

To: David Creery, Chief Administrative Officer

From: Harold de Haan, City Engineer

Re: Amendments to Traffic By-law #8021-04 report to the by-law section of the agenda.

AIM

To amend Traffic By-law #8021-04

BACKGROUND

By-law and Engineering staff often receive requests for changes to the traffic by-law. Each request is reviewed and assessed by staff to determine if action is required. In some circumstances new or more appropriate signage, restrictions and an amendment to the by-law are necessary to alleviate the concerns. Staff also perform routine reviews of the by-law and update accordingly.

COMMENTS

The following are recommended changes to By-law #8021-04:

SCHEDULE “A” – NO PARKING AT ANY TIME

Remove: The northwest and southeast side of Pittock Park Rd from Vansittart Avenue to County Road 17.

(Reason: Upgrading to no stopping on both sides, changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Remove: The north side of Devonshire Avenue from a point 180 metres east of Huron Street to a point 240 metres east of Huron Street.

(Reason: Upgrading to no stopping on both sides, changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Remove: The north side of Devonshire Avenue from a point 60 metres west of Huron Street to a point 122 metres east of Huron Street.

(Reason: Upgrading to no stopping on both sides, changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Remove: The north side of Devonshire Avenue from a point 10 metres west of Lancaster Street to a point 15 metres east of Lancaster Street.

(Reason: Upgrading to no stopping on both sides, changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Remove: The north side of Devonshire Avenue from a point 15 metres west of Victoria Street North to a point 40 metres east of Victoria Street North.

(Reason: Upgrading to no stopping on both sides, changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Remove: The south side of Devonshire Avenue from a point 60 metres west of Huron Street to a point 46 metres east of Knightsbridge Road.

(Reason: Upgrading to no stopping on both sides, changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Remove: The south side of Devonshire Avenue from a point 15 metres west of Lancaster Street to a point 46 metres east of Lancaster Street.

(Reason: Upgrading to no stopping on both sides, changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Remove: The south side of Devonshire Avenue from a point 30 metres west of Victoria Street North to a point 58 metres east of Victoria Street North.

(Reason: Upgrading to no stopping on both sides, changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Add: Both sides of Dundas Street from Ingersoll Road to Oxford Road 30/11th Line.

(Reason: Changes to road-cross section including shared cycling lanes during reconstruction of road)

Add: West side of East Park Drive from Frances Street to 260 metres south of Walter Street.

(Reason: Road width is too narrow to allow vehicles and emergency services through if there are parked cars on the road)

Remove: The south side of Juliana Drive from Mill Street to Norwich Avenue.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions)

Remove: The north side of Juliana Drive from a point 200 metres west of Ferguson Drive to Norwich Avenue.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions)

Remove: The north side of Juliana Drive from Alberta Avenue to 50 meters west of Sales Drive.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions)

Remove: The north side of Juliana Drive from Alberta Avenue to 50 meters west of Sales Drive.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions)

Remove: The south side of Peel Street from a point 56 metres east of Wellington Street South to Reeve Street.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions)

Remove: The south side of Peel Street from Metcalfe Street to Finkle Street.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions)

Add: Both sides of Lampman Place from Juliana Drive to 80 metres north of Juliana Drive.

(Reason: Road width/eastbound left turn lane configuration does not permit parking)

Add: North/west sides of Nellis Street from Lansdowne Avenue to 30 metres south of Diefenbaker Drive.

(Reason: Line of sight issue at intersections/entrances)

Add: West side of Brick Pond Lane from 30 metres north of Old Orchard Glen to Parkinson Road.

(Reason: Line of sight issue at intersections/around curve)

Add: Both sides of Brick Pond Lane from Springbank Avenue South to 40 metres east/south of Springbank Avenue South.

(Reason: Line of sight issue at intersections/around curve)

SCHEDULE “B” – INTERSECTIONS WHERE YEILD SIGNS SHALL BE ERECTED

Remove: Park Row and Ingersoll Road

(Reason: Intersection reconstructed as a standard ‘T’ intersection eliminating the yield condition)

SCHEDULE “O” – STOPPING PROHIBITED

Add: Both sides of Pittock Park Road from Vansittart Avenue to Oxford Road 17.

