

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. OI-2024-0008

**FOR THE CONSIDERATION OF
COUNCIL**

May 29, 2024

**SUBJECT: BI-ANNUAL TRAFFIC CONTROL AND PARKING REQUEST WORK
PLAN UPDATE**

1. RECOMMENDATION:

1. That Council receive Report No. OI-2024-0008 prepared by the Road Operations Division, Operations & Infrastructure Department, dated May 29th, 2023, regarding the Biannual Traffic Report;

2. That By-law 2024-XXX be adopted to amend By-Law 2023-0087 (TR-1) to:

i provided further administrative amendments following the 2023 Traffic By-law consolidation project.

ii amend Schedule V- “No Stopping” on Richmond Park Drive, east of Queensway S

2. PURPOSE:

The purpose of this report is to update Council on the status of traffic studies undertaken; new traffic management and parking control requests received since the last update; new initiatives for Traffic Calming; recommend work plans to address these requests as well as provide required amendments to by-laws.

3. BACKGROUND:

The bi-annual traffic report provides Council and residents updates on traffic-related issues. Many of the requests received from residents involve signage requests, specifically all way stops, as well as concerns related to speeding, pedestrian and cyclist safety. Operations staff utilize various existing Town By-Laws, Policies and Procedures to process those inquiries and requests.

2023 Traffic Bylaw Consolidation project

In November of 2023, the Operations Division presented a report to council that proposed a consolidation of over 20 years of amendments to the existing Traffic By-Law (2002-0046) into one, new, clear and concise by-law. The report was received by Council and By-Law 2023-0087 was passed. It is anticipated that there will be ongoing

administrative clean up to the new by-law as time passes. Operations will utilize the Biannual Traffic Reports to provide the necessary administrative amendments to By-law 2023-0087 (TR-1) on a 3-to-5-year cycle depending on the number of amendments implemented.

Traffic Calming

Policy RD-18 describes the process to follow upon receipt of a traffic-calming request. Step 1 of Policy RD-18 will be considered first when traffic calming requests are received.

Step 1 –Immediate Traffic Calming Measures

- Installation of Road Watch Signs
- Installation of Radar Speed Board
- Use of the portable speed trailer
- Request York Regional Police enforcement
- Installation of signage: Regulatory Warning and Information
- Road narrowing – Installation of Flexible Traffic Bollards

Step 2 – Local Improvement Traffic Calming Measures

- Raised cross walks
- Speed table/speed humps
- Textured pavement
- Road narrowing – choker lanes
- Increased on street parking if applicable
- Curb radius reductions
- Traffic circles for new developments
- Chicanes
- Diagonal diverters for new developments

In most requests, the above Step 1 initiatives are sufficient to mitigate traffic related concerns (speed, safety etc.). If further initiatives are warranted, staff follow the decision-making Process Flow Chart present in Policy RD-18 for Step 2 initiatives, which are more permanent and structural in nature and often require further community input.

All Way Stops

The requirement of all-way stops at intersections is outlined within Town Policy RD-1. It describes the process to follow upon receipt of an all-way stop sign traffic control request.

There is a public perception that an All-Way Stop promotes traffic calming and public safety. Provincial regulations state that an All-Way Stop control should not be used as a device to control vehicle speeds. Numerous studies have shown that stop signs do not affect excessive speeding. Speeds are, of course, reduced within 30 metres (100 feet) of the stop location, as vehicles are required to stop. Speeds outside of the 30-metre range usually increase as drivers attempt to make up for lost time at the stop locations.

Based on the above and current RD-1 policy the majority of request do not warrant All-Way Stop control installations at intersections. However, Operations does perform relative studies to determine if a traffic calming measure is required.

4. **ANALYSIS:**

The table below summarizes the traffic related service requests the Operations Division has received and how they are being addressed.

PSR Detail	Description of Request	Analysis	Recommendation
Woodfield Road PSR-20-1903	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 69.7km/h (posted speed of 60km/h). Vehicles travelling within the speed limit threshold ($\leq 20\%$ above posted limit)	This segment of Woodfield Road will be added to the Step 1 calming measure rotation to ensure speeding into the 40km/h zone is mitigated. If step 1 measure is found to be unsuitable, next step traffic calming measures will be implemented in accordance with the fall 2024 revised traffic calming policy
Hadden Road PSR-20-2373	Speeding Concerns	A traffic study conducted shows that the 85 th percentile is 65km/h (posted speed of 60km/h). Vehicles travelling within the speed limit threshold ($\leq 20\%$ above posted limit)	This segment of Hadden Road will be added to the Step 1 calming measure rotation to ensure speeding into the 40km/h zone is mitigated. If step 1 measure is found to be unsuitable, next step traffic calming measures will be implemented in accordance with the fall 2024 revised traffic calming policy
Laurendale Avenue PSR-20-4083	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 47km/h (posted speed of 40km/h). Vehicles travelling within the speed limit threshold ($\leq 20\%$ above posted limit)	No further action is required at this time. Bollards are installed in this section.

