



REPORT

COMMUNITY SERVICES COMMITTEE

MEETING DATE: DECEMBER 13, 2011

FROM: Department of Engineering and Construction

DATE: November 16, 2011

SUBJECT: By-law Amendment 2011-143 to By-law 1984-1 (The Traffic By-law)

LOCATION: Town Wide

WARD: Multiple Wards: 1,2,3,6

Page 1

RECOMMENDATION:

That By-law 2011-143, a by-law to amend By-law 1984-1 (The Traffic By-law), as detailed in the report from the Engineering and Construction Department, dated November 16, 2011, be approved.

KEY FACTS:

The following are key points for consideration with respect to this report:

- The town's traffic by-law is amended regularly to reflect changes to the road network.
- This report details proposed amendments to the by-law to reflect:
 - Right-of-way traffic control changes at the intersections of Chalmers Street at Riverview Street and Maurice Drive at Deane Avenue.
 - Reduced speed limit in a school zone at Arrowhead Road between Rideau Drive and Meadowridge Drive, in front of Joshua Creek Public School
 - General "housekeeping" items

BACKGROUND:

The Traffic By-law regulates traffic and parking operations on roadways under the jurisdiction of the Corporation of the Town of Oakville. The by-law is amended several times each year in response to Council resolutions, changes to the town's road network, and proactive initiatives by staff.

From: Department of Engineering and Construction
Date: November 16, 2011
Subject: By-law Amendment 2011-143 to By-law 1984-1 (The Traffic By-law)

COMMENT/OPTIONS:

By-law 2011-143 introduces the following amendments to the current Traffic By-law:

Right of Way Traffic Control Changes

Right-of-way traffic control changes at the intersections of: Chalmers Street at Riverview Street (all-way stop control to be installed); and Maurice Drive at Deane Avenue (all-way stop control to be installed). These recommendations have arisen from a staff review of concerns from members of the public about sight line challenges at these respective intersections. From our technical assessments, sight lines for single approaches at each intersection were found to be less than that required, and as such meet the sight line criterion of the all-way stop control warrant.

Reduced Speed Limit in a School Zone

The by-law is being amended to recognize the past implementation through the subdivision development stage of a 40km/hr speed limit zone on Arrowhead Road between Rideau Drive and Meadowridge Drive, in front of Joshua Creek Public School.

Housekeeping Amendments

The by-law is being amended to introduce “No Parking for Restricted Times” prohibitions for 2 hours Monday to Saturday, 9:00 a.m. to 6:00 p.m. along both sides of Lakeshore Road East between Navy Street and Allan Street. This addition is being completed for general “housekeeping” purposes to provide the appropriate documentation within the traffic by-law to support enforcement of the signs on display. The two hour limit has been signed for several years to ensure appropriate turn-over of metered parking spaces in the downtown commercial district.

The by-law amendments also introduce “No Parking at Anytime” and “No Stopping at Anytime” provisions along a new subdivision roadway, Fiddlers Way, for the necessary enforcement of regulations typical of the local street network. No parking and no stopping prohibitions are enforceable only when signs are on display.

CONSIDERATIONS:**(A) PUBLIC**

Town staff will inform the area residents of the change in traffic control at the intersections. Advance warning signs will be installed approaching the intersections, and advisory “new” signs will be implemented for a period of 30-60 days.

No parking for restricted times prohibitions do not impose impacts on the community and no public notification is provided as these by-law changes are intended to reflect existing conditions.

From: Department of Engineering and Construction
Date: November 16, 2011
Subject: By-law Amendment 2011-143 to By-law 1984-1 (The Traffic By-law)

(B) FINANCIAL

The costs associated with the installation of new signs, or pavement markings have been or will be accommodated within the operating budget of the Roads and Works Operations Department, or at the developer's cost in the case of new subdivision roadways.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The by-law as amended confirms the operating conditions on specified roadways in Oakville and provides enforcement personnel with necessary supporting authority to pursue matters of non-compliance

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- continuously improve our programs and services

(E) COMMUNITY SUSTAINABILITY

The safe operation of intersections and roadways within the municipality is an important facet to the social aspect of community sustainability

APPENDICES:

Appendix A – By-law Amendment 2011-143

Prepared by:

Adriana Cott,
Traffic Technician
Engineering and Construction Dept.

Submitted by:

D. M. Cozzi, P.Eng
Director
Engineering and Construction Dept.