



Staff Report for Committee of the Whole Meeting

Date of Meeting: April 23, 2018

Report Number: SRPRS.18.039

Department: Planning and Regulatory Services
Division: Development Engineering and Transportation

Subject: **SRPRS.18.039 – Neal Drive – Response to Request for Traffic Calming Measures**

Purpose:

To respond to the direction from Council for staff to investigate and report back on the feasibility and implications of implementing traffic calming measures on Neal Drive.

Recommendation(s):

- a) That Chapter 1030 of the Municipal Code (Community Safety Zone Designation) be amended to add the following:

Roadway	Limits of Community Safety Zone	Effective Time
Neal Drive	Crosby Avenue to Elgin Mills Road East	24 hours a day; 7 days a week

- b) That York Regional Police be notified of the new Community Safety Zone and be requested to provide the necessary enforcement; and
- c) That Schedule A of Chapter 1126 of the Municipal Code (Speed Restrictions - Roads) be amended by deleting the following:

Street	From	To
Neal Drive	McConvey Drive South	Taylor Mills Drive North
Neal Drive	South limit of South Taylor Mills Drive	North limit of Crosby Avenue

And by adding the following:

Street	From	To
Neal Drive	Crosby Avenue	Elgin Mills Road East

Contact Person:

Rob Cowie, Senior Traffic Analyst, 905-747-6455,

Richard Hui, Manager, Transportation, 905-771-5478 and/or

Dan Terziewski, Director, Development Engineering and Transportation, 905-747-6358

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Regulatory Services

Approved by: Neil Garbe, Chief Administrative Officer

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), Town Solicitor (as required), Commissioner, and Chief Administrative Officer. Details of the reports approval are attached.

Background:

This report has been prepared in response to the direction from Council for staff to investigate and report back on the feasibility of implementing traffic calming/speed humps/bumps on Neal Drive and the implications associated with their installation (see Appendix 1).

Neal Drive is a local residential road (8.5m pavement width, 20m right of way) with a north/south orientation, extending from Crosby Avenue to Elgin Mills Road, and is approximately 1km in length. There is a continuous sidewalk located along the east side of Neal Drive. The posted speed limit within the area of Crosby Heights Public School and Beverley Acres Public School is 40 km/h. In all other stretches of Neal Drive, the speed limit defaults to 50 km/h.

As noted above, there are two elementary schools located along Neal Drive (Crosby Heights Public School and Beverley Acres Public School) as well as one park (Skopit Park), which is located just south of Elgin Mills Road East (see Appendix 2). The speed limit adjacent to the park is also 50 km/h.

Existing traffic controls along Neal Drive include a traffic signal at Elgin Mills Road East and all-way stops at Taylor Mills Drive North, Taylor Mills Drive South and Crosby Avenue. All other intersections along Neal Drive have stop signs controlling the side streets. It is noted that Crosby Avenue, which is an east/west oriented residential collector road located at the south end of Neal Drive, is a designated Community Safety Zone.

Assessment:

Existing Speed and Volume Characteristics on Neal Drive

In November 2016, automatic traffic recorders (ATRs) were placed on Neal Drive at two locations to record traffic volumes and speeds. The results of the volume (rounded to the nearest 100) and speed surveys are shown below:

Neal Drive Section	24 Hour Volume (Vehicles)	Observed Average Speed (km/h)	Observed 85 th Percentile Speed (km/h)
Taylor Mills Drive South to Taylor Mills Drive North	2000	40	50
Taylor Mills Drive North to Elgin Mills Road East	3000	43	53

A review of the traffic data based on typical traffic engineering methodologies, does not reveal a significant speeding issue on Neal Drive. However, it is noted that the 85th percentile speed recorded within the Beverley Acres Public School area between Taylor Mills Drive South and Taylor Mills Drive North, which is posted at 40 km/h, is higher than what is desired for an elementary school area.

While most drivers are complying with the 50 km/h default speed limit, it is likely that the varying speed limit along Neal Drive (between 40 km/h and 50 km/h) is likely causing confusion for some motorists using Neal Drive and is a contributing factor to the non-compliance within the 40km/h zones.

In terms of traffic volumes, it is also noted that Neal Drive does carry higher volumes than a typical local residential road, and in terms of function, it is more characteristic of a residential collector road as it serves both schools and parks and provides connectivity between the internal local roadway system and Elgin Mills Road East, which is a Regional arterial road.

Implementation of Physical Traffic Calming Measures

Based on the information above, staff does not recommend the implementation of physical traffic calming measures along Neal Drive, including the installation of speed humps/bumps, as currently there are no significant speeding issues along Neal Drive, and the implementation of physical traffic calming measures will impact the current functionality of this road, and would potentially divert traffic onto alternate parallel minor routes such as Bluegrass Boulevard. The addition of physical traffic calming measures such as speed bumps would also impede operations for emergency services, winter maintenance operations, and transit service.

