

**To:** COUNCIL

**Meeting Date:** 09/14/21

**Subject:** Traffic & Parking Bylaw General Provision Updates

**Submitted By:** Kevin De Leebeeck, Director of Engineering

**Prepared By:** Julianna Petrovich, Transportation Engineering Technologist

**Report No.:** 21-243(CD)

**File No.:** C1101

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## Recommendations

THAT Report 21-243(CD) Traffic & Parking Bylaw General Provision Updates be received;

AND THAT Traffic & Parking By-Law 187-06 be amended to support signed parking restrictions where required in curves, adjacent to turn lanes and around traffic calming devices;

AND THAT Traffic & Parking By-Law 187-06 be amended to include Level 2 Pedestrian Crossovers;

AND FURTHER THAT the by-law attached to this report be passed.

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## Executive Summary

### Purpose

The purpose of this report is to request Council approval to amend the Traffic & Parking By-Law 187-06 with:

- Three new general conditions for signed parking restrictions in order to simplify and expedite the implementation of restrictions at problem locations.
- Provisions and a Schedule for Level 2 Pedestrian Crossovers to legally require drivers to stop for pedestrians at roundabouts and future controlled crossing locations.

## Key Findings

- Traffic & Parking By-Law 187-06 currently has 12 conditions allowing the implementation of signed parking restrictions without location specific Council approval.
- Three additional location types have been identified that routinely require the removal of parking in limited areas to facilitate traffic movement and visibility.
- In some locations parking in a curve can limit vehicle maneuvering and obstruct visibility of driveways, cyclists, pedestrians and oncoming traffic.
- Parking adjacent to turn lanes can obstruct traffic flow and reduce the efficiency of the intersection.
- Traffic calming devices frequently require supplemental parking removals to create variation in the road as well as travel lane narrowing or delineation where parked vehicles could obstruct the lane.
- As of January 1, 2016, pedestrian crossovers have been a legally enforceable traffic control requiring drivers to stop for pedestrians at designated locations. The Region of Waterloo has implemented these devices at roundabouts and some additional locations, it is desirable for the City to implement this type of control at roundabouts and potentially at other location types in the future.

## Financial Implications

- Any required signage costs would be funded through the operating budget.

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## Background

Traffic & Parking By-Law 187-06 Part V Section 4a permits the installation of posted parking restrictions on any City street under specific standard circumstances, in addition to those approved on an individual basis by Council or where delegated authority exists. Signs may be erected prohibiting parking on any section of City street which is:

- a public lane;
- adjacent to a traffic island;
- in a cul-de-sac along the turnaround;
- within 15 metres of the termination of a dead-end highway;
- in front of an emergency entrance to or exit from a hospital, theatre, auditorium or other building in which persons may be expected to congregate in large numbers;
- within 30 metres on either side of a bus stop;

- on that side of the highway where the same abuts onto the property of any public park or public playground;
- where there is a school, on both sides of the highway along the limit of land used for school purposes;
- within 15 metres on either side of an access to a multi-use trail;
- within 8 metres of any fire hall access on the side of the highway on which the fire hall is located and/or within 30 metres of such fire hall access on the opposite side of the highway;
- within 15 metres of an intersection; and
- within 30 metres of an intersection controlled by traffic control signals or a roundabout.

The addition of parking restrictions in any of these scenarios is done on a case by case basis.

Parking restrictions are often requested and implemented in curves to improve visibility and vehicle maneuvering space. This issue occurs frequently enough that it is now proactively reviewed through the subdivision process. There are currently requests for parking restrictions in bends on Kent Street, Langs Circle and Garth Massey Drive.

The general provisions of the Traffic & Parking By-Law 187-06 allow parking to be removed within 15 metres of an intersection, 30 metres if signalized. These restrictions address regular intersection operations but do not guarantee full utilization of turn lanes where present. The City has numerous intersection turn lanes that exceed the existing provisions with non-signalized turn lanes in excess of 80 metres, and signalized in excess of 150 metres in length, as well as non-intersection turn lanes which are not covered under any provision. There is currently a request to restrict parking for the length of the left turn lane from Munch Avenue onto Hespeler Road which extends 72 metres from the intersection.

