



REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Matt Roj, Traffic Coordinator

DATE: October 30, 2020

REPORT NO.: TPW-2020-0035

RE: Uniform Traffic Control By-law 84-01 Update

RECOMMENDATION:

THAT Report No. TPW-2020-0035, dated October 30, 2020, regarding the Uniform Traffic Control By-law 84-01 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 By-law.

COMMENTS:

Parking/Stopping Prohibitions

1. Fifth Line, addition of No Parking zone on the east and west sides from a point 2,066 m north of 17 Side Road to a point 2,583 m north of 17 Side Road.
2. Tenth Line, addition of No Parking zone on the east and west sides from a point 480 m north of 27 Side Road to a point 1,185 m north of 27 Side Road.
3. Brick Lane, addition of No Parking zone on the east and west sides from Winston Churchill Boulevard (Reg. Rd.19) to the northerly terminus.

4. Young Street (Highway 7), addition of No Parking zone on the north side from Eastern Avenue to Mill Street East.
5. Berton Boulevard, addition of No Stopping zone on the south side from Newman Place to a point 30 m west of Newman Place.
6. Mill Street West, addition of No Stopping zone on the north side from Cobblehill Road to a point 30 m east of Cobblehill Road.
7. Mill Street West, addition of No Stopping zone on the south side from Cobblehill Road to a point 30 m west of Cobblehill Road.
8. Acton Boulevard, addition of No Stopping zone on the north side from Acton Boulevard (East Intersection) to a point 42 m east of Acton Boulevard (East intersection).
9. Acton Boulevard, addition of No Stopping zone on the south side from Acton Boulevard (East intersection) to a point 30 m west of Acton Boulevard (East intersection).
10. Niagara Trail, addition of No Stopping zone on the south side from Hartwell Road to a point 12 m west of Hartwell Road.
11. Niagara Trail, addition of No Stopping zone on the north side from Hartwell Road to a point 15 m west of Hartwell Road.
12. Niagara Trail, addition of No Stopping zone on the south side from Hartwell Road to a point 13 m east of Hartwell Road.
13. Niagara Trail, addition of No Stopping zone on the north side from Hartwell Road to a point 15 m east of Hartwell Road.
14. Hartwell Road, addition of No Stopping zone on the east side from Niagara Trail to a point 15 m south of Niagara Trail.
15. Doctor Moore Court, addition of No Stopping zone on the east side from Wallace Street to a point 82 m south of Wallace Street.

Posted Speed Limits

1. 15 Side Road, change of the statutory speed limit from 80 km/h to 60 km/h from a point 367 m east of Fifth Line to a point 901 m west of Fourth Line.
2. 15 Side Road, change of the statutory speed limit from 80 km/h to 70 km/h from a point 901 m west of Fourth Line to a point 1,125 m west of Third Line.

3. 27 Side Road, change of the statutory speed limit from 80 km/h to 60 km/h from Tenth Line to a point 963 m east of Tenth Line.
4. 27 Side Road, change of the statutory speed limit from 80 km/h to 50 km/h from Winston Churchill Boulevard (Reg. Rd.19) to a point 745 m northwest of Winston Churchill Boulevard (Reg. Rd. 19).
5. Fallbrook Trail, change of the statutory speed limit from 80 km/h to 50 km/h from Clayhill Road to a point on Ninth Line, 2,065 m south of 32 Side Road.
6. Ninth Line, change of the statutory speed limit from 80 km/h to 70 km/h from 32 Side Road (Wellington Road 42) to a point 2,065 m south of 32 Side Road.
7. Clayhill Road, change of the statutory speed limit from 80 km/h to 60 km/h from Tenth Line to a point 510 m west of Tenth Line.
8. Clayhill Road, change of the statutory speed limit from 80 km/h to 50 km/h from Fallbrook Trail to a point of 1,346 m northeast of Fallbrook Trail.
9. Niagara Trail, change of the statutory speed limit from 50 km/h to 40 km/h from Barber Drive to Monarch Drive.

Intersection Traffic Control Change

1. Niagara Trail and Hartwell Road, addition of Stop Sign Controls on the Niagara Trail's east and west approaches.

RELATIONSHIP TO STRATEGIC PLAN:

The recommendations of this Report support the Strategic Plan priority area of Transportation and the focus area of Traffic Safety.

FINANCIAL IMPACT:

The cost to implement the number of regulatory traffic signage installations 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 Report's recommendations advance the Strategy's implementation.

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

COMMUNICATIONS:

There is no communications impact associated with this report.

CONCLUSION:

The identified UTCB schedule amendments are hereby recommended for adoption by Council. Staff has prepared an amending By-law to update the Uniform Traffic Control By-law No. 84-01 schedules.

Reviewed and Approved by,



Maureen Van Ravens, Director of Transportation



Bill Andrews, Commissioner of Transportation and Public Works



Chris Mills, Acting Chief Administrative Officer