



Date: December 12, 2022

To: Mayor and Council

Author: Tim Del Greco, Manager of Engineering

RE: Annual Traffic By-Law Amendments

Report No.: IED 2022 – 44

RECOMMENDED ACTION

That Kingsville Traffic By-Law 21-2005 **BE AMENDED** to include a speed zone of 60 km/h on Road 5 East from Longlee Lane to County Road 31; and,

That Kingsville Traffic By-Law 21-2005 **BE AMENDED** to include a prohibition of on-street parking on the south side of McCallum Street, starting at Division Street North and heading east for 40 meters.

BACKGROUND

Throughout each year, Administration receives requests from the public for revision of Kingsville Traffic By-Law 21-2005. These requests are evaluated by Infrastructure Services, and if deemed to have merit, are then brought forth to the public for comment and feedback.

This year, two requests warranted public feedback (see below):

- Residents of Road 5 East, between Longlee Lane and County Road 31, have requested a speed reduction due to a higher density of homes in the area.
- Prohibition of parking on McCallum Street adjacent 215 Division Street North. This request results from complaints that on-street parking near the intersection creates a safety hazard for motorists (poor visibility when turning onto McCallum Street).

Letters were sent to residents of the affected areas requesting their feedback. As well, an open house was held in order to solicit public comment.

DISCUSSION

Road 5 East – Request for Speed Reduction

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

Per this manual, the process for speed setting involves an evaluation of the road characteristics and surrounding environment to determine a design speed. This includes the consideration of road alignments, lane widths, roadside hazards, pedestrian and cyclist exposure, adjacent land use, etc. From this data, a risk level is calculated and a corresponding design speed is determined for the roadway.

An assessment of Road 5 East in accordance with the TAC manual results in a recommended speed posting of 60 km/h from Longlee Lane to County Road 31. The complete assessment is attached in Appendix A for your reference.

Twenty-three comments were received by the public in regards to this proposed speed reduction (13 in favor of a reduction vs 10 opposed).

Those in favor of a reduction also indicated their support for an extended speed reduction area, that being from Olinda Sideroad to County Road 31. However, there is a lack of residential density from Olinda Sideroad to Longlee Lane. Signing this segment as 60 km/h is inconsistent with the rest of the municipality as these rural areas are typically signed at 80 km/h. The TAC manual indicates speed signing should be consistent, based on the environment, throughout the entire road network. Otherwise, poor compliance and speeding is to be expected.

Considering both the TAC assessment and public comments received, the recommendation is to reduce the speed limit to 60 km/h on Road 5 East from Longlee Lane to County Road 31.

McCallum Street – Request for Parking Prohibition

Community Living Essex County operates a group home at 215 Division Street North. The Town has received complaints regarding roadway congestion adjacent this home due to on-street parking on McCallum.

Roads frequently congested with parked vehicles near intersections or curves are good candidates for parking restrictions. Otherwise, sight visibility can be poor for motorists. In this particular instance, routine parking on the south side of McCallum Street, near the intersection of Division Street North, can obstruct sightlines for northbound motorists turning east onto McCallum. Therefore, from a technical perspective, a parking prohibition can be supported.

Six comments have been received, 3 in favor and 3 opposed to a parking prohibition.

Parking near intersections is already prohibited per Kingsville Traffic By-Law 21-2005, even in the absence of signage. The TAC manual indicates parking near intersections poses additional safety risk for motorists and pedestrians. Therefore, the recommendation is to prohibit on-street parking on the south side of McCallum Street, starting at Division Street North and heading east for 40 meters. A map of the area is attached in Appendix B.

FINANCIAL CONSIDERATIONS

All costs for signage will be expensed to the 2022 Public Works Operational Budget. Typical costs range between \$500 and \$750 for all signs and materials for each proposal, if approved.

ENVIRONMENTAL CONSIDERATIONS

None.

CONSULTATIONS

Kingsville Administration
Kingsville Residents via Open House
RC Spencer Associates Inc.

PREPARED BY:



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REVIEWED BY:



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Director of Infrastructure and Engineering

LINK TO STRATEGIC PLAN

To promote a safe community.

Link to Council 2021-2022 Priorities

- ☐ COVID-19 and the health and safety of the community
- ☐ Customer Service: Training, Technology, Staff, Review Standards/Level of service
- ☐ Housing: Affordability (lot sizes, developer incentives, second dwellings, density, etc.)
- ☐ Greenhouse: lights & dark sky, odours (site plan compliance, bylaws, other tools)
- ☐ Programming Increase: Youth and Seniors
- ☐ A development plan for Downtown Kingsville / Main Street
- ☐ Financial savings: Schools closings, Migration Hall
- ☐ Economic Development: strengthen tourism/hospitality
- ☐ COVID - economic recovery
- ☐ Communications: Strategy – Policy (social media), Website refresh and other tools, Public engagement
- ☐ Housing: Migrant Worker Housing – Inspections (Building/Fire), regulate, reduce, or increase
- ☐ Committees / Boards: Review and Report
- ☐ Policy Update: Procedural Bylaw
- ☐ Economic Development: diversify the economy, create local jobs, industrial, Cottam
- ☐ Infrastructure (non-Municipal): Union Water expansion & governance
- ☐ Infrastructure (Municipal): Asset Management Plan update, the infrastructure funding deficit
- ☒ No direct link to Council priorities