

Date: 2020-12-03

Subject: **Traffic By-law 93-93 - Administrative Update - File I.AC (TRAF)**

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Report Number: Public Works & Engineering-2021-018

Recommendations:

1. That the report titled: **Traffic By-law 93-93 - Administrative Update – (R018/2021 - File I.AC TRAF)**, to the Committee of Council meeting of January 20, 2021, 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 “Stop Signs”, “Rate of Speed”, “No Parking”, “Community Safety Zones”, and “Designated Bicycle Lanes” 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 By-law 93-93 to properly support changes to the City’s road network and subsequent traffic and parking regulations.

Current Situation:

The following amendments to the schedules of Traffic By-law 93-93 are recommended:

Stop Signs (Schedule IV):

A housekeeping amendment is required to the “Stop Signs” schedule to modify a street name from Dinosaur Drive to Dinosaur Street.

Rate of Speed (Schedule X):

An amendment is required to the “Rate of Speed” schedule to change the posted speed limit on the following roadway.

Great Lakes Drive - As per the School Zone Speed Policy, flashing 40 speed zones are required on 4-lane roadways having school frontage. As Great Lakes Drive between Beachsurf Road and Sandalwood Parkway East is a 2-lane roadway, the Flashing 40 speed zone is being replaced with a permanent (static) 40 km/hour speed zone.

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
Hanover Road	Homeland Court/Huntington Court and a point 108 metres west of Huntingwood Crescent	7
Larkspur Road	Dandelion Road and Sunny Meadow Boulevard	9
Lexington Road	Redwillow Road and a point 110 metres east of Calderstone Road	8
Long Meadow Road	Lexington Road and Prince Edward Boulevard	8
Pinestaff Road	Moonland Road/Havanna Crescent and Tappet Drive (southerly intersection)	8
Red River Drive	Sunny Meadow Boulevard and Barleyfield Road	9
Riverstone Road	McVean Drive and Don Minaker Drive	8
Tappet Road	McVean Drive and Pinestaff Road (southerly intersection)	8

Community Safety Zones (Schedule XXIV):

A housekeeping amendment is required to the “Community Safety Zones” schedule to modify the street name for the following community safety zone.

- Jordan Boulevard

Designated Bicycle Lanes (Schedule XXX) and No Parking (Schedule XIV):

The section of Main Street South between Nanwood Drive and Wellington Street East/West has been reduced from four-lanes to two-lanes as both a countermeasure to combat aggressive driving and to accommodate active transportation facilities (bicycle lanes). On-street bicycle lanes have recently been implemented on this section of Main Street South. An administrative update is required to include this section in Schedule XXX of Traffic By-law 93-93.

Similarly, amendments are also required to the “No Parking” schedule to restrict parking within the designated bicycle lanes.

Corporate Implications:

Financial Implications:

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

Strategic Plan:

This report achieves the “Move & Connect” Priority of the Strategic Plan by supporting the “active transportation and cycling strategy” initiative of the plan.

Council Priority – Streets for People

This report incorporates the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

Conclusion:

The aforementioned administrative updates to Traffic By-law 93-93 are required to properly support changes to the City’s road network and subsequent traffic and parking regulations.

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