



Meeting Date: May 22, 2024

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Report No: PWE 26-2024

Subject: Amendments to The Parking and Traffic By-law

Recommendation:

THAT Report PWE 26-2024 Re. Amendments to The Parking and Traffic By-law be received;

AND THAT the Parking and Traffic By-law 2018-092 be amended as per Appendix A appended to Report PWE 26-2024.

Purpose:

To undertake amendments to the Parking and Traffic By-law 2018-092.

Background:

There have been a number of changes to transportation and parking operations on municipal roadways that require amendments to the Parking and Traffic By-law.

Analysis:

1. Heavy Truck Restriction – Medway Road:

Medway Road from Hyde Park Road to Vanneck Road currently has a heavy truck restriction in place. This restriction is no longer required as Medway Road from Hyde Park Road to Vanneck Road has since been rebuilt and reconstructed with a wider road platform in addition to an asphalt travelling surface replacing the previous tar and chip surface which is more susceptible to damage from heavy truck use. It is recommended that the heavy truck restriction be removed from Medway Road.

2. Stop Sign – Railway Avenue and Tunks Lane

Railway Avenue and Tunks Lane currently operates as a three-legged intersection that has no traffic control in place. This is an uncommon condition within a built-up urban area. With the recent residential construction occurring at the southeast corner of the intersection, the sight lines have become restricted for east bound vehicles on Railway Avenue which has led to an increase in close calls and an increase in driver confusion. Staff are recommending a stop sign be installed on Railway Avenue at Tunks Lane.



3. Parking –Wellington Street

Our Lady of Lourdes Catholic School has recently added additional classrooms via portables, with no corresponding increase to the onsite vehicle parking. This has resulted in parking occurring in and around the school and often within prohibited parking or no stopping areas. The figure below shows the existing prohibitions.



Due to the nature of schools with parents often picking up and dropping off children, and the recent expansion of classrooms at the school, staff are recommending the no parking restriction on the north side of Wellington Street be removed. This will provide parking opportunities for parents and staff outside of the no stopping zone, adjacent to municipal sidewalk to allow children, parents and staff to easily access the school. Maintaining the no parking zone in front of the school is important due to traffic congestion and maintaining appropriate sight lines for buses and other vehicles entering and exiting the school. Maintaining no parking on the south side of the road will ensure sufficient space for 2-way traffic including buses even with cars parked on the north side of the road.

4. No Parking on Robert Street

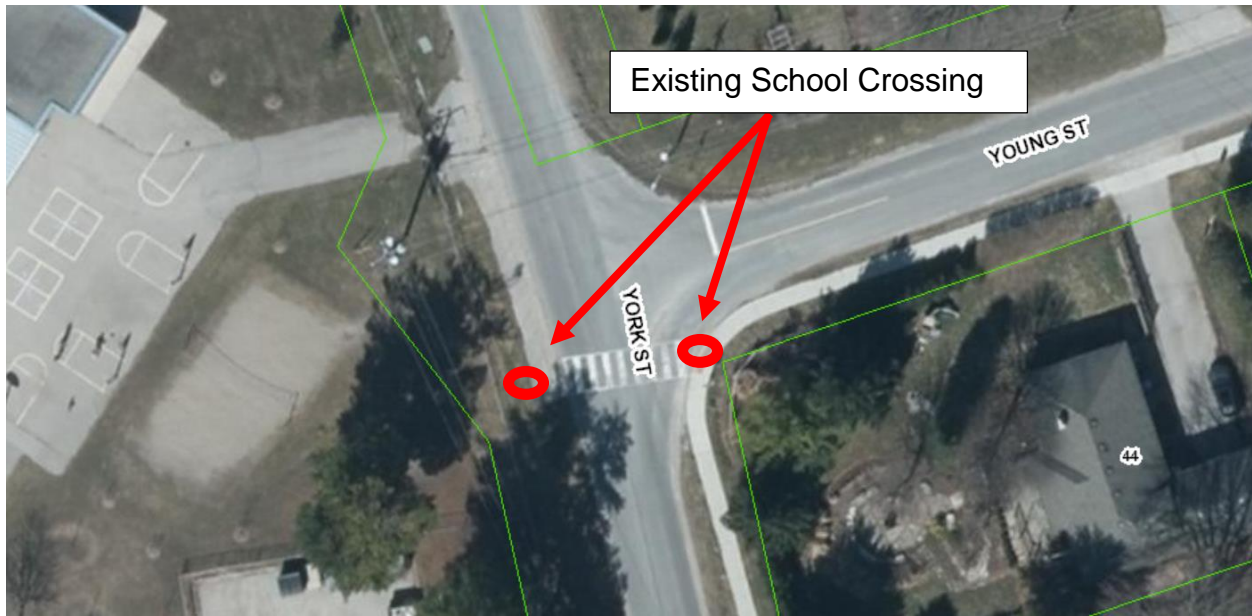
Currently Robert Street has no parking zones on both sides of the street from Ilderton Road to a point 25m south, and from Kennedy Avenue to a point 25m north. Due to the recent opening of a daycare facility, traffic and parking have increased notably on Robert Street. Under current conditions parking occurs on both sides of the street during peak pick up and drop off times for the daycare which results in a congested street that only allows for one travel lane.