24817 McCowan RoadPSR-21- 1078	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 86km/h (posted speed of 70km/h). Most vehicles are travelling above the posted speed limit	This segment of McCowan Road will be added to the Step 1 calming measure rotation
Riverside DrivePSR-21- 2240	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 27.1km/h (posted speed of 40km/h). Vehicles travelling within the speed limit threshold ($\leq 20\%$ above posted limit)	No further action is required at this time
Arlington Drive & Laurelbank CrescentPSR- 21-2429	Speeding Concerns/Sign Study (All-Way Stop)	A traffic study conducted shows that the 85th percentile is 47km/h (posted speed of 40km/h). Vehicles travelling within the speed limit threshold ($\leq 20\%$ above posted limit) The study conducted also shows this intersection does not meet the requirements for an all-way stop as per The Towns All-Way Stops policy RD-1	No further action is required at this time
527 Duclos Point RoadPSR-21- 4077	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 49km/h (posted speed of 40km/h). Most vehicles are travelling above the posted speed limit	This segment of Duclos Point Road will be added to the Step 1 calming measure rotation
Joe Dales Drive & Grangemuir DrivePSR-21- 2811	Speeding Concerns/Sign Study (All-Way Stop)	A traffic study conducted shows that the 85th percentile is 38.9km/h (posted speed of 40km/h). Vehicles travelling within the speed limit threshold ($\leq 20\%$ above posted limit) The study conducted also shows this intersection does not meet the requirements for an all-way stop as per The Towns All-Way Stops policy RD-1	No further action is required at this time

Joe Dales DrivePSR-22-1828	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 38.9km/h(posted speed of 40km/h). Vehicles travelling within the speed limit threshold($\leq 20\%$ above posted limit)	No further action is required at this time
Lake Drive EastPSR-22-2466	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 35.8km/h(posted speed of 40km/h). Vehicles travelling within the speed limit threshold($\leq 20\%$ above posted limit)	No further action is required at this time
Lake Drive EastPSR-22-2488	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 35.8km/h(posted speed of 40km/h). Vehicles travelling within the speed limit threshold($\leq 20\%$ above posted limit)	No further action is required at this time
Black River RoadPSR-22-3493	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 42.1km/h(posted speed of 40km/h). Vehicles travelling within the speed limit threshold($\leq 20\%$ above posted limit)	No further action is required at this time
Morning Glory RoadPSR-22-3596	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 61km/h(posted speed of 60km/h). Vehicles travelling within the speed limit threshold($\leq 20\%$ above posted limit)	This segment of Morning Glory Road will be added to the Step 1 calming measure rotation to ensure speeding into the 40km/h zone is mitigated. If step 1 measure is found to be unsuitable, next step traffic calming measures will be implemented in accordance with the fall 2024 revised traffic calming policy
Lowndes AvenuePSR-22-3817	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 50km/h(posted speed of 40km/h). Most vehicles are travelling above the posted speed limit	This segment of Lowndes Avenue will be added to the Step 1 calming measure rotation

Deer Park DrivePSR-22-4068	Speeding Concerns	A traffic study conductedshows that the 85thpercentile is 62km/h(posted speed of 50km/h).Most vehicles are travelling above the posted speed limit	This segment of Deer Park Drive will be added to the Step 1 calming measure rotation
Black River RoadPSR-22-4905	Speeding Concerns	A traffic study conductedshows that the 85thpercentile is 42.1km/h(posted speed of 40km/h).Vehicles travelling withinthe speed limit threshold(<=20% above postedlimit)	No further action is required at this time
Riverside DrivePSR-23-1975	Speeding Concerns	A traffic study conductedshows that the 85thpercentile is 27.1km/h(posted speed of 40km/h).Vehicles travelling withinthe speed limit threshold(<=20% above postedlimit)	No further action is required at this time
Wexford DrivePSR-23-2585	Speeding Concerns	A traffic study conductedshows that the 85thpercentile is 52.3km/h(posted speed of 40km/h).Most vehicles are travelling above the posted speed limit	This segment of Wexford Drive will be added to the Step 1 calming measure rotation
Wexford DrivePSR-23-3587	Speeding Concerns	A traffic study conductedshows that the 85thpercentile is 52.3km/h(posted speed of 40km/h).Most vehicles are travelling above the posted speed limit	This segment of Wexford Drive will be added to the Step 1 calming measure rotation
Black River RoadPW-19-1592	Speeding Concerns	A traffic study conductedshows that the 85thpercentile is 42.1km/h(posted speed of 40km/h).Vehicles travelling withinthe speed limit threshold(<=20% above postedlimit)	No further action is required at this time
Lake Drive East (Willow Beach)PSR-22-1191	Req for Study	A traffic study conductedshows that the 85thpercentile is 40km/h(posted speed of 30km/h).Most vehicles are travelling above the posted speed limit	This segment of Lake Drive East has recently had speed humps implemented. Speed hump frequency is proposed to be increased in this area; findings will be reported to council in Q3 of 2024

