

## Amendments to the Regina Traffic Bylaw

<b>Date</b>	April 21, 2021
<b>To</b>	Operations and Community Services Committee
<b>From</b>	Citizen Services
<b>Service Area</b>	Roadways & Transportation
<b>Item No.</b>	OCS21-16

### RECOMMENDATION

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The Operations and Community Services Committee recommends that City Council:

1. Approve the following amendments to *The Regina Traffic Bylaw, 1997*, Bylaw No. 9900 (Traffic Bylaw) as detailed in Appendix A.
2. Instruct the City Solicitor to amend the *Traffic Bylaw* to reflect the changes detailed in Appendix A.
3. Approve these recommendations at its May 12, 2021 meeting.

### ISSUE

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This report recommends amendments to the *Regina Traffic Bylaw No. 9900 (Traffic Bylaw)*. All amendments were reviewed and approved by the Traffic Bylaw Working Group (Working Group), which is a multidisciplinary group of representatives from City of Regina (City) Administration and Regina Police Service (RPS).

### IMPACTS

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#### Policy/Strategic Impacts

The proposed amendments pertaining to tee-intersections and recreational vehicle parking are consistent with *The Official Community Plan (OCP)* and *The Transportation Master Plan (TMP)*, specifically:

- *OCP - Section D, Goal 5 – Active Transportation, “Promote active transportation for healthier communities.”*

- 5.27 Develop a citywide pedestrian strategy to provide a continuous high-quality, connected, safe and universally accessible walking experience.
- *TMP - Section D1, Goal 2: The transportation system will provide a greater range of multi-modal transportation choices for all seasons.*
  - 1.12 Review and update city policies and standards to reflect multi-modal transportation needs for all seasons.
- *TMP - Section D4, Goal 15: Active modes of transportation will be prioritized in city policies and processes.*
  - 4.5 Amend the Traffic Bylaw No. 9900 (Traffic Bylaw) to reduce barriers for active modes.

### **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 2021 Operating Budget and is estimated to be approximately \$2,000.

### **Accessibility Impacts**

The proposed amendment to implement a no stopping zone for vehicles at all pedestrian ramps located at tee-intersection will provide improved accessibility and sightlines for all pedestrians.

### **Environmental Impacts**

City Council set a community goal for the City of achieving net zero emissions and sourcing of net zero renewable energy by 2050. In support of this goal, City Council asked Administration to provide energy and greenhouse gas implications of recommendations so that Council can evaluate the climate impacts of its decisions. The recommendations in this report have limited direct impacts on energy consumption and greenhouse gas emissions.

There are no legal or any other implications with respect to this report.

## **OTHER OPTIONS**

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An alternative to creating a definition for “School Days” would be to update all existing parking signage in school zones to clearly indicate the effective days and months. Holidays would need to be clearly identified on the signage.

An alternative to restricting recreational vehicles from stopping within 30 metres of an intersection or crosswalk for more than two hours would be to restrict recreational vehicles from stopping within 30 metres of an intersection or crosswalk for any period of time.

## **COMMUNICATIONS**

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Approved speed limit changes will be reflected by changes to the posted speed limit signage as needed. The revised *Traffic Bylaw* will be published on Regina.ca.

## **DISCUSSION**

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The following amendments to the *Traffic Bylaw* were reviewed and approved by representatives of the Working Group, after review and analysis of each proposal:

### School Days

It is recommended that a definition for “School Days” be defined within the *Traffic Bylaw*. The use of School Days can be found on no stopping and no parking signage within Regina’s school zones. The absence of a definition in the bylaw results in challenges for enforcement and inconsistent interpretation by motorists. Many schools are in residential areas, where on-street parking is desired by motorists in the area; the use of the term ‘school days’ on signs will increase the opportunities for residents or visitors to park when the space is not required for school buses. The addition of a definition would clarify the precise days parking is restricted. Further details can be found in Appendix B.

Proposed Amendment:

**“School Days”** means all Mondays, Tuesdays, Wednesdays, Thursdays or Fridays, that occur between the dates of September 1 and June 30, inclusive, but excluding holidays.

Advantages Include:

- parking signage within existing school zones that indicate “School Days” will have a clear effective date
- existing signage enforceability will be strengthened and will not need to be replaced with either year-round restrictions or more complex, harder to read signs

Disadvantages include:

- parking will be restricted on days where school is not in session and the day is not considered a holiday, such as extended breaks or professional development days as determined by each school division

If approved, the *Traffic Bylaw* will be amended, specifically *Part I, Interpretation, Definitions, Section 1*.

### Arcola Avenue Speed Limits

The *Traffic Bylaw* currently sets three different speed limits for Arcola Avenue at 60, 70 and 80 kilometres per hour.

Administration completed a review of these existing speed limits and recommends that the speed limit between the Highway 1A entrance and 150 metres east of University Park Drive be reduced from 70 kilometres per hour to 60 kilometres per hour.

