

Date: 2021-02-05

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

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Report Number: Public Works & Engineering-2021-200

Recommendations:

1. That the report titled: **Traffic By-law 93-93 - Administrative Update – (R200/2021 - File I.AC TRAF)**, to the Committee of Council meeting of March 10, 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 “No Parking”, “Fire Routes”, 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 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:

No Parking (Schedule XIV):

The section of Vodden Street East between Ken Whillans Drive and Howden Boulevard was 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 were implemented on this section of Vodden Street East and have been added to the “Designated Bicycle Lanes” schedule. Therefore, there is also a requirement to amend the “No Parking” schedule of Traffic By-law 93-93 to restrict parking within the aforementioned segment of Vodden Street East.

Fire Routes (Schedule XXII):

A housekeeping amendment is required to the “Fire Routes” schedule to generate an index number for 180 Delta Park Boulevard.

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
Dewside Drive	Fernforest Drive and a point 15 metres east of Royal Springs Crescent (easterly intersection)	9
Father Tobin Road	Mountainash Road and a point 330 metres west of Mountainash Road	10
Folkstone Crescent	A point 100 metres west of Flindon Gate and Clark Boulevard (westerly intersection)	8
Hilldale Crescent	A point 44 metres west of Hallcrown Court and Central Park Drive (easterly intersection)	7
Ironshield Drive	Education Road and Gentry Way/Natronia Trail	10

Designated Bicycle Lanes (Schedule XXX):

On-street bicycle lanes have recently been implemented on Main Street South from Wellington Street East/West to Nanwood Drive. An administrative update is required to include this roadway section in the “Designated Bicycle Lanes” schedule of Traffic By-law 93-93.

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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