



Staff Report for Council Meeting

Date of Meeting: February 8, 2023

Report Number: SRPI.23.016

Department: Planning and Infrastructure
Division: Infrastructure and Engineering Services

Subject: SRPI.23.016 Traffic Regulation Changes (Speed Limit, Parking, Traffic Control and Turning Restrictions)

Purpose:

To seek Council approval for changes to speed limit, parking, traffic control and turning restriction 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.23.016, entitled Traffic Regulation Changes (Speed Limit, Parking and Traffic Control and Turning Restrictions).
- b) That By-law No 16-23 (**Appendix 8 to Staff Report SRPI.23.016**) be enacted to amend 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 17-23 (**Appendix 9 to Staff Report SRPI.23.016**) be enacted to amend Municipal Code Chapter 1116, being By-law No 402-89, in order to implement the changes to parking regulations outlined in this report.
- e) That By-law No 18-23 (**Appendix 10 to Staff Report SRPI.23.016**) be enacted to amend Municipal Code Chapter 1128, being By-law No 35-97, in order to implement the changes to intersection traffic control outlined in this report.
- f) That By-law No 19-23 (**Appendix 11 to Staff Report SRPI.23.016**) be enacted to amend Municipal Code Chapter 1133 in order to implement the changes to turn movement prohibitions outlined in this report.

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- g) That By-law No 20-23 (**Appendix 12 to Staff Report SRPI.23.016**) be enacted to amend Municipal Code Chapter 1135 in order to implement the changes to U-turn prohibitions outlined in this report.
- h) That By-law No 21-23 (**Appendix 13 to Staff Report SRPI.23.016**) be enacted to amend By-law No 69-16 in order to establish a monetary penalty for the offence of parking on a highway within 30 metres (100 feet) of a pedestrian crossover.

Contact Person:

Hubert Ng, P.Eng. Manager of Transportation and Traffic, 905-771-6501, and/or
Giovani Bottesini, P.Eng., M.Eng., RSP1, Supervisor of Traffic Safety and Operations,
905-771-2536

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure

Approved by: Darlene Joslin, 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. Berwick Crescent, from 16th Avenue to Berwick Crescent;
- ii. Pemberton Road, from Bathurst Street to Wainwright Avenue;
- iii. Poplar Drive, from Kent Matthew Street to Parker Avenue;
- iv. Puccini Drive, from Bathurst Street to Kent Matthew Street;
- v. Rothbury Road, from Brookside Road to Gamble Road;
- vi. Sandbanks Drive, from Nantucket Drive / Park Crescent to Bayview Park Lane; and
- vii. Sunset Beach Road, from Bayview Park Lane to the easterly limit of Sunset Beach Road.

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

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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.

However, because the section of Sunset Beach Road from Bayview Park Lane to the easterly limit of Sunset Beach Road is approximately 300 metres long, which is shorter than the minimum speed zone length recommended by the TAC Guidelines, staff's recommendation to reduce the speed limit to 40 km/h is based on speed studies. Speed data collected on this section of Sunset Beach Road show that 90% of drivers travel at less than 40 km/h. Therefore, a 40 km/h speed limit is considered appropriate and consistent with drivers' expectations, and will also help to help better enforce violations by outliers.

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.

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.

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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. Ayr Road;
- ii. Bond Crescent, from Littleaside Street to Yonge Street;
- iii. Garden Avenue, from Pearson Avenue to Hunters Point Drive;
- iv. May Avenue, from Yonge Street to Walmer Road;
- v. Mayvern Crescent, from Caste Rock Drive to Drumern Crescent / Law Crescent;
- vi. Old Markham Road, from Major Mackenzie Drive to Bayview Avenue;
- vii. Oneida Crescent (northerly leg), from Red Maple Road to the west limit;
- viii. Pagehurst Court;
- ix. Yonge Street, from Levendale Road to Major Mackenzie Drive; and
- x. Yongehurst Road, from Yonge Street to Kersey Crescent.

The findings of the assessments as well as the details with respect to the recommended parking regulation and stopping changes are outlined in **Appendix 3**.

This is also an opportunity to amend the Parking Regulation By-law to include general parking and stopping regulations near pedestrian crossovers

Ontario Traffic Manual (OTM) Book 15 – Pedestrian Crossing Treatments prescribes required components and desirable components of pedestrian crossovers (PXO). According to OTM Book 15, stopping prohibitions are required for a minimum of 15 metres on each approach to the crossing, and 10 metres following the crossing, and are desirable for a minimum of 30 metres on each approach to the crossing, and 15 metres following the crossing.

In the recent past, the Parking Regulation By-law has been amended multiple times to implement the stopping prohibitions prescribed by OTM Book 15 at individual PXO locations. In anticipation of the implementation of multiple new PXOs in the City of Richmond Hill, staff are recommending the inclusion of these prohibitions in Section 3.7 of the Parking Regulation By-law, under Article 3: General Stopping – Parking Regulations. This will allow City staff to implement and enforce the necessary parking regulations through the installation of signs during construction of the new PXOs rather than through individual by-law amendments after construction is completed.