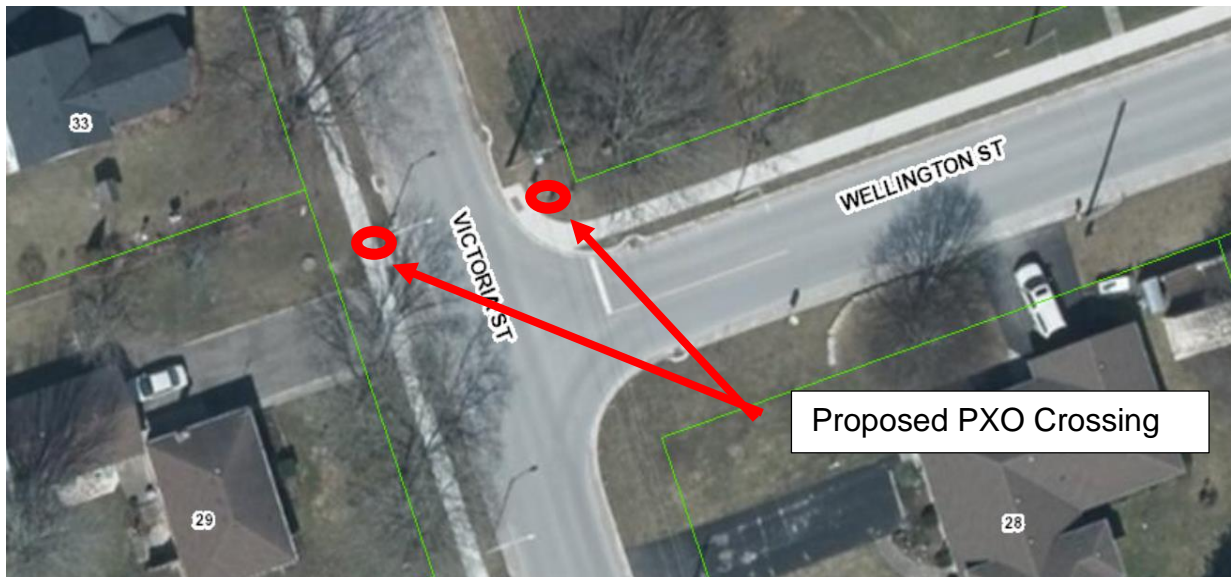
Staff are recommending a no parking zone be implemented on the east side of Robert Street from Kennedy Ave to Ilderton Road. This will still permit parking adjacent to the daycare and allow for two lanes of travel during peak drop off and pick up time. It is not expected the parking restriction will result in any difficulties for the Canada Post office, as they have parking on site and available on street parking on Kennedy Avenue if needed.

5. Pedestrian Crossover (PXO)

Currently York Street and Young Street is served by a school crossing sign. These signs and crossings are generally only used when there is a crossing guard providing supervised crossings for children. As there are currently no supervised crossings occurring at this location, it is recommended the signs be removed and replaced with a pedestrian crossover (PXO) being a Level 2 Type D. The installation of a PXO will provide pedestrians with a legal crossing requiring vehicles to stop and allow pedestrians to cross before proceeding, providing increased connectivity in the neighbourhood for pedestrians and enhancing pedestrian safety. The current crossing does not legally require vehicles to stop, which may deter pedestrians and especially younger children from using the crossing which is especially important as the crossing is adjacent to the Delaware Public School and forms a strategic link and clear desire lines for pedestrians and students to access the school.



Currently Victoria Street and Wellington Street does not provide any pedestrian crossing measures for students or pedestrians looking to attend Our Lady of Lourdes Catholic School located just east of the intersection. Currently pedestrians and students must wait for a gap in traffic, which can be challenging at peak times in the AM and PM. The installation of a PXO (Level 2 Type D) will provide pedestrians and students with a legal crossing requiring vehicles to stop and allow pedestrians to cross before proceeding and also providing increased connectivity in the neighbourhood for pedestrians and enhancing pedestrian safety. The current crossing does not legally require vehicles to stop, which may deter pedestrians and especially younger children from using the crossing this is especially important as the crossing is near the Our Lady of Lourdes Catholic School and forms a strategic link and clear desire lines for pedestrians and students to access the school.



