



Report
Staff Report
The Corporation of the City of Brampton
10/2/2024

Date: 2024-09-09

Subject: **Traffic By-law 93-93 – Administrative Update**

Contact: Binita Poudyal, Traffic Operations Technologist, Road Maintenance, Operations and Fleet

Report number: Public Works & Engineering-2024-722

RECOMMENDATIONS:

1. That the report from Binita Poudyal, Traffic Operations Technologist, Road Maintenance, Operations and Fleet to the Committee of Council Meeting of October 2, 2024, re: **Traffic By-law 93-93 – Administrative Update**, be received; and
2. That Traffic By-law 93-93, as amended, be further amended.

OVERVIEW:

- **Administrative changes are required to update and/or add new By-law information to the appropriate schedules and consolidated text of the General Traffic By-law 93-93.**
- **The By-law schedules relating to Rate of Speed, Fire Routes and Community Safety Zones are impacted by this administrative update.**

BACKGROUND:

Administrative changes to Traffic By-law 93-93 are necessary on a regular basis as staff identifies, adds and modifies by-law information to the appropriate schedules of the by-law. This allows Traffic By-law 93-93 to support appropriate changes to the City's road network and subsequent traffic and parking regulations.

CURRENT SITUATION:

Rate of Speed – School Zone Speed Policy (Schedule X):

The School Zone Speed Policy requires all roads adjacent to school properties have the speed limit reduced by 10 km/hr. In cases where an adjacent roadway meets the criteria for flashing 40 km/h signage the speed limit will be reduced during school times only. One of the main criteria for flashing 40 km/h signage is that a road must be four lanes. Charolais Boulevard (Ward 4) in the vicinity of Morton Way Public School and North Park Drive (Ward 7) in the vicinity of St Anthony Catholic Elementary School no longer qualify for flashing 40 km/h signs as they have been reduced to two lane roads. As with the policy, two lane roads adjacent to school properties are reduced by 10 km/h at all times of the day. As such, the by-law for these roads must be adjusted accordingly.

The removal of the flashing 40 km/h signs also allow more flexibility with the implementation of Automated Speed Enforcement (ASE) as ASE is currently not recommended in flashing 40 km/h areas.

Fire Routes (Schedule XXII):

The following fire route location has been provided by Brampton Fire and Emergency Services and is recommended for approval as part of this amending by-law.

- 100 Manett Crescent (Ward 5)

Community Safety Zones (Schedule XXIV):

Based on the report to the July 8, 2020 Council meeting titled “Timetable for Automated Speed Enforcement Implementation”, the following roadway sections are recommended to be designated as Community Safety Zones to meet the provincial requirements for implementing Automated Speed Enforcement.

Street Name	Between	Ward
Embleton Road	A point 270 metres east of Heritage Road and Cliffside Drive	6
North Park Drive	A point 108 metres west of Massey Street/Manorcrest Street and a point 121 metres west of Mackay Street North/Mackay Street South	7
North Park Drive	A point 60 metres east of Jefferson Road and a point 110 metres west of Jordan Boulevard	8
Lorenville Drive	Elbern Markell Drive and Creditview Road	5
Vodden Street East	Main Street North and Howden Boulevard	1/7

CORPORATE IMPLICATIONS:

Financial Implications:

There is no financial impact resulting from the recommendations in this report.

STRATEGIC FOCUS AREA:

This report supports Brampton’s Transit & Connectivity through administrative updates to Traffic By-law 93-93.

CONCLUSION:

The administrative updates to Traffic By-law 93-93 are required for the City to implement Community Safety Zones, Rate of Speed and Fire Routes schedules.

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