Instead, it is recommended that Neal Drive be considered for designation as a Community Safety Zone (CSZ). The Town of Richmond Hill has a Community Safety Zone policy for areas where there is a high volume of vulnerable pedestrian activity such as at schools, parks, playgrounds, and where there has been an observed pattern of violations under the Highway Traffic Act (HTA), or a high potential for conflicts or collisions with motor vehicles.

Community Safety Zones are recommended, in consultation with York Region Police; and achieve the objectives of the policy by:

- Reducing posted speed limits through the Community Safety Zone to 40 km/h;
- Providing enhanced enforcement and police presence;
- Doubling the fines for infractions; and
- Providing more visible signage to make motorists more aware of the posted speed limits, that fines are increased, and that they are entering a Community Safety Zone area where there are more vulnerable road users.

In this particular case, the introduction of a Community Safety Zone will also provide a uniform and consistent speed limit along the entire stretch of Neal Drive, minimizing confusion and assisting with compliance.

The Community Safety Zone Policy that was approved by Council provides a procedure for implementation of CSZ's and establishes warrants that have to be satisfied before a portion of road can be recommended for a Community Safety Zone. These warrants are as follows:

Warrant 1: Designated Areas of Special Concern requires that the proposed Community Safety Zone be a location where special concerns related to public safety are obvious to the road user. Examples of such special concern locations include elementary or secondary schools, daycare and community centers, parks, high pedestrian traffic areas, senior centers and residences, and also, road sections with high accident rates. This warrant also requires that a Community Safety Zone must be a minimum length of 0.5 kilometers to a maximum of 2.5 kilometers.

Warrant 2: Safety Warrant requires that the Community Safety Zone meets a minimum safety warrant. The Safety Warrant lists eight (8) risk factors that are considered key in assessing whether a candidate site shall be designated as a Community Safety Zone. Each risk factor has its own respective threshold range of values used in an overall point score evaluation process. For each risk factor, a point score from 1 to 3 is assigned depending on the specific threshold value. An overall point score is determined by totaling the point scores for all eight risk factors.

Currently, a minimum total of 15 points must be accumulated in order to satisfy the required safety warrant. Appendix 3 provides the threshold values for each risk factor and the associated scoring.

A review by staff has determined that Neal Drive has satisfied the requirements of **Warrant 1** and scored at least 15 points on Warrant 2 which is the minimum required to satisfy this warrant. Details of the Warrant 2 analysis for Neal Drive are also provided in Appendix 3.

York Regional Police have also endorsed the use of Community Safety Zones and will be notified by the Town once implemented so that the necessary traffic enforcement can be provided, as it is crucial to the success of these zones.

The uniformity of speed limits within a Community Safety Zone is another key characteristic that is considered necessary for their success. In order to assist York Region police in enforcing speed limits within the Community Safety Zone, staff recommends that the speed limit be uniform at 40 km/h for the entire stretch of Neal Drive between Crosby Avenue and Elgin Mills Road East. By having a uniform 40 km/h speed limit, it will reduce the confusion of different speed zones that exists today. As such, Chapter 1126 of the Municipal Code will be required to be amended to reflect this change.

Financial/Staffing/Other Implications:

The cost of changing existing signage and installing new signage related to the Community Safety Zone is estimated to be in the order of \$3,000.00 and will be accommodated within existing operating budgets. There are no other financial or staffing implications with the recommendation of this staff report.

York Region Police #2 District will be required to provide sufficient staff resources in order to patrol these Community Safety Zones on an ongoing basis.

Relationship to the Strategic Plan:

The recommendation of this report is consistent with the Town's Strategic Plan to "enhance community safety". It also demonstrates responsible municipal management of the Town's road network.

Conclusion:

Engineering staff have reviewed the request for the feasibility of implementing traffic calming/speed humps/bumps on Neal Drive and do not support the installation of physical traffic calming measures. Instead staff recommends that Neal Drive be designated as a Community Safety Zone with a posted speed limit of 40 km/h, and that signage improvements be implemented and that York Regional Police be requested to provide the necessary enforcement once the zone is established.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. If you require an alternative format please call contact person listed in this document.

- Appendix 1
- Appendix 2
- Appendix 3

Report Approval Details

Document Title:	SRPRS.18.039 Neal Drive Improvements.docx
Attachments:	- SRPRS.18.039 Appendix 1.pdf - SRPRS.18.039 Appendix 2.pdf - SRPRS.18.039 Appendix 3.pdf
Final Approval Date:	Apr 16, 2018

This report and all of its attachments were approved and signed as outlined below:

Dan Terziewski - Apr 16, 2018 - 10:37 AM

Kelvin Kwan - Apr 16, 2018 - 10:39 AM

David Dexter - Apr 16, 2018 - 11:00 AM

Neil Garbe - Apr 16, 2018 - 2:09 PM