



Staff Report for Council Meeting

Date of Meeting: June 8, 2022

Report Number: SRPI.22.023

Department: Planning and Infrastructure
Division: Infrastructure and Engineering Services

Subject: SRPI.22.023 Traffic Regulation Changes (Speed Limit, Parking and Traffic Control)

Purpose:

To seek Council approval for changes to speed limit, parking and traffic control regulations on various City streets.

Recommendation(s):

- a) That Council approve the speed limit, parking and traffic control regulation changes outlined in Staff Report SRPI.22.023, entitled Traffic Regulation Changes (Speed Limit, Parking and Traffic Control).
- b) That By-law No 57-22 (**Appendix 7 to Staff Report SRPI.22.023**) 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/h.
- 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.
- d) That By-law No 58-22 (**Appendix 8 to Staff Report SRPI.22.023**) be enacted to amend Schedule 'A', Schedule 'B' and Schedule 'G' of Municipal Code Chapter 1116 in order to implement the changes to parking regulations outlined in this report.
- e) That By-law No 59-22 (**Appendix 9 to Staff Report SRPI.22.023**) be enacted to amend Schedule 'A' of Municipal Code Chapter 1128 in order to implement the changes to intersection traffic control outlined in this report.

Contact Person:

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Ben Robertson, LET, C.E.T., RSP1, MITE, Supervisor of Traffic Safety and Operations, 905-771-6455

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Report Approval:

Submitted by: Kelvin Kwan, MCIP, RPP, Commissioner of Planning and Infrastructure

Approved by: Darlene Joslin, Interim 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:

Staff periodically review various traffic and parking regulations on City streets as part of traffic operational and safety assessments. The assessments are initiated primarily from requests received from local residents to make changes to existing traffic and parking regulations.

The following sections provide details of recent assessments where changes to speed limit, parking, and intersection traffic control regulations have been deemed appropriate and necessary.

Speed Limits:

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 in accordance with Section 128(1) of the Highway Traffic Act.

However, notwithstanding Section 128(2), the Highway Traffic Act provides municipalities the authority, through Council, to prescribe a different rate of speed from the default rate set out in the Highway Traffic Act, where deemed necessary and appropriate. In the City of Richmond Hill, the prescription of different rates of speed are enacted by a by-law amending Schedule 'A' of Chapter 1126 of the Municipal Code (Speed Restrictions).

Based on technical assessments, it is recommended that the speed limit along a number of City road segments be reduced from 50 km/h to 40 km/h

Transportation staff have received a number of requests from local residents to reduce speed limits as a result of perceived vehicular speeding concerns.

The following road segments were assessed and determined appropriate for a speed limit reductions from 50km/h to 40km/h:

- i. Bridgeport Street, from Richmond Street to Mill Street;
- ii. Libby Boulevard, from Mill Street to Rumble Avenue;
- iii. Church Street South, from Sunshine Drive to Centre Street East;
- iv. Elmwood Avenue, from Yonge Street to a point 70 m east of Lennox Avenue;
- v. Roseview Avenue, from Church Street South to Pugsley Avenue;
- vi. Goode Street, from Toporowski Avenue to Heritage Hollow Estate Street;
- vii. Wainwright Avenue, from Marsi Road to West Limit of Wainwright Avenue;
and
- viii. Yongehurst Road, from Kersey Crescent to Yonge Street.

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A technical assessment of the posted speed limit for each of the above noted road segments was carried out to ensure that it is consistent and appropriate for the current configuration and purpose of the street, as well as the local context and environment of the surrounding neighbourhood.

Staff referenced the methodology outlined in the Transportation Association of Canada (TAC) Guidelines for Establishing Posted Speed Limits in order to determine an appropriate speed limit on the subject road segments. This methodology provides an objective assessment based on engineering principles. The method has been developed in order 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.

Staff considered specific parameters including, but not limited to, the road classification, function, and physical characteristics of the subject roads as inputs to the overall technical assessments.

The findings and recommendations of the technical assessments for each road segment are summarized in **Appendix 1**. Based on this information, and the warrant parameters (also included in **Appendix 1** for reference), staff recommend that the speed limit at each of these locations be reduced from 50 km/h to 40 km/h.

Maps illustrating the above noted road segments are provided in **Appendix 2**.