Traffic Calming outside of capital projects is becoming more common through the City's Speed Management Program. Traffic calming devices often cannot be used directly adjacent to parking or utilize space that was previously used for parking. A repeating issue that has been raised through the use of Seasonal Traffic Calming signs is the need to eliminate parking directly adjacent to centreline signs as a larger vehicle parked in the parking lane can reduce the clearance for the travel lane forcing trucks and buses into the sign. While the signs are designed for impact this is not desirable for drivers or sign longevity.

As of January 1, 2016, pedestrian crossovers have been a legally enforceable traffic control requiring drivers to stop for pedestrians at designated locations. The Region of Waterloo has implemented these devices at roundabouts and some additional

locations. It is desirable for the City to implement this type of control at roundabouts and potentially at other location types in the future.

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## Analysis

### Strategic Alignment

PLACE: To take care of, celebrate and share the great features in Cambridge that we love and mean the most to us.

Goal #7 - Transportation and Infrastructure

Objective 7.2 Work with the Region and other partners to better coordinate the planning, communication and delivery of infrastructure (including roads and other transportation assets) in Cambridge.

Maintaining up to date traffic and parking regulations ensures the continued optimization of the road network within Cambridge.

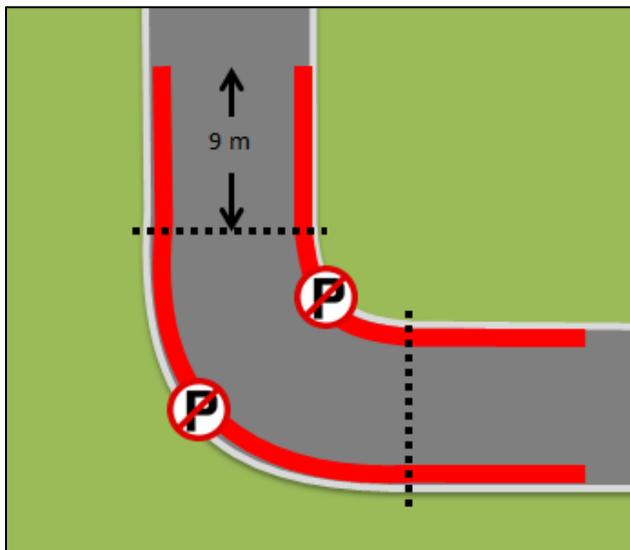
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## Comments

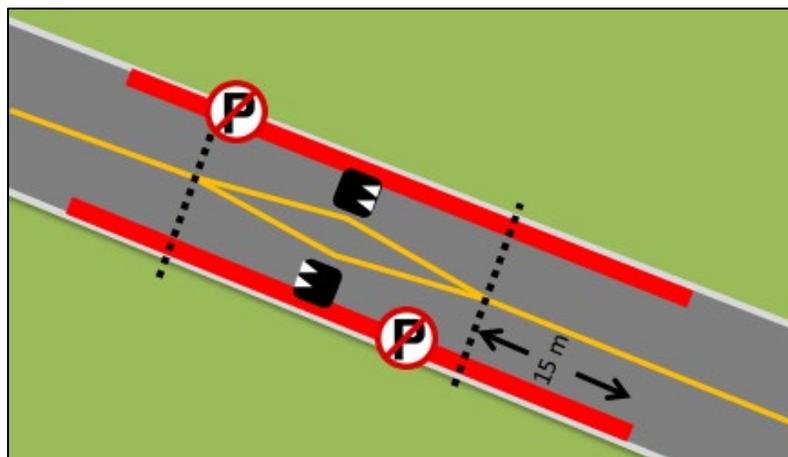
### New Provisions for Signed Parking Restrictions