The below schematic provides a general layout of how the proposed PXO would look once implemented. PXO's will have enhanced and advanced road signage, in addition to pavement markings alerting and requiring drivers to stop for pedestrians that may be using the crossing.

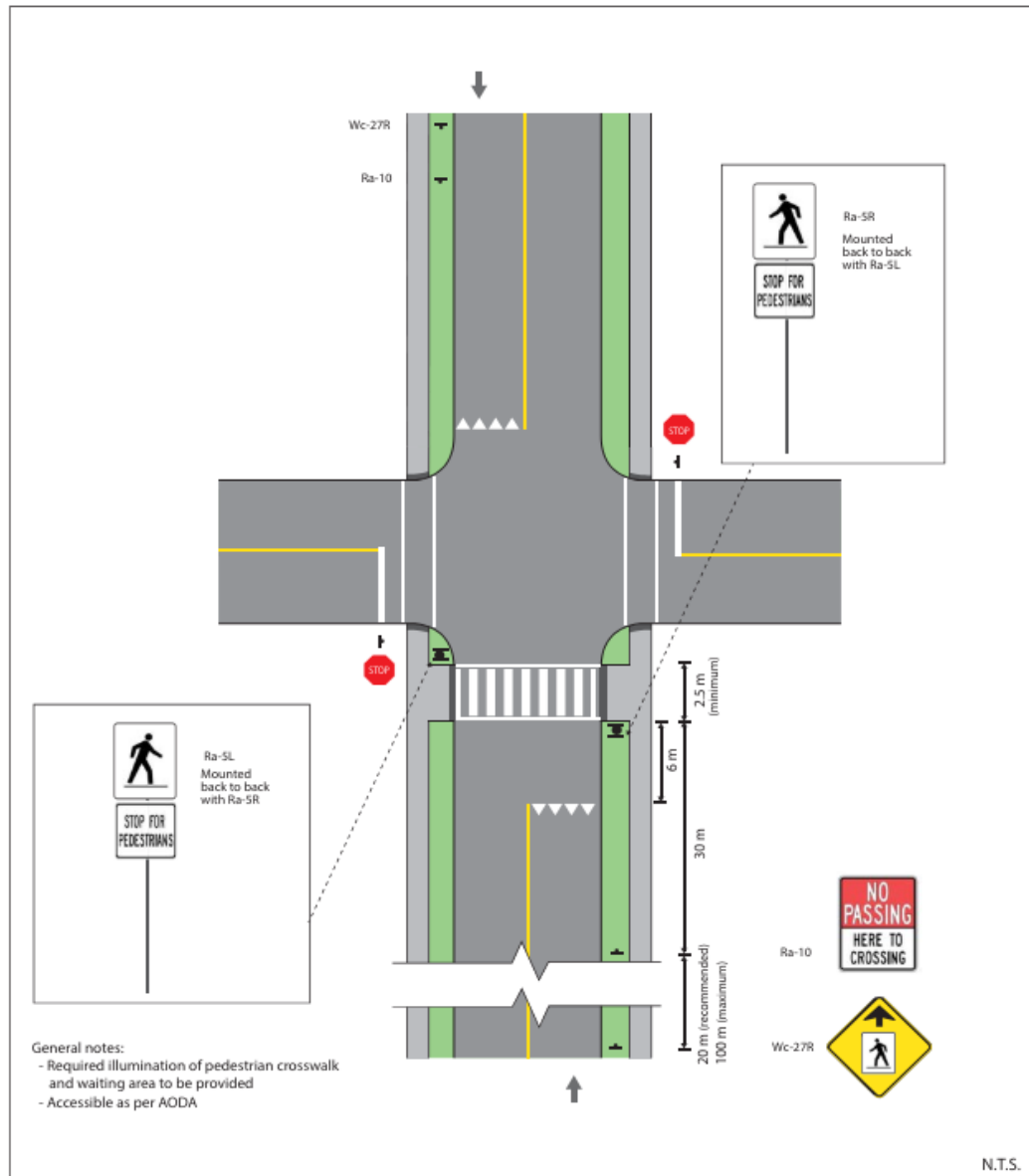


Figure 44: Pedestrian Crossover Level 2 Type D – Intersection (2-way)

Financial Implications:

The cost associated with the proposed By-law amendments would be covered under the existing approved operating budget for 2024.

Strategic Plan:

This matter aligns with following strategic priorities:

- Responsive Municipal Government

The amendments to the Parking and Traffic By-law demonstrates responsive municipal government, a municipal government that is responsive to the needs of Middlesex Centre residents, and changes to infrastructure and land use.

Attachments:

Appendix A – Amendments to the Traffic and Parking By-law 2018-092