Additionally, given the addition of this new offence to the Parking Regulation By-law, the Administrative Penalty By-law (By-law No. 69-16 as amended) must also be amended to designate the offence so that Penalty Notices can be issued.

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

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significant as the volume through the intersection increases, where frequent 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 two locations be converted from Minor Road Stop Control to All-way Stop Control intersections

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

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

- i. Baynards Lane / Theobalds Circle at Regent Street; and
- ii. Kingshill Road at Routledge Drive.

Maps of the above noted locations are illustrated in **Appendix 4**. 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 5** for reference.

Turn Movement Prohibitions

A new traffic signal was activated, in July 2022, at the intersection of Oneida Crescent (northerly leg) at Red Maple Road. The west leg of the intersection provides access to the Oneida Crescent condominiums, while the east leg is a one-way outbound lane for the Red Maple Public School. For this reason, signs prohibiting the following movements have been installed to prevent potential conflicts:

- i. Eastbound through;
- ii. Westbound through;
- iii. Northbound right; and
- iv. Southbound left.

Maps of the locations where turn prohibitions are recommended are provided in **Appendix 6**.

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U-turn Prohibitions

Schools within the City have requested the implementation of U-Turn restrictions on various roads in order to prevent traffic disruptions resulting from school pick-up/drop-activities. Staff have reviewed traffic operations on the following roads and recommend installing signs prohibiting U-turns:

- v. Bernard Avenue, from Price Street to Viewmark Drive;
- vi. Crosby Avenue, from Neal Drive to 200 m west of Osiris Drive;
- vii. Farmstead Road, from Shell Court to Shirley Drive;
- viii. Painted Rock Avenue, from Shaftsbury Avenue to 150 m north of Shaftsbury Avenue;
- ix. Redstone Road, from Toporowski Road to Princeton Avenue;
- x. Shaftsbury Avenue, from Casa Grande Street to Larratt Lane;
- xi. Shirley Drive, from Romance Drive to Holly Drive;
- xii. Stave Crescent, from 60 m north of Waterhouse Way to Tollbar Court; and
- xiii. Waterhouse Way, from Larratt Lane to Stave Crescent.

Maps of the locations where U-turn prohibitions are recommended are provided in **Appendix 7**.

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 financial implications associated with this report.

The new penalty for parking within 30 metres (100 feet) of a crossover is expected to increase parking enforcement revenue.

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

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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.

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. Staff also recommend that a general parking and stopping regulations near pedestrian crossovers, as well as the associated administrative penalty, be established to ensure adherence to Provincial guidance.

Based on requests received from local residents, staff considered the implementation of all-way stop control at a number of intersections. Following completion of technical warrants, it is recommended that the intersections of Baynards Lane / Theobalds Circle at Regent Street, and Kingshill Road at Routledge Drive be converted from minor road stop control to all-way stop control, as outlined in this report.

After activation of the traffic signal at the intersection of Oneida Crescent (northerly leg) at Red Maple Road, some turning restrictions are recommended in order to prevent potential vehicular conflicts, as outlined in this report.

Finally, to improve traffic operations during school pick-up/drop-off activities, prohibiting U-turn maneuvers is recommended on the road segments identified in this report.

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 Locations with Proposed Changes in Parking Regulations
- Appendix 4: Map of Locations with Proposed Changes in Intersection Control
- Appendix 5: OTM Book 5 All-way Stop Warrant Criteria and Analysis Details
- Appendix 6: Map of Locations with Proposed Turn Movement Prohibitions
- Appendix 7: Map of Locations with Proposed U-turn Prohibitions
- Appendix 8: Proposed draft By-law 16-23
- Appendix 9: Proposed draft By-law 17-23
- Appendix 10: Proposed draft By-law 18-23
- Appendix 11: Proposed draft By-law 19-23
- Appendix 12: Proposed draft By-law 20-23
- Appendix 13: Proposed draft By-law 21-23

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Report Approval Details

Document Title:	SRPI.23.016 Traffic Regulation Changes (Speed limit Parking and Traffic Control).docx
Attachments:	- Appendix 1 TAC Speed Limit Warrant Analysis.docx - Appendix 2 Map of Roads for Speed Limit Reduction.docx - Appendix 3 Map of Locations with Proposed Changes in Parking Regulations.docx - Appendix 4 Map of Locations with Proposed Changes in Intersection Control.docx - Appendix 5 OTM Book 5 All-way Stop Warrant Criteria and Analysis Details.docx - Appendix 6 Map of Locations with Proposed Turn Movement Prohibitions.docx - Appendix 7 Map of Locations with Proposed U-turn Prohibitions.docx - Appendix 8 Bylaw 16-23.docx - Appendix 9 Bylaw 17-23.docx - Appendix 10 Bylaw 18-23.docx - Appendix 11 Bylaw 19-23.docx - Appendix 12 Bylaw 20-23.docx - Appendix 13 Bylaw 21-23.docx
Final Approval Date:	Jan 12, 2023

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

Dan Terzievski - Jan 11, 2023 - 2:53 PM

Paolo Masaro - Jan 12, 2023 - 8:14 AM

Kelvin Kwan - Jan 12, 2023 - 11:19 AM

Darlene Joslin - Jan 12, 2023 - 2:40 PM