

REPORT

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

REPORT FROM: Matt Roj, Traffic Coordinator

DATE: November 4, 2019

REPORT NO.: TPW-2019-0034

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

RECOMMENDATION:

THAT Report No. TPW-2019-0034, dated November 4, 2019, regarding the Uniform Traffic Control By-law No. 84-01 Schedule Updates, 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) No. 84-01 schedules based on the results of various traffic operational reviews and public consultation, which require regulatory amendments to the UTCB No. 84-01.

COMMENTS:

No Parking/No Stopping Prohibitions

1. Pennington Crescent, addition of No Parking zone on the south side from a point 59m east of Mountainview Road South to a point 109m east of Mountainview Road South.
2. Todd Road, addition of No Parking zone on the north side from Mountainview Road North to a point 112m east of Mountainview Road North.
3. Robinson Road, addition of No Stopping zone on the west side from a point 38m south of Bowman Street to a point 73m south of Bowman Street.
4. Robinson Road, addition of No Stopping zone on the east side from a point 38m south of Bowman Street to a point 73m south of Bowman Street.

5. Delrex Boulevard, addition of No Stopping zone on the south side from a point 68m west of Stockman Crescent to a point 116m west of Stockman Crescent.
6. Delrex Boulevard, addition of No Stopping zone on the north side from a point 68 west of Stockman Crescent to a point 116 m west of Stockman Crescent.

Posted Speed Limits

1. Fifth Line, change of the statutory speed limit from 80km/h to 70km/h from 32 Side Road to Highway 7.
2. Fifth Line, change of the statutory speed limit from 80km/h to 70km/h from Highway 7 to a point 2,110m south of Highway 7.
3. Fifth Line, change of the statutory speed limit from 80km/h to 50km/h from 342m north of the existing 40km/h zone to a point 642m north of the existing 40km/h zone.
4. Sixth Line, change of the statutory speed limit from 80km/h to 70km/h from 10 Side Road to a point 1,360m north of 10 Side Road.
5. Sixth Line, change of the statutory speed limit from 80km/h to 70km/h from 10 Side Road to a point 2,108m south of 10 Side Road.
6. Ninth Line/Confederation Street, change of the statutory speed limit from 60km/h to 50km/h from a point 825m north of Main Street/Wildwood Road to a point 1825m north of Main Street/Wildwood Road.
7. Ninth Line, change of the statutory speed limit from 80km/h to 70km/h from a point 1825m north of Main Street/Wildwood Road to Fallbrook Trail.

All speed limit reductions are based on the Town's speed limit policy.

A report to initiate the Town Wide parking study will be forthcoming in December. Any changes recommended from the study will be incorporated in a subsequent update to the Uniform Traffic Control By-law.

Intersection Traffic Control Change

1. Maria Street and Crescent Avenue/Poplar Avenue intersection, change of the Yield Sign Control to a Stop Sign Control at the Crescent Avenue and Poplar Avenue approaches.
2. Third Line and Glen Lawson Road intersection, change of the Yield Sign Control to a Stop Sign Control at the Third Line south approach.
3. Grist Mill Drive and Willoughby Way intersection, change of the Yield Sign Control to a Stop Sign Control at the Willoughby Way approach.
4. Arborglen Drive and Arborglen Drive intersection, addition of Stop Sign Controls on the east and west approaches.

Heavy Truck Prohibited

1. 22 Side Road, addition of No Heavy Truck Prohibition from Fifth Line (West) to Fifth Line (East) in advance of CN bridge.

Heavy Truck Prohibited for Restricted Times

1. Wallace Street, addition of No Heavy Trucks Prohibition (7 P.M. to 7 A.M.) from Mill Street East (Highway 7) and Main Street North.

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 and alterations can be accommodated within the approved budget.

CONSULTATION:

The proposed UTCB No. 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 No. 84-01 schedule amendments, staff will prepare an amending By-law to update the Uniform Traffic Control By-law No. 84-01 schedules.

Any recommended changes from the Town Wide Parking study will be incorporated in a subsequent update to the Uniform Traffic Control By-law.

Reviewed and Approved by,



Maureen Van Ravens, Manager of Transportation



Chris Mills, Commissioner of Transportation and Public Works



Brent Marshall, Chief Administrative Officer