



2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
(519) 733-2305  
[www.kingsville.ca](http://www.kingsville.ca)  
[kingsvilleworks@kingsville.ca](mailto:kingsvilleworks@kingsville.ca)

**Date:** November 17, 2020  
**To:** Mayor and Council  
**Author:** Tim Del Greco, Manager of Engineering  
**RE:** Annual Traffic By-Law Amendment (2020)  
**Report No.:** MS2020 – 48

---

## **AIM**

To provide recommendations to 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 Infrastructure Services, and if deemed valid, are then brought forth to the public for comment and feedback.

This year, two proposals warranted public feedback (listed below). Letters were sent to residents of the affected areas requesting their comments in regards to the proposals.

- Addition of 'No Parking' signs on the west side of Golfview Drive from Creekview Blvd to 26 Golfview Drive (map included in Appendix A).
- Addition of 'No Parking' signs adjacent to 141 and 143 Walker Drive (map included in Appendix B).

In October of 2020, the Town also received a petition from local residents requesting a speed reduction on Graham Sideroad from County Road 20 to Road 2 East. A copy of this petition is attached in Appendix C for your reference.

## **DISCUSSION**

No Parking on the West Side of Golfview Drive from Creekview Blvd to 26 Golfview Drive

A complaint was registered with the Town suggesting parking on Golfview Drive obstructs visibility for drivers creating a safety hazard for pedestrians.

On-street parking is currently permitted on both sides of Golfview Drive. The area of concern consists primarily of townhomes with single driveways and no municipal sidewalks. There are no reported collisions in the past 3 years and traffic volumes are low.

Roads frequently congested with parked vehicles near intersections, curves, or schools are good candidates for parking restrictions. The area of concern on Golfview is a straight road with generally unobstructed sight lines. Further, the presence of parked vehicles on Golfview encourages traffic calming.

The feedback received was generally mixed with 11 residents in support of the proposal, and 12 residents opposed.

It is recommended that no changes to parking be made to Golfview Drive.

#### No Parking on Walker Drive Adjacent to MN#141 and MN#143

A parking prohibition on Walker Drive was proposed as vehicles often park within the curve, particularly before and after school hours. The road is used as a drop-off/pick-up area for students.

Parking on the inside radius obstructs visibility for oncoming vehicles. Reduced visibility with a high presence of children within the roadway warrants additional safety measures. Prohibiting parking on the inside radius restores visibility and limits the number of children attempting to cross the road.

The Town received 4 responses from residents, all supporting the proposal.

The recommendation is to install 'No Parking' signs adjacent to 141 and 143 Walker Drive

#### Graham Sideroad – Petition for Speed Reduction from County Road 20 to Road 2 East

In 2009, the Transportation Association of Canada ("TAC") issued the "Canadian Guidelines for Establishing Posted Speed Limits". This manual provides a systematic, consistent, and repeatable process for establishing speed limits and is widely used throughout the country.

The manual references the two most common engineering approaches to speed setting:

- Evaluation of the road characteristics and surrounding environment to determine a design speed
- Confirmation of the design speed by comparing this value to the actual 85<sup>th</sup> percentile speed

The first approach takes into consideration road alignment, lane widths, roadside hazards, pedestrian and cyclist exposure, number of driveways, etc. From this data, a risk level is calculated and a corresponding design speed is determined. The TAC manual has automated this process into an electronic form that can be used for road assessments.

The characteristics of Graham Sideroad (Cty Rd 20 to Rd 2 East) include:

- Two lane, low volume, rural roadway posted at 80 km/h
- Surrounding land use is primarily agricultural
- 5 residential properties front this section of Graham
- Main function is to provide access to intersecting provincial, county, and local roads
- Municipal drain on the east side of road
- No active transportation facilities
- Low collision history

The characteristics were evaluated using the TAC automated speed assessment form. The resulting recommendation is a speed posting of 80 km/h. A copy of this assessment is attached in Appendix D.

The second approach compares the 85<sup>th</sup> percentile speed ("PS") to the posted speed. The 85<sup>th</sup> PS is the speed at which 85% of traffic is travelling at or below. The 85<sup>th</sup> PS is used as a main indicator for setting the appropriate posted speed based on the reasoning that 85% of drivers are in general reasonable and travel at a speed in which they can avoid a collision. Setting a speed limit in accordance with the 85<sup>th</sup> PS is premised on safety research that concludes this speed yields the lowest crash risk for drivers.

TAC indicates the 85<sup>th</sup> PS should be within +/- 20% of the posted speed limit (between 64 km/h and 96 km/h in this case). Speeds were recently collected on Graham Sideroad and an 85<sup>th</sup> PS of 90 km/h was recorded (within the accepted range). This is an indication that the speed limit is consistent with the characteristics of the road. Lowering the posted speed to 60 km/h without changing the characteristics of the road will yield low compliance.

It is recommended the posted speed on Graham Sideroad remain at 80 km/h.

Road 2 East and Graham Sideroad are short term reconstruction projects that may incorporate design elements such as curb and active transportation facilities. Once complete, consideration could be given to reducing the speed of a block of roads northeast of the Kingsville core to 60 km/h as this will yield better compliance. This would include Road 2 East, Road 3 East, Peterson Road, Kratz Sideroad, and Graham Sideroad (south of Highway 3).

## **LINK TO STRATEGIC PLAN**

To promote a safe community.

## **FINANCIAL CONSIDERATIONS**

All costs for signage as a result of Council's direction will be expensed to the 2020 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 authorize amendment of Kingsville Traffic By-Law 21-2005 to include 'No Parking' adjacent to 141 and 143 Walker Drive.

*Tim Del Greco*

---

Tim Del Greco, P.Eng  
Manager of Engineering

*G. A. Plancke*

---

G.A. Plancke, Civil Eng. Tech (Env.)  
Director of Infrastructure Services