



Staff Report for Committee of the Whole Meeting

Date of Meeting: March 20, 2024

Report Number: SRIES.24.003

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

Subject: **SRIES.24.003 Traffic Safety and Operations Strategy (TSOS) Implementation Update**

Purpose:

To provide an update in response to the members motion (Item 15.1.7) brought forward at the September 13, 2023 Council meeting regarding “Prioritizing Neighborhood Traffic Calming Measures” and seek approval to implement 2024 actions from the City’s Traffic Safety and Operations Strategy including approval of new and updated traffic policies, designation of various roadways as Community Safety Zones (CSZs), and implementation of related parking prohibitions.

Recommendation(s):

- a) That the report be received for information;
- b) That Council approve the 18 traffic calming locations and associated traffic measures outlined in **Attachment 1**;
- c) That Council adopt the traffic policies included in **Attachment 3**;
- d) That By-Law No 21-24 (**Attachment 4**) be brought forward to the March 27th, 2024 Council Meeting for enactment to amend Article “1” of Municipal Code, Chapter 1030, in order to designate 86 roadway segments in the City as Community Safety Zones; and
- e) That By-Law No 35-24 (**Attachment 5**) be brought forward to the March 27th, 2024 Council Meeting for enactment to amend Chapter 1116 of the Municipal Code, to implement the parking regulation changes on various roadways in the City.

Contact Person:

Dan Terzievski, Director, Infrastructure Planning and Development Engineering, extension 6358

Hubert Ng, Manager, Transportation and Traffic, extension 6501

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Report Approval:

Submitted by: Paolo Masaro, Commissioner, 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:

The Traffic Safety and Operations Strategy (TSOS) was approved by Council December 13th, 2023 and included a number of key actions for 2024

The Traffic Safety and Operations Strategy was completed in 2023, in response to the growing priority for traffic safety in the City of Richmond Hill. The primary aim of the TSOS was to provide the City with a proactive, consistent, and implementable approach to managing traffic safety across the City.

The TSOS was brought forward to Council as part of staff report SRIES.23.005, and adopted at the December 13th, 2023 Council meeting.

Analysis:

Nine key actions are identified for 2024 to implement TSOS recommendations and to respond to direction from Council

As part of the approved TSOS, 9 key actions were identified for implementation in 2024. Several of these key actions have been completed, and a number are currently in progress, as summarized below.

A number of these actions are also consistent with, and respond to direction received by Council through the member motion entitled “Prioritizing Neighborhood Traffic Calming Measures” brought forward as Item 15.1.7 at the September 13, 2023 Council meeting.

The status of the key actions for 2024 is outlined below:

Key Action 1: Undertake a Citywide Traffic Calming Network Screening

Status: Completed

Summary:

An evidence based city-wide traffic calming network screening has been completed based on current data and information available to the City. Based on this screening, the first 18 priority traffic calming locations (3 locations per Ward) have been identified for 2024. These locations are summarized in **Table 1**, and further detailed in **Attachment 1** to this report.

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TABLE 1 – PROPOSED TRAFFIC CALMING MEASURE LOCATIONS FOR 2024

| WARD | ROADWAY | FROM | TO |
|------|-------------------------------|--|---------------------------------------|
| 1 | AUGUSTINE AVENUE | BROCKDALE STREET | KINGSHILL ROAD |
| 1 | REGATTA AVENUE | COONS ROAD | YONGE STREET |
| 1 | NORTH LAKE ROAD | BAYVIEW AVENUE | YONGE STREET |
| 2 | PUGSLEY AVENUE | CENTRE STREET EAST | DUNSMORE CRESCENT/ ROSEVIEW AVENUE |
| 2 | CROSBY AVENUE | NEAL DRIVE | NEWKIRK ROAD |
| 2 | NEAL DRIVE | TAYLOR MILLS DRIVE NORTH | TAYLOR MILLS DRIVE SOUTH |
| 3 | TOPOROWSKI AVENUE | LESLIE STREET | MELBOURNE DRIVE |
| 3 | BOAKE TRAIL | CLARENDON DRIVE (NORTH LEG) | DEWBOURNE AVENUE |
| 3 | SPADINA ROAD | CHADWICK CRESCENT/ WINGATE CRESCENT | WELDRICK ROAD EAST |
| 4 | LUCAS STREET | RUMBLE AVENUE | TRAYBORN DRIVE |
| 4 | MILL STREET | ELLERY DRIVE/NEIGHBOURLY LANE | TRENCH STREET |
| 4 | SHAFTSBURY AVENUE | BATHURST STREET | LARRATT LANE |
| 5 | WELDRICK ROAD | BAYVIEW AVENUE | ESSEX AVENUE |
| 5 | DON HEAD VILLAGE BOULEVARD | KERSEY CRESCENT | MAJOR MACKENZIE DRIVE WEST |
| 5 | CASTLE ROCK DRIVE | AVENUE ROAD | HUME GATE |
| 6 | VALLEYMEDE DRIVE | 16TH AVENUE | BRIGGS AVENUE |
| 6 | SPRINGBROOK DRIVE | BAYVIEW AVENUE | FERN AVENUE |
| 6 | HILLSVIEW DRIVE | BAYVIEW AVENUE | 315m WEST OF NIGHT SKY COURT |

