



THE CORPORATION OF THE MUNICIPALITY OF KINCARDINE REPORT

Subject: Safety Measures Highway 21- KTTPS Update
Director: Infrastructure & Development
Manager: Operations
Report Number: Operations-2023-15
Meeting Date: Monday, August 14, 2023

Recommendation:

That Council direct staff to pursue a traffic study in the area of Highway 21 and KTTPS in 2023; and

That the cost of the traffic study of approximately \$5,000 be funded through the 2023 operating budget; and

Further that Council direct staff to request a speed reduction on Highway 21 from south of Bruce Ave through to the North Line Ext. to the Ministry of Transportation and members of Provincial Parliament.

Date to be considered by Council: Monday, August 14, 2023

Report Summary:

The purpose of this report is to provide Council with an update on the motion passed on January 9th, 2023. "Council request staff provide a report on how to advocate for increased safety measures to cover the portions of Highway 21 to the north and south of Kincardine Tiverton Township Public School, including applying for a community safety zone, lowered speed limits during beginning/end of school day, and improved turning infrastructure in the area" and as a follow up to staff Report No. OPS 2023-08 (attached) presented to Council on April 12th, 2023. Staff have received follow up from the MTO and are suggesting that a traffic study be completed to understand if the warrants exist to see a left turn lane constructed in this area.

Origin: At the direction of Council.

Existing Policy: N/A

Background/Analysis:

Report No. OPS 2023-08 (attached) provided Council with an update on measures that have been taken to date regarding the request for increased safety measures along Highway No 21 at the Kincardine Township Tiverton Public School (KTTPS).

Staff have been in communication with the Ministry of Transportation (MTO) as the road authority to request consideration for improvements including a possible turning lane and/or hours of reduced speed in this area. On June 30th, 2023, staff received the following response from MTO:

“Last year a review of operations on Highway 21 at this location was undertaken. This review indicated that signing and pavement markings adhered to ministry guidelines, current lane arrangements provided sufficient capacity, and there was no indication of an excessive collision history involving left-turning traffic at the school entrance. Based on the results of the review, enforcement of the current Rules of the Road is regarded as the most effective measure to reduce driver behaviours such as speeding, aggressive driving, and illegal passing maneuvers. Ministry staff have contacted the Ontario Provincial Police (OPP) and shared details of the types of driver behaviours that have been described.

As a result, the OPP committed to increase patrols on Highway 21 at KTTPS. In an effort to further enhance the OPP ability to enforce Highway Traffic Act (HTA) moving violations through increased fines, the ministry is prepared to support an application to establish a Community Safety Zone (CSZ) on Highway 21 at KTTPS. As the OPP will prepare documents required for the CSZ they will have access to all the collision data that the ministry has, as well as other documentation.

As part of a focus by the ministry to develop a better understanding of the traffic patterns and driver behaviour on this segment of Highway 21, a trailer-mounted camera was installed May 1st and was in place in front of the school for two weeks. The purpose of this temporarily installed camera was to record traffic operations and document near misses and road user behaviour. Other investigations planned include the collection of turning movement counts at the school accesses; mainline traffic volume count; and a spot speed study.

The ministry appreciates the offer to use the municipally owned radar device, but it would not be effective for establishing free-flow speeds and other data sets utilized by the ministry. However, the ministry is not opposed to the municipality setting their radar device up on school property to collect their own data on the highway. Please reach out to us before placing any devices in, or adjacent to, the highway right of way to address any potential issues with the installation.

In reviewing the most recent version of the HTA it appears that Bill 90 has not yet been passed. A School Zone, through municipal by-law, and supported by the road authority through a regulatory change to the Highway Traffic Act on a provincial highway, has been implemented where children walk adjacent to, and/or cross, the road. Unless a reduced speed limit is visibly enforced, or children are present and actively crossing the road, drivers may be less likely

to comply with a speed reduction and a reduced speed zone may actually increase the speed differential between vehicles causing additional safety concerns. Since students are primarily bused, and pedestrian traffic is not generated, the ministry does not support a designated speed reduced School Zone at this location.

With respect to installing a left turn lane on Highway 21 at the school entrance, a traffic study would be necessary. The traffic study is required to be completed at the proponent's expense, in accordance MTO's Traffic Impact Study Guidelines. In this case, the proponent may be the municipality or school board. The study would identify whether a left turn lane is warranted or not."

Staff feel that the addition of a turning lane would assist in increasing safety in this area due to the vehicular traffic in and out of the school. Staff are estimating a cost of approximately \$5,000 for the traffic study. The funds for the study have not been included in the 2023 Operating Budget, and therefore there may be an operating cost overage at year-end that would need to be funded from the Contingency Reserve as per policy.

Alternatively, Council may direct staff to include the study in the 2024 budget for consideration. Cost sharing with the Bluewater District School Board may also be pursued. As an alternative or in addition, Council may also choose to direct staff to work with the OPP to make application for a CSZ in this area. Staff are recommending those considerations be deferred until a traffic study is complete.

Beyond this area, speed concerns have been raised through the urban limits of Kincardine along Highway 21. With the growth to date on the east side of the highway and development opportunities underway and forthcoming concerns will only compound. The MTO is planning for traffic signals at Kincardine Ave and Russell Street in 2024. Staff feel it would be appropriate to advocate to the MTO and members of Parliament to consider a speed reduction on Highway 21 from south of Bruce Ave. through to the North Line Ext. The current speed posting is 80 km/hr.

Integrated Strategy 2020 – 2025 - CW 7: Enhance community safety and wellbeing in the Municipality of Kincardine.

Financial Implications: If Council wishes to proceed with the study in 2023, additional funds would be allocated from the Contingency Reserve in the event of an municipal operating deficit.

Attachments: Report No. OPS 2023-08

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