ZEV by 2035 (11 years) with HDV ZEV sales hitting 100% just 5 years later in 2040.



The Government of Canada (GoC) stated goals are to reduce greenhouse gas emissions to support Canada's 2030 Emissions Reduction Plan, reach net-zero by 2050, and support the National Adaptation Strategy. The federal government’s Treasury board has directed that starting in 2025, 100% of new federal government LDV purchases will be zero-emissions vehicles, with the objective that the government’s internal light-duty fleet is comprised of 100% ZEVs by 2030.

The GoC has also announced a plan to launch \$3 billion per year in permanent, predictable federal public transit funding starting in 2026/27. This program, currently under design, aims to provide communities with access to a base of predictable funding for smaller and routine needs, such as state of good repair, rehabilitation, and minor expansions. Additionally, the GoC has committed \$2.75 billion to help public transit and school bus operators transition to electrification, with a target of purchasing 5,000 zero-emission buses and supporting infrastructure.

There are currently no federal transit grants available to support purchasing traditional Internal Combustion Engine fleet.

Other Transit Operators

As of January 31, 2024, the count of zero emissions buses (ZEBs) in service in Canada stands at 255 according to Canadian Urban Transit Research & Innovation Consortium (CUTRIC). Among these, battery electric buses (BEBs) make up the vast majority. CUTRIC predicts that by the number of in-service ZEBs will rise to approximately 350 by 2026. Many Canadian transit agencies are actively working towards adding electric buses to their fleets as part of broader zero-emission initiatives. Some examples include:

- The City of Calgary is purchasing 259 electric buses.
- In the Bow Valley, Roam has a 10 fully battery electric buses running year-round with 3 new battery electric buses due to arrive in spring 2025. 3 large coaches are also on order, with delivery expected in fall 2024.
- BC Transit is acquiring 66 new electric buses to serve nine communities across British Columbia, including Chilliwack, Kamloops, Kelowna, the Regional District of Nanaimo, Nelson, Powell River, Sunshine Coast, Victoria, and Whistler.
- The City of Regina has signed a five-year contract to obtain up to 53 battery-electric buses.
- Both the City of Montréal and BC Transit have committed to achieving completely zero-emission fleets by 2040, while the City of Saskatoon is targeting 100% electric transit by 2030.

Types of Buses

Administration engaged Canadian Urban Transit Research & Innovation Consortium (CUTRIC) to analyze the likely performance of electric buses on Jasper’s existing routes, compare the cost of using electric bus configurations against continuing with internal combustion engine fleet and to estimate the Greenhouse Gas (GHG) emissions difference between ICE buses and BEB units. CUTRIC are leading the “Constellation Project” on behalf of 9 other Alberta communities to feasibility of electrifying their transit systems.

For Jasper, CUTRIC identified that:

- Two 30-foot BEBs (250-300kWh capacity batteries and electric heaters) will have sufficient range to serve Jasper’s current routes and schedules under both medium and heavy load scenarios.
- The same two BEBs using Alberta’s current grid power would reduce GHG emissions by ~30 tonnes/year.
- The same two BEBs using Alberta’s future grid power would reduce GHG emissions by ~40 tonnes/year.
- The incremental cost increase of the electric configurations compared to the gasoline base case are:
 - BEB 1 (Electric Heat) \$2,125,096.00
 - BEB 1 (Diesel Heat) \$2,090,053.00
 - BEB 2 (Electric Heat) \$2,258,483.00
 - BEB 2 (Diesel Heat) \$2,223,395.00

In order to ensure a fair and competitive procurement process administration cannot specify a preferred model or brand of bus. The table below shows the outline of expected minimum and maximum standards that will be included in the request for proposals. These standards reflect the BEBs evaluated by CUTRIC, typical municipal transit configurations for accessibility and added features for Jasper including bike racks and an option to have a dedicated diesel heater system.

| Feature | Minimum | Maximum |
|------------------------------|------------------|----------------|
| Passenger Capacity (Seated) | 22 | 35 |
| Length | 28’ | 35’ |
| Battery Capacity | 250 kWh | 450kWh |
| Charging Standard | Level 2 (240v) | Level 3 (480v) |
| Bike Rack positions | 2 | - |
| Wheelchair positions | 1 | 2 |
| Fuel Powered Climate Control | Optional Upgrade | |

While accepting the federal grant does commit Jasper to buying 3 BEBs at this time, it does not commit the municipality to exclusively using BEBs in the future. If desired or required, the municipality may choose to use hybrid, internal combustion or hydrogen fuel-cell buses as the fleet expands or for different use cases.

