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TRAFFIC CONTROL SIGNAL MAINTENANCE AND OPERATIONAL AGREEMENTS

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 17, 2005, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The Regional Chair and Clerk be authorized to execute the Traffic Control Signal Operation and Maintenance Agreements as outlined in this report with the Towns of Aurora, Markham and Richmond Hill.
2. The Regional Clerk forward a copy of this report to the Clerks of the Town of Aurora, Markham and Richmond Hill.

2. PURPOSE

The purpose of this report is to seek authorization for the Regional Chair and Clerk to execute agreements between the Region and each of the Towns of Aurora, Markham and Richmond Hill for the operation and maintenance of local traffic control signals along the Viva routes on a cost-recoverable basis.

3. BACKGROUND

Currently, the Region maintains and operates traffic control signals at Regional intersections. The local municipalities maintain and operate traffic control signals at intersections under their jurisdiction, typically local road intersections.

As part of the Viva implementation program, transit signal priority (TSP) is being implemented at signalized intersections along its routes. In addition, the Region will be monitoring the performance of the signalized intersections through the Region's centralized traffic control system (CTCS). Several signalized intersections along the Viva routes are under the control of the local municipalities. Transit signal priority is proposed at intersections under the control of local municipalities. In order to maintain schedules and take advantage of the TSP system, it is proposed that the Region assume the operation and maintenance of these local municipality owned signals on a cost recovery basis.

Therefore, an agreement is required between the Region and each of the Towns to formalize the costs, conditions and standards to be used to operate and maintain these traffic control signals on their behalf.

4. ANALYSIS AND OPTIONS

Currently, the local municipal traffic control signal equipment does not provide the functionality required for TSP. As result, the traffic control signal equipment needs to be modified and upgraded accordingly to support the TSP functional requirements. These modifications and upgrades are being completed at no cost to the local municipalities because they are within the Viva project.

In addition, a connection to the Region's CTCS is required. The connection establishes communication between the traffic control signal and the Region's signal control system. The communication provides a means of measuring the effectiveness of TSP and adjusting its parameters. The connection to the Region's CTCS is being completed at no cost to the local municipalities.

4.1 Legal Agreement

The proposed Operation and Maintenance Agreement for this work is similar to those agreements previously executed with the Ministry of Transportation for traffic control signals on Provincial Highway ramp terminals on Regional roads, the Canadian Highways Management Corporation for traffic control signals at the Highway 407 ramp terminals, and the Town of Newmarket for the Town owned signals.

The following points outline the major terms of the proposed Operation and Maintenance Agreement with the Towns:

- The Region will operate and maintain traffic control signals at the specified locations.
- The Region's responsibility will include all necessary repairs, replacement, inspection, cleaning and re-lamping of the traffic control signals.
- The Towns will reimburse the Region for operation and maintenance costs and expenses based on the costs and expenses attributable to the operation and maintenance of similar traffic control signals within their jurisdiction, additional costs charged to Viva.
- The Towns will approve all signal timing, and hardware modifications prior to implementation.
- The Region will submit invoices on a 90-day cycle to the Towns, based on the estimated cost of operation and maintenance. Billings will be adjusted annually to reflect the actual costs to the Region.

Either party may terminate the agreement at any time, provided the Towns have made satisfactory alternative arrangements for the operation and maintenance of the traffic control signals.

The Region's legal services have reviewed and approved the proposed agreements.

5. FINANCIAL IMPLICATIONS

The agreement will allow the Region to recover costs associated with the normal operation and maintenance traffic control signals from the Towns. Any additional costs due to TSP and communicating to CTCS will be recovered from Viva.

6. LOCAL MUNICIPAL IMPACT

Town staff concurs with the terms of the agreement to operate and maintain the traffic control signals. The local municipalities will approve signal timing, and hardware modifications prior to implementation as per the proposed legal agreement.

7. CONCLUSION

Currently, the local municipal traffic control signal equipment does not provide the functionality required for TSP or communicate with the Region's CTCS. As result, the traffic control signal equipment is being modified, upgraded and connected to the Region's CTCS. These modifications, upgrades and connections are being completed at no cost to the local municipalities because they are within the Viva project.

In order to meet the Viva requirements, the Region is required to operate and maintain local municipal traffic control signal on their behalf. Therefore, an agreement is required between the Region and the Towns to formalize the costs, conditions and standards to be used to operate and maintain these traffic control signals on their behalf.

It is proposed that the Region enter into a cost-recovery agreement for the operation and maintenance of the traffic control signals owned by the Towns. The agreement has been reviewed and agreed to with local municipal staff. The Region will recover costs associated with the normal operation and maintenance of traffic control signals from the Towns. Any additional costs due to TSP and communicating to CTCS will be recovered from Viva.

It is recommended that the Regional Chair and Clerk be authorized to sign on behalf of the Region.

The Senior Management Group has reviewed this report.