Further, the City is partnered with York Regional Police to strive to ensure the safe and efficient movement of traffic on the City's road network. Staff will notify York Regional Police once the reduced speed signage has been implemented and the associated by-laws have been approved, and will request assistance for any initial traffic enforcement, as required.

Upon implementation of the recommended speed limit reduction, staff will also continue to monitor the above noted road segments in order to determine the level of effectiveness of the speed limit reductions.

This is also an opportunity to amend the Municipal Code to address discrepancies between Chapter 1126 and speed limits on a number of roads

Additionally, staff have been made aware of discrepancies on a number of City road segments when the posted and signed speed limits do not align with the speed limits identified in Schedule 'A' of Municipal Code Chapter 1126 for those segments. In all cases, the road segments have been signed at 40 km/h for a number of years, but these reduced speed limits have not been captured in the Municipal Code. In order to be able to enforce the reduced speed limits of 40 km/h, staff recommend that the Municipal Code be updated to include these road sections:

- ix. Garden Avenue, from Cambridge Crescent to Yonge Street;

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- x. Pearson Avenue, from Garden Avenue to Edgar Avenue;
- xi. Mill Street, from Bathurst Street to Hall Street;
- xii. Neal Drive, from Crosby Avenue to Elgin Mills Road East; and
- xiii. Valleymede Drive, from 16th Avenue to a point 522 m southwest of 16th Avenue.

Maps illustrating the above noted road segments are provided in **Appendix 3**.

Parking Regulations:

Transportation staff have received a number of requests from local residents for on-street parking restrictions, or modifications, at a number of locations across the City.

Based on technical assessments, it is recommended that changes be made to parking regulations on a number of City roads

Staff have reviewed and assessed these requests and are recommending changes to parking regulations at the following locations.

- i. Coons Road, north of Humberland Drive/Greyfriars Avenue;
- ii. Mayan Avenue, from Alamo Heights Drive to Rothbury Road;
- iii. Mill Street, from Bathurst Street to Hall Street;
- iv. Painted Rock Avenue, north of Shaftsbury Avenue;
- v. Stave Crescent, between Shaftsbury Avenue (north intersection) and south of Waterhouse Way; and
- vi. Stephenson Crescent.

The findings of the assessments as well as the details with respect to the recommended parking regulation changes are outlined in **Appendix 4**.

It is recommended that parking and stopping regulations are also updated at a number of Pedestrian Crossovers (PXO) in order to comply with Ontario Traffic Manual guidance

Two new PXO's were installed at the following location(s):

- vii. Cassata Avenue, from Bayview Avenue to Frank Endean Road.

Staff have reviewed existing parking regulations and signage in the vicinity of the above noted PXO's and recommend changes to parking regulations on the approaches and departures of these PXO's in order to comply with requirements outlined in the Ontario Traffic Manual (OTM) Book 15 – Pedestrian Crossing Treatments.

These changes are detailed in **Appendix 4**

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Updates to the City's Municipal Code parking and stopping regulations are required as a result of the transfer of Yonge Street (from Leventdale to Elgin Mills Road) to York Region

The following section of Yonge Street was transferred to York Region on May 13, 2021:

viii. Yonge Street, from Leventdale Road to Elgin Mills Road.

As such, the City's Municipal Code needs to be amended by deleting any parking and stopping regulations for this section of Yonge Street.

Details outlining the parking and stopping regulations that need to be removed are provided in **Appendix 4**.

Intersection Traffic Control:

All-way stop control is generally installed at intersections so that drivers and/or pedestrians can safely share the right of way. This requirement becomes more significant as the volume through the intersection increases, collisions are reported and/or where a visibility restriction exists.

All-way stop warrant analyses are conducted in accordance with the guidance set out in Ontario Traffic Manual (OTM) Book 5 – Regulatory Signs. The most recent version of OTM Book 5 (December, 2021), provides three different warrants to determine the need and appropriateness for all-way stop control. These warrants include: a minimum volume warrant, a collision warrant, and a visibility warrant. The use of all-way stop control at any specific intersection is justified if any one of these three warrants is met.

Based on technical assessments, it is recommended that three intersections be converted from Minor Road Stop Control to All-way Stop Control

Staff have received several requests from local residents to convert a number of intersections across the City from minor street stop control to all-way stop control. OTM Book 5 warrant assessments have been completed in each case.

