

REPORT

COMMUNITY SERVICES COMMITTEE

MEETING DATE: SEPTEMBER 16, 2019

FROM: Engineering and Construction Department

DATE: August 23, 2019

SUBJECT: Traffic By-law Update 2019-088

LOCATION: Town Wide

WARD: Multiple Wards:

Page 1

RECOMMENDATION:

That By-law 2019-088, a By-law to amend By-law 1984-1 (The Traffic By-law), be approved.

KEY FACTS:

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

- The Traffic By-law regulates traffic and parking operations for Oakville's roads and is routinely amended.
- The by-law is amended to:
 - Introduce Flashing 40km/h speed reduction zones
 - Remove the 40km/h speed limit on Douglas Avenue to reflect the previous removal of the 40km/h speed limit signs
 - Remove several by-law provisions on Wyecroft Road to reflect the transfer of the westerly segment of Wyecroft Road from the Town of Oakville to the Region of Halton
 - Add cycle lanes on several roads across the town as recommended by the Active Transportation Master Plan.

BACKGROUND:

The Traffic By-law regulates traffic and parking operations on roadways under the jurisdiction of the Corporation of the Town of Oakville. This 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.

COMMENT/OPTIONS:

By-law 2019-088 introduces the following amendments to the current Traffic By-law:

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Subject: **Traffic By-law Update 2019-088**

INTRODUCTION OF FLASHING 40 KM/H ZONES

As part of a Council-approved recommendation in 2016, the by-law is being amended to include Flashing 40 km/h zones (during school arrival, dismissal, and lunch times) implemented in 2019 along the frontage of schools on major collector and arterial class roadways.

The Flashing 40 km/h zones have been introduced at the following locations:

- **Glen Abbey Gate** for *Abbey Park High School*
- **Glenashton Drive** for *Iroquois Ridge High School*
- **Lakeshore Road East** for *Clanmore Montessori School, Dearcroft Montessori School and New Central Public School*
- **Nottingham Gate** for *St. Ignatius of Loyola Catholic Secondary School*
- **Rebecca Street** for *W.H. Morden Public School, St. James Catholic Elementary School and St. Thomas Aquinas Catholic Secondary School*
- **Sixth Line** for *Rotherglen School and Holy Trinity Catholic Secondary School*

SPEED LIMIT ON DOUGLAS AVENUE

The by-law is being amended to remove the posted speed limit of 40 km/h on Douglas Avenue, from Sumner Avenue to Sheddon Avenue, due to the closure of Brantwood Public School. The 40km/h signs were removed several years ago and staff recently identified the inconsistency with the by-law.

WYECROFT ROAD SEGMENT TRANSFER TO HALTON REGION

The by-law is being updated to reflect the transfer of the westerly segment (i.e. the segment west of McPherson Road) of Wyecroft Road (Regional Road 45), from Burloak Drive to the easterly limits of this segment, from the Town of Oakville to the Region of Halton. The transfer is required to facilitate the future Wyecroft Road extension and bridge crossing over Bronte Creek. Halton Regional Council adopted the transfer resolution at its meeting on Wednesday, March 27, 2019 through report PW-13-19.

The by-law is being amended to remove the “Through Highway Stops” provision along Wyecroft Road, from Burloak Drive to the easterly limit of the segment west of McPherson Road. Halton Region has incorporated the required amendments for the transfer within its Uniform Traffic Control By-law through report PW-23-19.

CYCLE LANES

The by-law is being amended to recognize the implementation of cycle lanes on several roads throughout the town to extend the town’s cycling infrastructure, as recommended within the Active Transportation Master Plan.

These roads include:

- **Lakeshore Road West** from Bronte Road to Third Line
- **Rebecca Street** from Christina Drive to Navy Street
- **Sheridan Garden Drive** from Ford Drive to Jonathan Drive
- **Kingsway Drive** from Ford Drive to Winston Churchill Boulevard
- **Grand Oak Trail** from Upper Middle Road West to Dundas Street West
- **Reeves Gate** from Upper Middle Road West to Heritage Way
- **Heritage Way** from Postmaster Drive to Postmaster Drive
- **Merchants Gate** from Heritage Way to Third Line
- **Glen Abbey Gate** from Third Line to Pilgrims Way
- **Bishops Gate** from Upper Middle Road West to Pilgrims Way
- **Proudfoot Trail** from Westoak Trails Boulevard to Dundas Street West
- **Third Line** from Dundas Street West to William Halton Parkway
- **River Glen Boulevard** from Neyagawa Boulevard to Sixth Line
- **Sixth Line** from River Glen Boulevard/Glenashton Drive to Upper Middle Road East
- **Harman Gate** from River Glen Boulevard to Dundas Street West
- **Towne Boulevard** from River Glen Boulevard to Dundas Street West
- **Sixth Line** from McCraney Street West to North Service Road East
- **Glenashton Drive** from Trafalgar Road to Grand Boulevard/North Ridge Trail
- **North Service Road East** from Iroquois Shore Road to Ford Drive
- **Joshuas Creek Drive** from North Service Road to Bayshire Drive

In addition, this by-law is being amended to acknowledge the extension of cycle lanes on Colonel William Parkway and Great Lakes Boulevard, as well as the removal of cycle lanes on River Oaks Boulevard from Sixth Line to Trafalgar Road, as per Council direction.

CONSIDERATIONS:

(A) PUBLIC

Where necessary the public and directly affected landowners have been informed of the proposed changes to the traffic and/or parking conditions, where the proposed changes will alter current or development approved operating conditions.

(B) FINANCIAL

There are no costs associated with this by-law amendment. The costs associated with the installation of traffic signs will be accommodated within

the annual operating budget for traffic signs in the Roads and Works Operations Department.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The by-law as amended confirms the operating conditions on specified roadways in Oakville and provide 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:

- be accountable in everything we do
- be dedicated in everything we do

(E) COMMUNITY SUSTAINABILITY

The safe operation of our intersections and roadways is an important facet to the social pillar of community sustainability.

APPENDICES:

Appendix A – By-law amendment 2019-088

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