SUBJECT: Delegation of Authority Respecting Routine Traffic Schedule Regulations (PW07153) - (City Wide)

RECOMMENDATION:

(a) That the Manager of Traffic Engineering and Operations be granted the authority to make routine changes to the Schedules of City of Hamilton Traffic By-Law 01-215 listed in Report PW07153 as Appendix “A”, by submitting directly to Council such by-laws as may be required, from time to time, whereby the aforesaid Traffic Schedule revisions will come into force and effect;

(b) That the Manager of Traffic Engineering and Operations be directed to request concurrence from the affected members of Council of any and all routine Traffic Schedule revisions which may affect their respective wards prior to the submission of any by-law to Council.

EXECUTIVE SUMMARY:

Staff regularly submit reports to the Public Works Committee on routine or housekeeping items contained in the Traffic By-Law. These reports require both Public Works and Clerks’ staff time as well as the attention of the Public Works Committee. The process of preparing a report and submitting it for approvals also has a five to six week minimum lead time. In order to simplify and expedite the implementation of
routine changes to the Traffic By-law, staff are recommending that revisions to the Schedules under the Traffic By-law listed in Report PW07153 as Appendix “A” be delegated to the Manager of Traffic Engineering and Operations. The delegation of such authority would only occur with the clear understanding that contentious or non-routine items would continue to be placed on the Committee agenda, and that all routine items would receive the endorsement of the ward councillor(s) before submission to Council for by-law revisions.

BACKGROUND:

The information/recommendations contained within this report have city-wide implications.

Currently, any change to the Traffic By-law requires a formal report to Public Works Committee. Once endorsed by Committee, the approved report and an appropriate by-law are submitted to Council for approval. The report preparation and approval process takes a minimum of 5 to 6 weeks.

Two examples can serve to illustrate the need for a revised process, one which has less overhead and can react more quickly.

One issue is reduced load designations. Every year from March 1st to April 30th weight restrictions are imposed on certain roads that are considered vulnerable during the seasonal spring thaw. During this time heavy vehicles are restricted to a maximum 5,000 kilograms per axle while travelling on these roads. Protected roads are designated under Schedule 28 of the City of Hamilton Traffic By-law No. 01-215 and are identified to motorists via standard signage. With the current process, staff must make decisions on any changes required for the current year by mid-January at the latest in order to have protective measures in place by March 1. Unfortunately, it is not usually apparent in January which roads might require protective measures. Similarly, should noticeable deterioration occur during the Reduced Load season, staff are unable to react to prevent further damage due to the length of time required to process a by-law.

Another example is the recent implementation of a two-way left turn lane on Mohawk Road. The South Mountain Transportation Plan recommended the implementation of a two-way left turn lane in order to facilitate more efficient movement of traffic. The Plan was conducted as an Environmental Assessment with public consultation. The 2007 reconstruction project on Mohawk Road East provided the opportunity to implement this recommendation and a report was subsequently prepared to enter the required by-law for the two-way left turn lane. With delegated authority, this lane could have been added to Traffic Schedule 13 (Designated Traffic Lanes) without the need for a formal report.

To improve the quality of service and to streamline the administrative process for Council, staff recommend that formal reports not be prepared for routine and housekeeping items. Instead, staff propose to formally poll, in advance, the affected members of Council about all Traffic By-law changes affecting their respective wards, by email or memorandum, prior to the submission of a by-law, and that regulatory changes not be implemented without the concurrence of the affected Councillor(s).

Two specific major types of by-law changes have not been included in the recommendation for delegated authority. They are intersection control, for which a streamlined process has been in place for several years, and truck related regulations,
which are almost always controversial and will be brought to Committee for discussion as a matter of course.

Reports will continue to be submitted respecting any matters that are not routine or could be deemed controversial (e.g. one-way conversions) or any item the ward Councillor(s) requests be forwarded to the Public Works Committee for discussion.

**ANALYSIS/RATIONALE:**

The proposed change would reduce the volume of reports received by the Committee, expedite the implementation of changes to the Traffic Schedule, and improve overall service delivery.

**ALTERNATIVES FOR CONSIDERATION:**

One alternative would be to do nothing. However, streamlining the approval process through delegated authority provides a higher level of service to Council and to the public as changes to the Traffic Schedules can be implemented more efficiently.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

The changes will not impact on current staffing levels, but should reduce the response time on other projects and requests.

**POLICIES AFFECTING PROPOSAL:**

This incentive supports the “Innovate Now” Public Works Strategic Plan. The community will experience a higher level of service due to greater efficiency, and a streamlined process, as outlined in the Vision goals.

**RELEVANT CONSULTATION:**

The process used by Parking for routine by-law changes formed the model for this recommendation.

**CITY STRATEGIC COMMITMENT:**

By evaluating the “Triple Bottom Line” (community, environment, and economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

- **Community Well-Being is enhanced.**  ☑ Yes  ☐ No
  Public services and programs are delivered in an equitable manner, coordinated, efficient, effective and easily accessible to all citizens. Services would be delivered in a more efficient manner.

- **Environmental Well-Being is enhanced.**  ☑ Yes  ☐ No
  A sustainable transportation network provides many options for people and goods movement; vehicle-dependency is reduced. Would allow operational changes, such as bicycle or transit regulations, to be implemented more quickly.

- **Economic Well-Being is enhanced.**  ☑ Yes  ☐ No
  A skilled, innovative and diverse workforce is attracted and retained. Reduced damage to vulnerable roads may result if changes in weight restrictions can be made more quickly.

**Does the option you are recommending create value across all three bottom lines?**  ☑ Yes  ☐ No
Do the options you are recommending make Hamilton a City of choice for high performance public servants? ☑ Yes ☐ No
The creation of a respectful, desirable and supportive workplace.
Traffic Schedules

Schedule 02- Speed Limits
Schedule 06- One-Way Streets
Schedule 07- One-Way Alleys
Schedule 08- No Right Turn
Schedule 09- No Right Turn On Red
Schedule 10- No Left Turn
Schedule 11- No Left Turn On Red
Schedule 12- NO U-Turn
Schedule 13- Designated Traffic Lanes
Schedule 14- Emergency Access Lanes
Schedule 15- Snow Vehicles Prohibited Along or Across Highway
Schedule 16- Snow Vehicles Prohibited Across Highway
Schedule 17- Snow Vehicles Speed Limits
Schedule 18- Bicycle Lanes
Schedule 19- Bike Paths
Schedule 20- Combined Foot & Bicycle Paths
Schedule 21- Bicycle/Foot Path has Right-of-Way
Schedule 22- Bicycle/Foot Path Must Stop
Schedule 23- Bicycle/Foot Path Must Yield
Schedule 24- Pedestrian Entry or Crossing Prohibited
Schedule 25- Pedestrian, Animals & Cyclists Prohibited
Schedule 26- Cyclists Prohibited
Schedule 28- Reduced Loads
Schedule 29- Weight Restrictions On Bridges