Total Cost of Ownership (TCO)

For Jasper, the savings of transitioning to an ownership model are greater than the costs associated with transitioning to electric bus fleet. This results in a net financial benefit of \$474,245 for the municipality.

Net Savings in transition from “Rent” to “Own” – Incremental Cost of Electric Compared to Gas = TCO

$$\$2,564,298 - \$2,090,053 = \$474,245 \text{ based on BEB 1 (Diesel Heat)}$$

Future Opportunities

Future opportunities to enhance the environmental performance and resiliency of the electric buses include leveraging renewable energy sources such as solar power, and on-site battery back-up.

The proposed transit facility incorporates a solar array, which will provide an opportunity to offset some of the energy cost for the facility and bus charging. Separately from the transit discussion, the municipality has also explored additional opportunities to increase solar energy production in the future. Local energy generation could be combined with on-site energy storage to further control costs, reduce carbon emissions and increase the overall resiliency of the transit system.

These future opportunities would of course be subject to additional analysis, presentation to Council and likely, securing external funding.

Conclusion

Community skepticism towards significant decisions is not uncommon. While the public's concerns must be acknowledged they should be considered along with broader objectives and informed professional analysis.

Administration's recommendation to issue an RFP for the acquisition of BEBs is underpinned by a strategic vision that integrates financial prudence with environmental stewardship and is supported by the following objective points:

- A transition to the ownership model will result in net savings of \$2,564,298.
- Government regulations that mean transportation will quickly transition to ZEVs.
- Third-party analysis confirms that BEBs can serve Jasper's existing routes and schedule.
- A transition to BEBs will result in a minimum of 450 tonnes in GHG emissions reductions.
- The savings from ownership are greater than the added cost of using electric buses.

While there will continue to be portions of the community opposed to transit generally and electrification specifically, the proposed switch to an ownership model and BEBs is the most sound financial decision for taxpayers and also demonstrates that Jasper is a forward-thinking community that values the natural environment.

Strategic Relevance:

- Value the unique opportunities and responsibilities arising from our location inside a National Park and World Heritage Site.
- Increase opportunities for active transportation and transportation alternatives.
- Collaborate with other municipalities, orders of government, indigenous partners and advocacy associations.
- Include an environmental lens into our decision making and operational plans.
- Ensure residents receive quality service that provides strong value for dollar.

Inclusion Considerations:

The shift to BEBs will benefit all community members by contributing to cleaner air and a reduction in noise pollution. It also supports economic inclusion by potentially lowering transit operational costs in the long term, which can be passed on to taxpayers and riders through lower tax subsidy requirements and stable fare prices.

Relevant Legislation:

- [Policy B-120 – Procurement](#)

Financial:

A transition to the ownership model, using BEBs as proposed will result in an estimated net savings of \$474,245 over the 2026 to 2040 period.

Overall the grant proposes the following estimated total expenditure and cost share for the buses:

| | |
|----------------------|---|
| \$2,350,000 | (3) battery electric buses and two fast chargers. |
| <u>- \$1,880,000</u> | Federal Grant Funding |
| \$470,000 | Municipal Contribution |

The approved budget split the \$2,350,000 total project cost over the 2024 and 2025 years, with municipal funding to come from reserves.

AGENDA ITEM 7.2

REQUEST FOR DECISION

Subject: Transit Fleet Facility Procurement
From: Bill Given, Chief Administrative Officer
Reviewed by: Vidal Michaud, Utilities Manager
Date: June 11, 2024



Recommendation:

That Committee recommend Council award Johnston Builders the contract for the construction of the Transit Fleet Facility in the amount of \$3,204,123, inclusive of the optional solar array.

Alternatives:

- That Committee cancel the Transit Fleet Facility project and notify the federal grant funder.

Background:

In early 2023 Council received the Transportation Strategy & Action Plan (the Transit Strategy) and directed Administration to begin the next steps to establish a fixed-route bus service beginning in 2023. On September 5th Jasper Transit commenced operations.

The Transportation Strategy and Action Plan recommended that the Municipality contract the transit service for the first three years. This “turn-key” approach would see the contracted price reflect providing, storing, cleaning, and maintaining fleet vehicles in addition to the actual day to day driving.

