
REPORT TITLE: Peel Region Traffic By-law 15-2013 Amendments

FROM: Kealy Dedman, Commissioner of Public Works

RECOMMENDATION

- 1. That the amendments to Peel Region’s Traffic By-law 15-2013 as outlined in the report of the Commissioner of Public Works, listed on the June 22, 2023 Regional Council agenda titled “Peel Region Traffic By-law 15-2013 Amendments”, be approved; and**
- 2. That the necessary amending by-law be presented for enactment.**

REPORT HIGHLIGHTS

- Various amendments to Peel Region’s Traffic By-law 15-2013 are required to reflect the ongoing changes to the road network; these amendments are considered housekeeping in nature.
- Regulatory signage changes have been implemented on Peel’s Regional Road system through capital road projects, developments, transit projects, community safety initiatives, etc.
- By-law amendments are required to support associated signage changes with respect to parking and stopping prohibitions, speed limits, truck restrictions, reserved bus lanes and more.
- Amendments will take effect on June 22, 2023.
- The proposed amendments will not impact any existing set fines, nor will they require any changes to the Traffic By-law 15-2013 Set Fines list.

DISCUSSION

1. Background

Peel Region’s Traffic By-law 15-2013 (the “Traffic By-law”) was enacted on January 24, 2013, to provide a consolidated suite of by-laws that regulate traffic on roads under the jurisdiction of Peel Region.

Signage changes require by-law amendments periodically to keep pace with ongoing changes in the community. These amendments are considered housekeeping in nature and required to support various projects, programs and initiatives directed by Council.

New and amended traffic signs are installed on Regional roads through capital road projects, developments, transit projects, community safety initiatives, etc. The signage reflects new requirements for parking and stopping prohibitions, speed limits, truck restrictions, turning movement prohibitions, reserved bus lanes, left turn signals, lane designations, and more.

Peel Region Traffic By-law 15-2013 Amendments

The purpose of this report is to seek various amendments to Peel Region's Traffic By-law 15-2013 required to reflect changes to the road network.

2. Municipal Sign Requirements

The *Municipal Act, 2001* grants municipalities the power to pass by-laws which includes traffic and parking on roadways. Municipal traffic by-laws must be consistent with the signage posted on the roads (and with the *Highway Traffic Act*) to support enforcement of infractions. All proposed amendments to the Traffic By-law are included in Appendix I.

3. Set Fines

The proposed amendments to the Traffic by-law will not impact any existing set fines nor require any changes to the Traffic By-law 15-2013 Set Fines list.

RISK CONSIDERATIONS

Failure to maintain current by-laws would impact Peel Region's ability to enforce restrictions with respect to parking, speed limits and traffic on Peel Region roads.

BILL 112 RISKS AND IMPLICATIONS

On May 18, 2023, the Province introduced Bill 112, The Hazel McCallion Act (Peel Dissolution), 2023. The Bill has subsequently passed its third reading. Upon Royal Assent, the Act will dissolve the Region of Peel and make the Cities of Brampton and Mississauga and the Town of Caledon single-tier municipalities, effective January 1, 2025. The proposed legislation provides for the establishment of a Transition Board to make recommendations on implementing the restructuring. Details of the transition including matters as they relate to Regional roles and responsibilities are not known at this time and are to be addressed in future reporting to Regional Council. Additional assessment to support the transition under Bill 112 will be provided as further details become known.

Through the recommendations of this report, the proposed By-law amendments reflects the appropriate regulatory traffic changes on Regional road network, thereby minimizing any added risk to the corporation.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

Amendments are required to Peel's Traffic By-law (15-2013) to reflect the regulatory sign changes on the Regional road network as a result of capital road projects, developments, transit projects, and community safety initiatives, etc.

Peel Region Traffic By-law 15-2013 Amendments

APPENDICES

Appendix I – Proposed Amendments



Kealy Dedman, Commissioner of Public Works

Authored By: Kyle, Van Boxmeer, Specialist, Traffic Operations