

APPENDIX F

TRAFFIC BYLAW WORKING GROUP – TEE INTERSECTIONS

- Section(s):** PART IV - No Stopping, 36.(1) and Schedule “D”
- Purpose:** To prevent vehicles from block pedestrian ramps and sight lines at tee-intersections.
- Existing:** 36. (1) No person shall stop a vehicle:
- (a) on any street where stopping is prohibited by display of an appropriate sign, except those vehicles or classes of vehicles specifically permitted by signs.
 - (b) on any street designated by signs as a bus stop between those signs or between a sign and the corner of the block in the direction of the arrow displayed on the sign;
 - (c) in a traffic lane of any street, except where directed by Police or traffic control device;
 - (d) in any alley within two metres of any property access.
 - (e) within 10 metres of a street intersection, as measured in accordance with Schedule “D”, unless permitted by the presence of a parking meter or sign;
 - (f) within 2 metres of a fire hydrant, measured parallel to the curb, as measured in accordance with Schedule “D”;
 - (g) within 5 metres of any railway track, as measured in accordance with Schedule “D”;
 - (h) within 10 metres of a painted pedestrian crosswalk, as measured in accordance with Schedule “E”;
 - (i) within 3 metres of an alley intersection, as measured in accordance with Schedule “F”;
 - (j) within 2 metres of any curb crossing, as measured in accordance with Schedule “F”;
 - (k) on any portion of a bicycles only lane or bicycle lane buffer except where directed by a police officer or traffic control device or as may be permitted by subsection 9.1(2) of this Bylaw.

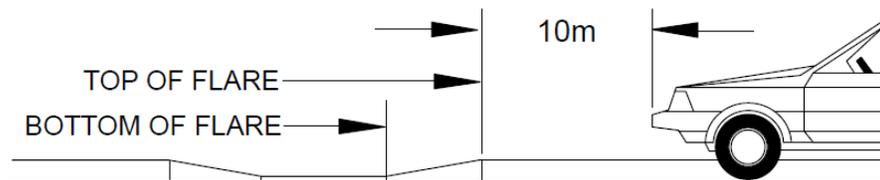
Proposed: It is proposed that section 36. (1) be amended to include the following addition:

- (l) within 10 metres of a pedestrian ramp at tee-intersection, as measured in accordance with Schedule "D"

It is proposed that the following drawing be added to Schedule D:

PARKING NEAR A PEDESTRIAN RAMP

(as provided for in Section 36)



AT A TEE INTERSECTION

Discussion: The City currently provides no stopping areas from corners at normal intersections, ensuring pedestrians have access to the ramps and sight lines are clear. At tee-intersections, vehicles can park through the intersection block pedestrian ramps and leaving no sight lines for pedestrians. The current state of parking at tee-intersection is not accessible for pedestrian with disabilities or for any pedestrians needing the use of a ramp.

In the past the design standards did not include pedestrian ramps at tee-intersection. In recent years, the new standards have at least one ramp per tee-intersection. The issue can be addressed by installing a painted crosswalk, however this is not a viable solution for every tee-intersection. Best practices and industry standards recommend installing crosswalks at warranted intersections, meaning that there needs to be a certain volume of pedestrian and vehicular traffic to meet the criteria.

Enforcement: The enforcement would remain the same process and would be enforced like normal intersections by parking services.