

## Staff Report 2024-0235

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Meeting Date: June 4, 2024

Subject: Town of Caledon Traffic By-law Update 2024

Submitted By: Imran Salam, Transportation Engineer, Engineering, Public Works and Transportation

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### RECOMMENDATION

The proposed Traffic By-Law in the form attached as Schedule A and as outlined in this Staff Report be enacted; and

That Staff be authorized to seek approval from the Ontario Court of Justice for the fines set for this by-law in accordance with the provisions of the *Provincial Offences Act*; and

That the Commissioner of Engineering, Public Works, and Transportation be delegated the authority to amend respective Schedules of this Traffic By-Law for new roads and new traffic controls established as part of the assumption of new developments and subdivisions.

### REPORT HIGHLIGHTS

- The existing Traffic By-Law 2015-08 was enacted in 2015. Since then, minor amendments have been made, mostly related to updating the schedules of the By-Law. The proposed Traffic By-Law is the first holistic bylaw update since the existing Traffic By-Law was enacted in 2015.
- The proposed By-Law includes updates reflecting how the industry knowledge, best practices and mobility have evolved over the years. The Town is gradually transforming into an urban multi-modal environment and the updates also fulfill the need of a traffic by-law suited for such an urban development.
- Major updates include adding a dedicated part for active transportation facilities; adding provisions for mobility modes such as scooters and e-scooters, power-assisted bikes including cargo bikes, roller skates, and skateboards; special enforcement area designation for scenic roads; speed limit reduction on selected road segments; and adding overhanging parking infractions.
- Overall, the scope of changes include:
  - New sections and subsections - 42
  - Sections revised/modified - 15
  - New schedules added - 5
  - Updates to existing schedules - 270

### DISCUSSION

#### Background



The current Traffic By-Law was enacted in 2015 and establishes specific parking restrictions, and traffic controls on Town roads, as well as offences for the enforcement of the by-law. Since its passing, the by-law has been amended several times mostly related to administrative updates when new roads or new traffic controls were established.

Over the years, industry knowledge, best practices, and mobility modes have evolved considerably, as well as significant urbanized development in various parts of the Town. The current by-law mainly caters to the needs of rural settings and does not address the requirements of an urban multi-modal environment, thus making enforcement of some provisions difficult or no longer enforceable.

Due to the work required to update the existing by-law and its amendments to be an effective tool for enforcement, staff realized that creating a new Traffic By-Law would be the most efficient course of action.

### **Major Changes**

#### ***1. Active Transportation Facilities***

The existing Traffic By-Law does not contain provisions about active transportation facilities. The proposed By-Law contains a complete dedicated part – Part 2 – containing provisions to regulate pedestrian and bicyclist traffic on sidewalks, bicycle tracks and multi-use paths. The following facilities and travel modes have been added in the proposed By-Law and provisions amended accordingly:

- Bicycle Track
- Multi-use Path
- Scooter and E-scooter
- Power-assisted Bicycle
- Large Cargo Power-assisted Bicycle
- Roller Skates
- Skateboards

#### ***2. Special Enforcement Areas***

The Council approved on March 8, 2023, a recommendation of the Visitor Management Task Force ([Staff Report 2023-0030](#)) to develop Special Enforcement Area(s) along scenic routes with input from Economic Development, Tourism and Municipal Law Enforcement Staff. A scenic route means a road which has a significant scenic value and attracts substantial number of visitors from within and beyond the municipal boundary. This By-Law update establishes these special enforcement areas along the scenic routes where existing “No Parking” and “No Stopping” infractions will have higher fines.

It is noted that a special enforcement area designation does not add new restrictions. The Parking and Stopping restrictions below have already been in place, and the changes below will just enable the Town to seek approval of higher parking ticket fines, therefore improving compliance with the restrictions and the regulatory signs by the visitors. The Region has already designated the Forks of the Credit Road as a scenic road within their traffic bylaw. Once Council approves the By-Law then staff will submit the requested fines for this new By-law provision from the Ontario Court of Justice.

### ***3. Temporary Road Closure/Road Occupancy***

- The existing By-Law allows temporary closure of a road for a 24-hour period only which is not practicable in case of construction or seasonal festivals. The proposed changes include specifying the following closure periods consistent with the practices in other jurisdictions:
  - For any period when such construction, repair or improvement is initiated by the Town of Caledon, Region of Peel or by a utility company.
  - For a period up to 30 days when such construction, repair or improvement is privately initiated.
  - For a period of not more than four consecutive days for social, recreational, community, athletic or film production purpose, or combination of such purposes.
- A mechanism of extension has been introduced in the proposed By-Law. The existing By-Law is silent about what to do in case of extension of road closure is required.
- Conditions are proposed that a permit holder shall maintain a reasonable safe alternate route as well as local access for vehicular and pedestrian traffic and install all traffic signs, barricades, lights or other safety devices at their own expense.
- The existing By-law is silent on the works required immediately for public health, safety or welfare reasons. The proposed By-Law specifies to make application for permit within first four hours of the first working day after commencement of work.

