

# Report

Date November 20, 2024

File: 3900-50

Subject Traffic Bylaw Amendment Bylaw No. 3971 for first three readings

## PURPOSE

To introduce Traffic Bylaw Amendment Bylaw No. 3971, which proposes amendments to Traffic Bylaw No. 2276 to allow the Director of Engineering to:

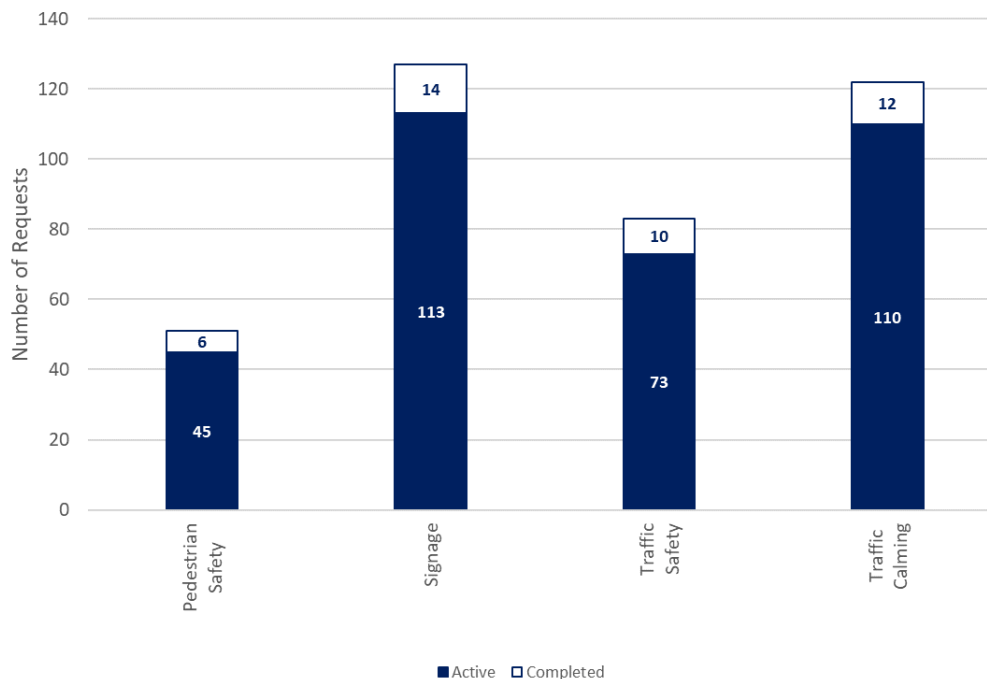
1. place, erect and remove traffic control devices without Council's approval; and,
2. close or impose use restrictions on a road under construction for a period longer than 28 consecutive days.

## BACKGROUND

### Traffic Control Devices

Engineering is currently managing 341 road-related calls for service. Engineering has been able to resolve 42 (12%) of them.

Calls For Service Requests by Category (Active, Completed)



Many of the calls for service are complex and can be time-consuming to resolve. Staff have identified roughly 83 requests (24% of the active roads-related requests) that can be readily resolved through the installation of signage. However, a couple of restrictions within Traffic Bylaw No. 2276 prevent staff from resolving these calls for service in a timely manner.

## Sign Placement/Removal

Section 4(1) of [Traffic Bylaw No. 2276](#) authorizes the Director of Engineering to place traffic control devices at such locations deemed appropriate. However, on October 5, 1994, the Traffic Bylaw was amended by adding section 4(6), which subsequently removes the powers of the Director of Engineering to place new traffic control devices or to remove traffic control devices (other than those warning of temporary dangers, work, or conditions), and instead requires Council approval. It is unclear why this amendment was made at the time, as no accompanying staff report is attached to that agenda.

Seeking Council approval to add or remove traffic control signs adds a layer of bureaucratic red tape that slows down a relatively simple operational matter.

Additionally, types of signs and where and when signs should be used are set out in design standards and guidelines that staff are familiar with. Having Council deliberate on the placement of signage consumes Council's time unnecessarily.

Considering the above, staff are proposing that section 4(6) of the Traffic Bylaw be removed, ensuring that the Director of Engineering has the authority to add or remove traffic control signs as is deemed appropriate.

## Road Closures/Use Restrictions during Construction

Sections 4(1)(f) and 4(3) of [Traffic Bylaw No. 2276](#) restrict traffic control devices from being placed for a period exceeding 28 consecutive days without a resolution from Council for construction, reconstruction, widening, repair, marking, or other work being carried out on a highway or road. Staff feel this is overly restrictive given the upcoming work scheduled for Herd Road Bridge and Genoa Bay Road.

Having Council deliberate on road closures that exceed 28 consecutive days will unnecessarily consume Council's time. Staff propose removing the requirement to seek Council approval for restrictions over and above 28 days.

A couple of housekeeping amendments are being proposed in addition to the above, such as simply changing the reference from *Director of Engineering and Operations* to *Director, Engineering* and the *Manager of Operations* to *Director, Operations*.

## DISCUSSION

Removing requirements to seek Council approval for operational-type decisions, such as the placement or removal of signage and the closure of roads for extended construction projects, would free up both the Council and staff. This change would allow staff to manage service requests and construction projects effectively.

Staff recognize that from time to time, residents may take exception to actions taken by the Engineering Department when resolving service requests or managing traffic on roadways. However, irrespective of whether staff have Council approval or not, it is likely that residents will continue to take exception. This is the nature of undertaking such work, particularly as it relates to regulating the use of roads during construction. However, wherever possible, staff try to keep roads open or, if that is not possible, mitigate to the maximum extent possible the duration or extent of a closure.

Where road closures/use restrictions are necessary, staff require that contractors have professionally prepared traffic management plans with the requisite traffic control staff on site. Detours are prepared, signed, and announced in advance. Engineering, in collaboration with Operations and Communications, established a robust and thorough road closure/disruption notification system that fans out to numerous organizations and residents to advise of upcoming traffic disruptions and their locations. For larger projects, staff can also use the Council Bulletin to give Council notice of projects and any disruptions they may cause, well in advance of the more formal notification processes we have in place.

Finally, staff have a good understanding of how disruptive or politically sensitive a project or action might be. In such cases, staff would bring the matter to Council for consideration.

## **OPTIONS**

1. **(Recommended Option)** - THAT Council gives first, second and third readings to Traffic Bylaw Amendment Bylaw No. 3971, 2024.
2. THAT Council refers Traffic Bylaw Amendment Bylaw No. 3971, 2024 to the next Committee of the Whole meeting to provide direction to staff on changes to the bylaw prior to consideration of first reading.
3. THAT Council receives the report for information.

## **IMPLICATIONS**

If Council provides first three readings to the Traffic Bylaw Amendment Bylaw No. 3971, it will be added to the next regular Council agenda for adoption. After adoption, staff will be in a much better position to tackle the backlog of service requests and manage road closures/use restrictions without first having to come to Council.

If Council wishes to continue with the status quo and not amend the Traffic Bylaw, Council approval for an operational matter will be required. Consequently, the backlog of service requests will continue to grow and may also delay or disrupt construction work. Staff believe this runs counter to Council's goal of improving service to the community by streamlining our corporate processes.

## **RECOMMENDATION**

THAT Council gives first, second and third readings to Traffic Bylaw Amendment Bylaw No. 3971, 2024.

Report prepared by:



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Report reviewed by:



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**Approved to be forwarded to Council:**



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Bill Corsan  
Acting Chief Administrative Officer

Attachment:

(1) Traffic Bylaw Amendment Bylaw No. 3971, 2024