



INFRASTRUCTURE SERVICES *Staff Report*

REPORT NO: IS-2024-17

TO: Council

SUBMITTED BY: Jeff Molenhuis, P.Eng., Director of Infrastructure Services

PREPARED BY: Chad Woodhouse, C.E.T., Manager of Public Works

REVIEWED BY: Sharon Chambers, Chief Administrative Officer

DATE: 2024-05-27

SUBJECT: Traffic and Parking By-Law Update

RECOMMENDATION:

THAT Council approve the amendment to the Traffic and Parking By-law, By-law No. 2016-52, for Part V – Section 2 and Schedules “12”, “18”, and “21” in Report No. IS-2024-17.

SUMMARY:

This report presents recommendations for amendments to the Traffic and Parking By-law, specifically focusing on Council-directive received previously, within Part V – Section 2 and Schedules “12”, “18”, and “21”. It aims to consolidate these recommendations into actionable changes for implementation, enforcement, and formal inclusion in the by-law. The report concludes with the proposed action items for Council’s consideration, providing justification for each based on instructions or endorsement previously issued by Council.

BACKGROUND:

This report focuses on traffic and parking by-law changes as a result of matters previously at Council with high-level decisions made. Key areas include intersection controls, speed limits, heavy truck restrictions, and parking regulations. Proposed changes enhance safety, traffic

flow, and community needs, aligning with established standards and regulations. Notably, the proposed amendments align with established standards and regulations, such as the Ontario Highway Traffic Act and Transportation Association of Canada guidelines.

REPORT:

The report outlines proposed amendments to the Traffic and Parking By-law, specifically focusing on Part V – Section 2 and Schedules “12”, “18”, and “21”. The proposed amendments enhance safety, improve traffic flow, and align with established standards and regulations. They include adjustments to parking prohibitions during specific timeframes to support winter maintenance operations, implementing all-way stop controls at intersections to enhance safety for trail users and pedestrians, and speed limit adjustments proposed on road segments to improve safety and address community needs. Furthermore, heavy truck prohibitions are recommended to be formally incorporated into the by-law to reflect existing restrictions.

Below is the list of recommended amendments to the Traffic and Parking By-Law with justification information included for each.

Part V – Section 2 Parking Prohibited be amended for clarification to be as follows:

- **General**
(xiv) between the hours of 2:30 a.m. and 6:00 a.m. between December 1st to March 31st

Township By-law Enforcement Staff current procedures focus on overnight parking enforcement exclusively during the winter months. The proposed timeframes, from 2:30 a.m. to 6:00 a.m. between December 1st and March 31st, supports operations staff by ensuring vehicles are not parked on the road overnight. This is important to prevent obstruction of Township winter maintenance vehicles during winter control operations. This has been in practice for sometime, and is formally included here for bylaw purposes.

Schedule 12 - Intersection Stop Signs be amended to add:

- **Stuckey Ave/Hunsberger Dr/Michael Myers Rd – All-Way Stop Control**

The all-way stop control at Stuckey Ave, Hunsberger Dr, and Michael Myers Rd was initially proposed in a Notice of Motion at the March 4, 2024 Council Meeting. After deferral for additional information, it was discussed again at the March 25, 2024 Council Meeting, where direction was given to implement the all-way stop control.

- **Wilmot Line at Wideman Road – All-Way Stop Control**

The addition of an all-way stop control at Wilmot Line and Wideman Road is proposed to enhance safety for trail users accessing Schneider’s Bush Trail. This measure aims to facilitate safe crossing for pedestrians parking on Wideman Road and crossing Wilmot Line to reach the

trail entrance as outlined in report DS-2024-05 Official Plan Amendment Application 01/23 and Zone Change Application 01/23, Schneider Family and Rare Charitable Research Reserve, Wilmot Line and Carmel-Koch Road at the March 4, 2024 Council Meeting.

- **Huron Rd at Punkeydoodles Ave – All Way Stop Control**

The all-way stop control at the intersection of Huron Road and Punkeydoodles Avenue is recommended as part of the Punkeydoodles Corners Intersection Improvements study. This measure is intended to enhance safety and traffic management at the intersection as outlined in report IS-2023-23 - Oxford Road 5 Punkeydoodles Corner Intersection Control Feasibility Study and Oxford Road 5 Rationalization which was endorsed by Council at the December 11, 2023 Council Meeting.

