
HALDIMAND COUNTY

Report ENG-04-2020 Jarvis Meadows Subdivision - Regulatory Signage By-laws



For Consideration by Council in Committee on September 15, 2020

OBJECTIVE:

To amend the current Rate of Speed and Stop Control by-laws to include the regulatory signage required for the new roads constructed in Phases 1-3A of the Jarvis Meadows subdivision in Jarvis.

RECOMMENDATIONS:

1. THAT Report ENG-04-2020 Jarvis Meadows Subdivision - Regulatory Signage By-laws be received;
2. AND THAT Haldimand County Rate of Speed By-law 1942/18 Schedule "A", be amended as outlined in Report ENG-04-2020;
3. AND THAT Haldimand County Stop Control By-law 1955/18 Schedule "A" – Jarvis, be amended as outlined in Report ENG-04-2020.

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Reviewed by: Kristopher R Franklin, Manager, Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager of Engineering & Capital Works

Approved: Craig Manley, MCIP, RPP, Chief Administrative Officer

EXECUTIVE SUMMARY:

The County has recently granted preliminary acceptance for the newly constructed roads in Phases 1, 2 and 3A of the Jarvis Meadows Subdivision and the Highway Traffic Act (HTA) requires that the regulatory signage must be enacted by municipal by-law. In order to do this the Consolidated Rate of Speed and Stop Control by-laws need to be amended to include the new roads in the subdivision.

BACKGROUND:

Phases 1, 2 and 3A of the Jarvis Meadows Subdivision includes 1.3 kilometres of new roads requiring regulatory signage. The Highway Traffic Act (HTA) requires that the Rate of Speed By-law, and Stop Control By-law be amended to include the regulatory signage for the new roads.

ANALYSIS:

Rate Of Speed

The County has previously by-lawed the rate of speed for Phases 1 and 2 of Jarvis Meadows Subdivision through Rate of Speed By-law 1942/18. McKeen Street in Phases 3A will be added by making the following amendment to the Rate of Speed By-law 1942/18:

Rate of Speed By-law 1942/18 Schedule "A" – Maximum Rate of Speed to Add

Highway	From	To	Maximum Rate of Speed
McKeen Street	Craddock Boulevard	Lafayette Street East	50 km/h

Stop Control

The HTA allows for Municipal Councils to implement stop conditions at intersections of highways under its jurisdiction. A by-law must be enacted for the eight stop control locations in Phases 1, 2 and 3A of the Jarvis Meadows Subdivision as shown in Attachment 1.

To enact the stop controls for the subdivision the following amendments to Stop Control By-law 1955/18 are required:

Stop Control By-law 1955/18 Schedule "A" – Jarvis to Add

Street	Intersection (at)	Traffic Direction
Saunders Drive	Lafayette Street East	Northbound
Saunders Drive	Talbot Street East	Southbound
Davey Court	Lafayette Street East	Northbound
Lafayette Street East	Craddock Boulevard	Westbound
Mary Jane Lane	Lafayette Street East	Eastbound
Mary Jane Lane	Craddock Boulevard	Westbound
McKeen Street	Lafayette Street East	Eastbound
McKeen Street	Craddock Boulevard	Westbound

FINANCIAL/LEGAL IMPLICATIONS:

Not applicable.

STAKEHOLDER IMPACTS:

Not applicable.

REPORT IMPACTS:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

ATTACHMENTS:

1. Map of Stop Controlled Intersections in Jarvis Meadows Subdivision.