(Reason: Urbanizing cross section including dedicated cycling lanes during reconstruction of road)

Remove: Both sides of Devonshire Avenue from Vansittart Avenue to Victoria Street North
(Reason: Extension of no stopping restrictions, changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Add: Both sides of Devonshire Avenue from Vansittart Avenue to 15 metres east of Lancaster Street.

(Reason: Extension of no stopping restrictions, changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Remove: The north side of Dundas Street from Vansittart Avenue to Ingersoll Road.
(Reason: Consolidation of no stopping restrictions, changes to road-cross section including shared cycling lanes during reconstruction of road)

Remove: The south side of Dundas Street from Broadway Street to Ingersoll Road.
(Reason: Consolidation of no stopping restrictions, changes to road-cross section including shared cycling lanes during reconstruction of road)

Add: Both sides of Dundas Street from Vansittart Avenue/Broadway Street to Ingersoll Road
(Reason: Consolidation of no stopping restrictions, changes to road-cross section including shared cycling lanes during reconstruction of road)

Add: Both sides of Lansdowne Avenue from Dundas Street to Devonshire Avenue.
(Reason: Upgrading to no stopping due to installation of PXO, existing cycling route, line of sight issues at intersections and around curves in residential section)

Remove: The north side of Juliana Drive from a point 177 metres east of Alberta Avenue to a point 36 metres west of Ferguson Drive from 8:00 a.m. to 4:00 p.m., Monday to Friday, September 1 to June 30.

(Reason: Upgrading to no stopping at all times due to PXO installation)

Remove: The south side of Juliana Drive from a point 27 metres east of Champlain Avenue to a point 171 metres east of Champlain Avenue from 8:00 a.m. to 4:00 p.m., Monday to Friday, September 1 to June 30.

(Reason: Upgrading to no stopping at all times due to PXO installation)

Add: South side of Juliana Drive from Mill Street to Springbank Avenue South.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions, emergency detour route for Highway 401)

Add: North side of Juliana Drive from 50 metres west of Sales Drive to Springbank Avenue South.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions, emergency detour route for Highway 401)

Remove: The south side of Peel Street from Metcalfe Street to Finkle Street.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions)

Remove: The south side of Peel Street from Reeve Street to Metcalfe Street.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions)

Add: South side of Peel Street from Finkle Street to 60 metres east of Wellington Street South.

(Reason: Upgrading to no stopping due to installation of PXO, consolidation of restrictions)

Add: North side of Peel Street from 20 metres west of Reeve Street to 20 metres east of Reeve Street.

(Reason: Upgrading to no stopping due to installation of PXO)

SCHEDULE “V” – PARKING RESTRICTIONS ON SPECIFIED STREETS AT SPECIFIED TIMES

Remove: The east and west side of Lansdowne Avenue from a point 140 metres north of Sprucedale Road to a point 140 metres south of Sprucedale Road.

(Reason: Upgrading to no stopping due to installation of PXO, existing cycling route, line of sight issues at intersections and around curves in residential section)

SCHEDULE “X” – INTERSECTIONS WHERE STOP SIGNS SHALL BE ERECTED

Add:

Intersection	Facing Traffic
Ingersoll Road and Park Row	Westbound on Park Row
Ingersoll Road and Main Street	Westbound on Main Street
Ingersoll Road and Anderson Street	North/Westbound on Anderson Street

(Reasons: Routine by-law maintenance, stop signs are already physically present at these locations)

ATTACHMENTS

Not Applicable.

RECOMMENDATION

The Woodstock City Council refer the Amendments to Traffic By-law #8021-04 report to the by-law section of the agenda.

Authored by: Adam Cave, C.E.T., Manager of Municipal Infrastructure

Authored by: Stephen Miller, Manager of By-law Enforcement

Approved by: Harold de Haan, P.Eng., City Engineer

Approved by: David Creery, P. Eng, MBA, Chief Administrative Officer