
5.0 Purpose and Overview

To amend Traffic by-law 37-83 and Parking by-law 144-88 to correct schedules so they are consistent with existing traffic and parking control in the City.

6.0 Background

Through the course of staff investigating traffic and parking concerns, occasionally inconsistencies are identified between the by-law schedules and the existing conditions on city streets. This report amends various schedules within Traffic by-law 37-83 and Parking by-law 144-88 so they are up to date with existing traffic and parking control in the City.

7.0 Corporate Policy Context

City of Brantford Council Priorities, 2020-2021, #3:

- A safe, efficient transportation system connects the community across neighbourhoods, with neighbouring communities and provincial transportation network.

8.0 Input From Other Sources

Not applicable.

9.0 Analysis

Inconsistencies identified between the by-law schedules and the existing conditions on city streets has resulted in staff recommending the following amendments:

9.1 Traffic Control Signals

Schedule “3” of Traffic By-law 37-83 does not reflect the current list of traffic control signals. The recommended housekeeping amendment to Schedule “3” of Traffic By-law 37-83 which pertains to “Traffic Control Signals” is attached as Appendix “A” to this report.

9.2 Hardy Road – Parking Control

The limits listed for the “No Parking” zones on Hardy Road do not accurately reflect the existing city limit and street configuration. There is also “No Parking, 8 am – 6 pm, Mon - Fri” zone listed in Schedule “9” of parking by-law 144-88 that is not signed that conflicts with the existing designated lane for bicycles on Hardy Road. The recommended amendment to Schedule “7” of Parking By-law 144-88 which pertains to “Parking Prohibited at Anytime” and Schedule “9”

which pertains to “Parking Prohibited During Certain Time” is attached as Appendix “B” to this report.

9.3 Savannah Oaks Drive and Ferrero Boulevard – Through Highways

A portion of Savannah Oaks Drive was renamed Ferrero Boulevard in 2004. “Schedule 1” of Traffic By-law 37-83 does not correctly reflect the name change or the existing street network in the industrial area. The recommended amendment to Schedule “1” of Traffic By-law 37-83 which pertains to “Through Highways” is attached as Appendix “C” to this report.

9.4 St. George Street – Speed Regulations

There are three (3) items listed in Schedule “8” of traffic by-law 37-83 pertaining to the 40 km/h speed limit zone on St. George Street between Tollgate Road and Henderson Avenue. The recommended amendment repeals the three (3) zones and consolidates to one (1) as it is now one continuous 40 km/h zone. The recommended amendment to Schedule “8” of Traffic By-law 37-83 which pertains to “Speed Regulations” is attached as Appendix “D” to this report.

9.5 King George Road – Speed Regulations

Schedule “8” of Traffic by-law 37-83 lists all posted speed limits by-lawed throughout the city other than the urban default speed limit of 50 km/h. There is one item listing as a 50 km/h zone on King George Road that should not be listed in the by-law schedule. The recommended amendment to Schedule “8” of Traffic By-law 37-83 which pertains to “Speed Regulations” is attached as Appendix “E” to this report.

9.6 Tranquility Street – Through Highways

Schedule “1” of Traffic By-law 37-83 does not correctly reflect the existing traffic control on Tranquility Street. The all-way stops at the intersections of Tranquility Street at Bernard Avenue and Tranquility Street at Legion Avenue are not included. The recommended amendment to Schedule “1” of Traffic By-law 37-83 which pertains to “Through Highways” is attached as Appendix “F” to this report.

9.7 Alfred Street – Accessible Zone

The resident that requested an accessible zone in front of 15 Alfred Street moved and the accessible parking signs have been removed. The recommended amendment to Schedule “26” of Parking by-law 144-88 pertaining to “Accessible Zone” provided as Appendix “G” to this report, repeals the accessible zone.

9.8 Willow Drive – No Stopping zone

There is an existing signed “No Stopping” zone on the east side of Willow Drive, beside 60 Fairview Drive, that is incorrectly listed in the by-law schedule as

being on Fairview Drive. The recommended amendment to Schedule “8” of Parking by-law 144-88 pertaining to “Stopping Prohibited During Certain Time” provided as Appendix “H” to this report, corrects the error contained in by-law 100-2009.

9.9 Eddy Avenue – No Stopping zone

“No Stopping, 8 am – 4 pm, Mon – Fri” is currently signed on both sides of Eddy Avenue from Herbert Street to the east end of Eddy Avenue. Schedule “8” only lists the parking control on the north side of the street. The recommended amendment to Schedule “8” of Parking by-law 144-88 pertaining to “Stopping Prohibited During Certain Time” provided as Appendix “I” in this report, includes the “No Stopping” zone on both sides of Eddy Avenue.

