

Staff Report

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Report To:	General Government Committee	
Date of Meeting:	January 4, 2021	Report Number: PWD-001-21
Submitted By:	Steve Brake, Director of Public Works	
Reviewed By:	Andrew C. Allison, CAO	Resolution#:
File Number:		By-law Number:
Report Subject:	Proposed Amendment to By-law 2014-059, being a By-law to Regulate Traffic and Parking on Highways, Private Property and Municipal Property	

Recommendations:

1. That Report PWD-001-21 be received;
2. That the By-law, amending specific schedules of the Traffic By-law, attached to Report PWD-001-21, as Attachment 2, be passed; and
3. That all interested parties listed in Report PWD-001-21 and any delegations be advised of Council's decision.

Report Overview

The purpose of this report is to propose necessary updates to several Schedules of By-law 2014-059, as appended. These updates are required as a direct result of changes to the road network and in order for Clarington Municipal Law Enforcement and Durham Regional Police Service officers to effectively enforce the current By-law.

1. Background

- 1.1. The purpose of Traffic and Parking By-law 2014-059 is to regulate traffic and parking on Clarington highways, municipal parking lots and certain parking aspects on private property. Since the Traffic and Parking By-law 2014-059 came into effect, including its amending By-laws 2014-105, 2016-061, 2018-105, 2019-042, 2020-026 and 2020-055, there have been several new changes to field conditions. These are a result of the on-going housekeeping and maintenance activities, as well as changes due to development, construction changing traffic patterns or other By-laws. Proposed updates to the respective Schedules of By-law 2014-059 are included in Attachment 1.

2. Overview of changes to Schedules 1, 2, 9, 10, 12 and 17

- 2.1. Schedule 1 – No Stopping

Changes include:

- Cove Road and Cedar Crest Beach Road intersection area – Housekeeping adjustment of No Stopping signage to more accurately reflect field conditions, at the request of Municipal Law Enforcement Officers (MLEO).
- King Lane at M. J. Hobbs School – As an indirect result of King Lane reconstruction, and in discussion with the school principal, field conditions were adjusted to permit more drop off/pick up space on the east side of King Lane, due to the shoulder being more suitable for stopping, while restricting stopping on west side, due to the school driveways, bus access, recent ditch work and future traffic signals at Taunton Road.
- Parkway Crescent at St. Joseph Elementary School – Adjustment of parking and stopping restrictions due to school related traffic, as discussed with school officials, residents in the immediate area and MLEO. The school offers no parking on-site and has been utilizing the existing paved boulevard for drop off/pick up. Changes include replacing some of the No Stopping areas with No Parking, to allow drop off/pick up of students on the school side without violating

the By-law. Changes also include new schooltime No Stopping restrictions on north side, as requested by residents in the immediate area.

2.2. Schedule 2 – No Parking

Changes include:

- Cove Road – Housekeeping change to the schedule entry to better reflect the limits of existing No Parking restriction.
- Parkway Crescent at St. Joseph Elementary School – Adjustment of parking and stopping restrictions due to school related traffic, as discussed with school officials, residents in the immediate area and MLEO. The school offers no parking on-site and has been utilizing the existing paved boulevard for drop off/pick up. Changes include replacing some of the No Stopping areas with No Parking, to allow drop off/pick up of students on the school side without violating the By-law.
- Port Darlington Road – New No Parking restrictions, as a result of increased activity at East Beach Park and due to COVID-19.
- Stuart Road – Housekeeping addition due to sightlines along the inside of the curve, as identified by residents.
- West Beach Road – New No Parking restrictions, as a result of increased activity at West Beach Park and due to COVID-19.

2.3. Schedule 9 – Through Highways

Changes include:

- Housekeeping changes to through highway sections due to several All Way Stop intersections being added.

2.4. Schedule 10 – Stop Signs

Changes include:

- New All Way Stop intersections installed at the following locations:
 - George Reynolds Drive at Devondale Street (as directed by Council)
 - Prestonvale Road at Robert Adams Dr/Phair Avenue (as directed by Council)
 - Yorkville Drive at Granville Drive (monitored and identified by staff)

2.5. Schedule 12 – Maximum Rate of Speed on Highway

Changes include:

- Darlington Boulevard – speed limit reduced to 40 km/h (as directed by Council)
- West Beach Road – speed limit reduced to 20 km/h (as directed by Council)

2.6. Schedule 17 – Turning Movements Prohibited

Changes include:

- Parkway Crescent at St. Joseph Elementary School – New No U-Turn restrictions along school frontage, as discussed with school officials, residents in the immediate area and MLEO. The school offers no parking on-site and has been utilizing the existing paved boulevard for drop off/pick up. U-Turns are compromising the safety of others complying with the established procedures, as well as causing damage to residents' frontages and driveways.
- Pebblestone Road – New No U-Turn restriction at a private driveway due to conflict with traffic related to Witzke's Greenhouses

3. Concurrence

This report has been reviewed by the Municipal Clerk and the Municipal Solicitor who concur with the recommendations.

4. Conclusion

It is respectfully recommended that Council accept the proposed changes to the Schedules, as detailed in Attachment 1.

Staff Contact: Slav Potrykus, Traffic Coordinator, 905-623-3379 x2315 or
SPotrykus@clarington.net.

Attachments:

Attachment 1 – Red-line version of Revised Schedules

Attachment 2 – Bylaw to Report PWD-001-21

Interested Parties:

There are no interested parties to be notified of Council's decision.