

Amendments to the Regina Traffic Bylaw, 1997, No.9900

Date	May 19, 2020
To	Public Works and Infrastructure Committee
From	Citizen Services
Service Area	Roadways & Transportation
Item No.	PWI20-1

RECOMMENDATION

Public Works and Infrastructure Committee recommends that City Council:

1. Approve the following amendments to *The Regina Traffic Bylaw, 1997, No. 9900* (Traffic Bylaw) as detailed in Appendix A.
2. Direct the City Solicitor to amend the Traffic Bylaw to reflect the changes proposed in Appendix A.
3. Approve these recommendations at its March 25, 2020 meeting.

ISSUE

In 2019, the Traffic Bylaw Working Group (the Working Group) was reinstated as an expert panel for vetting amendments to the *Traffic Bylaw*. This group consists of representatives from Administration and Regina Police Service.

This report recommends amendments to the *Traffic Bylaw*.

IMPACTS

Financial Impacts

The cost implications with respect to the amendments proposed will include the installation, moving or removing of signage, which will be a one-time cost. This cost will be charged to the 2020 Operating budget and is estimated to be approximately \$4,500.

There are no environmental, accessibility, policy/strategic, legal or other implications with respect to this report.

OTHER OPTIONS

Another option investigated for push carts was to not include any fees for a permit. However, the road usage cost would then be borne by the taxpayers and not the commercial entity benefiting from the commercial operation. The other option would be changing the permit cost to \$1300 per year, consistent with Mobile Food Vending. This could be concern for the permit holders as the area of the cart is significantly smaller.

COMMUNICATIONS

If the speed limit changes are approved, updated speed limit signage will be placed as needed. If the recommendation for the push-type Food & Beverage and Merchandise Sidewalk Vending is approved, Street Use Permit information and applications will be updated on Regina.ca. In addition, letters will be sent to the stakeholders advising of this change.

DISCUSSION

The following amendments to the *Traffic Bylaw* were reviewed by the Working Group:

Speed Limit Changes on Transition Roads

The *Traffic Bylaw* sets the speed limit within Regina city limits at 50 kilometres per hour, unless otherwise posted. Administration and Regina Police Service have observed traffic safety concerns on roadways that transition from 50 kilometres per hour to higher speeds.

Cost implementation for sign relocation, installation and removal is approximately \$3000. Further details can be found in Appendix B.

The Working Group is recommending that the speed limits below be increased from 50 kilometres per hour.

Description	From	To	Limit (km/hr)
Armour Road	Diefenbaker Drive	West City Limit	60
Diefenbaker Drive	Pasqua Street	McCarthy Boulevard	60
Lewvan Drive	150 m. South of 13th Avenue	150 m. South of Sherwood Drive	70
McCarthy Boulevard	Diefenbaker Drive	North City Limit	60
Prince of Wales Drive	250 m. North of Jenkins Drive	McDonald Street	70

Advantages Include:

- ensures speed limits are consistent prior to the city limit expansion

Disadvantages Include:

- none

If approved, the *Traffic Bylaw* will be amended, specifically *Part III, Moving Violations, Speed Limits, section 10(1)(a)*.

Speed Limit Change - Campbell Street

Campbell Street from Hill Avenue to 25th Avenue is signed at 70 kilometres per hour, along with Hill Avenue from Courtney Street to Campbell Street. Campbell Street from 25th Avenue to Highway #1 is 50 kilometres per hour. The proposed amendment shall remove the speed limit of 70 kilometres per hour on Campbell Street from Hill Avenue to 25th Avenue. The boundaries on Hill Avenue from Courtney Street to Campbell Street shall be changed to Hill Avenue from Courtney Street to 200 metres west of Campbell Street.

The cost to implement this change is approximately \$500 for sign relocation, removal and installation. Further details, along with a diagram can be found in Appendix C.

Proposed Amendment:

Description	From	To	Limit (km/hr)
Campbell Street	Hill Avenue	25 th Avenue	70
Hill Avenue	Courtney Street	Campbell Street	70
Hill Avenue	Courtney Street	200 m. West of Campbell Street	70

Advantages Include:

- reduces safety risks at the sharp 90-degree angle curve at 70 kilometres per hour when turning from Hill Avenue onto Campbell Street
- the speed limit will be 70 kilometres per hour 200 metres west of Campbell Street, giving enough space for motorists to slow down and safely make the turn

Disadvantages Include:

- none

If approved, the *Traffic Bylaw* will be amended, specifically *Part III, Moving Violations, Speed Limits, section 10(1)(a)*.