It is proposed that the general provisions of the Traffic & Parking By-Law be amended to allow the installation of parking prohibitions in the following scenarios:

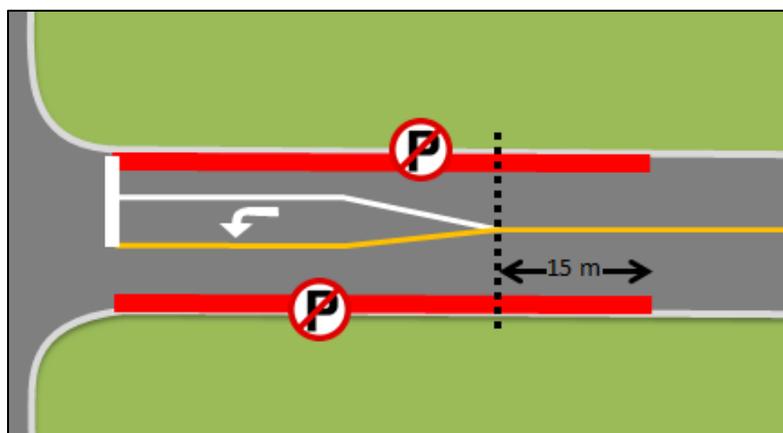
1) Within 9 metres of a curve. This provision would allow a signed parking restriction to be installed on one or both sides of a curve, extending up to 9 metres beyond the radius as shown below.



2) Within 15 metres on either side of a traffic calming device. This provision would allow a signed parking restriction to be installed on one or both sides of the road around a traffic calming installation, including pavement markings.



3) Within 15 metres of a turn lane. This provision would allow a signed parking restriction to be installed on one or both sides of the road up to 15 metres in advance of a turn lane.



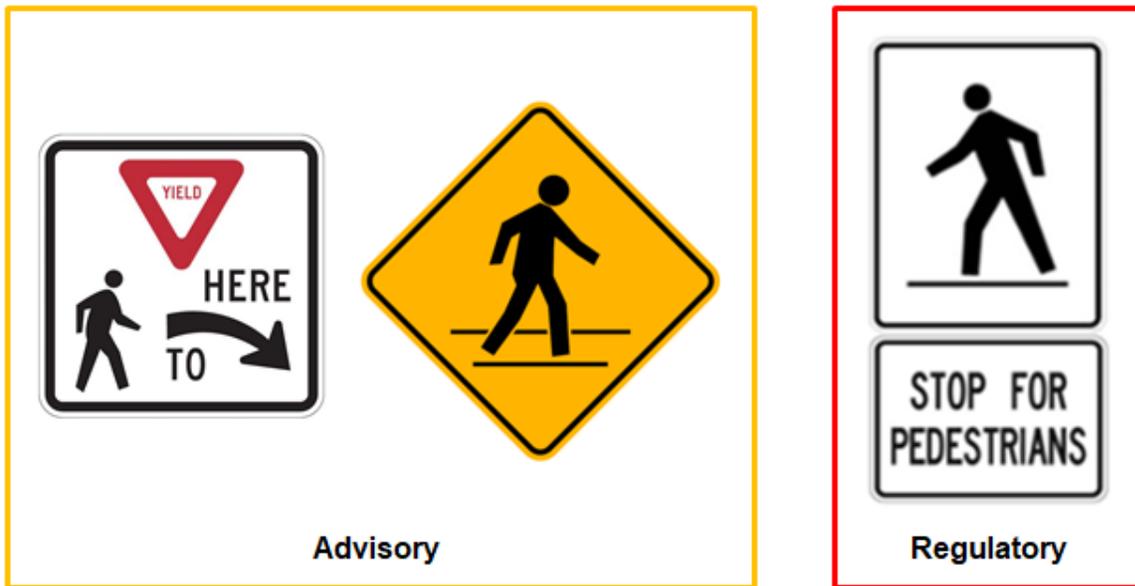
Adopting these provisions allows staff to address issues as they arise without requiring site specific Council approval.

