

Municipality of Chatham-Kent
Infrastructure and Engineering Services
Engineering Division

To: Mayor and Members of Council
From: Siddharth Dhiman, Project Manager, Transportation
Date: December 9, 2024
Subject: Traffic and Parking By-law Update for Subdivisions in Chatham-Kent

Recommendation

It is recommended that:

1. The Traffic and Parking By-law 245-2004 be amended as attached in Appendix A.

Background

The Municipality's Traffic and Parking By-law 245-2004 identifies traffic regulations and on-street parking regulations for municipal streets.

A number of recently completed subdivisions have added new streets or extended existing streets to the Municipality's road network. Staff have completed a review of these locations to identify appropriate updates required to the Municipality's traffic and parking regulations for these new and extended roadways.

The subdivisions reviewed and addressed in this report are listed in Table 1 below. Location maps are provided in Appendix B.

Table 1: List of New and Recently Constructed Subdivisions

| Number | Subdivision or Project Name | Community |
|---------------|------------------------------------|------------------------|
| 1 | Paulus Phase 2 | Community of Tilbury |
| 2 | County Crossing Phase 4 | Community of Tilbury |
| 3 | Albert Avenue Extension | Community of Ridgetown |
| 4 | Friendship Way | Community of Wheatley |
| 5 | Yellow Bridge | Community of Wheatley |
| 6 | Lanz Boulevard | Community of Blenheim |
| 7 | Mihalco Phase 2A | Community of Blenheim |

| | | |
|----|----------------------------|-----------------------|
| 8 | Nazarene Phase 1 | Community of Blenheim |
| 9 | Blenheim Business Park | Community of Blenheim |
| 10 | Rolling Acres | Community of Dresden |
| 11 | Parkside Industrial Park | Community of Chatham |
| 12 | Bloomfield Business Park | Community of Chatham |
| 13 | Daylight Point | Community of Chatham |
| 14 | Eventide Place | Community of Chatham |
| 15 | Bloomington Way | Community of Chatham |
| 16 | Groves | Community of Chatham |
| 17 | Tuscany Trail | Community of Chatham |
| 18 | Midwood | Community of Chatham |
| 19 | Tweedsmuir North | Community of Chatham |
| 20 | Harwood | Community of Chatham |
| 21 | Keil Drive South Extension | Community of Chatham |
| 22 | Bordeaux Place | Community of Chatham |
| 23 | Summerset Place | Community of Chatham |
| 24 | Keil Trail North | Community of Chatham |
| 25 | Twilight Trail | Community of Chatham |
| 26 | Sugar Beet | Community of Chatham |
| 27 | Landings | Community of Chatham |
| 28 | Bloomfield Heights | Community of Chatham |

Comments

On-street Parking Regulations

Updates to on-street parking regulations were identified based on the following general principles:

- On straight segments: Provide enough clear width to accommodate expected traffic. This ensures that traffic can flow smoothly and safely without congestion, allowing for efficient movement of vehicles in both directions.
- On low-speed, low-volume residential streets (typically short cul-de-sacs) a single lane to serve both directions of traffic is considered acceptable. In these situations, vehicles will yield to opposing traffic by turning out where space is

available, such as at driveways. This arrangement works well on streets with limited traffic and slower speeds, where occasional yielding or maneuvering ensures minimal disruption and maintains safe passage for all vehicles.

- For streets not falling under the categories above, recommendations have been made to provide sufficient space for vehicles traveling in opposing directions to pass unimpeded. This helps maintain traffic flow and ensures that on-street parking does not impede the movement of vehicles, particularly on busier streets where clear passage is necessary for safety and efficiency.
- Turning Bulbs: To accommodate larger vehicles, such as snowplows and garbage trucks, it is crucial to provide sufficient clear area at turning bulbs. These vehicles require adequate space to maneuver safely and efficiently, particularly during winter months when snow removal is necessary. Ensuring this clear area will help prevent blockages and allow essential services to operate without obstruction.
- On curves, parking will be restricted on the inside of the curve as needed to maintain proper sightlines. This is necessary to ensure that drivers can see oncoming traffic and navigate safely, particularly at higher operating speeds. Restricting parking in these areas allows for a wider, unobstructed view, reducing the risk of accidents and ensuring smoother traffic flow.

