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**Date:** October 31, 2019  
**To:** Mayor and Council  
**Author:** Tim Del Greco, Manager of Municipal Services  
**RE:** Annual Traffic By-Law Amendment (2019)  
**Report No.:** MS 2019 – 47

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## **AIM**

To seek direction from Council with respect to requested revision of Kingsville Traffic By-Law 21-2005.

## **BACKGROUND**

Throughout the year, Administration receives a number of requests for revision of Kingsville Traffic By-Law 21-2005. These requests are investigated by Municipal Services, and if deemed valid, are then brought forth to the public for comment and feedback.

On October 8 2019, the Town of Kingsville hosted an annual public input session to collect feedback on the traffic proposals listed below. Comments were also submitted via email for those not able to attend in person.

- *Modification of Chestnut Street to a one-way street heading north.*
- *Addition of 'No Parking' signs on both sides of Cranberry Street and Holly Street.*
- *Addition of 'No Parking' signs on the east side of Division Street South from Herrington Street to Lakeside Crescent.*
- *Addition of a 'Stop Sign' in the south bound lane of Lakeview Ave at the intersection of Lakeview Ave and Park Street.*
- *Permanent addition of a '15 Minute Parking Zone' in front of 10 Hillview Crescent.*
- *Addition of 'No Parking' signs on both sides of Lansdowne Ave from Erie Street to Park Street.*
- *Addition of a 'Stop Sign' in the south bound lane of Cameron Sideroad at the intersection of Cameron Sideroad and North Talbot Road.*

- *Addition of 'No Parking' signs within the Purple Plum Drive cul-de-sac.*
- *Addition of 'No Parking' signs on both sides of Santos Drive from Main Street East and heading south for a distance of 36 meters.*

Further, the Town requested comments from the public for a proposed revision of Section 14.(5) of Kingsville Traffic By-Law 21-2005 (below):

*Current: No person shall park a bus, commercial/personal trailers, boats or recreational vehicles on any highway overnight and not more than five (5) hours during the day.*

*Proposed: Parking of buses, commercial/personal trailers, boats or recreational vehicles on any highway (roadway) shall only be permitted from 9:00am to 3:00pm, Monday thru Friday.*

Feedback collected during the public input session as well as via email is attached in Appendix A for your reference. The visuals presented at the public input session are attached in Appendix B.

## **DISCUSSION**

The comments included in Appendix A of this report are summarized below for each proposal along with any applicable investigations by Municipal Services.

### Modification of Chestnut Street to a one-way street heading north.

A complaint was registered with the Town expressing poor visibility when turning west onto Main Street West from Chestnut Street. Upon review, it was determined that the required sight distance for this maneuver does not meet current TAC Guidelines (Transportation Association of Canada - Geometric Design Guide for Canadian Roads). The building at 28 Main Street West obstructs sight distance and limits this sight distance to approximately 30 meters, well short of the 95 meters as recommended by TAC Guidelines. Several solutions for improving sight distance at this intersection have been considered including installation of a traffic signal, all-way stop, reduction in speed limit on Main Street West, and the conversion of Chestnut Street to a one-way.

Converting Chestnut Street to a one-way street heading north is least likely to impact traffic on Main Street West. Recent traffic data suggests that approximately 23 vehicles per hour travel south on Chestnut Street between the hours of 8am and 6pm. It is anticipated that some of this traffic will be rerouted to Division Street North.

Feedback received from business owners on Chestnut Street opposed this proposal with concerns that it may become more difficult for customers to access their location. With that said, access is still possible through the municipal parking lot via Walnut Street.

The recommendation is to convert Chestnut Street to a one-way heading north.

### Addition of 'No Parking' signs on both sides of Cranberry Street and Holly Street.

A parking prohibition on Cranberry and Holly was proposed due to a high volume of parked cars on the roadway resulting in a narrowing of the traveled laneway.

There are no major issues with sight lines on Cranberry Street and Holly Street. The presence of parked vehicles on the roadway encourages traffic calming. Feedback received from residents of the area overwhelmingly supports on-street parking.

It is recommended that no changes be made to Cranberry Street and Holly Street.

Addition of 'No Parking' signs on the east side of Division Street South from Herrington Street to Lakeside Crescent.

During construction of the apartment complex at 6 Park Street, several complaints were registered with the Town regarding excessive on-street parking of contractor vehicles on Division Street South and Park Street. Now that construction is complete, the number of vehicles utilizing on-street parking is much lower. However, during review of the area, it was observed that vehicles are parking along the new apartment complex on Division Street South. Vehicles parked in this location obstruct sight lines for drivers exiting Park Street.

The feedback received with respect to this proposal was generally mixed with no clear direction for either support or opposition.

