

Staff Report to Council

Title: Traffic and Parking By-Law
Amendment

Report Number: Operations-2024-05

Director: Infrastructure &
Development

Manager: Operations

Meeting Date:
Wednesday, February 14, 2024

Date to be considered by Council:
Wednesday, February 14, 2024

Recommendation:

That the amendments as set out in Report Operations-2024-05 be approved by Council.

Executive Summary:

Staff are recommending amendments to the existing Traffic and Parking By-law to increase or decrease speeds on specific sections of roadways identified as collector roads which bring in traffic from highways leading to local urban roads. In the previous Traffic By-law amendment 2023 – 186 and report Operations-2023-24, staff made the recommendation to reduce all residential urban roads to a 40km/h speed limit. Following implementation of the speed reductions, an evaluation on the changes was undertaken by staff with consultation from the Ontario Provincial Police (OPP), because of the evaluation there are refinements being proposed to the By-law to reflect potential improvements for road safety and transport on municipal roads by increasing speeds on some sections of roads to 50 km/hr and 60 km/hr.

Strategic Priorities:

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

Financial Considerations:

Signage costs covered by the Operating Budget.

Policy:

Traffic and Parking By-law No. 2019 - 165

Context and Background Information:

Road safety is a priority for the Municipality and the users of the transportation network. Council adopted a recommendation that all urban residential roads in the Municipality of Kincardine be posted at a maximum 40km/h. Staff undertook an evaluation of the changes to reduce speeds on local urban residential roads following its implementation. Staff and the OPP met to discuss the impact of the speed reduction on some collector roads into the Municipal urban residential areas. Through evaluation, it is recommended that a progressive speed reduction would be more appropriate to facilitate movement of traffic, as speed differentials can increase risk of potential accidents and result in higher density of traffic along these collector roads.

The recommended roads to be modified are listed below along with other road sections that are not a 40km/h (urban areas) or 80 km/h (rural areas) speed limit are identified as:

- Broadway Street from Hwy 21 to Sutton Street, 60 km/hr- Bruce Ave from Hwy 21 to Valentine Street, 50 km/hr- Kincardine Avenue from Highway 21 to Park Street, 50 km/hr- Queen Street from Broadway Street to Parker Street, 50 km/hr- Sutton Street from Broadway Street to Philip Place, 50 km/hr- Victoria Street from Bruce Road 15 to Mystic Cove, 30 km/hr- King Street from Main Street to North Limit, 40 km/h
- Concession 6 from Hwy 21 to 425m West, 40 km/hr- Concession 10 from 6 Sprucedale Road to Sunset Drive, 40 km/hr- Institute Road from Scotts Point Road to end, 20 km/hr- Goderich Street from Kincardine Avenue to Bruce Avenue, 10 km/hr
- Sunset Drive from Concession 12 to North End, 20 km/hr
- Tie Road from Concession 2 to Concession 4, 60 km/hr
- Concession Road 7 from Sideroad 15N to 255m West of Intersection, 50km/h
- Concession Road 7 from Sideroad 15N to 292m East of Intersection, 50km/h
- Sideroad 15 N from Concession 7 to 340m North of Intersection, 50km/h
- Sideroad 15 N from Concession 7 to 397m South of Intersection, 50km/h
- Lake Street from Bruce Road 15 to Victoria Street, 15km/h

Road sections that were changed under the previous amending By-law no. 2023-186 that will remain as the amended speed are described below:- Albert Street from Bruce Road 15 to Concession 2, 40km/h- Farrell Drive entire length, 40km/h

- Kuhener Street from Lorne Beach Road to Dead End, 40km/h- Lorne Beach Road from Bruce Road 23 to Read Cedar, 40km/h- Queen Street from Bruce Ave to Broadway Street, 40km/h- Scotts Point Road from Zepf's Drive to Institute Road, 40km/h- Upper Lorne Beach Road from Lorne Beach Road to Victoria Street, 40km/hThe maximum speed limit on other roads throughout the Municipality will be as posted and roads not posted within the urban areas are considered to be a 40km/h maximum speed limit and rural areas to be a 80 km/h maximum speed limit.

Consultation Overview:

Consultation was conducted between key staff members in the Operations department along with members of the Ontario Provincial Police.

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.

Risk Analysis:

Adherence to safe traveling speeds by motorists may be more challenging without amendments to our collector roadways.

Attachments: N/A

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