Oakmeadow Boulevard & Castille CrescentPSR-19-1665	Req for Stop Sign (All-Way Stop)	The study conducted also shows this intersection does not meet the requirements for an all-way stop as per The Towns All-Way Stops policy RD-1	No further action is required at this time
Oakmeadow BoulevardPSR-20-2814	Not Obeying Signage	A traffic study conductedshows that the 85thpercentile is 43km/h(posted speed of 40km/h).Vehicles travelling withinthe speed limit threshold(<=20% above postedlimit)	No further action is required at this time
Bouchier Street and Osbourne StreetPSR-22-1772	Req for Stop Sign	The study conducted also shows this intersection does not meet the requirements for an all-way stop as per The Towns All-Way Stops policy RD-1	No further action is required at this time
Station RoadPSR-23-2841	Req for Speed Humps	A traffic study conductedshows that the 85thpercentile is 50km/h(posted speed of 40km/h).Most vehicles are travelling above the posted speed limit	This segment of Station Road will be added to the Step 1 calming measure rotationIf step 1 measure is found to be unsuitable, next step traffic calming measures will be implemented in accordance with the fall 2024 revised traffic calming policy
Hedge RoadPSR-21-2182	Req for Bollards	A traffic study conductedshows that the 85thpercentile is 44km/h(posted speed of 30km/h).Most vehicles are travelling above the posted speed limit	Hedge Road did not meet the minimum requirements for bollards. However, this segment of Hedge Road will be added to the step 1 calming measure rotation
Irene DrivePSR-22-2035	Req for Bollards	A traffic study conducted shows that the implementation of traffic bollards was ineffective	Consider step 2 measure following review of bollard impact. This will be addressed with the new traffic policy in 2024.
Carrick AvenuePSR-23-1218	Not Obeying Signage	A traffic study conductedshows that the 85thpercentile is 50km/h(posted speed of 40km/h).Most vehicles are travelling above the posted speed limit	This segment of Carrick Avenue will be added to the Step 1 calming measure rotationIf step 1 measure is found to be unsuitable, next step traffic calming measures will be implemented in accordance with the fall

			2024 revised traffic calming policy Inquiry forwarded to the Forestry Division to address sightline obstruction
McCowan Road PSR-21-0740	Speeding Concerns	A traffic study conducted shows that the 85th percentile is 86km/h (posted speed of 70km/h). Most vehicles are travelling above the posted speed limit	This segment of McCowan Road will be added to the Step 1 calming measure rotation
Lake Drive East (Franklin Beach)	Speed Hump Installation	Speed humps have been installed along this section of Lake Drive east as a part of the Town's Speed Hump Pilot Program	This segment of Lake Drive East has recently had speed humps implemented. Speed hump frequency is proposed to be increased in this area; findings will be reported to council in Q3 of 2024

Parking/Stopping Control:

Staff follow existing Town policies and procedures when requests are received for traffic studies, traffic control or parking control. Procedure RD-9 provides guidance on establishing parking restrictions in accordance with By-law 2023-0087 (TR-1).

PSR Detail	Description of Request	Analysis	Recommendation
Richmond Park Drive 200 metres east of Queensway S	Traffic calming and associated safety concern of stopped cars along a curve with potential poor sightlines to oncoming traffic.	Implementation of bollards and associated no stopping requirements as per HTA, OTM, Town By-Laws, and transportation guides. Following implementation there were reported near misses due to stopped vehicles outside of the regulated stopping area. Operations continued data collection at the location and confirmed potential near misses due to	By-law 2023-0087 Schedule "V" No Stopping be amended to include the second curve east of Queensway South on Richmond Park Drive, being to 285m east of The Queensway South.

		stopped vehicles within the limits of the curve.	
Dalton Rd North of Lake Drive Petition File: 2023005 (03/12/2024)	A request to amend Traffic bylaw 2023- 0087 Schedule V "No Stopping"	Parking Permission for vehicles on Dalton Rd north of Lake Drive for The Hebrew Community Centre of Jackson Point Permit holders during specified times All residents adjacent to the impacted area have been contacted and the petition results received: 40% in support of request	66% support required for the implementation of amendments. No amendments required.