Speed Limit Change - Albert Street

Albert Street has a northbound speed limit of 70 kilometres per hour starting 400 metres north of Ring Road. This speed is inconsistent with the speed of northbound Ring Road off-ramp, which is 70 kilometres per hour. The Working Group is recommending the speed limit boundary 150 metres north of the Ring Road be amended.

The cost of this implementation will be approximately \$250. Further details, along with a diagram can be found in Appendix D.

Proposed Amendment:

Description	From	To	Limit (km/h)
Albert Street	400 m. North of Ring road	North City Limits	70
Albert Street	150 m. North of Ring Road	North City Limits	70

Advantages Include:

- increases safety for vehicles merging from northbound Albert Street to the off-ramp from Ring Road at an equivalent speed of 70 kilometres per hour
- benefits southbound traffic on Albert Street from city limits to the Ring Road as it will maintain the 70 kilometres per hour speed for the on-ramp to the Ring Road and will not affect the southbound off-ramp from the Ring Road to Albert Street

Disadvantages Include:

- not implementing this amendment could cause traffic safety issues for vehicles merging onto the northbound Ring Road off-ramp

If approved, the *Traffic Bylaw* will be amended, specifically *Part III, Moving Violations, Speed Limits, section 10(1)(a)*.

Speed Limit Change - Wascana Parkway (City Limits)

Wascana Parkway is not consistent with the current *Traffic Bylaw*. The 70 kilometres per hour speed limit is currently 150 metres north of Grant Road to 23rd Avenue in the Traffic Bylaw. However, this does not cover the remaining section of Wascana Parkway from Grant Road to Park Street/city limits, therefore this road has a legal speed limit of 50 kilometres per hour. This portion of road is currently signed at 70 kilometres per hour which contradicts the *Traffic Bylaw*. The Working Group is recommending this section of the roadway be amended.

The sign relocation and installation are approximately \$250. Further details, along with a diagram can be found in Appendix E.

Proposed Amendment:

Description	From	To	Limit (km/hr)
Wascana Parkway	150 m. North of Grant Road	23rd Avenue	70
Wascana Parkway	23rd Avenue	City Limits	70

Advantages Include:

- ensures the speed limit is consistent with the *Traffic Bylaw*

Disadvantage Include:

- not implementing this change can cause enforcement issues for Regina Police Services as any speeding tickets issued can be challenged in court

If approved, the *Traffic Bylaw* will be amended, specifically *Part III, Moving Violations, Speed Limits, section 10(1)(a)*.

Speed Limit Change – Broad Street/Wascana Parkway (Pedestrian Corridor)

A pedestrian corridor is warranted on Wascana Parkway and 23rd Avenue. In order to complete this work, following the criteria from the Transportation Association Canada's Pedestrian Crossing Control Guidelines (TAC), speed limits approaching this intersection need to be 50 kilometres per hour. The Working Group recommends Broad Street from 150 metres south of Hillsdale Street to 23rd Avenue to be removed as a 70 kilometres per hour limit.

This project is also being partially funded through Saskatchewan Government Insurance's (SGI) Provincial Traffic Safety Fund Grant Program with an estimated cost of \$37,000. Further details can be found in Appendix F.

Proposed Amendment:

Description	From	To	Limit (km/hr)
Broad Street	150 m. South of Hillsdale Street	23 rd Avenue	70
Wascana Parkway	23 rd Avenue	City Limits	70
Wascana Parkway	150 m. South of 23 rd Avenue	City Limit	70

Advantages Include:

- improves pedestrian safety and traffic turning from 23rd Avenue

Disadvantages Include:

- retains the same risks to pedestrians and vehicles
- could impact traffic flow and cause congestion due to lower speeds and frequency of usage of the pedestrian corridor
- the pedestrian corridor cannot be installed

If approved, the *Traffic Bylaw* will be amended, specifically *Part III, Moving Violations, Speed Limits, section 10(1)(a)*.

Speed Limit Change - Dewdney Avenue

Dewdney Avenue from Pinkie Road to Courtney Street is currently a single lane arterial road that is adjacent to the Westerra subdivision near west city limits. There are two main entrances into Westerra, which can be accessed from Horizons Way and Westmarket Street. Originally the speed limit was to be reduced to 60 kilometres per hour. However, this location is scheduled to be twinned in 2020 with a design speed of 70 kilometres per hour.