It is recommended that parking be prohibited on the east side of Division Street South from Herrington to Lakeside Crescent.

Addition of a 'Stop Sign' in the south bound lane of Lakeview Ave at the intersection of Lakeview Ave and Park Street.

Plans for Park Street Reconstruction included the installation of new sidewalks as well as a new stop sign in the south bound lane of Lakeview Ave at Park Street. The intent of the stop sign is to promote active transportation and safe usage of the new sidewalks as well as the road crossing. Further, sight lines are less than ideal due to the curve on Lakeview Ave as well as the location of the stop bar/sign on Park Street.

The feedback received with respect to this proposal was generally mixed with no clear direction for either support or opposition.

The recommendation is to proceed with the installation of a stop sign as indicated.

Permanent addition of a "15 Minute Parking Zone" in front of 10 Hillview Crescent.

Concerns with sight lines on Hillview at the curve were discussed during the annual traffic by-law review in 2018. A parking prohibition on the south side of Hillview was the result of such discussion. Subsequent to this change, complaints were registered with the Town expressing a lack of accessibility at the apartment complex at 10 Hillview Crescent due to vehicles now parking in front of the sidewalk approach. In 2019, Council enacted a "15 Minute Parking Zone" on a trial basis along 10 Hillview in an effort to improve accessibility.

Feedback as it pertains to this proposal was generally mixed. However, comments from the owner and tenants of the apartment complex at 19 Hillview opposed the proposal citing a lack of parking for themselves. Additional parking can be secured by shortening the length of the “15 Minute Parking Zone” thus providing a more equitable solution for both apartment complexes.

Feedback was also received outside of the scope of this proposal and more applicable to previous discussion held in 2018 regarding parking along Hillview further west.

It is recommended that the “15 Minute Parking Zone” be reduced in length to 23 meters and included in the Kingsville Traffic By-Law. Appendix C includes a map of this recommendation.

#### Addition of ‘No Parking’ signs on both sides of Lansdowne Ave from Erie Street to Park Street.

Complaints have been registered with the Town regarding excessive on-street parking and congestion on Lansdowne Ave at the intersection of Lansdowne Ave and Park Street. During review of the area, parked vehicles have been observed on Lansdowne within the intersection sight triangle reducing visibility for drivers. As well, commercial vehicles have been using this area as an unloading zone further adding to the congestion.

Feedback from residents of the area shows support for some form of limited parking on Lansdowne Ave. Feedback from the owners, employees, and users of the Beach House Grill Restaurant support on-street parking.

It is recommended that parking be prohibited on the east side of the road only, with the exception of a commercial unloading zone adjacent to the restaurant. This parking scheme will eliminate congestion within the intersection while still providing customers and commercial drivers the option of parking near or adjacent to the restaurant. Appendix D includes a map of this recommendation.

#### Addition of a ‘Stop Sign’ in the south bound lane of Cameron Sideroad at the intersection of Cameron Sideroad and North Talbot Road.

Concerns relating to sight line visibility within this intersection were reported to the Town. Upon review, it was identified that the sight triangle for drivers in the southeast bound lane of North Talbot Road fails to meet TAC Guidelines. This results in a difficulty for drivers to verify Cameron Sideroad is clear prior to entering the intersection.

As an interim measure, vegetation was removed from both private and public land in order to improve visibility. Regardless of this measure, sight lines and visibility remain an issue as the intersection is poorly aligned.

Under ideal circumstances, the intersection would be reconstructed and aligned to proper geometric standards in order to maintain traffic flow. This would require a significant capital investment. Further, the Town does not own the land required to properly align the intersection. An additional investment would be necessary for land acquisition. The addition of a stop sign in the south bound lane of Cameron will address poor sight line visibility, however it will reduce the flow of traffic.

Seven comment cards were received at the open house, six of which oppose the stop sign proposal. There is support within the comments for realignment of the intersection.

It is recommended that a stop sign be installed in the south bound lane of Cameron Sideroad at the intersection of Cameron Sideroad and North Talbot Road.

Addition of 'No Parking' signs within the Purple Plum Drive cul-de-sac.

A complaint has been registered with the Town regarding parked vehicles within the cul-de-sac on Purple Plum. The complaint specifies that a vehicle routinely parks in the cul-de-sac for long periods of time creating visibility issues.

Of the minimal feedback received, the responses generally supported a parking prohibition within the cul-de-sac. It is worth noting some of this supporting feedback was received by residents who do not live within the cul-de-sac and would generally be unaffected by any decision.

Through previous investigations it has been determined that parking within cul-de-sacs is both safe and common. Emergency and service vehicles can navigate cul-de-sacs in the presence of parked vehicles.

Administration does not recommend any changes to parking on Purple Plum Drive.

