

Staff Report to Council

Title: Traffic and Parking By-Law
Amendment

Report Number: Operations-2023-24

Director: Infrastructure &
Development

Manager: Operations

Meeting Date:
Wednesday, November 8, 2023

Date to be considered by Council:
Wednesday, November 8, 2023

Recommendation:

That the amendments as set out in Report Operations-2023-34 to the Traffic and Parking By-law No. 2019-165 be approved.

Executive Summary:

Staff is recommending updates to the existing Traffic and Parking By-law to confirm the following:- Dates for maintenance of dedicated bike lanes, including Huron Terrace-Broadway to Saratoga, Queen St- Durham Market S to Bruce Ave, Bruce Ave- Princes to Park St. for May 1 to October 31.- Identify that where the lane of a road has been designated for the use of bicycles, no person shall park, stand or stop in the bike lane along the marked roadway.- Confirm that mobility scooters are not permitted on dedicated, marked bike lanes.- Identification of no parking in the following areas: at guard rails on Farrell Drive, at Greenfield Energy; at the circle located at the dead-end of Hunter Street; at the South end of Birchwood Ave; at Alma/Jordan no parking for a portion of the year (winter months); at Huron Terrace and Gary Street by townhouses; and at Mahood-Johnston along both sides from the Fire Hall to Bruce Ave.- Confirm accessible parking on Queen Street be updated to reflect the changes after Queen Street construction.- Additional crossovers on Bruce Avenue, at Princes Street and also Park Street to be included.- Confirm speed on residential roads to be reduced to 40 kilometers per hour, with exceptions, which include: Albert Street, Broadway Street, Farrell Drive, Kuhener Street, Kincardine Ave, Lorne Beach Road, Queen Street, Scotts Point Road, Sutton Street, Upper Lorne Beach Road. Victoria Street to be reduced to 30 kilometers per hour. Institute Road to be reduced to 20 kilometers per hour.- Addition of Stop sign at the intersection of Lambton and Saugeen Streets. - Removal of the drop off zone on Queen in

front of the Art's Centre; as reconstruction has converted this area into parallel parking. - Addition of a drop off zone along River Lane by the high school on the west side.

Strategic Priorities:

C.13-Protect people, property and the environment from the effects of dangerous conditions caused by people and nature

Financial Considerations:

Signage cost comes from the Operating Budget.

Policy:

Traffic and Parking By-Law No 2019-165

Context and Background Information:

Bike Lanes

Bike lanes have been added to the community's infrastructure, and the Traffic and Parking-By-law should be updated to reflect new locations, and to reflect existing maintenance standards, which identifies that they are unmaintained during the winter months November-March). It is also recommended that the by-law be updated to confirm that this no vehicle parking permitted within bike lanes, as this would require the cyclist to enter the travel portion of the road and would be unsafe. Additionally, it is recommended that mobility scooters and wheelchairs are not to be used on bike lanes where there are sidewalks (see links for information).

Speed of Traffic

Staff have heard from the public regarding concerns related to speeding vehicles on residential roads in various areas. Staff recommend that all urban residential roads in the Municipality of Kincardine be posted at 40km/h.

A road review of Victoria Street from Bruce Road 15 to the Mystic Cove gate identified that the speed should be lowered to 30 km/h based on curve radii.

Pedestrian Crossings

With foot traffic increasing and crossing Bruce Ave, there were concerns with pedestrians being able to cross at the busier intersections safely. Therefore, the Municipality implemented two new crossovers; located on Bruce Ave at Princes Street and Park Street.

Accessible Parking

With the reconstruction on Queen Street downtown there will be updated accessible parking spaces from Durham Market South to Durham St. which requires the accessible parking information to be updated in the Traffic and Parking By-Law. Signs and asphalt painting will be installed to designate accessible parking in the area.

Consultation Overview:

BMROSS and Associates were consulted for the review and evaluation of the Victoria Street roadway for the purpose of establishing an appropriate design speed. Various municipal staff consultations were completed to address concerns throughout the Municipality.

Origin:

The report was initiated by Infrastructure and Development, to gain approval from Council to update the current Parking and Traffic By-Law.

Implementation Considerations:

All the above implementations into our community will help to create safer roadways and neighborhoods within the Municipality. If there are any further concerns or changes to the Parking and Traffic By-Law, the recommendations are being brought to Council for their consideration and approval.

<https://medium.com/@scootaroundstoreca/are-wheelchairs-and-mobility-scooters-allowed-on-canadian-bike-lanes-293520ceca75>

Risk Analysis:

None

Attachments: N/A

Prepared by: Kelly Vickery, Operations Administrative Assistance

Submitted by: Corey Voisin, Manager of Operations