To address existing requests for parking restrictions in bends on Kent Street, Langs Circle and Garth Massey Drive the amending By-law attached to this report includes these locations.

### **Pedestrian Crossovers**

Unless controlled by traffic signals, stop signs or crossing guards, crosswalks in the City do not grant pedestrians the right of way. This includes crosswalks at roundabouts which are currently signed with “yield to pedestrian” or pedestrian warning signs. The current signs encourage drivers to yield but carry no legal obligation to do so. It is

recommended that the City adopt regulatory Level 2 Pedestrian Crossovers for use at roundabouts and future midblock crossings as warranted by the Ontario Traffic Manual.



As a traffic control, Level 2 Pedestrian Crossovers should be included in the Traffic & Parking By-Law requiring a new Part and Schedule.

Should Council decide not to support the proposed amendments to the general provisions of Traffic & Parking By-Law, implementing parking restrictions along curves, adjacent to turn lanes and around traffic calming devices will continue to require individual Reports, limiting staff's ability to address these issues in a timely fashion as they arise.

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### Existing Policy/By-Law

Traffic controls and parking restrictions are regulated by Traffic and Parking By-Law 187-06. In order to support the regulations proposed in this report the general provisions of the by-law will require amendment and a new Schedule to support Level 2 Pedestrian Crossovers.

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### Financial Impact

Any required signage costs would be funded within the existing operating budget.

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### Public Input

Posted publicly as part of the report process.

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## Internal/External Consultation

There was no internal/external consultation undertaken.

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## Conclusion

Amending Traffic & Parking By-Law Part V Section 4a to allow the prohibition of parking within: 9 metres of a curve, 15 metres of a traffic calming device, and 15 metres of a turn lane, will facilitate a faster response to standard situations where parking interferes with traffic operations.

City adoption of Level 2 Pedestrian Crossovers promotes safety and accessibility for pedestrians.

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## Signature

### Division Approval

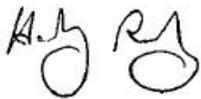


**Name: Kevin De Leebeeck**  
**Title: Director of Engineering**

Reviewed by the CFO

Reviewed by Legal Services

### Departmental Approval



**Name: Hardy Bromberg**  
**Title: Deputy City Manager, Community Development**

### City Manager Approval



**Name: David Calder**  
**Title: City Manager**

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## Attachments

- By-Law Amendment to Traffic & Parking By-Law 187-06



## BY-LAW NO. XXX-XX

of the

## CORPORATION OF THE CITY OF CAMBRIDGE

Being a by-law of the Corporation of the City of Cambridge to amend By-law 187-06 being a By-law for the regulation of Traffic and Parking.

**WHEREAS** the Council of the Corporation of the City of Cambridge passed By-law No. 187-06 on the 18th day of September, 2006.

**AND WHEREAS** the *Municipal Act, 2001*, S.O. 2001, c.25, Section 11(3), authorizes the passing of by-laws regulating traffic and parking on highways;

**AND WHEREAS** it is deemed expedient to amend By-law No. 187-06.

**NOW THEREFORE BE IT RESOLVED THAT** the Corporation of the City of Cambridge enacts as follows:

1. THAT Part II of By-law No. 187-06 be amended by renaming PART XXI – PENALTIES as PART XXII – PENALTIES
2. THAT By-law No. 187-06 be amended by replacing Part XXI – PENALTIES, Section 1.d. with the following:
  - d. Notwithstanding Part XXII, Section 1a. of this By-law, any person violating any of the provisions of Parts VII, VIII, IX, X, XI, XII, XIII, XIV, XV, XVI, Section 1 of Part XVII, Parts XVIII, XIX, XX and Part XXI of this By-law is guilty of an offence and shall be subject to the penalty provided for such violation in the *Highway Traffic Act*.
3. THAT By-law No. 187-06 be amended by adding the following:

**PART XXI – PEDESTRIAN CROSSOVERS**

1. When an authorized sign is on display, establishing a “Level 2 Pedestrian Crossover” is on display on any highway named or described in Schedule 28 of this By-law, any location set out therein is designated as a Level 2 Pedestrian Crossover
4. THAT By-law No. 187-06 be amended by adding Schedule 28 as attached.
5. THAT Part V, Section 4.b) of By-law No. 187-06 be amended by adding the following:
  - (xiii) within 9 metres of a curve

(xiv) within 15 metres on either side of a traffic calming device

(xv) within 15 metres of a turn lane

6. THAT Schedule 1, "No Parking", Part V of By-law No. 187-06 is hereby amended by **removing** the following:

HIGHWAY	SIDE	FROM	TO	TIME(S) DAYS
Hardcastle Drive	south/west	Freure Drive	Kent Street	anytime

7. THAT Schedule 1, "No Parking", Part V of By-law No. 187-06 is hereby amended by **adding** the following:

HIGHWAY	SIDE	FROM	TO	TIME(S) DAYS
Hardcastle Drive	south/west	Freure Drive (north intersection)	60m east of Cox Street	anytime
Hardcastle Drive	north/east	40m west of Cox Street	100m west of Cox Street	anytime
Hardcastle Drive	north	Freure Drive (south intersection)	140m west thereof	anytime
Hardcastle Drive	south	Kent Street	Freure Drive (south intersection)	anytime
Kent Street	east	114m north of Cedar Street	150m north of Cedar Street	anytime
Munch Avenue	north	Hespeler Road	60m east of Hespeler Road	anytime

8. THAT this by-law shall come into full force and effect upon the final passing thereof.

ENACTED AND PASSED THIS 14TH DAY OF SEPTEMBER, 2021, A.D.

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MAYOR

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CLERK

**TRAFFIC AND PARKING BY-LAW NUMBER 187-06  
SCHEDULE '28'  
PART XXI**

**LEVEL 2 PEDESTRIAN CROSSOVERS**

<b>HIGHWAY</b>	<b>LOCATION</b>	<b>AMENDING BY-LAW NO.</b>
Baldwin Drive	north side of Horton Walk	
Baldwin Drive	south side of Horton Walk	
Compass Trail	west side of Equestrian Way	
Equestrian Way	east side of Ridge Road	
Equestrian Way	north side of Compass Trail	
Equestrian Way	south side of Compass Trail	
Equestrian Way	west side of Ridge Road	
Fitzgerald Drive	west side of Wesley Boulevard	
Green Gate Boulevard	east side of Nottingham Drive	
Green Gate Boulevard	west side of Nottingham Drive	
Horton Walk	east side of Baldwin Drive	
Horton Walk	west side of Baldwin Drive	
Knotty Pine Avenue	east side of Linden Drive	
Linden Drive	north side of Knotty Pine Avenue	
Linden Drive	north side of Rosebrugh Avenue	
Linden Drive	south side of Knotty Pine Avenue	
Linden Drive	south side of Rosebrugh Avenue	
Maple Bush Drive	east side of Wesley Boulevard	
Maple Bush Drive	west side of Wesley Boulevard	
Nottingham Drive	north side of Green Gate Boulevard	
Nottingham Drive	south side of Green Gate Boulevard	
Ridge Road	south side of Equestrian Way	
Rosebrugh Avenue	east side of Linden Drive	
Wesley Boulevard	north side of Fitzgerald Drive	
Wesley Boulevard	north side of Maple Bush Drive	

TRAFFIC AND PARKING BY-LAW NUMBER 187-06  
SCHEDULE '28'  
PART XXI

**LEVEL 2 PEDESTRIAN CROSSOVERS**

<b><u>HIGHWAY</u></b>	<b><u>LOCATION</u></b>	<b><u>AMENDING BY-LAW NO.</u></b>
Wesley Boulevard	south side of Fitzgerald Drive	
Wesley Boulevard	south side of Maple Bush Drive	