

Date: 2021-02-23

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

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Report Number: Public Works & Engineering-2021-276

Recommendations:

1. That the report titled: **Traffic By-law 93-93 - Administrative Update – (R276/2021 - File I.AC TRAF)**, to the Committee of Council meeting of March 31, 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”, 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):

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

- Financial Drive
- Abbey Road
- Meltwater Crescent
- Seaborn Road

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:

- New Pines Trail
- Sprucewood Road

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 no.
Abbey Road	Golding Avenue and a point 100 metres south of Pleaseley Road	3
Academic Drive	Queen Street West and the south limit of Academic Drive	4
Brenda Avenue	Harold Street and Kingsview Boulevard	3
Centre Street North	A point 315 metres north of Vodden Street East and Vodden Street East	1
Elbern Markell Drive	Bovaird Drive West and Ashby Field Road	5
Fallowfield Road	Fort Williams Drive/ Haywood Drive and Creditview Road	5
Financial Drive	A point 365 metres south of Sacramento Road/ Wardsville Drive and a point 57 metres north of Attraction Drive	4

Goldcrest Road	Central Park Drive and Gable Place	8
Herkley Drive	Scenic Gate and Archdekin Drive	1
Howard Stewart Road	A point 13 metres west of Little Britain Crescent (westerly intersection) and Montpelier Street/Rising Hill Ridge	6
Jefferson Road	Jasper Crescent (southerly intersection) and Jacobs Square	8
Ladore Drive	A point 177 metres west of Mill Street South and Ambleside Drive	3
Meltwater Crescent	A point 71 metres south of Riseborough Drive (westerly intersection) and a point 23 metres north of Washburn Road	10
Ross Drive	Countryside Drive and Templehill Road	9
Seaborn Road	A point 168 metres south of Herkley Drive and Bingham Road	1
Van Kirk Drive	A point 60 metres south of Chalkfarm Crescent/Iron Block Drive and a point 40 metres north of Amaryllis Drive/ Begonia Crescent	2
Wardsville Drive	A point 26 metres west of Sky Harbour Drive and Financial Drive	4
Winterfold Drive	Langston Drive and Rutherford Road North (easterly intersection)	1
Young Drive	James Potter Road and Young Drive/Beethoven Court	4

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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