Schedule 18 - Rates of Speed be amended to add:

- **Berlett's Road from Wilmot Line to 1510m west of Wilmot Line- 60 km/h**

Berlett's Road from Wilmot Line to 1510 meters west of Wilmot Line is already designated as a 60 km/h zone but has not yet been formally added to the by-law. This amendment ensures the by-law accurately reflects the existing speed limit.

- **Bridge Street from Tye Road to 700m east of Tye Road- 60 km/h**

The 60 km/h speed limit on Berlett's Road from Tye Road to 700 meters east to Tye Road is being implemented as identified in the EA study that was presented to and endorsed by Council through Report PW 2022-02 Bride Street Bridge- Structure No. 34/B-T9 Schedule "B" Class Environmental Assessment and Preliminary Design – Project File Report at the January 17, 2022 Council Meeting. These parameters require the speed limit in accordance with the Transportation Association of Canada (TAC) manual.

- **Carmel-Koch Road from Wilmot Line to 550m west of Wilmot Line- 40 km/h**

This amendment proposes a speed reduction on Carmel-Koch Road from Wilmot Line to 550m west of Wilmot Line, setting the limit at 40 km/h. The adjustment aims to enhance safety within proximity of the Schnieders Bush Trail by mitigating the speed of vehicles, thereby ensuring a safer environment for parking as outlined in report DS-2024-05 - Official Plan Amendment Application 01/23 and Zone Change Application 01/23, Schneider Family and Rare Charitable Research Reserve, Wilmot Line and Carmel-Koch Road at the March 4, 2024 Council Meeting.

- **Huron Road from Bender Road to 1,180m north of Bender Road- 60 km/h**

The Punkeydoodles Corners Intersection Improvements study highlighted the necessity for a speed reduction on Huron Road, from Bender Road to 1,180m north of Bender Road, to improve safety. This adjustment aligns with the characteristics of lower-speed local roadways in the vicinity, enhancing safety for all road users. This is outlined in report IS-2023-23 - Oxford Road

5 Punkeydoodles Corner Intersection Control Feasibility Study and Oxford Road 5 Rationalization which was endorsed by Council at the December 11, 2023 Council Meeting.

- **Sandhills Road from Gingerich Road to 1675m south of Gingerich Road- 60 km/h**

This speed reduction is driven by the existence of the roadside trail leading to Baden. The roadside environment requires a transition to slower traffic speeds as a result of the trail characteristics and pedestrian activity along the trail, serving recreational users including those accessing Baden Hills trails. The trail construction was awarded for construction in staff report PFRS 2021-005 Sandhills Road Multi-Use Trail Contract.

- **Wilmot Line from Berlett's Road to Carmel-Koch Road- 40 km/h**

This adjustment is made to enhance safety, considering the proposed installation of an all-way stop at the Wideman Road and Wilmot Line intersection. Additionally, it aims to improve pedestrian safety around the Schneider's Bush Trail as outlined in report DS-2024-05 - Official Plan Amendment Application 01/23 and Zone Change Application 01/23, Schneider Family and Rare Charitable Research Reserve, Wilmot Line and Carmel-Koch Road at the March 4, 2024 Council Meeting.

Schedule 21- Heavy Truck Prohibitions- No Heavy Trucks be amended to add:

- **Wilmot Line from Erbs Road to Weimar Line**

This restriction has been enforced for a significant duration, although it hasn't been formally updated in the by-law.

Township staff have an evolving list of additional amendment and updates that will be reviewed and addressed in a later report, which is anticipated for presentation to council in Q4 2024.

ALIGNMENT WITH THE TOWNSHIP OF WILMOT STRATEGIC PLAN:

This initiative supports the goals and strategies of enhancing Responsible Governance through Active Communications, Fiscal Responsibility, and Infrastructure Investments.

FINANCIAL CONSIDERATIONS:

Financial considerations for this report include staff time for inspection, administration, and on-site work for signage removal and installation. This is included within operational labour budgets as indirect costs. The estimated cost per sign, inclusive of staff and equipment time to install, signage material, field installation labor, and equipment costs, is approximately \$550. With around thirty signs requiring removal and installation, the total estimated cost is approximately \$16,500. These are mixed between general operating costs and project specific costs for legacy capital works, or in the case of Schneider Woods regulatory or parking

changes were funded by separate Council reallocation of Wilmot Line maintenance carry forward costs.

ATTACHMENTS:

Attachment A: By-Law 2024-27 Being a By-Law to Amend By-Law 2016-52 Traffic and Parking By-Law