

To:	Warden Halliday and Members of Grey County Council
Committee Date:	November 22, 2018
Subject / Report No:	TR-CW-44-18
Title:	Amendments to By-Law 4788-13 – Regulating Traffic and Parking within the County of Grey Roads System
Prepared by:	Matt Marck, Engineering Manager
Reviewed by:	Pat Hoy, Director of Transportation Services
Lower Tier(s) Affected:	Member Municipalities
Status:	Recommendation adopted by the Committee as presented as per Resolution CW280-18;

Recommendation

1. That Report TR-CW-44-18 be received and that Schedules “H”, “N”, “O”, “P” and “U” of By-Law 4788-13 being the By-law to regulate traffic and parking on Grey County roads be amended to reflect the proposed revisions.

Executive Summary

By-Law 4788-13 was adopted by Grey County Council to regulate traffic and parking on roads under the jurisdiction of the County of Grey.

The By-Law includes 21 schedules that identify a variety of restrictions and fines, with changes reviewed and/or proposed to several schedules as follows:

Schedule	Description	Changes Proposed
H	No Parking – For Restricted Times – During Winter Season	Addition of Grey Road 4 Maxwell
K	Intersection Stop Signs – Through Highways	None (background and discussion only)
N	Rates of Speed	<u>Grey Road 2 Feversham</u> – extend 50 kilometres per hour zone 100 metres further south

Schedule	Description	Changes Proposed
		<p><u>Grey Road 14 Cedarville</u> – reduction in existing speed posting through hamlet from 60 kilometres per hour to 50 kilometres per hour</p> <p><u>Grey Road 32</u> from the intersection of Highway 10 to the intersection of Grey Road 30; increase existing posted speed from 60 kilometres per hour to 70 kilometres per hour</p>
O	Rates of Speed in School Zones for Restricted Times	Addition of a school speed zone east of Cedarville
P	Community Safety Zones	Addition of Community Safety Zones at: Grey Road 4 Priceville Grey Road 4 Ceylon Grey Road 4 Maxwell Grey Road 7 Griersville Grey Road 14 Cedarville Grey Road 29 Bognor
U	No Parking Where Signs Posted	Grey Road 4 Maxwell (30 metres east and west of the intersection) Grey Road 1 East Linton (30 metres north of East Linton Sideroad West)

Background and Discussion

Schedule “H” – No Parking – For Restricted Times – During Winter Season

Staff has requested additional locations be added to Schedule “H” of By-Law 4788-13 as a result of safety and operational deficiencies. Full time no parking is also proposed under Schedule “U” within 30 metres of an intersection.

Grey Road	Description	Time of Day that No Parking is Applicable	Dates that No Parking is Applicable
4	North and south sides from 30 metres west of the Intersection of Grey Road 2 / Road 45 to 200 metres west of intersection of Grey Road 2 / Road 45	12:00 a.m. to 7:00 a.m.	November 15 to April 15

Grey Road	Description	Time of Day that No Parking is Applicable	Dates that No Parking is Applicable
4	North and south sides from 30 metres east of the Intersection of Grey Road 2 / Road 45 to 250 metres east of Intersection of Grey Road 2 / Road 45	12:00 a.m. to 7:00 a.m.	November 15 to April 15

Schedule “K” Intersection Stop Signs Through Highways

No inclusions are being recommended to Schedule “K”, but requests have been received as noted below:

Intersection	Facing Direction of Traffic	Grey Road
Grey Road 17 and Grey Road 17A	Southbound	17
Grey Road 4 and Grey Road 2 / Road 45	Eastbound	4
Grey Road 4 and Grey Road 2 / Road 45	Westbound	4

Many requests have been received for the placement of STOP signs in hamlets and towns on the through movement of a County Road to slow down traffic. The Ontario Traffic Manual states that STOP signs are not intended to be used as speed control devices. Their usage should be limited to the control of right-of-way conflicts.