Administrative Amendments

Various amendments are required to By-law 2023-0087. These amendments were flagged by the Legislative Services department and are required to ensure effective enforcement. The administrative amendments are presented in the attached under By-Laws within this council's agenda. It is important to note the amendments have all been previously approved by Council and that these are administrative only as part of the by-law consolidation.

Speed Hump Pilot Program Update

In September of 2022 Council endorsed the implementation of a Speed Hump Pilot Program through Resolution No. C-2022-0339. This program would allow staff to trial or pilot speed humps as a physical 'step 2 traffic calming measure' to determine their effectiveness when installed. Seven speed humps were installed during the first season (2023) of the pilot and staff will expand the Speed Hump Pilot Program into a second season (2024) to include additional locations on new roads, and in parallel, expand the number of speed humps at existing locations.

The second seasons will see six additional speed humps installed. The forecasted locations of installation are two additional speed humps on Lake Drive East fronting Willow Beach, two additional speed humps on Lake Drive East fronting Franklin Beach, and two new speed humps on Irene where current bollard installations were shown to be ineffective.

The second season of this pilot will allow staff to measure speed and volume impacts in a broader environment and determine how the increased frequency of speed humps effects vehicular speed compared to an environment where speed humps are less frequent. This will ultimately ensure our installation thresholds are optimized for the entirety of the road network. Once implementations methods for speed humps are

assessed and finalized, the thresholds and amendment to the traffic calming policy will be brought to council for approval.

Future Initiatives:

Traffic Calming Policy – Outlook

The Operations division is updating the Traffic Calming Policy. The existing policy was used in a few locations per year when adopted. The policy today manages over 60 requests each year. Additionally, the landscape, appetite, and expectations resulting from a traffic policy have changed dramatically over the past five years, necessitating a complete refresh. This refreshed policy will be crafted by drawing insights from neighboring municipalities' best practices and ensuring alignment with relevant regulations. Additionally, the inclusion to consider new measures including automated speed enforcement, speed cushions/humps and other technologies is important and missing from the Town's current version. The completion of the updated Traffic Calming Policy is anticipated to be brought to council within Q4 of this year (2024).

Automatic Speed Enforcement (ASE) – Outlook

The Operations Division is actively looking at the public safety benefits of ASE and its implementation within the Town. The division is forecasted to bring a report to council in June outlining what the future of ASE will be in Georgina.

LED Roadway Lighting – SLX-Speed Unit

Presented during the 2023 Ontario Good Roads Association (OGRA) conference, this new technology known as LED Roadway Lighting SLX Speed Units allows for traffic studies/data to be incorporated into streetlight infrastructure using power from the fixture, while being discrete. These sensors have been utilized to respond to public service requests with respect to traffic studies. Sensors are being relocated monthly with the help of the Facilities and Maintenance Division, showcasing great interdepartmental collaboration. The pilot has been extended until July 1st, 2024 at no financial impact to the Town in order to ensure the technology is effective for Operations to conduct traffic studies efficiently. Results of the pilot and the potential implementation within Operation's Transportation program will be presented during the Fall 2024 Traffic Report.

York Region Travelers Safety Plan

Staff continue to meet with York Region, CIMA (hired consulting group), and other local municipalities to discuss the evolving York Region Travelers Safety Plan. Designed around the Vision Zero Network, the Safety Plan will be a collaborative effort funded by York Region. This initiative will be most successful when endorsed by all local municipalities within the York Region, working on a shared vision. The town is currently awaiting receipt of the final presentation and data for further review.

5. RELATIONSHIP TO STRATEGIC PLAN:

Creating a Vibrant, Healthy and Safe Community for All – Support a safe, healthy, and inclusive community.

6. FINANCIAL AND BUDGETARY IMPACT:

No budgetary impact anticipated

7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

Those residents that have inquired about traffic studies, traffic calming measures or other inquiries/requests pursuant to the Town's traffic policies, have been advised of the date of the report. Any Town residents/ occupants or property owners that wish to submit such requests or follow up on previous requests are encouraged to contact Service Georgina.

Anytime there is a resident proposed addition or amendment to the traffic by-law, whether that be a no parking request or stop sign request, a petition is circulated to the residents of properties directly adjacent to the impacted area.

APPROVALS

Prepared By:	Matthew DeLuca, Operations Technologist, Operations Division
Reviewed By:	Niall Stocking, Manager, Operations (Roads, Stormwater, Forestry)
Recommended By:	Michael Vos, Director, Operations and Infrastructure
Approved By:	Ryan Cronsberry, Chief Administrative Officer

ADDITIONAL NOTES:

Reference agenda By-Law 2024-XXXX a By-Law to Amend By-Law 2023-0087 (TR-1)