The Strategy further noted that “With the significant grant funding available for capital, there is a benefit to the Municipality to acquire its own fleet vehicles, as it would remove the vehicle cost from the contracted rate for bus operation.”

In early 2023 Administration applied and was successful in obtaining a federal capital grant to support the Municipality in procurement of transit capital items. The grant will contribute up to eighty percent (80%) of the total Eligible Expenditures for the Project to a maximum of five million dollars (\$5,000,000). Key components of the application for the grant were the purchase of up to 3 zero-emission transit buses (ZEB) as well as the construction of a transit facility to house the ZEB.

During the 2024 budget discussions; while the capital plan was approved including a number of transit related items, Administration was directed to return to Council with more information before initiating the procurement processes.

On November 22, 2023 after a public procurement process, Administration selected a consultant to conduct a scoping study to determine a suitable site, provide a concept design and to provide a class D cost estimate for a transit facility.

Discussion:

RFP Process

During the February 27, 2024 meeting, Council passed the motion that Committee direct Administration to issue the Transit Fleet Facility Request for Proposal (RFP). An RFP was posted on March 21st and closed on May 10th.

A total of 6 proposals were received and evaluated by an evaluation committee.

Proposals were first reviewed to ensure bidders met all mandatory submission requirements and were then scored across the technical categories shown at right.

| | |
|-----|-----------------------------|
| 5% | Team & Management Structure |
| 5% | Development Schedule |
| 25% | Approach & Understanding |
| 25% | Project Design |
| 40% | Price |

The four highest-scoring submissions are shown in the table below.

| | Total Points |
|---------------------------------|--------------|
| Johnston Builders | 85.8 |
| PCL Construction | 74.6 |
| Thompson Builders | 73.7 |
| Southwest Design & Construction | 70.7 |

Proposal Details

Johnston Builders proposed a design meeting all technical specifications outlined in the RFP document while also offering a development timeline that will see the majority of construction take place through the fall and winter of this year with completion before summer 2025. This strategic approach to development allowed for the addition of a 63.7 kW solar array on the roof of the facility while remaining within the Municipality’s expected budget.

The design is a simple but functional pre-engineered steel-frame structure that will have space for up to six 35’ buses, allowing for indoor storage of other equipment or fleet today while also positing the MOJ to accommodate future expansion of the transit fleet. Schematic designs of the floor plan and elevations are attached to this report.

The total cost for the project with Johnston Builders is \$3,204,123 and Administration recommends maintaining an additional \$295,250 in contingency funding for the project. Together these amounts (construction cost + contingency) total \$3,499,373. This amount is lower than the budgeted allocation of \$3,630,000 in the approved 2024 budget.

The proposed Transit Fleet Facility project presents an opportunity for the Municipality to enhance its transit operations while achieving operational cost savings.

Strategic Relevance:

- Collaborate with other municipalities, orders of government, Indigenous partners and advocacy associations.
- Increase opportunities for active transportation and transportation alternatives.
- Value the unique opportunities and responsibilities arising from our location inside a National Park and World Heritage Site.

- Proactively plan for and invest in the maintenance and management of our natural assets and built infrastructure.
- Ensure residents receive quality service that provides strong value for dollar.

Inclusion Considerations:

The provision of public transit services supports greater social inclusion by providing equitable access to essential services, reducing transportation costs, and increasing opportunities for social engagement. Indoor storage of the transit fleet will support improved system uptime and reduce the risk of service interruptions for those who rely on transit.

Relevant Legislation:

- [Policy B-120 – Procurement](#)

Financial:

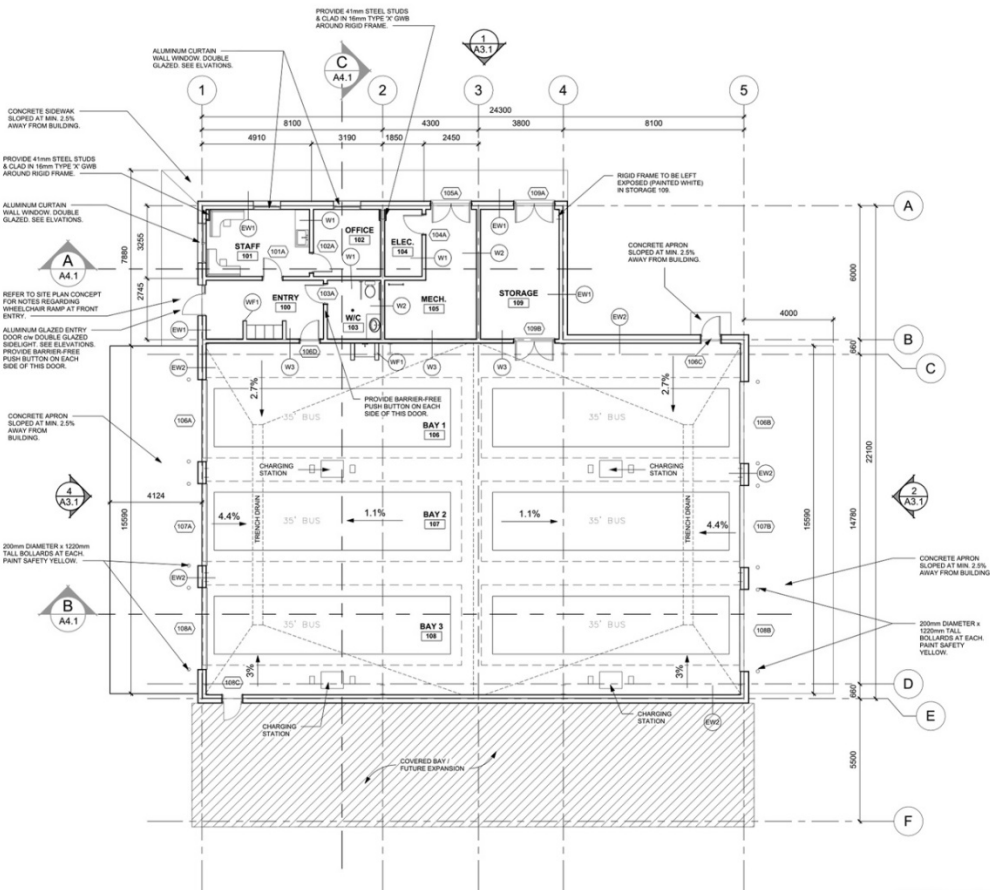
The total projected cost is \$3,499,373, which includes \$3,204,123 for the base contract and an additional \$295,250 (9.2%) as a contingency and cash allowance.

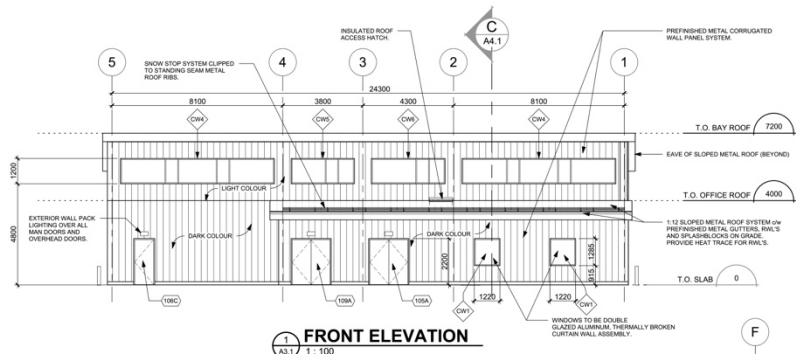
The majority of funding (80%) will be sourced from the federal grant while the remaining amount (20%) will come from borrowing by the Municipality. The grant portion will represent an amount of \$2,799,498.

This recommendation can be implemented within the existing approved budget, with no need for additional financial resources.

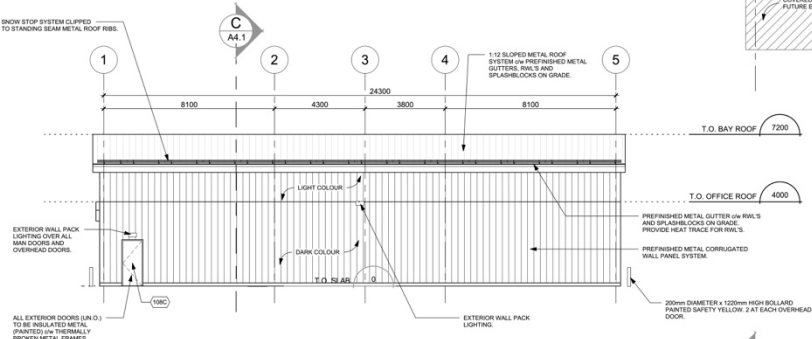
Attachments:

Johnston Builders Proposed Schematic Designs and Floor Plan

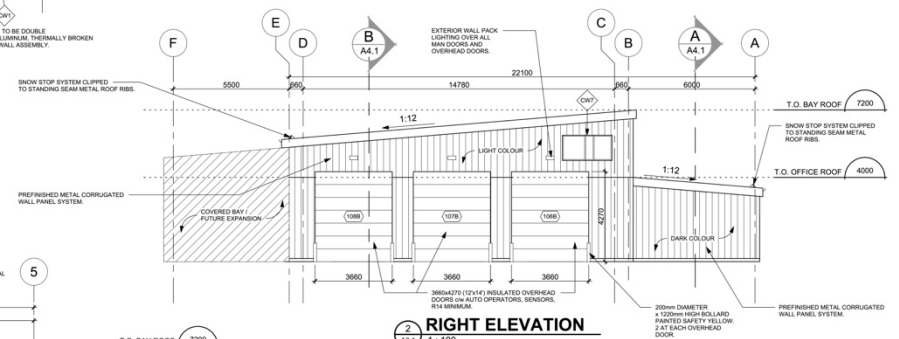




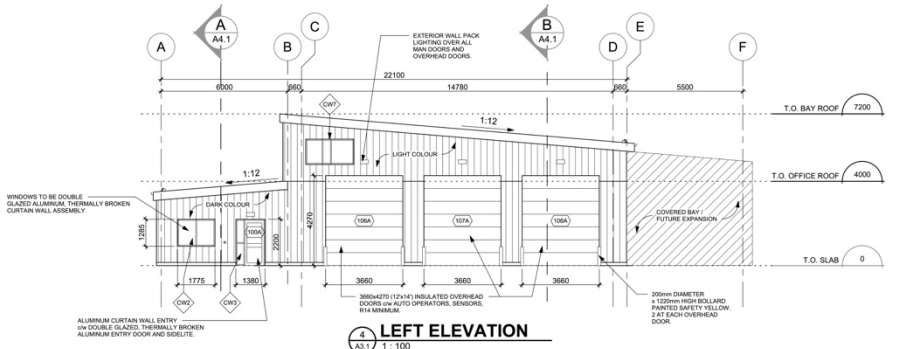
1 FRONT ELEVATION
A3.1 1:100



3 BACK ELEVATION
A3.1 1:100



2 RIGHT ELEVATION
A3.1 1:100



2 LEFT ELEVATION
A3.1 1:100

AGENDA ITEM 7.3

REQUEST FOR DECISION

Subject: Traffic Safety Bylaw Amendment
From: Bill Given, Chief Administrative Officer
Prepared by: Christine Nadon, Director of Protective & Legislative Services
Date: June 11, 2024



Recommendation:

- That Committee direct Administration to bring the Traffic Safety Bylaw back to a regular meeting to remove section 16.16 regarding skateboards, rollerblades and scooters in the central business district.

Alternatives:

- That Committee direct Administration to discontinue work on this item and maintain the current bylaw provisions.

Background:

The Municipality of Jasper's Traffic Safety Bylaw prohibits the use of skateboards, rollerblades and scooters on roadways in the Central Business District (section 16.16). This section addresses the use of such transportation devices on roads and streets only. Provisions regarding skateboarding, rollerblading and scootering on the sidewalks downtown are addressed in a different section, allowing children aged 10 and under to do so if accompanied by an adult.

Administration is bringing this item to Council following a resident complaint in support of the use of electric scooters downtown. The proposed amendment to the Traffic Safety Bylaw does not contemplate e-scooters, which are considered prohibited vehicles under the provincial Traffic Safety Act.

Discussion:

Administration reviewed the Banff, Canmore and Edmonton bylaws and determined that skateboards and scooters are allowed to circulate on public roadways in those communities. Skateboards and scooters are generally not allowed on sidewalks, which is consistent with the Jasper bylaw. Administration's view on this matter is that users should follow the rules of the road no matter what wheeled device they are on, whether it's a bicycle, a scooter or a skateboard, and is therefore recommending the removal of section 16.16 from the municipal Traffic Safety Bylaw (#244).