By-law amendments for parking regulations were previously incorporated for some of the subdivisions noted in Table 1, however in some instances parking signage has not yet been installed and has been subject to build-out of the residential areas and increases in traffic and parking in these neighbourhoods. By-law amendments have been included in Appendix A for the balance of new or recently constructed subdivisions noted in Table 1. These updates include subdivisions that are currently under construction and/or not yet assumed by the Municipality, to proactively plan for the implementation of these parking regulations.

For subdivisions that the Municipality has assumed, it is anticipated that the parking regulatory signs will be installed through Q1 and Q2 2025. To facilitate the transition and minimize potential confusion, advanced communication measures will be implemented. This will include providing notifications to residents in each neighbourhood, such as door hangers, to inform them of updates to parking regulations before changes are implemented and enforced. This proactive approach aims to maintain transparency and ensure residents are informed about the upcoming adjustments.

Specific recommendations for each neighbourhood are shown graphically in Appendix D.

Table 2 – By-Law Amendments for Parking Regulatory Changes in New or Recently Constructed Subdivisions

| Number | Subdivision or Project Name | Community |
|---------------|------------------------------------|------------------------|
| 1 | Paulus Phase 2 | Community of Tilbury |
| 2 | County Crossing Phase 4 | Community of Tilbury |
| 3 | Albert Avenue Extension | Community of Ridgetown |
| 4 | Lanz Boulevard | Community of Blenheim |
| 5 | Mihalco Phase 2A | Community of Blenheim |
| 6 | Nazarene Phase 1 | Community of Blenheim |
| 7 | Blenheim Business Park | Community of Blenheim |
| 8 | Rolling Acers | Community of Dresden |
| 9 | Parkside Industrial Park | Community of Chatham |
| 10 | Bloomington Way | Community of Chatham |
| 11 | Midwood | Community of Chatham |
| 12 | Tweedsmuir North | Community of Chatham |
| 13 | Harwood | Community of Chatham |
| 14 | Keil Drive South Extension | Community of Chatham |
| 15 | Keil Trail North | Community of Chatham |
| 16 | Twilight Trail | Community of Chatham |
| 17 | Sugar Beet | Community of Chatham |
| 18 | Landings | Community of Chatham |
| 19 | Bloomfield Heights | Community of Chatham |

Traffic Regulations

To enhance road safety and ensure consistent traffic management, stop signs are to be provided as needed to clearly define the right of way at all intersections. This measure aims to prevent confusion among drivers and reduce the risk of accidents caused by ambiguity regarding priority at intersections. The placement of stop signs is guided by the Ontario Traffic Manuals (OTM), ensuring they are strategically positioned where they are most effective. By clearly delineating right of way rules, these signs contribute to safer and more efficient road use for all users, including motorists, cyclists, and pedestrians. Where roads have been constructed and assumed by the Municipality and are opened to vehicular traffic, stop signs are being implemented as required to ensure appropriate controls are provided. The required by-law amendments are included in Appendix A to reflect these changes.

Implementation

To ensure that the workload associated with the recommended signage changes is manageable, signs will be installed through Q1 and Q2 2025. Notification (in the form of door hangers, letters, etc.) will be provided to each street prior to the installation of signage.

Council Term Priorities

This report supports the following Council Term Priorities:

| | | | |
|---|---|--|---|
|  |  |  |  |
| Deliver Excellent Service | Promote Safety & Well-Being | Grow Our Community | Ensure Environmental Sustainability |
| | | 2b, 2e | 5c |

Consultation

The Planning Services and Public Works Divisions were consulted in the preparation of this report.

Communication

Communication is proposed to be through the inclusion of this report on the Council agenda and minutes. Notifications will be distributed to residents in each neighborhood prior to implementing new parking signage to ensure that residents are informed before restrictions and changes to parking regulations are implemented.

Diversity, Equity, Inclusion and Justice (DEIJ)

The report recommendations are expected to provide road safety improvements that will benefit all members of the public, but especially members of equity-deserving groups particularly vulnerable to motor vehicle collision injury – or to more higher injury severity than average – including children, the elderly, and people with certain physical disabilities.

Financial Implications

The report identifies the need for approximately 355 new “No Parking” sign installations. The estimated total cost for completing this signage work is \$85,200.

This work will be funded from the Miscellaneous Traffic Projects Capital Account, which has sufficient funds to complete this work.

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Attachments:

Appendix A - Amendments to Traffic and Parking By-Law 245-2004

Appendix B – Overview Maps

Appendix C – Maps of Existing Traffic and Parking Regulations

Appendix D – Maps of Recommended Traffic and Parking Regulations