



Staff Report for Committee of the Whole Meeting

Date of Meeting: November 15, 2023

Report Number: SRIES.23.003

Department: Infrastructure and Engineering Services
Division: Infrastructure Planning and Development Engineering

Subject: **SRIES.23.003 - 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 SRIES.23.003, at the November 22nd, 2023 council meeting.
- b) That By-Law No 111-23 (**Appendix 7 to Staff Report SRIES.23.003**) be brought forward to the November 22nd, 2023 Council Meeting for enactment to amend Municipal Code Chapter 1126 in order to reduce the speed limit on various 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 112-23 (**Appendix 8 to Staff Report SRIES.23.003**) be brought forward to the November 22nd, 2023 Council Meeting for enactment to amend Municipal Code Chapter 1116, in order to implement the changes to parking regulations outlined in this report.
- e) That By-Law No 113-23 (**Appendix 9 to Staff Report SRIES.23.003**) be brought forward to the November 22nd, 2023 Council Meeting for enactment to amend Municipal Code Chapter 1128, in order to implement the changes to intersection traffic control outlined in this report.
- f) That By-Law No 114-23 (**Appendix 10 to Staff Report SRIES.23.003**) be brought forward to the November 22nd, 2023 Council Meeting for enactment to amend Municipal Code Chapter 1135 in order to implement the changes to U-turn prohibitions outlined in this report.

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Contact Person:

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Report Approval:

Submitted by: Paolo Masaro, Executive Director of Infrastructure and Engineering Services

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 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 reduction from 50km/h to 40km/h:

Street	From	To
Balkan Road	Crosby Avenue	Osiris Drive [W]
Barberry Crescent	Red Cardinal Trail	End Limit of Barberry Crescent
Colesbrook Road	Gamble Rd [E]	Gamble Road [W]
Cooperage Crescent	Shaftsbury Avenue [N]	Shaftsbury Avenue [S]
Denham Drive	Avenue Road	Westwood Lane [W]
Lennox Avenue	Harding Boulevard	Major Mackenzie Drive
Palomino Drive	Canyon Hill Avenue	Shaftsbury Avenue
Sunshine Drive	Church Street South	Observatory Lane
Teefy Avenue	Bathurst Street	Udine Court
Windrow Street	Shirrick Drive	Silver Maple Road

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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:

Highway	From	To
Arten Avenue	Creekview Avenue	Regent Street
Coco Avenue	Holly Drive	Shirley Drive
Coons Road	Cynthia/Grovepark Street	Yonge Street
Copperstone Crescent	Angelica Avenue	Frank Endean Road
Creekview Avenue	Arten Avenue	Yonge St
Dietzman Court	Augustine Avenue	The cul-de-sac opening [5 Dietzman Court]
Holly Drive	Shirley Drive	The cul-de-sac opening (111 Holly Drive)
John Birchall Road	Elgin Mills Road	Leslie Street
Long Hill Drive	19 th Avenue	Post Oak Drive
Napanee Street	Walter Sinclair St [N]	Walter Sinclair St [S]
Venture Avenue	Holly Drive	Shirley Drive

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**.

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, 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.

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Based on technical assessments, it is recommended that four locations be converted to All-way Stop Control intersections. A fifth location is recommended for a Two-Way Stop Control adjustment.

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 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:

- i. Aikenhead Avenue/Shallot Court at Colesbrook Road
- ii. Estate Garden Drive at Snowy Meadow Avenue
- iii. Lucas Street at Trayborn 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.

The following intersection will also be recommended for conversion into All-Way Stop. The applicant of the developer at 75, 85, 95 Oneida Crescent, retained WSP to conduct a safety enhancement review of the internal driveway, as result of the numerous concerns cited by residents. The study concluded that All-Way Stop implementation would be a marked safety improvement at the intersection.

- iv. 75,85,95 Oneida Crescent Driveway at Oneida Crescent

This following intersection is recommended for a Two-Way Stop Control adjustment. Currently, a stop sign is present on the east-west leg of Turtle Court. As per the OTM Book 5, Guidelines for use of Two-Way Stop Control, a stop sign should be located at the intersection of a minor street or road with a through street or highway. Thus, staff recommend the existing sign be relocated to the South approach of Wellman Drive.

- v. Turtle Court at Wellman Drive

Maps of iv. , and v., are also illustrated in **Appendix 4**.

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:

- i. Stockbridge Avenue between Alhart Street and Selwyn Road
- ii. Weldrick Road West between Avenue Road and Springhead Gardens

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

Traffic Safety and Operations Strategy (TSOS)

The TSOS currently being finalized will lead to further changes to the Traffic Regulations By-Law as staff seek Council approval to implement traffic calming pilot projects throughout the City. Proposed traffic calming devices will include but are not limited to; Flexible Bollards, additional Community Safety Zones; Speed Cushions; and Additional Pole-Mounted Radar Boards in spring of 2024. The TSOS report is expected to be presented to Council at the December 6, 2023 Committee Of The Whole meeting.

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.

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.

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 prohibitions outlined in this report and its appendices be implemented for the road segments noted in this report.

Based on requests received from local residents, staff and acquired consultants considered the implementation of all-way stop control at a number of intersections.

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Following completion of technical warrants, it is recommended that multiple intersections be converted from minor road stop control to all-way stop control, 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.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments 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 U-turn Prohibitions
- Appendix 7: Proposed draft By-Law 111-23
- Appendix 8: Proposed draft By-Law 112-23
- Appendix 9: Proposed draft By-Law 113-23
- Appendix 10: Proposed draft By-Law 114-23

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Report Approval Details

Document Title:	SRIES.23.003 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 Maps of Locations with Proposed Speed Limit Reductions.docx- Appendix 3 Maps of Locations with Proposed Changes in Parking Regulations.docx- Appendix 4 Maps 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 Maps of Locations with Proposed U-turn Prohibitions.docx- Appendix 7 By-Law 111-23.docx- Appendix 8 By-Law 112-23.docx- Appendix 9 By-Law 113-23.docx- Appendix 10 By-Law 114-23.docx
Final Approval Date:	Oct 26, 2023

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

Dan Terzievski - Oct 25, 2023 - 4:48 PM

Paolo Masaro - Oct 26, 2023 - 7:12 AM

Darlene Joslin - Oct 26, 2023 - 10:54 AM