



DEVELOPMENT AND INFRASTRUCTURE SERVICES
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**DEVELOPMENT AND INFRASTRUCTURE SERVICES INFORMATION REPORT
ENGINEERING SERVICES 2016-23**

TO: Mayor and Members of Council

SUBJECT: Transportation Services Update #2

ORIGIN: Director, Engineering Services

PREAMBLE

In accordance with the Procedure By-law, any member of Council may request this information report to be placed on an upcoming Committee of the Whole agenda for discussion.

BACKGROUND

In February 2016, Engineering Services presented Development and Infrastructure Services Report – ES2016-10, which outlined some of the preliminary programs that were being developed to meet Council's key strategic priority of "Traffic Safety and Mitigation, Ensuring Safe Streets". Since then, other initiatives have been put in place by our Transportation staff to continue working towards that strategic priority.

One important activity that was undertaken recently was individual meetings between the Manager, Transportation Services, the Mayor and all members of Council. The purpose of these one-on-ones was to discuss concerns and expectations regarding traffic in each ward and across the entire Town. Meetings also focused on traffic calming strategies that could be implemented, taking into consideration Councillors' needs and concerns.

During the meetings, several Councillors requested that an information report be prepared to summarize the discussions from a Town-wide perspective. Although many Councillors presented issues that were very specific to their own Wards, those specific issues will not be included in this report.

Another important event that occurred since February is that the Town was successful in receiving the Ontario Municipal Cycling Infrastructure Program (OMCIP) grant to fund the design and construction of a central east-west cycling route.

The Transportation Division has already produced an RFP for a specialized consultant and will be evaluating and awarding the design and public consultation components to the successful proponent. Because this is an “Active Transportation” project, the Transportation Division will also be responsible for the successful construction and implementation of the east-west cycling route.

COMMENTS

The following list summarizes ideas or themes that were brought forward in most of the discussions with Council members:

1. Town-wide Transportation Mitigation Policy:

Council's Concern:

This policy needs to be an action policy and not just a ‘paper’ policy. The policy must be a proactive, comprehensive one that addresses individual, as well as area-wide concerns.

Staff's Proposed Action(s):

As noted in previous reports, this policy will be a comprehensive one that will address a variety of traffic calming possibilities that are suitable for the Town. Some of the traffic calming elements will be implemented in 2016. The draft Policy is expected to be presented to Town Council in late Q3, 2016. Two major themes for the Policy are being considered: 1) “Complete Streets”, to lead the Town into creating streets that are amenable to all modes of transportation, and 2) “Protection of Vulnerable Road Users”, to ensure the safety of pedestrians, cyclists and others who are not riding in vehicles.

2. Mitigation Measures:

Council's Concern:

Mitigation measures must be effective and visual, and should be implemented as early as 2016.

Staff's Proposed Action(s):

In advance of the formal adoption of a Town-wide Transportation Mitigation Policy, some techniques that have been proven successful on local municipal roads will be implemented. Although the full programs will be established with the adoption of the forthcoming policy, the following offers a list of mitigation measures that can be implemented in 2016:

- a. Solar Pole-Mounted Radar Boards: Engineering Services is currently purchasing two solar-powered units that can be installed in a single location for an extended

period of time. The solar function allows these radar boards to recharge in place and therefore, they do not have to be brought back to the office for charging like the older units that the Town currently has. These newer units are supplied with upgraded software and improved functionality.

- b. Boulevard Signs: Similar to the Safety Cone Sam “Give Kids a Brake” lawn signs used for the last 3 years, the revised boulevard signs will have a similar message (regarding speeding) but a new look to keep the message fresh. Staff will integrate this signage with the Speed Management Program to implement these signs in strategic high volume or high speed areas. Staff will have the flexibility to install and remove the signs to different areas of Town. One hundred signs will be printed. These will not be placed on private property as they have in the past, but they will be placed along Town boulevards in areas identified by Council and residents, as well as Transportation Staff, as roads where speeding is a concern. They will be rotated on a regular basis to keep the message fresh and so that sign apathy will not occur. Council can request locations based on their observations or meetings with residents.

- c. Enhanced Intersections: Current standard pedestrian crossing lines consist of two single white lines placed 2.5 metres apart that cross the road transversely at an intersection. However, staff is proposing that, at intersections having very high pedestrian volumes, the conventional lines be replaced with a ladder-style design. This treatment, which is already being applied at most York Region signalized intersections, increases the visibility of the crossing at the intersection and it also provides an enhanced visual contrast to pedestrians crossing the road, making them easier to see. The markings will be “durable” type, so that they do not have to be replaced annually. Durable markings normally last five to six years before they need to be repainted. Engineering staff is currently working to identify the top candidates for such enhanced markings in each of our Wards.