The following three intersections have satisfied one or more warrants, and are recommended to be converted from minor street stop control to all-way stop control intersections:

- Bloomfield Trail at Harrowsmith Place;
- Elmwood Avenue at Colborne Avenue; and
- Grovewood Street at Newbridge Avenue.

Maps of the above noted locations are illustrated in **Appendix 5**. OTM Book 5 warrant criteria for all-way stop control, as well as details of the analysis for each intersection reviewed, are provided in **Appendix 6** for reference.

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Financial/Staffing/Other Implications:

There are provisions within the Annual In-Year Traffic Safety and Operational Improvements Project Capital Budget to accommodate this scope of work that primarily consists of the installation of new signs, poles and pavement markings. As such there are no further financial implications associated with this report.

Relationship to Council's Strategic Priorities 2020-2022:

The recommendations of this report are consistent with the Council's Strategic Priorities to create a "Strong Sense of Belonging" and to facilitate "Getting Around the City" through promotion of a safe road environment for all users.

Climate Change Considerations:

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

Conclusion:

Staff investigated requests from residents for speed reductions along various road segments in the City. Following field investigations and the application of engineering principles in accordance with the TAC Guidelines, staff recommend that the posted speed limit be reduced from 50 km/h to 40 km/h for the road segments identified in this report. Furthermore, staff also recommend updating the Municipal Code – Chapter 1126 to reflect the existing signed speed limits for the road segments outlined in this report.

Staff also investigated requests from local residents to consider parking restrictions or modifications along several road segments in the City. Following reviews of site conditions and considerations for road user safety, staff recommend that the parking and stopping prohibitions outlined in this report and its appendices be implemented for the road segments noted in this report. Furthermore, staff recommend updating Municipal Code – Chapter 1116 to ensure that the two PXO's identified in this report comply with OTM guidance and to also reflect the transfer of jurisdiction of a section of Yonge Street to York Region.

Finally, staff investigated requests from local residents to consider implementing all-way stop control at a number of intersections. Following completion of technical warrants, it is recommended that the intersections of Bloomfield Trail at Harrowsmith Place, Colborne Avenue at Elmwood Avenue, and Grovewood Street at Newbridge Avenue be converted from minor road stop control to all-way stop control, as outlined in this report.

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Appendices:

The following appended documents may include scanned images of appendices, maps and photographs. All appendices have been reviewed and made accessible. If you require an alternative format please call the contact person listed in this document.

- Appendix 1: TAC Speed Limit Warrant Analysis
- Appendix 2: Map of Roads for Speed Limit Reduction
- Appendix 3: Map of Roads for Municipal Code Update to Reflect On-Street 40 km/h
- Appendix 4: Map of Locations with Proposed Changes in Parking Regulations
- Appendix 5: Map of Locations with Proposed Changes in Intersection Control
- Appendix 6: OTM Book 5 All-way Stop Warrant Criteria and Analysis Details
- Appendix 7: Proposed draft By-law 57-22
- Appendix 8: Proposed draft By-law 58-22
- Appendix 9: Proposed draft By-law 59-22

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Report Approval Details

Document Title:	SRPI.22.023 Traffic Regulation Changes (Speed limit, Parking and Traffic Control).docx
Attachments:	<ul style="list-style-type: none">- Appendix 1 TAC Speed Limit Warrant Analysis.docx- Appendix 2 Map of Speed Limit Reductions.docx- Appendix 3 Map of Roads for Municipal Code Update to Reflect On-Street 40 kmh.docx- Appendix 4 Map of Locations with Proposed Changes in Parking Regulations.docx- Appendix 5 Map of Locations with Proposed Changes in Intersection Control.docx- Appendix 6 OTM Book 5 All-way Stop Warrant Criteria and Analysis Details.docx- Appendix 7 Bylaw 57-22.docx- Appendix 8 Bylaw 58-22.docx- Appendix 9 Bylaw 59-22.docx
Final Approval Date:	May 23, 2022

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

Dan Terzievski - May 17, 2022 - 11:29 AM

Paolo Masaro - May 18, 2022 - 7:54 AM

Kelvin Kwan - May 18, 2022 - 10:18 AM

Darlene Joslin - May 23, 2022 - 4:24 PM