As per Book 5 of the Ontario Traffic Manual, the introduction of STOP sign control can reduce the frequency of certain types of collision (i.e. right-angle or turning), but also results in delay to motorists and may increase some other types of collision (i.e. rear-end). STOP signs should, therefore, not be used indiscriminately.

The introduction of STOP signs in hamlets and towns will no doubt generate complaints about the noise of engine brakes, the smell of diesel fuel, due to idling trucks and the noise of trucks and vehicles gearing up to make up for time lost time due to stopping.

The addition of STOP signs, as requested above, is not recommended by Transportation Services.

Schedule “N” Rates of Speed

Grey County’s average annual daily traffic is growing at a rate of four percent per year (2014-2017). These increases, along with many new developments and new residents to the area have resulted in a noticeable increase in complaints with regards to speeding on roads within the County system.

Through multiple traffic studies on many of the roads in our system, it is clear that most drivers tend to drive at speeds on average 10 to 15 kilometres per hour faster than the posted speed.

Some drivers also choose to drive at excessive speeds. The general public tends to believe that signing a road at a lower speed will cure this issue. Studies have demonstrated this is not the case and increased enforcement by local police would be a logical response to curb this behavior. Increased enforcement of traffic rules is not always achievable due to limited time and manpower resources on behalf of law enforcement.

In accordance with the Highway Traffic Act, municipalities have the authority to establish rates of speed on their roads. For the speed limit rates to be applicable, a by-law must be passed identifying the limits and the rate of speed.

It is recommended that Transportation Services establish a revised speed policy to better address public complaints. The policy would better reflect the requirements of the road system overall. Schedule "N" regulates the rates of speed on County roads that differ from the standard 80 kilometres per hour regulatory speed.

Many requests have been received to lower the speed limits. It should again be noted the intent of County roads are to serve increased traffic volumes, at higher travel speeds, with reduced interruption. The majority of the requests can be summarized and forwarded to the local police for the consideration of increased enforcement.

A resident of Feversham is requesting that the current 50 kilometres per hour speed limit be extended south of their residence by 100 metres, to reduce the noise of trucks accelerating and braking directly in front of their residence. The resident also has concerns with safety as the school bus stops in the transition area to pick up and drop off their children. Transportation Services has no issue with this request, as it is an existing transition from 50 kilometres per hour to 80 kilometres per hour (and vice versa) and has no real impact on the overall operation of the road system. Transportation Services recommends that the rate of speed be revised as noted in the following table.

Grey Road	From	To	Rate of Speed
2	A point 350 metres south of the intersection of Grey Road 2 and 8 th Concession B	A point 300 metres north of the intersection of Grey Road 2 and 8 th Concession A	50 kilometres per hour

Public complaints to reduce the speed in the hamlet of Cedarville on Grey Road 14 from 60 kilometres per hour to 50 kilometres per hour have been received. The request is reasonable, as the majority of the built up areas are posted at 50 kilometres per hour and Transportation Services recommends that the rate of speed be revised as noted in the table below.

Grey Road	From	To	Rate of Speed
14	The west limits of Cedarville	The east limits of Cedarville	50 kilometres per hour

Grey Road 32 is being recommended for an increase in the posted speed limit, which is contrary to the vast majority of requests, which are for a decrease in the posted speed limit. The section as noted below is currently posted at 60 kilometres per hour. This road has

recently been paved and numerous complaints have been lodged about the posted low speed and therefore Transportation Services recommends that the rate of speed be revised as noted in the table below.

Grey Road	From	To	Rate of Speed
32	The intersection of King's Highway 10	The intersection of Grey Road 30	70 kilometres per hour

Schedule "O" Rates of Speed in School Zones for Restricted Times

A member of the public has requested an additional location be added to Schedule "O" of By-Law 4788-13.

This location is adjacent to a Mennonite School located east of the hamlet of Cedarville on Grey Road 14. Transportation Services recommends that the posted speed limit of 80 kilometres per hour be reduced to 60 kilometres per hour during certain times as noted in the following table.

