



Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRPI.21.074

Department: Planning and Infrastructure
Division: Infrastructure and Engineering Services

Subject: SRPI.21.074 – Posted Speed Limit Review for a Number of City Streets – Reduction from 50 km/h to 40 km/h

Purpose:

To seek Council approval to respond to requests for a reduction in the regulatory speed limit from 50 km/hour to 40 km/hour along various City roads.

Recommendation(s):

- a) That Council receive Staff Report SRPI.21.074, entitled “Speed Limit Review for a Number of City Streets”.
- b) That By-law No. 70-21 (**Attachment 1** to Staff Report SRPI.21.074) be enacted to amend Schedule “A” of Municipal Code Chapter 1126 in order to reduce the speed limit on a number of City of Richmond Hill roads to 40 km/hour.
- c) That York Regional Police be advised of the new reduced posted speed limits and be requested to provide enforcement along the roads as resources permit.

Contact Person:

Hubert Ng, Manager of Transportation and Traffic, 905-771-6501,
Ben Robertson, Supervisor, Traffic Safety and Operations, 905-771-6455

Report Approval:

Submitted by: Kelvin Kwan, Commissioner, Planning and Infrastructure Department

Approved by: Mary-Anne Dempster, City Manager

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

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Background:

Transportation staff have received requests from local residents to reduce speed limits along the following roads:

- i. Briggs Avenue (Bayview Avenue to Blackmore Avenue)
- ii. Driscoll Road (Bradstock Park to Lucas Street)
- iii. Estate Garden Drive (Yonge Street to westerly limit of Estate Garden Drive)
- iv. Forest Ridge Road (Bayview Avenue to easterly limit of Forest Ridge Road)
- v. Greenhill Avenue (Leslie Street to Clarendon Drive)
- vi. Kingshill Road (Bathurst Street to King Road)
- vii. Larratt Lane (Shaftsbury Avenue to Elgin Mills Road West)
- viii. Laverock Avenue (Bradstock Park to Trayborn Drive)
- ix. Lucas Street (Mill Street to Trayborn Drive)
- x. Montiel Road (Driscoll Road to Laverock Avenue)
- xi. Old Colony Road (Yonge Street to Bayview Avenue)
- xii. Princeton Avenue (Leslie Street to Redstone Road)
- xiii. Tampico Road (Driscoll Road to Laverock Avenue)
- xiv. Toporowski Avenue (Leslie Street to Melbourne Drive)

Maps of the above noted roads are illustrated in **Attachment 2**.

Following completion of technical assessments in accordance with the Transportation Association of Canada (TAC) Guidelines, it is recommended that the speed limit on a number of City roads be reduced from 50 km/h to 40 km/h

Speed limits on City roads are prescribed in accordance with the Highway Traffic Act. The default speed limit on roads within the City of Richmond Hill is 50 km/h, unless otherwise posted, in accordance with Section 128(1) of the Highway Traffic Act. Nonetheless, Section 128(2) of the Highway Traffic Act provides municipalities the authority, through Council, to prescribe a different rate of speed from the rate set out in the Highway Traffic Act. In the City of Richmond Hill, the prescription of different rates of speed is done by enacting a By-law amending Schedule A of Chapter 1126 of the Municipal Code (Speed Restrictions).

A technical assessment of the speed limit for each of the above noted roads was carried out to ensure that it is consistent with the current local context and environment along the roads. Staff referenced the methodology outlined in the Transportation Association of Canada (TAC) Guidelines for Establishing Posted Speed Limits to determine an appropriate speed limit on these roads. The recommendations of the technical assessments are summarized in **Attachment 3**.

The methodology provides an objective assessment based on engineering principles, and was developed to enhance road safety through the provision of credible and appropriate posted speed limits that match the expectation of drivers for a given roadway and its surrounding area.

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Staff considered specific parameters including, but not limited to, the road classification, function, and physical characteristics as input to the overall technical assessment.

The following describes the characteristics of each of roads recommended for speed limit reductions:

- **Briggs Avenue** is a residential collector road (23-metre right-of-way) that extends from Bayview Avenue to Blackmore Avenue. It has a pavement width of 9.75 metres and there are sidewalks along both sides of the road except two small segments on the north side.
- **Driscoll Road** is a residential local road (20-metre right-of-way) that extends from Lucas Street to Bradstock Park. It has a pavement width of 8.5 metres and there is sidewalk along the north side of the road.
- **Estate Garden Drive** is a residential local road (20-metre right-of-way) that extends from Yonge Street to the westerly limit of Estate Garden Drive. It has a pavement width of 8.5 metres and there is sidewalk along the north side of the road between Snowy Meadow Avenue east and Snowy Meadow Avenue west leg.
- **Forest Ridge Road** is a residential local road (20-metre right-of-way) that extends from Bayview Avenue to the easterly limit of Forest Ridge Road. There is no sidewalk along the road.
- **Greenhill Avenue** is a residential collector road (variable right-of-way starting at 28.5m at the Leslie Street intersection and dropped down to 20m about 60m west of Leslie Street). The road extends from Leslie Street to Clarendon Drive. It has a pavement width of 8.5 metres and there are sidewalks on both sides of the road.
- **Kingshill Road** is a residential collector road (23-metre right-of-way) that extends from Bathurst Street to King Road. It has a pavement width of 9.75 metres and there are sidewalks along both sides of the road.
- **Larratt Lane** is a residential collector road (23-metre right-of-way) that extends from Shaftsbury Avenue to Elgin Mills Road West. It has a pavement width of 9.75 metres and there are sidewalks along both sides of the road.
- **Laverock Avenue** is a residential local road (20-metre right-of-way) that extends from Trayborn Drive to Bradstock Park. It has a pavement width of 8.5 metres and there is sidewalk along the north side of the road.
- **Lucas Street** is a residential local road (20-metre right-of-way) that extends from Mill Street to Trayborn Drive. It has a pavement width of 8.5 metres and there is a sidewalk along the east side of the road.
- **Montiel Road** is a residential local road (20-metre right-of-way) that extends from Driscoll Road to Laverock Avenue. It has a pavement width of 8.5 metres and there is no sidewalk along the road.

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- **Old Colony Road** is a residential collector road (23-metre right-of-way) that extends from Yonge Street to Bayview Avenue. It has a pavement width of 9.75 metres and there are sidewalks along both sides of the road.
- **Princeton Avenue** is a residential collector road (26-metre right-of-way) that extends from Leslie Street to Redstone Road. It has a pavement width of 11 metres and there are sidewalks along both sides of the road.
- **Tampico Road** is a residential local road (20-metre right-of-way) that extends from Driscoll Road to Laverock Avenue. It has a pavement width of 8.5 metres and there is no sidewalks along the road.
- **Toporowski Avenue** is a residential collector road (26-metre right-of-way) that extends from Leslie Street to Melbourne Drive. It has a pavement width of 9.75 metres and there are sidewalks along both sides of the road.

Based on this information and the warrant parameters, the assessments determined that the appropriate speed limit for all of the noted roads is 40 km/h. Therefore, it is recommended that the speed limit on each of these roads be reduced from 50 km/h to 40 km/h.

For Lucas Street, the analysis of the physical characteristics of the road resulted in a recommendation for a 50 km/h speed limit. However, because Lucas Street is a Community Safety Zone (established by By-law 14-21) and has an elementary/middle school (O.M. MacKillop Public School), a speed limit of 40 km/h is recommended based on engineering judgment of the full context of the road. This is consistent with the TAC Guidelines for Establishing Posted Speed Limits.

Further, the City is partnered with York Regional Police to ensure safe and efficient traffic operations within the City's road network. York Regional Police will be notified once the speed reduction signage has been implemented, and will request assistance for any initial traffic enforcement, as required.

Upon implementation of the recommended speed limit reduction, staff will continue to monitor the above noted roads in order to determine the level of effectiveness of the speed reduction measure.

Climate Change Considerations

The reduced speed limits are expected to help reduce overall travel speeds on the roads where they are implemented, which can contribute to climate change mitigation by reducing fuel consumption and greenhouse gas emissions.

Financial/Staffing/Other Implications:

The cost to supply and install the new signage for the speed limit reductions along the subject roads is estimated to be approximately \$15,000.00.

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There is provision within the Community Services Department Operating Budget to accommodate this scope of work, as such there are no further financial implications associated with this report.

Reference to Council's Strategic Priorities 2020-2022:

The recommendation of this report is consistent with the Council's Strategic Priorities to create a "Strong Sense of Belonging" through promotion of appropriate vehicular travel speeds, compatible with the residential character of the subject roads.

Conclusion:

Staff have investigated requests from residents for speed reduction on various roads. Following field investigations and application of engineering principles in accordance with TAC Guidelines, staff recommend that the posted speed on the subject roads be reduced from 50 km/h to 40 km/h.

Introducing a 40 km/h speed limit along with the rotational speed watch program will be effective in reducing motorists' speeds and will enhance safety and efficiency of the roads.

Attachments:

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

- Attachment 1: Proposed draft By-law 71-21
- Attachment 2: TAC Speed Limit Warrant Analysis
- Attachment 3: Map of Roads for Speed Reduction

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Report Approval Details

Document Title:	SRPI.21.074_Speed Limit Review for a Number of City Streets.docx
Attachments:	- SRPI.21.074_Attachment 1_Bylaw 70-21.docx - SRPI.21.074_Attachment 2_Maps.docx - SRPI.21.074_Attachment 3_TAC Spreadsheets.pdf
Final Approval Date:	May 31, 2021

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

Dan Terzievski - May 25, 2021 - 1:22 PM

Paolo Masaro - May 25, 2021 - 5:26 PM

Kelvin Kwan - May 26, 2021 - 2:34 PM

David Dexter - May 26, 2021 - 2:41 PM

MaryAnne Dempster - May 31, 2021 - 9:54 AM