- d. Active Transportation: The major component in the Town’s Active Transportation plan is the installation of cycling facilities on Town roads. When bicycle lanes are added to a road, the result is a narrowing of the vehicle travel path. This has been proven to generally reduce vehicle speeds. More information is provided in item #6 below.

3. Communication:

Council's Concern:

Communication needs to be improved to allow better flow of information and provide more suitable programs.

Staff's Proposed Action(s):

Currently, Transportation Services posts some of the speed management information on the Town's website. Transportation Services has traffic data and trends dating from 2000 and even earlier. While still in the early stages, Transportation staff is considering an annual Traffic Safety report, similar to York Region's bi-annual safety report. Staff is considering more frequent postings to the Town's web site for routine information or updates to support an Open Data approach.

Also from a communications perspective, staff intends to enact a form of Road Watch Committee in 2016. The composition of the committee has yet to be determined, but it will definitely include members of Town staff, YRP and others. The purpose of the committee would be to ensure that adequate weight is being placed on reports that are filed through YRP's Road Watch program and to give more visibility in the community to this important tool for reporting speeding and other road safety issues for enforcement. The Road Watch program will become an outreach program to our residents for information leading to safer streets.

4. Collaboration:

Council's Concern:

There is some room for improvement during collaboration with the various internal and external stakeholders (eg. YRP).

Staff's Proposed Action(s):

While the transportation policies address key collaboration, there is room to include a much wider group of stakeholders. Aside from the typical York Region groups (various departments, YRP and EMS) and other municipalities, there are national groups (like CAA) and local groups (example: Cycle Newmarket) that have a vested interest in providing services or expertise in improving traffic safety. Transportation Services will be actively seeking to partner with new groups to promote traffic safety.

5. Speed reduction:

Council's Concern:

Speeding is occurring on most of the Town streets. The Town cannot eliminate speeding completely. We can only attempt to reduce speeds to improve the community's quality of life. The effort for speed reduction rests with all stakeholders, including the public.

Staff's Proposed Action(s):

While speeding on local roads is one of the top community concerns, there is no specific initiative that can and will reduce all vehicular speeds to the posted levels. The initiatives

addressed in this report, when implemented correctly and concurrently, should provide speed mitigation on our local streets. The speeding problem starts at the driveway and continues throughout the Town. Therefore, it will be essential to deploy initiatives on a broad basis.

6. Active Transportation:

Council's Concern:

The Active Transportation Plan calls for bicycle lanes on various streets throughout the Town. There is a general consensus that this is a positive step forward. However, the impact on the community, particularly with on-street parking, must be reviewed carefully.

Staff's Proposed Action(s):

The Town has recently been awarded the OMCIP grant for the implementation of east-west cycling facilities that will run along Srigley Street and Millard Avenue and through the Riverwalk Commons area. This particular project will be the focus of the Active Transportation implementation plan for 2016 and 2017. The 2016 budget contained sufficient funds to initiate the Active Transportation Implementation plan. In addition, there may be some other smaller implementations to improve the cycling network, as outlined in the Active Transportation Plan. These smaller projects will complete or connect existing networks, or create logical beginnings for future cycling networks.

NEXT STEPS

The primary focus is to prepare a Town-Wide Transportation Mitigation Policy to address traffic safety and traffic operations. Some of the elements that will be incorporated in the policy will be implemented in 2016, before the policy has been adopted. These would be used as 'trial' implementations and would be monitored for effectiveness. They would then form part of the larger strategy.

Engineering Services staff will keep Town Council members informed of up-coming transportation programs, including implementation and costs. This will be done through periodic updates such as this one.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

- Well Planned and Connected...strategically planning for the future

CONSULTATION

All Members of Town Council were individually canvassed to provide information and input into the preparation of this report and work plan.

HUMAN RESOURCE CONSIDERATIONS

No impact on current staffing levels.

BUDGET IMPACT

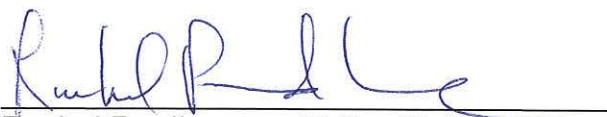
There are no direct budget impacts related to this report. Budget information will be provided as individual programs or projects are outlined.

CONTACT

For more information on this report, please contact Mark Kryzanowski at 905-953-5300 extension 2508; or at mkryzanowski@newmarket.ca via e-mail.



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