Grey Road	Location	Effective Time
14	From 200 m west of Southgate SR 7 to 570 m west of Southgate SR 7	During school days 8:00 a.m. to 9:00 a.m. 12:00 p.m. to 1:00 p.m. 3:00 p.m. to 4:00 p.m.

Schedule "P" – Community Safety Zones

The public and member municipalities have requested additional locations be added to Schedule "P" of By-Law 4788-13 due to concerns with speeding within those locations.

In accordance with the Highway Traffic Act, municipalities have the authority to establish community safety zones on their roads. For the community safety zones to be applicable, a by-law must be passed identifying the limits.

Transportation Services recommends that the following be added to Schedule "P" of By-Law 4788-13.

Grey Road	Location	From	To
4	Priceville	50 metres west of Artemesia-Glenelg Townline	130 metres west of Rivers Street
4	Ceylon	150 metres west of Wilcox Lake Road	178 metres east of West Back Line

Grey Road	Location	From	To
4	Maxwell	464 metres west of Road 45	736 metres east of Road 45
7	Griersville	250 m south of Old Mail Road	460 metres north of Old Mail Road
14	Cedarville	166 metres west of Feairs Drive	443 metres east of Feairs Drive
29	Bognor	50 metres south of Sideroad 6	725 metres south of Sideroad 6

Schedule “U” – No Parking Where Signs Posted

Staff has requested additional locations be added to Schedule “U” of By-Law 4788-13 as a result of safety and operational deficiencies. Both proposed locations have been initiated due to visibility concerns from sideroads. The standard by-law in these situations indicates it is an offence to park within 9 metres of an intersection. Transportation Services recommends that the no parking where signs are posted be increased to 30 metres at these locations due to tractor trailers parking on the shoulder in the vicinity of sideroads and/or the existence of higher truck volumes.

In accordance with the Highway Traffic Act, municipalities have the authority to establish parking restrictions on their roads. For the parking restriction to be applicable, a by-law must be passed identifying the location of restrictions.

Vehicles are parking on the shoulder of Grey Road 1 in the northwest quadrant, which is impeding sightlines from East Linton Sideroad West. A significant number of construction vehicles are exiting from East Linton Sideroad West and improved sightlines are warranted for safety.

Transportation Services recommends that the following be added to Schedule “U” of By-Law 4788-13.

Grey Road	Side of Road	From	To
1	West Side	East Linton Sideroad West	30 metres north of East Linton Sideroad West

Vehicles, including tractor trailers are parking on the shoulders on the south and north sides of Grey Road 4, which is impeding sightlines from Grey Road 2 and Road 45. Winter maintenance operations are also being hindered due to the parking.

Transportation Services recommends that the following be added to Schedule “U” of By-Law 4788-13.

Grey Road	Side of Road	From	To
4	South Side	Intersection of Grey Road 2 / Road 45	30 metres east and west of Intersection of Grey Road 2 / Road 45
4	North side	intersection of Grey Road 2 / Road 45	30 metres east and west of Intersection of Grey Road 2 / Road 45

Legal and Legislated Requirements

For the above locations to be enforceable the By-Law must be consistent with the field signage.

Financial and Resource Implications

Labour, material and equipment to manufacture and install the additional signage would be cost approximately \$6,000.

Relevant Consultation

Internal

Clerks Department

External

City of Owen Sound, Municipality of Grey Highlands, Municipality of Meaford, Municipality of West Grey, Town of Hanover, Town of The Blue Mountains, Township of Chatsworth, Township of Georgian Bluffs, Township of Southgate, Police Services

