



Staff Report for Committee of the Whole Meeting

Date of Meeting: November 19, 2025

Report Number: SRIES.25.011

Department: Infrastructure and Engineering Services

Division: Infrastructure Planning and Development Engineering

Subject: **SRIES.25.011- Traffic Regulation Changes**

Purpose:

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

Recommendation(s):

- a) That staff report SRIES.25.011 be received;
- b) That Council approve the speed limit, parking and traffic control regulation changes outlined in Staff Report SRIES.25.011;
- c) That By-law No 100-25 (Attachment 5) be enacted to amend the Speed Restrictions – Roads By-law, as amended (Municipal Code Chapter 1126) in order to reduce the speed limit on the identified roads to 40 km/h;
- d) That By-law No 101-25 (Attachment 6) be enacted to amend the Parking Regulation By-law, as amended (Municipal Code Chapter 1116) in order to implement the recommended parking regulation changes; and
- e) That By-Law No 102-25 (Attachment 7) be enacted to amend Stop Sign – Erection - Authority By-law, as amended (Municipal Code Chapter 1128) in order to implement the recommended changes to traffic control.

Contact Person(s):

- Hubert Ng, Manager, Transportation and Traffic, Ext. 6501
- Frank Suppa, Director, Infrastructure Planning and Development Engineering Ext. 6358
- Paolo Masaro, Commissioner Infrastructure and Engineering Services Ext. 6540

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Report Approval:

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.

Key Messages:

- The City regularly receives requests from residents seeking improvements to traffic safety and operations on local streets.
- Staff complete technical assessments for each request, incorporating engineering guidelines, best practices, City policies, and standards.
- Based on these assessments, staff are recommending changes to speed limits, parking and traffic control regulations on the roadways outlined in this report, all aimed at enhancing safety for all road users.
- The recommended traffic by-law updates align with the City's Strategic Plan by creating safer roadways and supporting the well-being of our growing community.

Background:

Staff review various traffic and parking regulations on City streets as part of the annual Traffic Safety and Operations Strategy network screening as well as through uniform traffic operational and safety assessments. The assessments are initiated primarily from requests received from residents to make improvements to existing traffic regulations.

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

Discussion:

Speed Limits

Speed limits on City roads are established under the authority of the Highway Traffic Act. The default speed limit in Richmond Hill is 50 km/h, as set out in Section 128(1) of the Act. However, municipalities may, through Council approval, set different speed limits where appropriate, as permitted under Section 128(2). In Richmond Hill, such changes are implemented through amendments to Schedule 'A' of Chapter 1126 of the Municipal Code (Speed Restrictions).

Speed limit reductions from 50 km/h to 40 km/h in response to resident concerns based on technical assessments using industry guidelines and City approved policies are recommended to improve safety.

Transportation staff have received requests from residents related to speed limit reductions. These road segments were evaluated using the Transportation Association

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of Canada’s Automated Speed Limit Guidelines and determined suitable for a lower speed limit.

The details with respect to the recommended speed limit changes are outlined in **Table 1**. Maps of these proposed changes are outlined in **Attachment 1**.

Table 1 – Proposed Speed Limit Reductions

Street	From	To
Brookwood Drive	Devonsleigh Boulevard	Yorkland Street
Heron Hollow Avenue	Brockdale Street	Kingshill Road
Humberland Drive	Bathurst Street	Red Cardinal Trail
Lagani Avenue	Kevi Crescent/Rubin Street	Montesano Crescent
Misty Moor Drive	Hunters Point Drive	Old Langstaff Road
Montesano Crescent	Self-terminus	Strathearn Avenue
Oxford Street	Bathurst Street	Yonge Street
Red Maple Road	16 th Avenue	A point 150 m (493 ft.) north of Bantry Avenue
Redstone Road	A point 150 m (493 ft.) southwest of Princeton Avenue	Shirley Drive
Redstone Road	A point 150 m (493 ft.) north of Toporowski Drive	Elgin Mills Road East
Snively Street	Bayview Avenue	Worthington Avenue
Timber Valley Avenue	Bond Crescent	Newbridge Avenue
Trench Street	152.4 m (500 ft.) north of north boundary line of Alexander Mackenzie Secondary School	Mill Street
Weldrick Road West	Bathurst Street	Walmer Road
Weldrick Road West	Springhead Gardens	Yonge Street

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Parking Regulations

Parking regulations are established based on the City's design standards, provincial guidelines, and a thorough engineering review by staff. This review includes, but is not limited to, considerations of road geometry, sightlines, traffic volumes, and land use. Above all, safety for all road users remains the highest priority in the development and implementation of these regulations.