9.10 West Street – Parking Control

The construction of the 1 Wellington Street residential building resulted in all parking control signage being removed from the east side of West Street between Darling Street and Bridge Street. The new mid-block driveway entrance to 1 Wellington Street eliminated several on-street parking spaces. Following construction, the intersection parking control signage was reinstalled at the typical distance (15 metres) north of Darling Street and shortened by 10 metres south of Bridge Street to minimize the impact of the loss of on-street parking spaces. The recommended amendments to Schedule “7” of Parking by-law 144-88 pertaining to “Parking Prohibited at Anytime” provided as Appendix “J” to this report, reflects the minor parking signage changes made in the field.

9.11 Tollgate Road – Through Highways

All-way stop control exists at the intersections of Tollgate Road and Ewing Drive and Tollgate Road and St. George Street. The recommended amendment to Schedule “1” of Traffic by-law 37-83 pertaining to “Through Highways” provided as Appendix “K” reflects the current traffic control on Tollgate Road.

9.12 Rawdon Street – No Stopping zone

Rawdon Street road reconstruction occurred in 2022. Staff reviewed existing traffic and parking control by-laws as part of the project. The existing “No Stopping” zone in front of King George School is not defined by the street limits. The recommended amendment to Schedule “8” of Parking by-law 144-88 pertaining to “Stopping Prohibited During Certain Time” provided as Appendix “L” amends the location description to better define the no stopping zone.

9.13 High Street – Parking Control

High Street road reconstruction occurred in 2022. Staff conducted a review of parking control by-laws and found a 15 minute pick-up zone that is no longer signed. A commercial business once located at the affected property has been converted to residential and the pick-up zone is not required. The

recommended amendment to Schedules “11” and “16” of Traffic by-law 37-83 pertaining to “Alternate Side of Street Parking” and “Pick up Zones” respectively provided as Appendix “M” in this report, removes the 15 minute pick-up zone from the parking by-law.

9.14 Lyons Avenue – Passenger Pick-up zone

The resident that requested the passenger pick-up zone on the street contacted staff to advise the zone was no longer required. The recommended amendment to Schedule “6” of Parking by-law 144-88 pertaining to “Passenger Pick-up” provided as Appendix “N” in this report, repeals the passenger pick-up zone.

9.15 Palmerston Avenue – Accessible Zone

A family member of the resident that had requested an accessible zone on Palmerston Avenue contacted staff to inform that the accessible zone was no longer required. The recommended amendment to Schedule “26” of Parking by-law 144-88 pertaining to “Accessible Zone” provided as Appendix “O” to this report, repeals the accessible zone.

9.16 Eagle Place – Traffic Control

Report 2022-203 regarding Erie Avenue Roadway Improvements was approved by Council at their meeting held June 28, 2022. The report included several by-law amendments, but missed the following:

- Implement school area and speed limit reduction to 40 km/h, between Canada Court and Fifth Avenue.
- Remove on street bike lanes between Birkett Lane and Cayuga Street and implement center dual left turn lane.
- Reduce speed limits on residential roadways to 40 km/h and school zones on residential roadways to 30 km/h.

The recommended amendments to Schedules “5”, “8” and “14” of Traffic by-law 37-83 pertaining to “Lane Designation”, “Speed Regulations” and “Designated Lanes for Bicycles” respectively provided as Appendix “P” to this report, makes the necessary amendments to the traffic by-law schedules.

9.17 Greenfield Road – Alternate Side of Street parking

Greenfield Road is signed as alternate side of street parking Monday through Saturday, which is Schedule “11” in Parking by-law 144-88. Greenfield Road is currently listed in Schedule “12” pertaining to “Alternate Side of Street Parking” everyday. The recommended amendment to Schedules “11” and “12” of Parking by-law 144-88 pertaining to “Alternate Side of Street Parking” provided as Appendix “Q” to this report, move Greenfield Road to the correct by-law schedule.

9.18 Memorial Drive – Parking Control and Bicycle Lanes

The parking control and designated lanes for bicycles have been amended. The changes resulted in some by-law descriptions overlapping or not reflecting the final design. The recommended amendment to Schedules “7” and “9” of Parking by-law 144-88 pertaining to “Parking Prohibited at Anytime” and “Parking Prohibited During Certain Time”, corrects the parking control descriptions. The recommended amendment to Schedule “14” of Traffic by-law 37-83 pertaining to “Designated Lanes for Bicycles” provided as Appendix “R” to this report, repeals duplicate descriptions.