Appendices and Attachments

Grey Road 4 Maxwell By-Law 4788-13 Schedule “H” and Schedule “U” Location Map

Grey Road 14 Cedarville By-Law 4788-13 Schedule “O” Location Map

Grey Road 4 Priceville By-Law 4788-13 Schedule “P” Location Map

Grey Road 4 Ceylon By-Law 4788-13 Schedule “P” Location Map

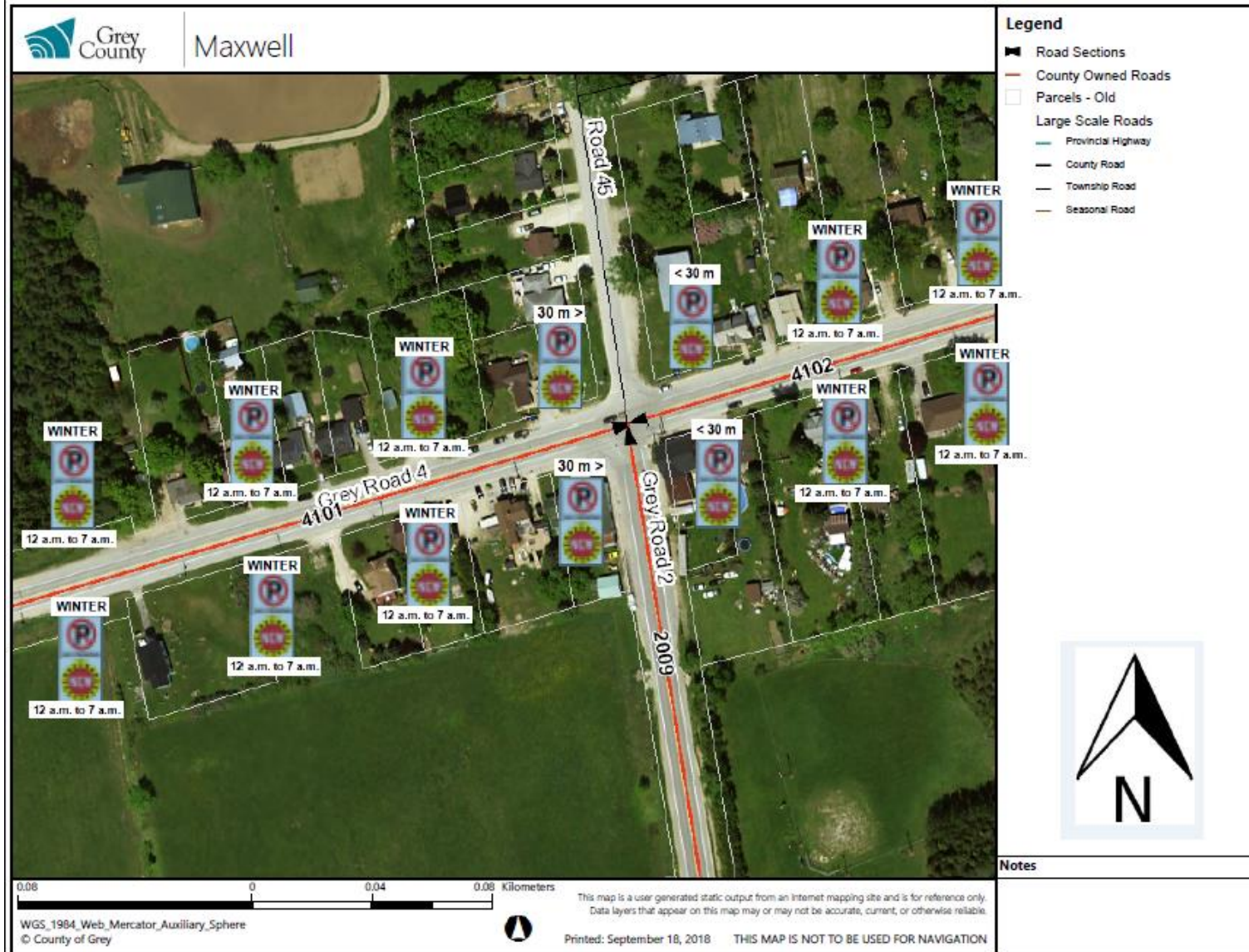
Grey Road 4 Maxwell By-Law 4788-13 Schedule “P” Location Map

