



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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Attachments: 1. Attachment A_Bylaw 2898 - Streets and Traffic Regulation Update (May 2017)

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6/12/2017	1	Council	approved	Pass

REQUEST FOR DECISION

DATE: June 12, 2017

Report No. EPW-17-026

TO: Laurie Hurst, Chief Administrative Officer

FROM: Jeff Miller, Director of Engineering and Public Works

SUBJECT:

Repeal of Streets and Traffic Regulation Bylaw, 2005, No. 2607 and First, Second, Third Reading of Streets and Traffic Regulation Bylaw, 2017, No. 2898.

RECOMMENDATION:

That Council:

- a. Repeals Streets and Traffic Regulation Bylaw, 2005, No. 2607; and
- b. Gives first, second and third reading of the Streets and Traffic Regulation Bylaw, 2017, No. 2892.

RELEVANT POLICY:

Streets and Traffic Regulation Bylaw, 2005, No. 2607
Streets and Traffic Regulation Bylaw, 2017, No. 2898

STRATEGIC RELEVANCE:

Healthy and Liveable Community - Ensure multi-modal traffic strategies consider and reflect business and residential growth and development.

Well Managed and Maintained Infrastructure - Identify Infrastructure repair and proactively plan for replacement needs.

BACKGROUND:

The Streets and Traffic Regulation Bylaw is a bylaw that looks at the administration and regulation of multi-modal transportation within the road corridors of the Township. It provides the statutes that assist or complement other legislation (i.e. Motor Vehicle Act) along with the authority to act to various parties (i.e. Municipal Engineer, Chief Constable). The current bylaw was passed in 2005 and has seen 10 updates over its life. Based on its age and the consolidated changes that have been applied to the bylaw, it is now time to repeal the 2005 bylaw and pass a new bylaw that includes all the updates. See Attachment A.

ISSUES:

1. Rationale for Selected Option

The 2017 bylaw has a number of changes incorporated into it. The first overall change is the incorporation of the 10 updates into the bylaw. Currently these updates are appended to Bylaw 2607 but do not form part of the original bylaw. Some of these updates form a significant portion of how the bylaw is applied and should be included in the wording of the bylaw.

The second overall change was to modify the language in the bylaw so that the bylaw can refer to and utilize the powers and direction from other bylaws. This modification saw the removal of reference to specific sections of other bylaws and Acts and replaced with generalized reference. This will allow the new bylaw to continue to utilize these other bylaws and Acts without continually updating itself if the other bylaws or Acts are modified.

Two new clauses were added to the 2017 bylaw. These included the provision of a no stopping restriction at intersections and allowing bicycles operators to remain mounted when crossing various crosswalks.

The first clause (Part IV, Division 1, Section 14 (q)) of the no stopping restriction at intersections will see no stopping zones created on each leg of an intersection. This zone will be approximately nine metres long. The change will ensure that there is sufficient space for two lane traffic on each leg (i.e. turning maneuvers of various sized vehicles) and help ensure sight lines are kept clear so that users of the road corridor have an understanding of multi-modal traffic at each intersection. These no stopping zones will be denoted by curb painting only.

Under the Motor Vehicle Act, it is illegal for a bicycle operator not to dismount when utilizing a cross walk unless allowed by bylaw. This clause in our bylaw (Part V, Division 5, Section 130 (2a)) will allow the bicycle operator the option of staying mounted over several crosswalks along the E & N Bike Trail. The bicycle operator is still responsible for the safe operation of their bicycle and to obey other rules and regulations of the road corridor. The locations that this clause will be applied to are:

- Admirals Road and Colville Road
- Intervale Avenue
- Hutchinson Road

- Lampson Street
- Devonshire Road and Fairview Road

By repealing the 2005 bylaw and passing the 2017 bylaw that incorporates these updates, the Township will have a bylaw that provides for the current standards of general operation of multi-modal transportation within the road corridors.

2. Organizational Implications

The repeal of the consolidated 2005 bylaw and the passing of the 2017 bylaw will not have any significant impact on Township operations. The two bylaws are very similar in nature with only minor additions to the 2017 bylaw. The implementation of the new clauses will require additional work to implement. This work will be contracted out as it exceeds the capacity of Public Works to carry out in a one time operation. Once the work has been completed, the maintenance of the no stopping zones and crosswalks will be incorporated into the operations of Public Works which will be within their capacity limits.

3. Financial Implications

There are no significant implications for the repeal and passing of the bylaws. The funds for carrying out the two new clauses were approved by Council on April 24, 2107 (see Staff Report EPW-017-011). The maintenance of the no stopping zones and crosswalks will see a minor increase in the operational budget. This increase will be to purchase additional paint supplies.

4. Sustainability & Environmental Implications

There is no sustainability or environmental implications to the repeal and passing of the bylaws.

5. Communication & Engagement

Once Council has approved repeal and passing of the bylaws, the Streets and Traffic Bylaw will be updated on the Township's web site and hardcopies of the bylaw will be available from staff.

ALTERNATIVES:

1. That Council:
 - a. Repeals Streets and Traffic Regulation Bylaw, 2005, Bylaw No. 2607,
 - b. Gives first, second and third reading of the Streets and Traffic Regulation Bylaw, 2017, Bylaw No. 2898.
2. That Council:
 - a. Does not repeal Streets and Traffic Regulation Bylaw, 2005, No. 2607,
 - b. Does not give first, second and third reading of the Streets and Traffic Regulation Bylaw, 2017, No. 2898.
3. That Council:
 - a. Repeals Streets and Traffic Regulation Bylaw, 2005, Bylaw No. 2607,
 - b. Gives first, second and third reading of the Streets and Traffic Regulation Bylaw, 2017, Bylaw No. 2898 with modifications as per Council.