This will allow for a consistent speed limit of 60 kilometres per hour starting 50 metres east of Victoria Avenue to 150 metres east of University Park Drive.

It is also recommended that the speed limit between Chuka Boulevard and east city limits be reduced from 80 kilometres per hour to 70 kilometres per hour. This will allow for a consistent speed limit of 70 kilometres per hour starting 150 metres east of University Park Drive to east city limits. Further details can be found within Appendix C.

Proposed Amendment:

Description	From	To	Limit (km/h)
Arcola Avenue	50 m East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	Hwy #1 Entrance Ramp	150 m. East of Chuka Boulevard	70
Arcola Avenue	150 m. East of Chuka	East City Limit	80

	<del>Boulevard</del>		
Arcola Avenue	50 m East of Victoria Avenue	150 m. East of University Park Drive	60
Arcola Avenue	150 m. East of University Park Drive	East City Limits	70

Advantages Include:

- a lower speed limit at University Park Drive intersection is more appropriate for the higher volume of vehicular decision points and movements at the intersection and may reduce the risk of preventable collisions
- a lower speed limit of 60 kilometres per hour near Highway 1A will allow for vehicles to safely exit and enter Arcola Avenue to and from Highway 1A
- a lower speed limit of 70 kilometres per hour between Chuka Boulevard and east city limits will create a consistent speed limit between the Arcola Avenue and Highway 33 (east of city limits) and is more appropriate for the density and spacing of the intersections on this road segment

Disadvantages Include:

- a minor increase to travel time through the reduced speed section of the corridor

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

### Dewdney Avenue Speed Limits

The Saskatchewan Ministry of Highways (MHI) has requested that administration revise the speed limits of Dewdney Avenue, west of Pinkie Road in *Section 10(1)(a)* of the *Traffic Bylaw*, to match the existing speed limit of 70 kilometres per hour of the Regina Bypass (Bypass) entrance and exit ramps. MHI has requested that this change be implemented to improve the safety of traffic movements at intersections and ramps connecting to the Bypass.

It is recommended that the current speed limit of Dewdney Avenue be reduced from 80 kilometres per hour to 70 kilometres per hour between Pinkie Road and 200 metres west of Fleming Road. The speed reduction will create a consistent speed limit with the connecting segment of Dewdney Avenue to the east of Pinkie Road as well as be consistent with the speed limits on the bypass ramps. Further details are provided in Appendix D.

Proposed Amendment:

Description	From	To	Limit (km/h)
Dewdney Avenue	West City Limit	Pinkie Road	80
Dewdney Avenue	Pinkie Road	Courtney Street	70
Dewdney Avenue	West City Limit	200m West of Fleming Road	80
Dewdney Avenue	200 m West of Fleming Road	Courtney Street	70

Advantages Include:

- a lower speed limit of 70 kilometres per hour will provide improved safety for vehicle

movements at intersections along Dewdney Avenue between Pinkie Road and 200 metres west of Fleming Road

- a lower speed limit of 70 kilometres per hour will be consistent with the existing speed of the ramps connecting to the Bypass and may reduce the risk of preventable collisions for vehicles entering or exiting

Disadvantages Include:

- a lower speed limit may increase travel times through Dewdney Avenue between Pinkie Road and 200 metres west of Fleming Road

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

### Highway 1A Naming

The *Traffic Bylaw* currently references the continuation of the Ring Road segment between Victoria Avenue and Lewvan Drive as Highway #1 Bypass. Following the completion of the Regina Bypass, the official naming for this segment was changed to Highway 1A by MHI. It is recommended that this be reflected in the *Traffic Bylaw*. Further Details can be found in Appendix E.

Proposed Amendments:

1. Speed Limits table in *Section 10(1)(a)*:

Description	From	To	Limit (km/h)
Highway #1 Bypass	780 m. East of Albert Street	Victoria Avenue	100
Highway 1A	780 m. East of Albert Street	Victoria Avenue	100

2. *Section 10(1)(e)*:

(e) *For any on-ramp, exit ramp or traffic loop involving the Highway 1A ~~Highway No. 1 Bypass~~, Ring Road or Lewvan Drive, the speed limit shall be as determined by the Director by the assembly of appropriate speed limit signs.*

Advantages Include:

- clarification for enforcement and road users that the Ring Road segment between Victoria Avenue and Albert Street south is now Highway 1A
- clarification for emergency services when attending to an emergency for this segment

Disadvantages Include:

- there are no disadvantages to this amendment

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

### Tee-Intersections

The *Traffic Bylaw* currently has no stopping zones established in *Section 36*, which limits vehicles from stopping within 10 metres of an intersection or painted crosswalk. This is to

ensure that pedestrians have access to accessible ramps and to provide for pedestrian sight lines.