Key Action 2: Conduct a Citywide Community Safety Zone (CSZ) audit

Status: Completed

Summary:

A Citywide Community Safety Zone audit has been completed to identify roadway segments that meet the criteria to be designated as community safety zones. Based on this audit, 86 new Community Safety Zones have been identified for implementation in 2024 beginning with locations adjacent to Elementary and Secondary schools. Staff shall advise York Regional Police (YRP) of the new Community Safety Zone designations and request YRP to provide the necessary traffic enforcement. The detailed list of these locations per ward is included in **Attachment 2**.

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Key Action 3: Policy Updates and New Policy Development

Status: Completed

Summary:

The TSOS provided direction with respect to the update of existing policies as well as the development of several new traffic safety policies. A summary of each policy is provided in **Table 2**. The detailed policies are attached as **Attachment 3** of this report for Council adoption.

TABLE 2 – SUMMARY OF NEW AND UPDATED POLICIES

| POLICY | KEY HIGHLIGHTS |
|------------------------------------|---|
| Traffic Calming and Toolbox | <ul style="list-style-type: none"> • Removes requirement for petition • Relies on annual data-driven network screening • Prioritization based on screening ranking |
| Speed Limit (New) | <ul style="list-style-type: none"> • Network-wide screening • Allows for neighborhood 40 km/h area speed limits |
| Pedestrian Crossover (New) | <ul style="list-style-type: none"> • Network-wide screening every 5 years • Follows Ontario Traffic Manual (OTM) Book 15 Warrant • Prioritization based on connectivity, demand and safety |
| Community Safety Zone | <ul style="list-style-type: none"> • Network-wide screening • Continues using existing warrant • Roadways fronting elementary or secondary schools are exempt from warrant and automatically designated |
| Crossing Guard | <ul style="list-style-type: none"> • Aligns with new Ontario Traffic Council guidelines • Warrant for 20-40 pedestrians • Crossings with 40+ pedestrians automatically qualify for a crossing guard • Including screening for removal of crossing guard locations no longer warranted |
| All-Way Stop Control | <ul style="list-style-type: none"> • Follows OTM Book 5 warrant • Provides direction for nearly warranted all-way stops • Visibility enhancement • Provisions for conversions from all-way stop control to minor-road stop control |

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Key Action 4: TSOS Public Education Sessions and Social Media Campaign

Status: In Progress

Summary:

Initial in-person public education sessions have been held in each Ward to inform and educate residents on the City's new TSOS approach as well as seek feedback on the 18 ward specific traffic calming measures proposed for 2024. These public education sessions were advertised through an extensive public communications plan, which included, but was not limited to, Council newsletters, social media campaigns, curbside sign boards, webpage updates and bus advertisements. These sessions were held per ward from 6:00pm to 8:00pm on the following dates:

Ward 3, February 6th, 2024, Bayview Hill Community Centre.

Ward 2, February 8th, 2024, Elgin Barrow Arena.

Ward 4, February 15th, 2024, Elgin West Community Centre.

Ward 5, February 20th, 2024, Richvale Community Centre.

Ward 1, February 22nd, 2024, Oak Ridges Community Centre.

Ward 6, February 29th, 2024, Langstaff Community Centre.

The communications strategy will continue throughout 2024 to inform the public of the TSOS action items and educate the public on traffic safety initiatives. This will include, but is not limited to, further social media campaigns, website updates, and educational videos.

Key Action 5: Updates to the City's Website

Status: In Progress

Summary:

The City's Traffic webpage has been enhanced to provide information on the TSOS report, updates on traffic safety measures, information for the Public Education Sessions and to inform residents on how to submit traffic inquiries through the traffic.inquiries@richmondhill.ca email link. Additional information will be added and updated as improvements are implemented. Staff are also working on improvements to the website in terms of a traffic inquiry intake form for the public, which currently relies on emails sent to traffic.inquiries@richmondhill.ca or Access Richmond Hill.

Key Action 6: Develop a 'Slow Down' Lawn Sign Program

Status: In Progress

Summary:

Staff are in the process of developing a 'Slow Down' lawn sign program in Richmond Hill to leverage community partnerships in an effort to remind and educate motorists to be mindful of their speeds. Staff are currently evaluating a set of criteria which establishes the distribution process for signs, the amount of signs per household, and the location of sign placement to ensure that the program can be implemented and is

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consistent with other City policies and by-laws. Staff will be providing an update on this program as part of the staff report in November 2024.

Key Action 7: Expand the Pole-Mounted Radar Board Program

Status: In Progress

Summary:

The City's existing pole-mounted radar board program will be expanded to include 12 additional locations, increasing the total number of rotating locations to 30 across the City (5 locations per Ward). Staff are currently in the process of procuring the additional radar boards and identifying the candidate locations. These locations will be brought forward for Council's approval through a separate staff report in June of this year.