Addition of 'No Parking' signs on both sides of Santos Drive at Main Street East and heading south for a distance of 36 meters.

A complaint was received that vehicles are parking on Santos Drive in close proximity of Main Street East creating congestion and concern for safety.

Minimal feedback received at the open house was generally mixed and from residents who do not reside in this particular area. Two emails were received from residents of the area, one in support and one in opposition of the proposal.

During review of the intersection, very few parked vehicles were observed in this area with the exception of when students are departing Kingsville District High School. During this time, vehicles were parking within the 15 meter intersection setback as prohibited by the general parking provisions of the Kingsville Traffic By-Law. This condition, although congested, lasts only a few minutes each school day.

It is recommended that parking be prohibited on both sides of Santos Drive at Main Street East and heading south for a distance of 25 meters only.

Section 14.(5) of Kingsville Traffic By-Law 21-2005.

In 2015, Council approved the following amendment to the Kingsville Traffic By-Law in response to complaints relating to on-street parking of school buses:

- *No person shall park a bus, commercial/personal trailers, boats or recreational vehicles on any highway overnight and not more than five (5) hours during the day.*

However, as currently written, this provision is difficult to enforce as the wording is too ambiguous. “Overnight” is open to interpretation and “not more than five (5) hours during the day” is difficult for an officer to verify without continuous monitoring.

As a result, the following revision was proposed during the recent traffic by-law open house:

- *Parking of buses, commercial/personal trailers, boats or recreational vehicles on any highway (roadway) shall only be permitted from 9:00am to 3:00pm, Monday thru Friday.*

The feedback collected during the open house was generally mixed. However, a number of emails were received opposing the proposal. The opposition cited that some bus drivers have commercial routes that operate during evenings and weekends and this proposal limits their availability of on-street parking.

Allowing on-street parking of buses provides drivers the convenience and cost savings of parking at home should the depot be further away from their route. Conversely, on-street parking of buses can result in complaints as these large vehicles can impact sight visibility for passenger vehicles as well as diminish the aesthetics of residential neighborhoods. Acknowledging that both the benefits as well as the negative impacts of bus parking are valid, a proposal providing compromise is likely the ideal solution.

Therefore it is recommended that Section 14.(5) of Kingsville Traffic By-Law 21-2005 be revised to:

- *Parking of buses on any highway (roadway) shall only be permitted from 9:00am to 3:00pm, Monday thru Friday, from September 1<sup>st</sup> to July 1<sup>st</sup> each year.*

It is also recommended that the following provision be included in Kingsville Traffic By-Law 21-2005:

- *Parking of commercial/personal utility trailers, boats or recreational vehicles on any highway (roadway) shall only be permitted from 8:00am to 7:00pm daily.*

Separating the original provision addresses the unique on-street parking needs of each vehicle type. School bus parking is typically a daily occurrence during the school year whereas on-street parking of utility trailers, boats, and recreational vehicles is more infrequent.

## **LINK TO STRATEGIC PLAN**

Promote the betterment, self-image and attitude of the community.

## **FINANCIAL CONSIDERATIONS**

All costs for signage as a result of Council’s direction will be expensed to the 2019 Public Works Operational Budget. Typical costs range between \$300 and \$500 for all signs and materials for each proposal, if approved.

## CONSULTATIONS

Kingsville Administration  
Kingsville Residents

## RECOMMENDATION

That Council approves the following amendments to Kingsville Traffic By-Law 21-2005:

1. Modification of Chestnut Street to a one-way street heading north.
2. Addition of 'No Parking' signs on the east side of Division Street South from Herrington Street to Lakeside Crescent.
3. Addition of a 'Stop Sign' in the south bound lane of Lakeview Ave at the intersection of Lakeview Ave and Park Street.
4. Permanent addition of a '15 Minute Parking Zone' 23 meters in length in front of 10 Hillview Crescent.
5. Addition of 'No Parking' and 'Commercial Loading' signs on the east side of Lansdowne Ave from Erie Street to Park Street as depicted in Appendix D.
6. Addition of a 'Stop Sign' in the south bound lane of Cameron Sideroad at the intersection of Cameron Sideroad and North Talbot Road.
7. Addition of 'No Parking' signs on both sides of Santos Drive at Main Street East and heading south for a distance of 25 meters.
8. Revision of Section 14.(5) of Kingsville Traffic By-Law 21-2005 to:  
Parking of buses on any highway (roadway) shall only be permitted from 9:00am to 3:00pm, Monday thru Friday, from September 1<sup>st</sup> to July 1<sup>st</sup> each year.
9. Addition of the following provision in Kingsville Traffic By-Law 21-2005:  
Parking of commercial/personal utility trailers, boats or recreational vehicles on any highway (roadway) shall only be permitted from 8:00am to 7:00pm daily.

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