Grey Road 14 Cedarville By-Law 4788-13 Schedule “P” Location Map

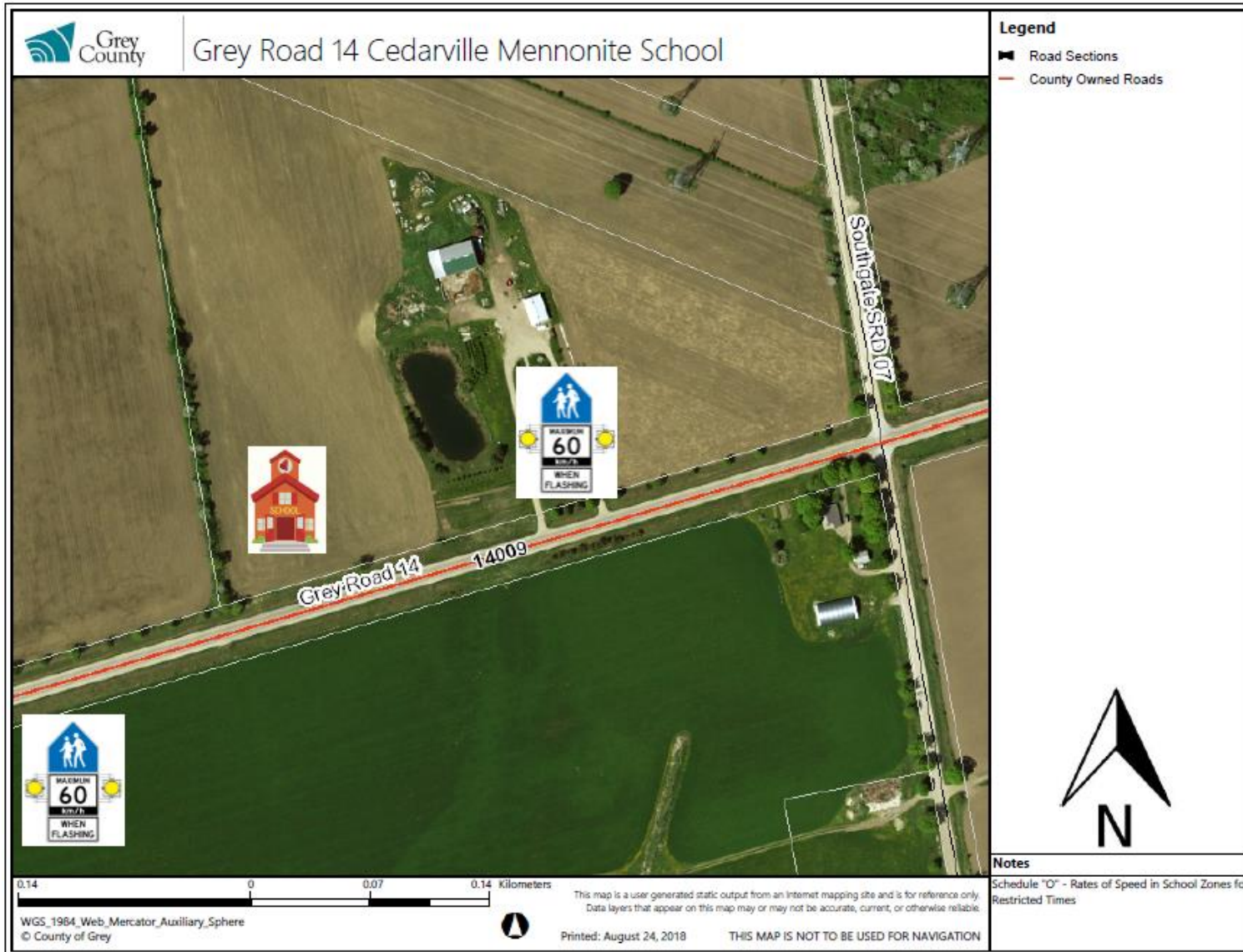
Grey Road 29 Bognor By-Law 4788-13 Schedule “P” Location Map