9.19 Echo Place – Speed Regulations

Report 2022-172 regarding Echo Place Neighbourhood Review was approved by Council at their meeting held April 26, 2022. The report recommended all local roadways within the Echo Place Neighbourhood be reduced to 40 km/h. Some of the neighbourhood streets were not listed in Appendix “A” of report 2022-172 and have not been by-lawed for 40 km/h. The recommended amendment to Schedule “8” of Traffic by-law 37-83 pertaining to “Speed Regulations” provided as Appendix “S” to this report, makes the necessary amendments to include all neighbourhood streets in the schedule.

9.20 Park Avenue – 2 hour Parking

Staff identified the need to improve the alternate side of street parking signage on Park Avenue. In review of the parking by-law schedules, it was revealed that 2 hr. parking is also by-lawed on the east side of Park Avenue from Wellington Street to Nelson Street. No signage exists for the restricted time limit parking zone, and staff did not identify a current need for the parking control. The recommended amendment to Schedule “10” of Parking by-law 144-88 pertaining to “Parking – Restricted Time Limit” provided as Appendix “T” to this report, repeals the unutilized parking control.

9.21 McGuinness Drive – Through Highways

City Council, at their meeting held July 26, 2022, approved a resolution directing staff to install all-way stop control at the intersection of McGuinness Drive and St. Patrick’s Drive. The necessary amendment to Schedule “1” of Traffic by-law 37-83 pertaining to “Through Highways” is provided as Appendix “U” to this report.

9.22 Sandra Street – Through Highways

City Council, at their meeting held July 26, 2022, approved a resolution directing staff to install all-way stop control at the intersections of Sandra Street and Janet Street and Sandra Street and Buckingham Street. The necessary amendment to Schedule “1” of Traffic by-law 37-83 pertaining to “Through Highways” is provided as Appendix “V” to this report.

9.23 Dufferin Avenue – Through Highways

City Council, at their meeting held September 11, 2014, approved a resolution directing staff to install a stop sign on Dufferin Avenue at the private roadway adjacent to 338 Dufferin Avenue. The Highway Traffic Act (HTA) indicates that

stop signs can only be installed at intersections where two or more public highways join one another at an angle. The stop sign installed on Dufferin Avenue is inconsistent with the HTA and must be removed. Curve warning signs have been installed to warn drivers. The necessary amendment to Schedule “1” of Traffic by-law 37-83 pertaining to “Through Highways” is provided as Appendix “X” to this report.

10.0 Financial Implications

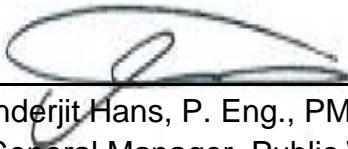
There are no financial implications resulting from the recommendations in this report.

11.0 Climate and Environmental Implications

Not applicable.

12.0 Conclusion

The recommended amendments to Traffic by-law 37-83 and Parking by-law 144-88 schedules outlined in this report reflect current conditions on city streets.



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Attachments:

- Appendix “A” – By-law Amendment – Traffic Control Signals
- Appendix “B” – By-law Amendment – Hardy Road – Parking Control
- Appendix “C” – By-law Amendment – Savannah Oaks Dr. and Ferrero Blvd. – Through Highways
- Appendix “D” – By-law Amendment – St. George Street – Speed Regulations
- Appendix “E” – By-law Amendment – King George Road – Speed Regulations
- Appendix “F” – By-law Amendment – Tranquility Street – Through Highways
- Appendix “G” – By-law Amendment – Alfred Street – Accessible Zone
- Appendix “H” – By-law Amendment – Willow Drive – No Stopping Zone
- Appendix “I” – By-law Amendment – Eddy Avenue – No Stopping Zone
- Appendix “J” – By-law Amendment – West Street – Parking Control
- Appendix “K” – By-law Amendment – Tollgate Road – Through Highways
- Appendix “L” – By-law Amendment – Rawdon Street – No Stopping Zone
- Appendix “M” – By-law Amendment – High Street – Parking Control
- Appendix “N” – By-law Amendment – Lyons Avenue – Passenger Pick-up Zone
- Appendix “O” – By-law Amendment – Palmerston Avenue – Accessible Zone

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- Appendix "P" – By-law Amendment – Eagle Place – Traffic Control
 - Appendix "Q" – By-law Amendment – Greenfield Road – Alternate Side of Street parking
 - Appendix "R" – By-law Amendment – Memorial Drive – Parking Control and Bicycle Lanes
 - Appendix "S" – By-law Amendment – Echo Place – Speed Regulations
 - Appendix "T" – By-law Amendment – Park Avenue – 2 hour parking
 - Appendix "U" – By-law Amendment – McGuinness Drive – Through Highways
 - Appendix "V" – By-law Amendment – Sandra Street – Through Highways
 - Appendix "X" – By-law Amendment – Dufferin Avenue – Through Highways

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required yes no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk yes no

Is the necessary by-law or agreement being sent concurrently to Council? yes no