Key Action 8: Implement Traffic Engineering Software (TES) Cloud

Status: In Progress

Summary:

City staff are working in partnership with York Region to implement TES cloud software to enhance traffic safety and road data management through this shared traffic database and tool.

Key Action 9: Complete initial network screening for candidate Pedestrian Crossover (PXO) locations and for speed limit reductions

Status: In Progress

Summary:

Staff are currently undertaking the initial network screening to create a candidate list of potential PXO locations and reviewing select locations for speed limit reductions based on the new and updated policies presented in this report. Recommendations with respect to speed reductions will be brought forward to Council through a separate report in the fall of 2024. Priority PXO locations for 2025 will be brought forward through the City's annual capital planning process.

Staff will monitor and evaluate the effectiveness of the traffic calming measures and report back to Council in November 2024

As part of the recommended Traffic Calming Policy and as outlined in SRIES.23.005, Staff will monitor and evaluate each of the 18 traffic calming locations and report back to Council with the results of the effectiveness of these measures, lessons learned, and recommendations in November 2024.

This monitoring will include, but is not limited to:

- Before and after speed data collection;
- Before and after volume data collection;

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- Collision data assessment;
- Feedback from internal and external partners (Emergency Services, Public Works Operations relating to maintenance, York Regional Police, and York Region); and
- Resident feedback compiled through an online public survey.

Financial/Staffing/Other Implications:

The TSOS provided an estimate of the capital and human resource investments needed to successfully implement the key short, medium and long-term recommendations of this strategy. For 2024, this included the need for one additional staff resource as well as funding for additional engineering studies, network screening, enhanced data collection and installation of the traffic calming devices.

Staff are currently recruiting a new Senior Traffic Analyst position which was approved as part of the 2024 Operating budget, with an anticipated start date of April 2024.

A budget of \$500,000 was also approved through the 2024 Capital Budget process for the implementation of the traffic calming measures at the 18 priority locations identified for 2024 as well as the TSOS programs and initiatives planned for this year.

Funding for this budget is 32% from Development Charges and 68% from Non-Growth Reserve.

As the necessary operating and capital budgets to implement the 2024 TSOS actions were approved as part of the 2024 Capital and Operating budgets, there are no financial implications associated with this report.

Relationship to Council's Strategic Priorities 2020-2022:

The TSOS is identified as a Council Strategic Priority under "Getting around the City" that prioritizes the ease of movement around the city. The TSOS also aligns with other key priorities such as "Balancing Growth & Green," "Strong Sense of Belonging," and "Fiscal Responsibility." The TSOS is committed to improving safety and efficiency for multi-modal traffic by implementing enhancements on existing and future transportation infrastructure based on industry best practices.

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Climate Change Considerations:

The TSOS identifies traffic safety and operational improvements, policies and programs to improve safety and efficiency for multiple modes of transportation, including walking and cycling. This will contribute to climate change mitigation by enabling safer, more efficient travel through Richmond Hill helping to lower GHG emissions in Richmond Hill. The reduced vehicle speeds from increased traffic calming 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:

Overall, the TSOS aligns with Council's Strategic Priorities and provides a comprehensive framework for staff to improve traffic safety and operations within the City of Richmond Hill.

The policies, programs, and traffic calming initiatives outlined in this report have been developed using the recommendations and methodologies of the TSOS, and in conjunction with the Transportation Master Plan, to provide the foundation for an ongoing system of improvements to traffic safety in Richmond Hill.

As such, staff recommend that the policies, traffic calming measures, parking prohibitions and community safety zones presented in this report be approved by Council in order to support implementation of the 2024 actions related to the TSOS and also to respond to the Council direction received through the member's motion on September 13, 2023.

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.

- SRIES.24.003 - Attachment 1 – Proposed Traffic Calming Locations for 2024
- SRIES.23.003 - Attachment 2 – List of Community Safety Zones
- SRIES.24.003 - Attachment 3 – Policies
- SRIES.24.003 - Attachment 4 – Proposed By-Law No 21-24
- SRIES.24.003 - Attachment 5 – Proposed By-Law No 35-24

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Report Approval Details

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|----------------------|--|
| Document Title: | SRIES.24.003 Traffic Safety and Operations Strategy Implementation.docx |
| Attachments: | <ul style="list-style-type: none">- SRIES.24.003 - Attachment 1 - Proposed Traffic Calming Locations for 2024.docx- Attachment 2 -Policies.docx- SREIS.24.003 - Attachment 2 - List of Community Safety Zones.docx- SRIES.24.003 - Attachment 3 - Policies.docx- SRIES.24.003 - Attachment 4 - By-Law 21-24.docx- SRIES.24.003 - Attachment 5 - By-Law 35-24.docx |
| Final Approval Date: | Mar 1, 2024 |

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

Dan Terzievski - Feb 29, 2024 - 1:03 PM

Paolo Masaro - Feb 29, 2024 - 1:33 PM

Darlene Joslin - Mar 1, 2024 - 8:38 AM