

Date: 2020-10-16

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

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Report Number: Public Works & Engineering-2020-276

Recommendations:

1. That the report titled: **Traffic By-law 93-93 - Administrative Update – (R276/2020 - File I.AC TRAF)**, to the Committee of Council meeting of November 18, 2020, 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”, “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:

Rate of Speed (Schedule X):

The following roadway section 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):

- North Park Drive between Dixie Road and Bramalea Road.

As per the School Zone Speed Policy, due to the lane reduction, the flashing 40 speed zones on this roadway are no longer required and will be replaced with a permanent (static) 40 km/hour speed zone.

Fire Routes (Schedule XXII):

The following fire route locations have been provided by Brampton Fire and Emergency Services and are recommended for approval as part of this amending by-law:

- B-77 (L3) 2975 Bovaird Drive East
- O-13 (B4) 1-49 Oliana Way

Community Safety Zones (Schedule XXIV):

The following roadway sections are recommended to be designated as Community Safety Zones (CSZ) to either satisfy the provincial requirement to install Automated Speed Enforcement (ASE) or Council direction to implement CSZs in all school zones throughout the City.

Street	Between	Ward
Antibes Drive	Jordensen Drive and James Potter Road	5
Bloomsbury Avenue	A point 23 metres north of Emperor Drive/Supino Crescent and a point 35 metres south of Bettey Road/Nelly Court	10
Brickyard Way	Quarry Edge Drive and a point 400 metres south of Quarry Edge Drive	1
Buick Boulevard	Brisdale Drive and a point 50 metres west of Crown Victoria Drive	6
Dolbyhill Drive	Dixie Road and Russell Creek Drive	9
Finchgate Boulevard	A point 15 metres north of Clark Boulevard and a point 35 metres south of Queen Street East	8
James Potter Road	A point 49 metres north of Fallharvest Avenue and Charolais Boulevard	4
Jordensen Drive	A point 84 metres north of Bridgette Gate and Antibes Drive	5

Morton Way	A point 150 metres west of the westerly property line of Morton Way Elementary School and 35 metres east of the easterly property line of Morton Way Elementary School	4
Notre Dame Avenue	Kennedy Road and Richvale Drive South	2
Oaklea Boulevard	A point 30 metres south of Woodsend Run and McLaughlin Road South	4
Richvale Drive South	The south limit of Moorehead Crescent (northerly intersection) and the north limit of Cheviot Crescent (northerly intersection)	2
Treeline Boulevard	A point 40 metres south of Golan Drive and a point 40 metres north of Linstock Drive	10
Veterans Drive	Sandalwood Parkway West and Yardmaster Drive	6
Wardenwood Drive	Inspire Boulevard and Dolbyhill Drive	9

Community Safety Zones (Schedule XXIV):

A housekeeping amendment is required to the “Community Safety Zones” schedule to correct the limits of the designated CSZ on McVean Drive.

Designated Bicycle Lanes (Schedule XXX):

On-street bicycle lanes have recently been implemented on the following roadway sections. An administrative update is required to include these roadway sections with designated bicycle lanes in Schedule XXX of the Traffic By-law.

- North Park Drive between Bramalea Road and Dixie Road.
- North Park Drive between Dixie Road and Williams Parkway.
- Vodden Street East between Ken Whillans Drive and Howden Boulevard.
- Howden Boulevard between Vodden Street East and Central Park Drive.

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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