

## REPORT

**REPORT TO:** Chair and Members of the Planning, Public Works, and Transportation Committee

**REPORT FROM:** Matt Roj, Traffic Coordinator

**DATE:** March 29, 2019

**REPORT NO.:** TPW-2019-0005

**RE:** Uniform Traffic Control By-law 84-1 – Schedule Updates

### RECOMMENDATION:

THAT Report No. TPW-2019-0005, dated March 29, 2019 regarding the Uniform Traffic Control By-law 84-1 – Schedule Update, be received;

AND FURTHER THAT the amendments to the listed Schedules of the Uniform Traffic Control By-law No. 84-01, be adopted by Council.

### BACKGROUND:

The purpose of this report is to update the Uniform Traffic Control By-law (UTCB) 84-01 schedules based on the results of various traffic studies, reviews, and public consultation which require regulatory amendments to the UTCB 84-01.

Report No. ADMIN-2019-0007 regarding Boulevard Parking matters indicated that a consolidated Uniform Traffic Control By-law which will include a fulsome review of all parking provisions within the Town's road allowance would be initiated in the fall of 2019.

### COMMENTS:

#### Parking/Stopping

1. Atwood Avenue, addition of No Parking zone on the east side from Princess Anne Drive to Berton Boulevard.
2. Berton Boulevard, addition of No Parking zone on the north side from Atwood Avenue to Trafalgar Road (Reg. Rd. 3).
3. Barber Drive (West), addition of No Parking zone on the east side from 10 Side Road (Regional Road 10) to Mountainview Road South.

4. Upper Canada Court, addition of No Parking zone on the north side from a point 41m west of Ridgeway Crescent (West) to a point 92m west of Ridgeway Crescent (West).
5. Upper Canada Court, addition of No Parking zone on the south side from a point 58m east of McFarlane Drive to a point 82m east of McFarlane Drive.
6. Upper Canada Court, addition of No Parking zone on the south side from a point 266m east of Ridgeway Crescent (East) to a point 328m east of Ridgeway Crescent (East).
7. Church Street East, deletion of No Parking zone on the south side from Willow Street South to Main Street South.
8. Church Street East, deletion of No Parking zone on the south side from Frederick Street South to Maria Street.
9. Church Street East, deletion of No Parking zone on the south side from Eastern Avenue to a point 32 west of Eastern Avenue.
10. Church Street East, addition of No Parking zone on the south side from Main Street South and Eastern Avenue.
11. McDonald Boulevard, deletion of No Parking zone on the north side from Division Street to a point 60m east of Division Street.
12. McDonald Boulevard, deletion of No Parking zone on the north side from Acton Boulevard (West) to a point 70m east of Acton Boulevard (West).
13. McDonald Boulevard, addition of No Parking zone on the north side from Wallace Street to Churchill Road North.
14. Ridgeway Crescent (East), addition of No Stopping zone on the west side from a point 53m south of Upper Canada Court to a point 80m south of Upper Canada Court.
15. Ridgeway Crescent (East), addition of No Stopping zone on the southwest side from a point 190m south of Upper Canada Court to a point 214m south of Upper Canada Court.
16. Faludon Drive, addition of No Stopping zone on the west side from Comset Gate to a point 110m north of Comset Gate.

## **School Bus Loading Zones**

1. Faludon Drive, deletion of School Bus Loading Zone on the west side from a point 110m north to a point at south extension of Comset Gate.
2. Faludon Drive, addition of School Bus Loading Zone on the west side from Comset Gate to a point 110m north of Comset Gate.

## **Parking for Restricted Times – Permissive Signs on Display**

1. Sierra Crescent, addition of 12-hour Permissive Parking Zone on the west side from a point 15m south of Fengate Lane to a point 75m of Fengate Lane.

## **Heavy Traffic Prohibited**

1. Sixth Line, addition of No Heavy Truck Prohibition from 5 Side Road to Steeles Avenue (Regional Road 8).

## **RELATIONSHIP TO STRATEGIC PLAN:**

The application of traffic and parking regulations is an operational matter.

## **FINANCIAL IMPACT:**

The cost to implement the number of regulatory traffic signing installation/alterations can be accommodated within approved budgets.

## **CONSULTATION:**

The proposed UTCB 84-01 schedule amendments are the result of consultation with the Town's Ward Councillors and public.

## **PUBLIC ENGAGEMENT:**

Public engagement was undertaken based on individual projects, as required.

## **SUSTAINABILITY IMPLICATIONS:**

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy's implementation.

This report supports the Social Well-being pillar of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is good.

## **COMMUNICATIONS:**

There is no communications impact associated with this report.

**CONCLUSION:**

Identified UTCB schedule amendments are hereby recommended for adoption by Council within the Uniform Traffic Control By-law No. 84-01 schedules. Should Council approve the proposed UTCB schedule amendments, staff will prepare an amending By-law to update the Uniform Traffic Control By-law No. 84-01 schedules.

In the fall of 2019, staff will initiate the consolidation of the Uniform Traffic Control By-law which will include a detailed review of all parking provisions within the Town's road allowance. This review will ensure that all safety and liability concerns are adequately addressed.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to read "Maureen Van Ravens". The signature is written in a cursive, flowing style.

**Maureen Van Ravens, Manager of Transportation**

A handwritten signature in black ink, appearing to read "C. Mills". The signature is written in a cursive, flowing style.

**Chris Mills, Commissioner of Transportation and Public Works**

A handwritten signature in black ink, appearing to read "Brent Marshall". The signature is written in a cursive, flowing style.

**Brent Marshall, Chief Administrative Officer**