

Date: 2021-01-20

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

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Report Number: Public Works & Engineering-2021-135

Recommendations:

1. That the report titled: **Traffic By-law 93-93 - Administrative Update – (R135/2021 - File I.AC TRAF)**, to the Committee of Council meeting of February 24, 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 “Rate of Speed”, “No Parking”, “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:

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

Rate of Speed (Schedule X):

An amendment is required to the “Rate of Speed” schedule to change the posted speed limit on a section of Bartley Bull Parkway.

Currently, Bartley Bull Parkway has 40 km/h speed zones between a point 150 metres north of the north limit of Peel Alternative School and Bartley Bull Parkway (clockwise) and Duncan Bull Drive (southerly intersection) and a point 200 metres east of Main Street South. The section of Bartley Bull Parkway between Duncan Bull Drive (southerly intersection) and a point 150 metres north of the north limit of Peel Alternative School (counterclockwise) has a posted speed limit of 50 km/h. The entire length of Bartley Bull Parkway has already been designated as a community safety zone. In order to have consistency in the posted speed limit throughout the entire roadway, staff recommends implementing a 40 km/h posted speed limit on the aforementioned section currently posted at 50 km/h.

Rate of Speed (Schedule X):

A housekeeping amendment is required to the “Rate of Speed” schedule to correct an error related to the following entries:

- Kanata Road
- Vodden Street East

No Parking (Schedule XIV):

By-law amendments are required to the “No Parking” schedule to support parking prohibitions that are approved through the subdivision review and approval process on the following roadways:

- Affleck Road
- Ariel Road
- Baycliffe Crescent
- Butterworth Road
- Crossbill Road
- Delavan Lane
- Pescara Lane

Fire Routes (Schedule XXII):

A housekeeping amendment is required to the “Fire Routes” schedule to generate an index number for the following location:

- 100 Martin Byrne Drive

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 |
|---------------------|---|-------------|
| Aloma Crescent | Avondale Boulevard (westerly intersection) and Avondale Boulevard (easterly intersection) | 7 |
| Aylesbury Drive | Veterans Drive and Berberis Crescent/ Poncelet Road | 6 |
| Bellchase Trail | Castle Oaks Crossing and Clarkway Drive | 10 |
| Campbell Drive | A point 105 metres west of Gretna Drive and McLaughlin Road North | 5 |
| Cherrytree Drive | Ray Lawson Boulevard and a point 25 metres south of Samson Court/ Waterloo Court | 4 |
| Daviselm Drive | A point 40 metres west of Durango Drive and Chinguacousy Road | 5 |
| Gretna Drive | Horwood Drive and Kimbark Drive | 5 |
| Kanata Road | Queen Mary Drive and Beavervalley Drive | 6 |
| Malta Avenue | A point 57 metres north of Herdmans Road and a point 245 metres north of Ray Lawson Boulevard | 4 |
| Massey Street | Mackay Street North and Marblehead Crescent (westerly intersection) | 7 |
| Monte Vista Trail | Richvale Drive North and McFadden Drive | 2 |
| Mountainberry Road | Mountainash Road (northerly intersection) and Snow Leopard Court (northerly intersection) | 10 |
| Olivia Marie Road | Larande Court/ Messina Avenue and a point 102 metres east of Hellyer Avenue/ Morenci Court | 4 |
| Parkway Avenue | Kimbark Drive and Gretna Drive | 5 |
| Summer Valley Drive | Mayfield Road and a point 21 metres north of Hillpath Crescent | 2 |
| Tribune Drive | Robert Parkinson Drive and Creditview Road | 6 |

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 support appropriate changes to the City’s road network and subsequent traffic and parking regulations.

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