

Report to Council



Date: March 16, 2016
File: 1850-01
To: City Manager
From: Moudud Hasan, Manager, Transportation and Mobility
Subject: Amendment to Miscellaneous Fees & Charges Bylaw No. 9381

Recommendation:

THAT Council receives, for information the report from the Transportation and Mobility Manager dated March 16, 2016 with respect to consideration of a new Schedule "F Fees for Transportation Engineering Service" Miscellaneous Fees & Charges Bylaw No. 9381.

AND THAT Council give reading consideration to Bylaw No. 11200 being Amendment No. 7 to Miscellaneous Fees and Charges Bylaw No. 9381.

Purpose:

To receive Council consideration of the amendment to Bylaw No. 9381 in order to provide a means of recovering costs associated with the collection of traffic count data.

Background:

The Transportation and Mobility branch conducts various traffic counts each year. This data is used to monitor current traffic conditions and historical trends and growth, determine travel characteristics for level of service and warrant analysis and other network planning purposes. The count program historically had a budget of \$50,000 per year, which has recently dropped to \$35,000 due to funding constraints. This affects the number and types of counts that can be completed each year.

The traffic count data collected by the City is currently made available to external users upon request. Data is distributed regardless of the intended use and without requiring any payment. To re-establish the original count budget and to expand the current program to include separate pedestrian and cyclist counts, staff is recommending a fee be introduced for this data sharing service. This would be applicable only to users requesting data for commercial purposes such as real estate agents, developers or their consultants for non-municipal use.

The City typically receives 15 data requests each year from external sources; the majority of the requests include multiple count locations. On average, the City receives requests for approximately 30 locations each year. Table 1 shows actual traffic count costs, which range from \$220 to \$430 per location. The average cost per location is approximately \$300.

Table 1: Intersection Turning Movement Count 2015 Costs

Description	Unit Price
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4-hour, 1-person Count	\$ 220
6-hour, 1-person Count	\$ 315
4-hour, 2-person Count	\$ 430

Based on a unit price of \$300 per location and a total request for 30 locations, the City will collect a total revenue of \$9,000 per year. This will be applied to our annual traffic count program so the budget can be increased to \$44,000, bringing it closer to the historical budget of \$50,000 per year. The count program allows us to monitor travel characteristics, trends, demands and assess conditions of our transportation system. The City is also installing permanent pedestrian and bicycle counters at key locations that allow us to assess mode split and review the utilization of newly built facilities such as Rails-with-Trails, Ethel St and Clifton Rd cycle tracks, and Abbott St and Lakeshore Rd pathways.

Per Schedule "F" staff recommends a transportation engineering service fee of \$300 per traffic count location for any count data distributed for commercial purposes. The fee will need periodic review and adjustment based on annual Consumer Price Index (CPI) inflation and potential increase in actual data collection costs.

Existing Policy:

Miscellaneous Fees & Charges Bylaw No. 9381

Financial/Budgetary Considerations:

The amendment will include the addition of the Transportation Engineering Service Traffic count data fee.

External Agency/Public Comments:

This proposed Transportation Engineering Service Fee has been circulated to the Urban Development Institute (UDI) and local traffic consultants. We have not received any feedback or correspondence in this regard.

Internal Circulation

Manager, Infrastructure Planning
Supervisor, Traffic Operations

Considerations not applicable to this report:

Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Personnel Implications
Communications Comments
Alternate Recommendation

Submitted by:

M. Hasan, Manager, Transportation & Mobility

Approved for inclusion:



A. Newcombe, Infrastructure, Divisional Director

cc: Infrastructure Divisional Director

Manager, Infrastructure Planning