



DEVELOPMENT & INFRASTRUCTURE SERVICES – ENGINEERING SERVICES
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DATE: February 19, 2016

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT
ENGINEERING SERVICES INFORMATION REPORT 2016-10**

TO: Mayor and Members of Council

COPY: Bob Shelton, P.Eng., CAO
Members of OLT and SLT
Mark Kryzanowski, Manager, Transportation Services

SUBJECT: Town's New Transportation Services Business Unit - Update

ORIGIN: Director, Engineering Services

PREAMBLE

In accordance with the Procedure By-Law, any Member of Council may request that this Information Report be placed on an upcoming Committee of the Whole or Council agenda for discussion.

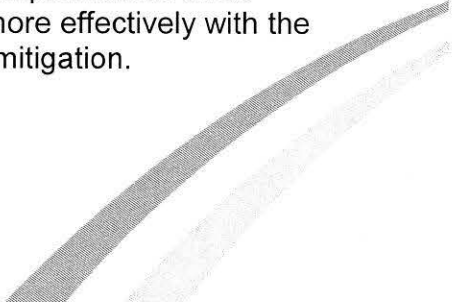
COMMENTS

We are pleased to report that the Town's new Transportation Services Business Unit is now moving ahead at a rapid pace. Here are some recent developments and next steps.

1. Staffing of new business unit:

As you know, Mark Kryzanowski vacated his former position as Senior Transportation Coordinator to assume a new role as Manager, Transportation Services. This left an important gap to fill within the new Transportation Services business unit. Filling that gap quickly was critical in being able to plan and implement the new traffic calming programs and policies that are essential to achieve Council's strategic priority on transportation and traffic mitigation.

Staff proceeded very quickly to post the new vacancy and interviews were conducted last week. We are pleased to advise that, as of Monday, February 22, Bill Gould will assume the role of Senior Transportation Coordinator. Bill has all of the attributes to perform his new functions with success. As Bill transitions into his new role, we will finally have the full complement of three Transportation employees in the division. This allows us to move ahead more effectively with the implementation of Council's strategic priority on transportation and traffic mitigation.



2. Current Transportation Initiatives:

As we worked to fill the vacant position, our new Manager was certainly not idle. Mark has been diligently laying out the framework for change and for a more fulsome traffic mitigation and transportation program for the Town, as seen below.

One of the first initiatives was to schedule one-on-one meetings with all of Council on an individual basis. The schedule of meetings with Councillors, the Regional Councillor/Deputy Mayor and the Mayor have begun and should be concluded by the end of February. The main purpose of these meetings is to dialogue with individual members of Council on what their concerns are regarding transportation and traffic safety. Councillors are asked to table their concerns and their expectations regarding traffic in their wards and across the entire Town. Meetings also focus on traffic calming strategies that could be implemented in individual wards and across the Town taking into consideration Councillors' needs and concerns. The information emanating from the meetings will feed into the Action Plan for our Traffic Mitigation Strategy, which will be presented to Council sometime later this spring.

On Sunday, February 7th, Transportation staff set up and manned a booth at Winterfest to promote traffic safety among children and adults and to obtain feedback from our residents on traffic and transportation concerns. The booth was well attended by festival patrons and was very effective at attracting families with children. Craig Schritt, our Traffic Technician, myself, and our mascot, Safety Cone Sam, represented the Town at the booth to interact with residents. It was a great success. Our next community event for traffic safety will be at the "Touch A Truck" and Community Open House event in May.

3. Quick wins planned for early spring:

In addition to the meetings with individual Council members and presence at community events, the transportation business unit is also working towards some "quick win" pilot projects in traffic mitigation that are to be implemented early this spring. Through proper strategic implementation and monitoring, these pilot projects will act as precursors to the Action Plan by providing data and community/Council feedback that will be analyzed to determine their effectiveness. For example, new solar-powered speed boards will be obtained and deployed strategically on a longer term on streets that have been historically proven to be subjected to higher vehicle speeds and higher level of resident and Council concern. These longer term solar boards will not be part of our regular "rotating" speed board deployment program, but will instead be placed in specific areas for several weeks or months at a time to help reduce speeds and to gather technical data over the longer term. The data will then be used to justify additional traffic calming needs and will provide ammunition when we request enforcement through YRP.

All Councillors who have met with the new Manager to date have identified the lawn sign program ("Give Kids A Brake" with Safety Cone Sam) as being an effective way to help control speeds. Councillors also feel that the lawn signs are a good tool to make residents feel empowered by playing an active role in speed reduction in their neighbourhoods. The Transportation unit is currently working to produce a new message for lawn signs to be manufactured this spring. Keeping the message "fresh" is instrumental in the lawn signs' effectiveness. A program for proper deployment and some new regulations to keep the lawn signs looking tidy and remaining effective will be developed in the spring.

Another quick win will be to work towards expanding the Town's existing internal Transportation Management Advisory Committee (TMAC) to a new format that will include residents and other stakeholders, in addition to the existing staff complement. The new expanded TMAC's mandate will be to create more outreach into the community on matters related to traffic safety and on implementing appropriate engineering, education and enforcement solutions. Part of this will also include injecting new life into the Roadwatch program that is managed by YRP and working in tandem with the Roadwatch organization to enhance our transportation strategies.

4. Other "quick win" initiatives for the summer:

This summer, when school is out, the Transportation unit will be implementing new visibility improvements in each ward through the painting of "zebra markings" on the road at one school zone per ward. This pilot project involves the painting of highly visible lines at an all-way stop location near a school. The purpose of the markings is to provide a visual cue to drivers so that they will slow down and apply more caution when approaching the school crossing. The results will be monitored and if deemed successful, the program will be expanded to other school zones.

In order to streamline transportation initiatives, all capital works related to traffic, active transportation, pedestrian and cyclist safety and parking will be transferred to the Transportation business unit for implementation. Some specific examples include the Water Street Pedestrian Crossing to be built this summer/fall, the design and future implementation of additional downtown parking spots that is being proposed through the Community Centre Lands Parking Sub-Committee, and the creation of bike lanes to provide cycling routes and to narrow down traffic lanes to reduce vehicles speeds.

5. Phasing-in of transportation initiatives:

It should be noted that the above initiatives are in addition to the current daily functions of the transportation division. These do not constitute a final program for traffic calming and transportation safety, but they are a very strong start. In 2014, Council directed staff to phase-in the transportation budget over time and therefore, a full traffic safety program will continue to evolve and develop in time as we move ahead towards more formal, fulsome and entrenched traffic mitigation, transportation safety and traffic calming plans.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

Well Equipped and Well Managed

- Provide efficient, effective and environmentally sound maintenance services to an appropriate level that achieves Council and/or Provincially mandated service levels, which meet public health and safety requirements and enhances quality of life while ensuring that system capital assets retain their value and are managed and funded according to sustainable, lifecycle based principles and practices.

IMPACT ON BUDGET

Operating Budget (Current and Future)

No impact to the Operating Budget.

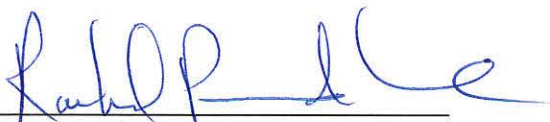
Capital Budget

A phased-in Traffic Mitigation budget has been approved by Council and is allowing these initiatives to proceed.

CONTACT

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Prepared by:



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