



COMMITTEE REPORT

TRANSPORTATION

DATE: January 10, 2022

ATTENDEES: Councillor Pat Septon (Chair), Councillor Tim Fox (Vice-Chair), Peter Flower P.Eng., Paul Morrison P.Eng., FEC., Mark MacLean P.Eng.,
Regrets: Will Hyslop, PhD, P.Eng., (Retired)

The Transportation Committee met on Monday January 10, 2022 at 7:00pm

Old Business: The committee hasn't heard back from about the issues submitted by the committee to Council in November. Were these accepted, acknowledged in anyway and if so by whom? Is there any plan on requesting in a meaningful way information or is that the end of it.

Radar Signs posts are in place. The Clerk, Councillors Septon and Fox will be doing our training on utilization and features of our new radar signs.

We discussed that some signs will need some brush cleared to ensure a clear sight to ensure they will not be obstructed by branches or leaves. Councillor Septon will try to check all locations to ensure they are clear.

Discussed Communications plan to work in conjunction with Communications Committee.

We submitted a few dates/weeks we think it would be good to discuss traffic related issues. Such as something for the Spring Herald and in the fall for the back to school to ensure we are all mindful of our speeds.

We also discussed it maybe a good idea for our communications to get a list of activities planned from DTI so we can share those in our messaging calendar. We will add a motion to request from DTI any events planned such as:

Rough dates for street sweeping,

Any known scheduled maintenance or construction and locations we can share along to the community.

We discussed that the province has a GIS System and to check if we can get access to our area's GIS information. They may not have area specific access but worth a check.



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Traffic Study

This study provided some insight, however left many questions.

No Consideration for Pedestrian Traffic: It is clear that the only option the province is accepting is to transport our children to the school is motor vehicle. Our committee unanimously disagrees with the notion that our children should only be driven to the school, and we have to prepare for the inevitable prospect that children will invariably be walking or biking at times. Expecting everyone to be driven only is not realistic.

The Traffic Study of May 3, 2019, completed in February of 2019, fails to address after-school activities such as sports, dance, plays, and other extra curricular activities. Noting that this is a k-8 school, children in grade 6-8 often can be left alone to attend these events. With social pressures and at times it being hard for parents to get home to drive the children in the after hours, we have to plan for the inevitability some families will choose to walk, bike in the after hours.

Between Oct and Jan, the sun's directional path for those coming from Fredericton is right in the eyes of drivers coming home from work. With a school on the other side of a highway, after school activities, the direction of the sun, winter conditions, and the rush for parents to get home we feel strongly this is an accident waiting to happen. We need a plan for the inevitable safety issue.

This is our committees' number one priority is assurances and safety concerns addressed. Moreover, we further think we should encourage the physical activity for children looking to go to school. We do not think we can be a green community if vehicles are the only acceptable method of transporting our children. With the bus driver shortage, why would we not encourage physical activity for those who can and want to. We should encourage this at all levels where possible, with safety concerns addressed we can achieve this for our community.

We not only agree we should be prepared for those who choose the physical activity of getting to the school, we also want to encourage it.

After School Safety

The 2019 Traffic Study report does not reflect after school safety concerns. The Hanwell Community invested a substantial amount of money and resources to ensure we had a great play area for our children and community at the school. This study doesn't account for after school activities and only accounts for the 3pm bell.

The Timing of the Study



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The study in our opinion done in February of 2019 doesn't reflect the added traffic of people returning to Yoho cottages, Saint Andrews etc. on the weekends. Typically, we may see an increase of traffic on a Friday when the weather clears.

Perhaps a Discrepancy in the Math

The Study predicts that 20% of the school's population will be driven by car, and 80% will take the bus. If this holds true, and they only account for 9 buses that would equal 58 children per bus. Is this feasible? Does the math account for a number we are not aware of?

Reduced Speed Limits

We do not see any information regarding reduced speed limits in the traffic study. We are not aware what the intentions are. We would hope that the speed limit will be reduced to 50km an hour starting at Camber all the way to Mazerolle Settlement Road. There is a blind hill coming from Mazerolle Settlement Road just before Eaglewood, and we feel this area in particular maybe an issue with school buses, children and families.

FURTHER ACTION requested

We feel that a safety audit has to be done. It may already have been done, and if so, we request to see it. If it has not been done, this is a universally understood activity that we request the school district, DTI, the Province, or the Community of Hanwell request and do. Doing so will give a professional safety perspective on our options.

Attached is a specific list of questions for the Jan 20 meeting with

Feasibility Study

We are waiting for the results of the Feasibility study to discuss further.

Next meeting February 7, 2022, at 7:00pm

Meeting adjourned 8:40pm

Submitted respectfully,

Councillor Pat Septon, Chair

Councillor Tim Fox, Vice Chair