16.16 No person shall skateboard or rollerblade or operate a scooter on any Roadway in the Central Business District.

Removing this section from our bylaw would result in riding an e-scooter downtown no longer being a municipal bylaw infraction, but it would remain a moving traffic violation under the Traffic Safety Act. The Jasper Bylaw Enforcement Service does not currently have the appropriate designations to enforce moving traffic violations but is contemplating expanding our services in that direction in the future. This means that the RCMP would be the only law enforcement body who could ticket e-scooter riders on public roadways at this time.

Administration does not consider skateboards, rollerblades or scooters as being more hazardous than other

non-motorized modes of transportation, as long as the operators follow the rules of the road. Municipal enforcement practices would continue to reflect this approach should section 16.16 be removed from the bylaw.

Strategic Relevance:

- Leverage and create opportunities for greater inclusion
- Communicate and engage with residents
- Increase opportunities for active transportation and transportation alternatives
- Include an environmental lens into our decision making and operational plans

Relevant Legislation:

- [Traffic Safety Act](#) (RSA 2000, cT-6)
- [Traffic Safety Bylaw \(#244\)](#)

Financial:

- There is no material financial impact expected from this change in the Traffic Safety Bylaw.

MOTION ACTION LIST

| SHORT TITLE | REQUESTED (DATE) | RESPONSIBLE (WHO) | COUNCIL MOTION (DESCRIPTION) | TARGET (DATE) | STATUS |
|---|-------------------|--|--|----------------|--------|
| Transit Capital Projects | December 19, 2023 | CAO | That Council direct Administration to return to a future Council meeting for approval prior to awarding or procuring any transit capital projects. | June 2024 | |
| Global Covenant of Mayors for Climate & Energy | January 9, 2024 | CAO | That Committee recommend Council postpone the consideration of joining the "Global Covenant of Mayors for Climate & Energy" until July 2024. | July 2024 | |
| Climate Change Adaptation Action Plan | February 27, 2024 | CAO | That Committee direct Administration to return to a future Committee meeting with recommendations on developing a Climate Change Adaptation Action Plan. | June 2024 | |
| The Men's Shed | March 12, 2024 | Director of Community Development | That Committee direct Administration to develop a partnership to create a Men's Shed in one bay of the 3-bay garage at the Activity Centre and return to a future Committee meeting with the proposed partnership agreement. | June 2024 | |
| Utilities Workshop & Jasper United Church Request | March 12, 2024 | CAO and Director of Finance & Administration | That Committee direct Administration to set-up a utilities workshop to review the current model within the next three months; and that Committee tables this request to that workshop. | June 2024 | |
| Jasper Skatepark Committee | March 19, 2024 | CAO and Director of Finance & Administration | That Council authorise, in principle, interim financing to the Jasper Skatepark Committee, not to exceed \$150,000, with loan details to be presented to Council following completion of the Skatepark construction. | September 2024 | |

Municipality of Jasper

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| Federal Housing Advocacy | April 9, 2024 | CAO | That Committee direct Administration to contact the office of the Federal Housing and Infrastructure Minister to coordinate an advocacy meeting. | June 2024 | |
| Traffic Safety Bylaw | April 23, 2024 | Director of Protective & Legislative Services | That Committee direct Administration to review the Traffic Safety Bylaw section 16.16 and return to a future Committee of the Whole meeting with recommendations. | July 2024 | |
| Clean Energy Improvement Program | May 14, 2024 | Energy & Environment Manager | That Committee direct Administration draft a CEIP bylaw to support a residential program. | July 2024 | |
| S-Block Parking | May 14, 2024 | Director of Protective & Legislative Services and Director of Operations & Utilities | That Committee direct Administration to develop a proposal to better utilize the S-Block Parking Lot, including project scope and budget for larger stalls with a return on investment, and report at a future Committee meeting. | August 2024 | |
| 2024 Tax Rate Alternatives | May 14, 2024 | CAO and Director of Finance & Administration | That Committee direct Administration to develop a draft Property Tax and Business Tax policy, for consideration prior to the 2025 budget discussions. | August 2024 | |
| Indigenous Relations Strategy and Action Plan | May 28, 2024 | Director of Community Development | That Committee direct Administration to schedule a Council workshop to inform the development of an Indigenous Relations Strategy and Action Plan. | August 2024 | |
| Water Fountain Request | June 4, 2024 | Director of Community Development | That Council support the request in principle and direct Administration to report back to a future Committee of the Whole meeting with a cost and feasibility report concerning the request for a water fountain at the Jasper Library & Cultural Centre. | September 2024 | |
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