Grey Road 1 East Linton By-Law 4788-13 Schedule “U” Location Map

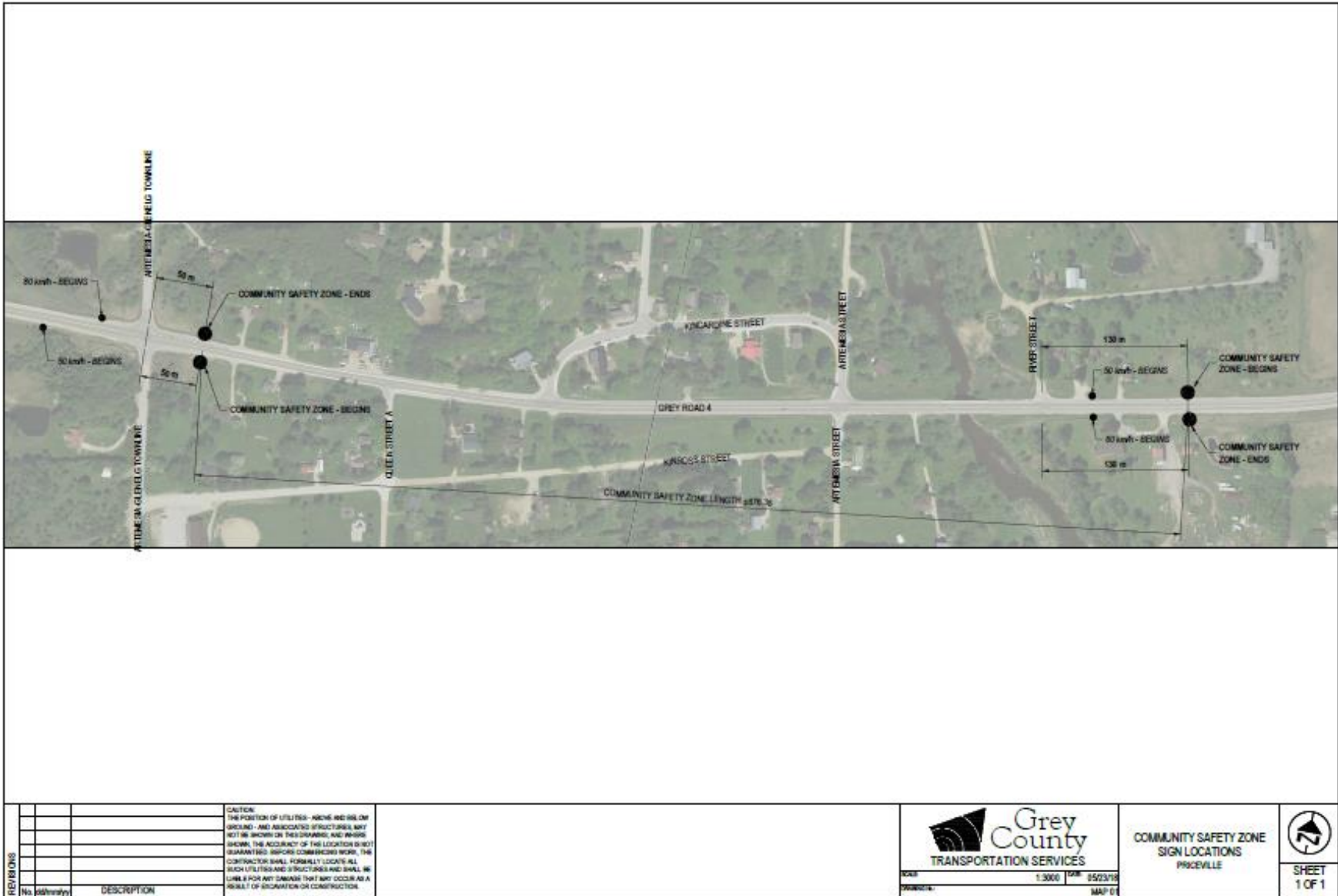
Grey Road 4 Maxwell By-Law 4788-13 Schedule "H" and Schedule "U" Location Map



