

For Information

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DATE: January 4, 2012

REPORT TITLE: **ARRASC STAFF WORK PLAN - PROPOSED WORK PLAN**

FROM: Dan Labrecque, Commissioner of Public Works

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## OBJECTIVE

The purpose of this report is to provide the Arterial Roads Review Ad hoc Steering Committee (ARRASC) with a high level update on the status of staff work plans and proposed next steps with respect to Phase III of the broader arterial road review process as a follow up to the companion report of the Commissioner of Public Works, dated December 14, 2011, titled "Update on ARRASC Working Committee Discussions".

## REPORT HIGHLIGHTS

- Brampton and Mississauga have agreed to develop a joint proposal for consideration with respect to traffic signal management.
- No formal actions undertaken by area municipalities to action Phase II jurisdictional changes, pending discussion on Phase III work plan.
- Recognition that future updates of Regional Long Range Transportation Plan will need to include further policy research with respect to system performance metrics.
- Policy options with respect to the update of the Access Control By-law due to AARASC at its June 2012 meeting.

## DISCUSSION

### 1. Background

As noted in the companion report of the Commissioner of Public Works, dated December 14, 2011, titled "Update on ARRASC Working Committee Discussions" there have been a number of positive discussions between the Commissioners from the Region and the Cities of Brampton and Mississauga in regards to addressing Regional Council's directions with respect to the management of traffic signals. Preliminary discussions have also identified a number of issues that require further investigation and integration into our overall work plan, especially as it relates to the Term of Council priorities that have been assigned to the Public Works Department with respect to Transportation.

During the 2012 Regional Budget deliberations the Commissioner of Public Works was directed to provide a detailed review of the Transportation Division to be completed in early 2012 – Resolution RCB -2011-71. While no context for the direction was provided during the budget review process it is presumed that this direction was in context to the mandate of the

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Committee and that our proposed work plan and further directions from the Committee would address the spirit of the request.

### **2. Status Update and Next Steps**

#### **a) Traffic Signals Management – Phase III**

In late December the Commissioners of Brampton and Mississauga agreed to develop a joint proposal for the division of responsibilities and accountabilities for the operation of traffic signals. Mississauga and Brampton's proposals are anticipated to be presented early in the New Year. The results of the subsequent discussions between the three parties will be brought forward to the Committee for their consideration and direction. At the time of the development of this report there was no definitive time line for development of the proposal, but it is anticipated that an update would be provided to AARASC at its next meeting in June 2012.

#### **b) Access Control By-law Review**

As noted in previous reports, the existing Access Control By-law has been circulated to all three area municipalities and other stakeholders over the latter portion of 2011 and that once we have compiled all the feedback we will be bringing our findings to the Committee as an interim step before bringing forward formal recommendations to Regional Council. Given the existing Committee schedule, it is anticipated that a report will be presented to the June 2012 meeting.

#### **c) Common Integrated Traffic System**

As noted in the companion report, it is Regional Staff's position that there are many benefits to the evolution of the traffic management system to a Region-wide integrated approach. Within the context of a Region-wide approach that may not necessarily be limited to a Peel geographic reference ( i.e. potential GTA wide implications) nor does a Region-wide approach suggest a single level of control (i.e. a multi-jurisdictional collaboration as is in the case of Voice Communication System (VCOMM) and 9-1-1 systems). In the context of providing Regional Council with the appropriate evidence based foundation to make future decisions it is proposed that this option be scoped in parallel with the Brampton and Mississauga proposals. Furthermore, it is proposed that a work plan, as part of the Long Range Transportation Plan, be incorporated.

#### **d) Traffic System Performance Measurement**

Within the context of the Region's overall Integrated Planning Framework, an enhanced focus on region wide traffic metrics would add sufficient value to future evidence based decision making. As noted, discussions to date have not had the benefit of actual metrics and should there be changes in operational responsibilities a process that is based on Results Based Accountability would achieve the objectives around transparency and increasing public confidence in government.

#### **e) Phase II – Jurisdictional Shifts**

While there has been an approval in principle to undertake the shifts in jurisdictional responsibility for a series of road segments that Regional Council approved in mid 2011, there has been no formal work undertaken at this point given that feedback from the cities of Brampton and Mississauga has been that they wish to address traffic

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management issues, as noted in point a) above prior to moving forward on a work plan for executing the jurisdictional changes. In the interim, staff will work on developing an issues list – i.e. scheduled capital works, etc that will hopefully facilitate execution of Phase II decisions once Regional Council has been satisfied as to the direction of Phase III work plans.

### **3. Future Phases of ARRASC Work plan**

Work plan items identified in Section 2 above reflect near term actions currently underway. Regional staff are quite aware that the Sub-Committee may wish to explore other areas where there may exist opportunities for enhanced service efficiency and effectiveness.

### **4. Term of Council Priorities**

Within Council's overall strategic direction to staff, five priority actions have been identified with links to Transportation Services, one of which is related to our efforts in enhancing our capabilities to support the need for Accessible Transportation services. The other four relate more specifically to broader definition of the arterial road network including:

- Increase Active Transportation
- Complete the Arterial Roads Review
- Improve the Efficiency of Goods Movement
- Update the Long Term Transportation Plan to meet current and future needs.

While technically the mandate of the Committee appears to be focused specifically on the review of the arterial road network, all the areas of priorities are dynamically linked. More importantly, they cannot be achieved in isolation of each other. The function of the overall road network (local, regional and provincial) is to support all modes of travel in as efficient and effective a manner as possible. As such, future reports to the Committee will likely incorporate references to policy implications in all four priority areas as appropriate.

## **CONCLUSION**

Staff actions as noted above are anticipated to support the Committee's mandate in improving the overall efficiency and effectiveness of the Regional Road network. It is also anticipated that the Committee's actions and support to staff is founded on a continuous improvement model and as such, there will be likely further operational reviews that are undertaken, once the above noted actions have been finalized and incorporated operationally.

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**Approved for Submission:**



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