The Working Group has identified that the existing no stopping regulations are not applicable to tee-intersections which allows vehicles to park through the tee-intersection and block pedestrian ramps where there are no painted crosswalks present. The lack of no stopping zones at tee-intersections is an accessibility issue for all users of a pedestrian ramp. This issue has become apparent in many new development neighborhoods where increased on-street parking demand has resulted in increased calls for parking enforcement when pedestrian ramps are blocked by vehicles. Under the existing bylaw regulations, parking enforcement is unable to issue a ticket to a vehicle blocking the pedestrian ramp unless there is a painted crosswalk or signage prohibiting parking present.

It is recommended that *Section 36* is amended to limit vehicles stopping within 10 metres of any pedestrian ramp at a tee-intersection. It is also recommended that *Schedule "D"* be updated to include a diagram of the amendment. This diagram and further details can be found in Appendix F.

Proposed Addition to *Section 36*:

36. (1) (l) *within 10 metres of a pedestrian ramp at tee-intersection, as measured in accordance with Schedule "D", unless permitted by the presence of a parking meter or sign;*

Advantages Include:

- increased sightlines for all pedestrian ramps tee-intersections
- pedestrian ramps will not be blocked by vehicles, ensuring pedestrians using wheelchairs, mobility devices or pushing strollers are able to access the intersection

Disadvantages include:

- reduced parking availability at tee-intersections with pedestrian ramps

If approved, the *Traffic Bylaw 9900* will be amended, specifically *Part IV, Parking and Stopping, Section 36 (1)*. *Schedule "D"* will also be amended to include a diagram of the restrictions.

### **Recreational Vehicle Parking**

The *Traffic Bylaw* currently restricts vehicles from stopping within 10 metres of an intersection or painted crosswalk. Administration identified that the 10 metre no stopping distance is often insufficient for maintaining proper sightlines when recreational vehicles or other large vehicles are parked near intersections and crosswalks. Recreational vehicles, despite being considered oversized vehicles, are currently exempt from the 2-hour limit for oversized vehicle parking in the *Traffic Bylaw*.

It is recommended that that *Part III, Moving Violations, Oversized Vehicle Parking, Section 45 (2)(b)* be amended to limit recreation vehicles from parking more than two hours within 30 metres of a street intersection or painted crosswalk. *Schedule "E"* will also be amended to include an updated drawing of the proposed recreational vehicle parking limits. This drawing, as well as further details can be found within Appendix G.

Proposed Amendment:

45. (1) *No person shall park a vehicle with:*  
(a) *an actual weight or gross registered weight over 2,725 kilograms; or*  
(b) *an overall length of more than six metres;*  
*on any street for more than two hours.*  
(2) *Subsection (1) shall not apply:*  
(a) *to vehicles owned by or leased to the City of Regina (City); or*  
~~(b) *to recreation vehicles*~~  
(b) *to recreation vehicles parked outside 30 metres of a street intersection or painted pedestrian crosswalk, as measured in accordance with Schedule "E".*

Advantages Include:

- increased sightlines for vehicles to see oncoming traffic and pedestrians
- increased sightlines for pedestrians waiting to cross the street at a street intersection or pedestrian crossing

Disadvantages Include:

- reduced parking options for recreation vehicles which may limit convenience when loading/unloading
- sightlines may still be blocked by a recreational vehicle for up to two hours

If approved, the *Traffic Bylaw 9900* will be amended, specifically *Part III, Moving Violations, Oversized Vehicle Parking, Section 45 (2)(b)*. *Schedule "E"* will also be amended to include an image of the restrictions.

**Block Party Fees**

Block parties are outdoor events that use the road right-of way for a local community gathering. Block parties require a temporary street use permit and the closure of the road where the event takes place. The fee for a block party is \$30. This fee has been in place for many years and is intended to cover administrative costs and the provision of the road closure barricades. An average of 19 block party permits are issued each year. The \$30 fee is not currently listed in the *Traffic Bylaw*.

It is recommended that the *Traffic Bylaw 9900* be amended to include the fee for block party permits in *Schedule J* under the Temporary Street Use Permit Section. Further details can be found in Appendix H.

Proposed Amendment to *Schedule J* under *Section 65*:

<i>Temporary Street Use Permit (miscellaneous)</i>		
	Block Party	\$30/permit

Advantages Include:

- the *Traffic Bylaw* will reflect the existing fee for block party street use permits

Disadvantages include:

- there are no disadvantages to this amendment

If approved, the *Traffic Bylaw* will be amended, specifically *Schedule J, Section 65, Temporary Street Use Permit (miscellaneous)*.

## DECISION HISTORY

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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

4/13/2021

Respectfully submitted,



Kim Onra, Executive Director, Citizen Services

4/14/2021

Prepared by: Kevin Huynh, Engineer-In-Training

## ATTACHMENTS

- Appendix A - Summary of Amendments to the Regina Traffic Bylaw No. 9900
- Appendix B - School Days
- Appendix C - Arcola Avenue Speed Limits
- Appendix D - Dewdney Avenue Speed Limits
- Appendix E - Highway 1A Naming
- Appendix F - Tee-Intersections
- Appendix G - Recreational Vehicle Parking
- Appendix H - Block Party Fees