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**Date:** May 29, 2017  
**To:** Mayor and Council  
**Author:** G.A. Plancke / Director of Municipal Services  
**RE:** Main St. E. Traffic Congestion  
**Report No.:** MS 2017- 25

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## **AIM**

To provide Council with options complete with associated costs to improve traffic congestion along Main St. E. from the Wigle/ Remark Intersection to Kratz Side road.

## **BACKGROUND**

**262-2017** - March 13, 2017 Regular Meeting of Council directed Administration to provide a report in the next 90 days that will identify options available to reduce the traffic congestion along Main St. East from the Wigle / Remark intersection to Kratz Rd. with associated costs.

## **DISCUSSION**

The issues surrounding the apparent traffic congestion along Main St E. from Wigle / Remark to Kratz Side road can be due to in part of the following mitigating factors:

- Thriving business district along Main St E.
- Peak impact
- Signalized intersection timing
- Road width / Turning lane restriction – Lack of
- Proximity of multiple commercial entrance / egress
- Compliance to site plan conditions

Comments regarding the above factors:

- Thriving business district along Main St. E. – To be encouraged.
- Peak impact – Very little can be done to address peak demands on the road network. (Break times, Lunch rush etc...) These peaks have been estimated at less than two (2) hours each day (cumulative) however represent the majority of resident complaints.

- Signalized intersection timing – The three signalized intersections ( Wigle / Remark, Jasperson, and Alium Plaza), are timed appropriately as determined by Delcan Engineering based on traffic count/movement information provided as part of the Otis / Alium site plan process in 2014. An updated study to determine whether further modification is required may be prudent to address current traffic trends. Estimated cost to perform a subsequent signal timing review and modification if warranted is \$10,000.
- Road width / Turning lane restriction – Lack of – Main St E. is currently configured as a two way artery complete with common centre turning lane. The current roadway geometry includes two 3.4m through lanes and a 3.2m common left turn lane. There has been some consideration to install an approximate 75m centre barrier from the westbound left turn lanes at Jasperson until half way through the Esso property (341 Main St E.) to limit left turn exits from McDonald's, Tim Horton's, and Esso. This would also have the additional limiting benefit of controlling left turn exits from Libro, and the proposed Condominium development to be constructed at 342 Main St E. which has already committed to a right in right out entrance. Permanent installation work is estimated at a minimum of \$ 30,000. A temporary solution utilizing Jersey Style concrete barriers or PVC delineating bollards can be easily installed for much less should council wish to pursue this option on a trial basis.

As per the Town's adopted 2012 Transportation Master Plan, the provision for a westbound right turn lane on to Jasperson from Main St. E. was recommended for construction in 2018. This work is estimated at approximately \$400,000 in 2017 dollars.

Consideration to include a right turn lane southbound on Jasperson at Main could also be included in this work.

- Proximity of multiple commercial entrance / egress – Due to the abundance of entrance and egress locations (5) within 50m, traffic can at peak demand times bottleneck and stack out into the driving lanes creating a “traffic jam”. There has been some internal discussion regarding elimination of several of the entrance /egress which will be addressed through future site plan amendment. Several of the businesses in the immediate area have expressed intention to expand, and or modify their respective sites which in turn would allow the Town to impose modifications as required as part of the site plan amendment process.
- Compliance to site plan conditions - Several of the properties /businesses in the area that contribute to the traffic congestion, currently have site plan conditions that were intended to minimize impact to the road network yet have been removed and or never constructed.

In one case a traffic “porkchop” island was removed. The original approved design called for the directional island to allow right turn traffic in and right turn traffic out to Main St E. With this island removed drivers can choose to enter and exit unabated which in turn can exasperate traffic congestion particularly during peak demand times.

In another case, a curb was required to be placed between commercial sites to prevent vehicles from utilizing the neighbouring property entrance as an exit. If the curb were to be placed as required, drive through traffic from this business would be forced to use the approved entrance / egress which in turn would provide greater control over vehicles entering and exiting to Main St E.

## LINK TO STRATEGIC PLAN

To provide the resources required to effectively manage corporate resources, maximize performance and exceed the benchmark of performance levels.

## FINANCIAL CONSIDERATIONS

There has been no consideration for Main St E. enhancement included in the 2017 budget. All costs identified for Town works would require specific funding allocation by Council motion to proceed in 2017.

Thriving business district along Main St E: No directed action.

Peak impact: No engineered plan to address at this time.

Signalized intersection timing: In order to qualify modification to intersection timing and further engineering review would be required. The cost for the review and supplemental timing modification is estimated at **\$10,000**.

Road width / Turning lane restriction: A permanent barrier solution is estimated at **\$30,000**. A temporary solution utilizing Jersey style barriers, or PVC delineating bollards could be installed for approximately **\$10,000**.

A westbound right turn lane onto Jasperson is estimated at approximately **\$400,000**. Consideration to include a right turn lane southbound on Jasperson at Main could also be included in this work at an additional cost yet to be determined.

Proximity of multiple commercial entrance / egress: Modification to existing entrance egress number and location can be facilitated through site plan amendment. There may be financial impact to the Town should a recommended new access road be constructed. This will be determined at a later date.

Compliance to site plan conditions: No financial impact to the Town provided the recommendations are reinstated / constructed. Should the Town be forced to install the works, the costs would be invoiced to the property owner accordingly.

## CONSULTATIONS

Manager of Development Services - Manager of Planning & Development Services – It is important that Council recognize that development of this area has been ongoing for many years and only more recently has there been a more aggressive timeline. The initial commercial developments were done as one-offs which likely didn't consider or envision the scale of development or the growth in traffic volume. That lesson, I believe, has been learned and many of the recent developments have been more mindful of the 'big picture' with greater consideration of traffic both now and in the future. Site plans have also been held to a higher standard and limited access points and made provisions for future connections with neighbouring development to help direct traffic to controlled intersections. As development continues to occur in this area we will have ongoing opportunities, along with the leverage, to continue making improvements. No single action by the Town or a developer will be a complete solution on Main St E. and to some degree it is ongoing development that will drive ongoing improvements.

Chief Administrative Officer

**RECOMMENDATION**

For Council information, and discussion only at this time, to satisfy resolution 262-2017.

*G.A. Plancke*

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

*Peggy Van Mierlo-West*

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Peggy Van Mierlo-West, C.E.T.  
Chief Administrative Officer