Due to concerns raised by residents and based on technical assessments following industry guidelines and City standards, 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 locations listed in **Table 2**. Maps of these proposed changes are outlined in **Attachment 2**.

Table 2 – Proposed Parking Restrictions

Street	From	To
Arnold Crescent	Elizabeth Street S	Harding Boulevard W
Finesse Court	Cul-de-sac opening	Sachet Drive
Highgrove Crescent	Ellery Drive [N]	Ellery Drive [S]
Keble Court	Cul-de-sac opening	Selwyn Road
Paper Mills Crescent	Port Arthur Crescent	Riding Mountain Drive [E]
Port Arthur Crescent	Paper Mills Crescent [E]	Paper Mills Crescent [W]
Riding Mountain Drive	Paper Mills Crescent [E]	Paper Mills Crescent [W]
Springbrook Drive	Bayview Avenue	Grey Alder Avenue

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 controls are installed based on the Council-approved All-Way Stop Control Policy as part of Traffic Safety and Operations Strategy, which was developed based on Ontario Traffic Manual (OTM) Book 5.

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Based on technical assessments, it is recommended that one location be converted to All-Way Stop Control.

The following intersection has satisfied the All-Way Stop Control Policy, and is recommended to be converted from minor street Stop control to All-Way Stop control intersections

- i. Okanagan Drive/Stephen Street at Shaw Boulevard

The existing Level 2 Type 2D PXO, which helped alleviate pedestrian safety concerns, will be removed upon the installation of AWSC.

A map of the above noted location is illustrated in **Attachment 3**. Warrant criteria for All-Way Stop control, as well as details of the analysis for the intersection, are provided in **Attachment 4** for reference.

Financial Implications:

There are no financial implications associated with this report, as funding is already provided through the Traffic Safety and Operational Improvements Capital Project P/000937.05, approved by Council as part of the 2025 Capital Budget Request. This budget allocation covers the scope of work, which primarily involves the installation of new signs, posts, and pavement markings.

Relationship to Strategic Plan 2024-2027:

The recommendations in this report align with Pillar 1, Growing a Livable, Sustainable Community, specifically, priority 1c) by enhancing transportation infrastructure and supporting the safety of community members. The proposed reduced speed limits, parking and stop sign installations are intended to support safer streets, improve visibility and help alleviate traffic congestion.

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.25. 011 - Attachment 1: Maps of Proposed Speed Limit Modifications
- SRIES.25. 011 - Attachment 2: Maps of Proposed Parking Regulation Modifications
- SRIES.25. 011 - Attachment 3: Map of Proposed All-Way Stop Control
- SRIES.25. 011 - Attachment 4: All-Way Stop Control Warrant Criteria and Analysis Details
- SRIES.25. 011 - Attachment 5: Proposed Draft By-Law 100-25
- SRIES.25. 011 - Attachment 6: Proposed Draft By-Law 101-25
- SRIES.25. 011 - Attachment 7: Proposed Draft By-Law 102-25

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Report Approval Details

Document Title:	SRIES.25.011 Traffic Regulation Changes.docx
Attachments:	<ul style="list-style-type: none">- SRIES 25.011 - Attachment 1 Maps of Proposed Speed Limit Modifications.docx- SRIES 25.011 - Attachment 2 Maps of Proposed Parking Regulation Modifications.docx- SRIES 25.011 - Attachment 3 Map of Proposed All-Way Stop Control.docx- SRIES 25.011 - Attachment 4 All-Way Stop Warrant Criteria and Analysis Details.docx- SRIES.25.011 - Attachment 5 Proposed Draft By-Law 100-25.docx- SRIES.25.011 - Attachment 6 Proposed Draft By-Law 101-25.docx- SRIES 25.011 - Attachment 7 Proposed Draft By-Law 102-25.docx
Final Approval Date:	Oct 30, 2025

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

Frank Suppa - Oct 27, 2025 - 1:44 PM

Gigi Li - Oct 28, 2025 - 2:15 PM

Paolo Masaro - Oct 29, 2025 - 11:18 AM

Darlene Joslin - Oct 30, 2025 - 8:00 AM