### ***4. Temporary Parking Pass***

The current Traffic By-Law prohibits on-street parking for a period longer than 3 continuous hours as well as overnight parking between 2:00 am and 6:00 am. The Town does have a mechanism of temporary parking pass allowing exception to the above By-Law provisions; however, the temporary pass was not part of the Traffic By-Law. The proposed By-Law now includes related temporary parking pass provisions.

### ***5. Posted Speed on Town Roads***

A comprehensive review of posted speeds on the Town roads has been conducted as part of the Multi-modal Transportation Master Plan 2024. The review recommended 10 km/h to 20 km/h speed reduction on 34 road segments. This speed reduction is included in the proposed By-Law update.

### **6. Winter Parking Ban**

The existing By-Law contains a provision to impose a parking ban during a winter storm event. This practice of declaring a winter storm event has been discontinued since 2022 and instead winter parking restrictions are enforced through Section 6.(9).(m) which states that *“No person shall park a vehicle on a highway in such a manner as to interfere with the movement of traffic or snow removal operations on the highway”*. Accordingly, the proposed Traffic By-Law does not include any winter parking ban provisions.

### **7. Overhanging Parking on Boulevard**

The existing By-Law prohibits parking on a boulevard however the law is not clear about a vehicle parked on the portion of the boulevard within a private driveway between the roadway and sidewalk but the vehicle overhanging onto the adjacent sidewalk or roadway. To remove any ambiguity, the following two provisions have been added within the proposed By-Law:

- Overhanging parking prohibited on a sidewalk, crosswalk and curb line.
- Parking allowed on the portion of the boulevard within a private driveway between the roadway and sidewalk provided the parked vehicle does not project into the sidewalk or over a curb into the roadway.

## **Minor and Administrative Changes**

The proposed By-law contains the following minor and administrative changes to improve, clarify and enhance the language of the existing provisions as well as improve the overall structure of the By-law:

- Document Structure:
  - Reorganized all related provisions grouping them together thus reducing the number of parts from ten to six.
  - Provisions have been organized under sections and subsections for easy referencing.
  - Numbering system now includes the part number that allows easy referencing as well as provides a flexibility to amend any section(s) without affecting the numbering of the whole document.
- Definitions: The following definitions have been updated to make them consistent with the other current respective Provincial Acts or with the changes proposed in the Traffic By-Law provisions:

- Bicycle
  - Boulevard
  - Designated Accessible Parking Space
  - Heavy Truck
  - Police Officer
  - Vehicle
- A new section and corresponding schedule regulating Two-way Left Turn Lanes added designating centre lanes to be used for left turn only.
  - New sections have been added clarifying under what circumstances a vehicle other than a bicycle can operate in a bicycle lane and the restrictions imposed on such use for safer operation of bicycle lanes. Language has also been provided to regulate bicycle traffic within the designated bicycle lanes.
  - New sections to enforce load and speed limits on bridges
  - Maximum gap from curb, of the wheels of the parked car, increased from 15 centimetres to 30 centimetres.
  - Motorcycle to be parked at an angle between 45-60 degrees to the curb.
  - No stopping within (30) metres of a pedestrian crossover on the approach side and within fifteen (15) metres of a pedestrian crossover beyond the crossover.
  - No parking within 15 metres of an unsignalized intersection, and within 30 metres of a signalized intersection.
  - No parking within forty-five (45) metres of a bus stop sign on the approaching side and twenty-five (25) metres of a bus stop sign on the departing side;
  - No Parking within up to 7.5 metres of any fire hall on the side of the highway on which the fire hall is located or within a distance of up to 30 metres of such fire hall on the opposite side of the highway
  - Accessible parking spaces to be provided in accordance with the Ontario Regulation 191/11 (Integrated Accessibility Standards) as amended made under the *Accessibility for Ontarians with Disabilities Act, 2005* as amended.
  - A prohibition for a private property to have a fence, vegetation, retaining wall or any other obstruction that blocks an intersection sightline triangle.
  - The “Stop Signs”, “No Stopping”, “No Parking” and “Speed Limit” schedules have been updated to include the traffic signs and controls for the newly assumed subdivisions.

## **FINANCIAL IMPLICATIONS**

N/A

## **COUNCIL WORK PLAN**

### **Strategic Plan 2023-2035**

The subject matter is not relevant to the Strategic Plan.

**ATTACHMENTS**

Schedule A: Draft Traffic By-Law 2024