The Working Group recommends the speed limit of Dewdney Avenue from Pinkie Road to Courtney Street to be amended to 70 kilometres per hour.

The estimated cost for implementing sign removal and relocation is approximately \$500. Further details can be found in Appendix G.

Proposed Amendment:

Description	From	To	Limit (km/h)
Dewdney Avenue	West City Limit	Courtney Street	80
Dewdney Avenue	West City Limit	Pinkie Road	80
Dewdney Avenue	Pinkie Road	Courtney Street	70

Advantages Include:

- increases safety for vehicles turning into Westerra from Dewdney Avenue, as approaching motorists will have increase reaction time to slow down and stop
- it will be consistent with the design speed for the Dewdney Avenue twinning project this year

Disadvantages Include:

- retains the current unsafe nature of this street and risks associated with no speed reduction

If approved, the *Traffic Bylaw* will be amended, specifically *Part III, Moving Violations, Speed Limits, section 10(1)(a)*.

Temporary Street Use Permits - Push-type Food & Beverage and Merchandise Sidewalk Vending Units

Schedule "J" in the *Traffic Bylaw* lists all fees and charges that are payable under the *Traffic Bylaw*. Currently there is no explicit fee designation for push-type food carts Temporary Street Use Permits. Administration has several inter-departmental review aspects to these types of permits to verify the information presented in the application, as per *Bylaw #9881 Schedule E*. As such, Administration is recommending a fee of \$400 to recover the incurred costs for review of applications and inspections of the units. Further details as well as calculations for the fees can be found in Appendix H.

Proposed Amendment:

Section	Description	Fee
65	<i>Temporary Street Use Permit (miscellaneous)</i>	
	Mobile Food Vending – Hotdog Cart	\$400/year/unit

Advantages Include:

- charge the appropriate fee amount in relation to the type of mobile food vending
- significant cost reduction for smaller push-type carts

Disadvantages Include:

- continue charging \$1300 per permit to vendors, risking the vendor complying with the bylaw and maintaining an unreasonable expectation/decreased level of service
- The Clean Property Bylaw Amendment to transfer relevant sections to the traffic Bylaw will be delayed to 2021

If approved, the *Traffic Bylaw* will be amended, specifically *Schedule "J", section 65*.

U-Turn Fines for School Zones and Playground Zones – Summary Offence Ticket

The *Traffic Bylaw section 17(3)*, was recently updated to include restricting u-turns in school zones and playground zones. *Schedule L* needs to be updated to reflect the addition made with a fine of \$180. Further details can be found in Appendix I.

Proposed Amendment:

Section	Amount	Description
17(1)	\$180.00	Making a U-turn where prohibited.
17(2)	\$180.00	Proceeding before safety to do so after a U-turn.
17(1)	\$180.00	Making a U-turn where prohibited.
17(2)	\$180.00	Proceeding before safe to do so after a U-turn.
17(3)	\$180.00	Making a U-turn in a school zone or playground zone.

Implementing this addition to *Schedule L* will allow Regina Police Service to efficiently enforce. Not implementing this could cause issues with prosecution.

DECISION HISTORY

This is an application for amendment for a City Bylaw. In accordance with *The Cities Act* amendments to the *Traffic Bylaw* require City Council approval.

Respectfully Submitted,



Chris Warren, Director, Roadways & Transportation 3/13/2020

Respectfully Submitted



Kim Ohra, Executive Director, Citizen Services 3/11/2020

Prepared by: Ghazi Ashrafi, Engineer-In-Training, Engineer, Traffic Engineering

ATTACHMENTS

Appendix A - Regina Traffic Bylaw Amendment Summary

Appendix B - 2019-01 Additional Roads

Appendix C - 2019-02 Campbell Street

Appendix D - 2019-03 Albert Street and Highway #1

Appendix E - 2019-04 Wascana Parkway (City Limit)

Appendix F - 2019-05 Broad Street and Wascana Parkway (Pedestrian Corridor)

Appendix G - 2019-08 Westerra Speed Reduction

Appendix H- 2019-09 Food Beverage Sidewalk Vending

Appendix I - 2019-10 U-Turn Fines for School Zones or Playground Zones Update