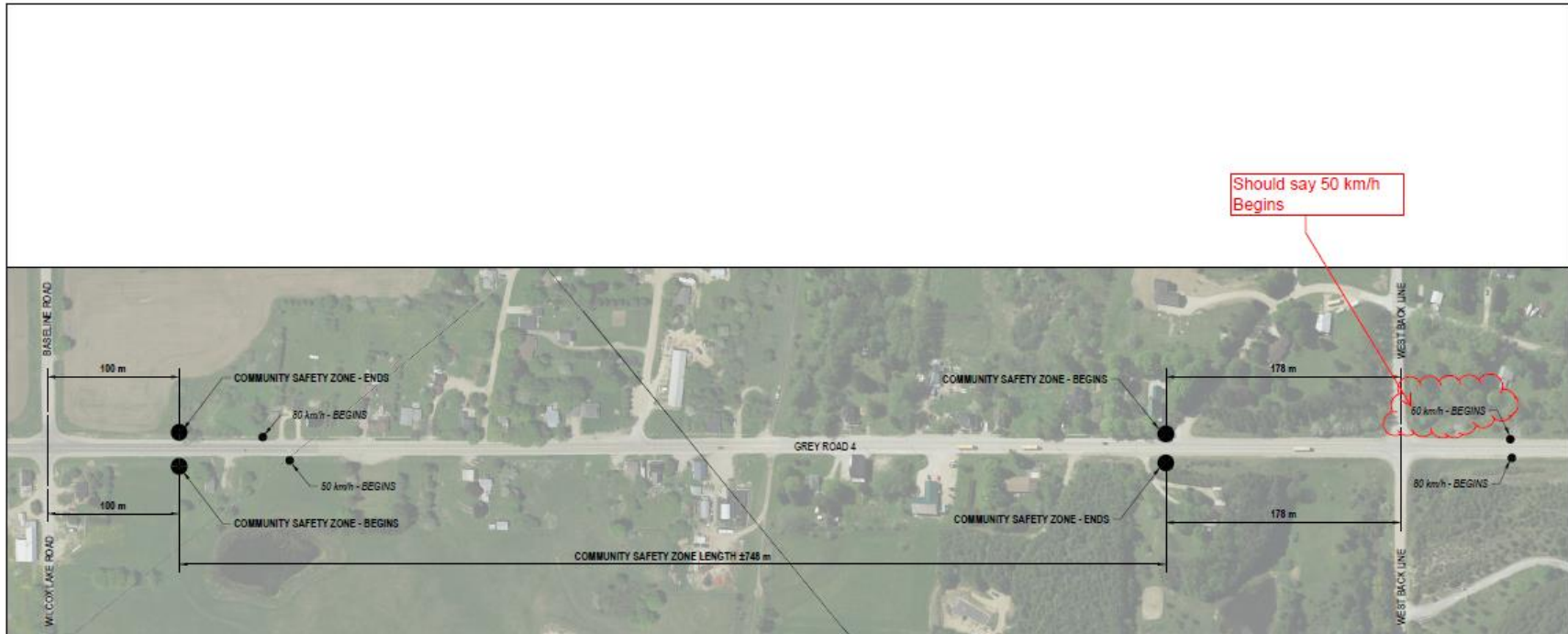
Grey Road 14 Cedarville By-Law 4788-13 Schedule "O" Location Map



Grey Road 4 Priceville By-Law 4788-13 Schedule "P" Location Map



Grey Road 4 Ceylon By-Law 4788-13 Schedule "P" Location Map



Should say 50 km/h Begins

REVISIONS	No.	DATE	DESCRIPTION

CAUTION:
THE POSITION OF UTILITIES - ABOVE AND BELOW GROUND - AND ASSOCIATED STRUCTURES, MAY NOT BE SHOWN ON THIS DRAWING AND WHERE SHOWN, THE ACCURACY OF THE LOCATION IS NOT GUARANTEED. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL FORMALLY LOCATE ALL SUCH UTILITIES AND STRUCTURES AND SHALL BE LIABLE FOR ANY DAMAGE THAT MAY OCCUR AS A RESULT OF EXCAVATION OR CONSTRUCTION.

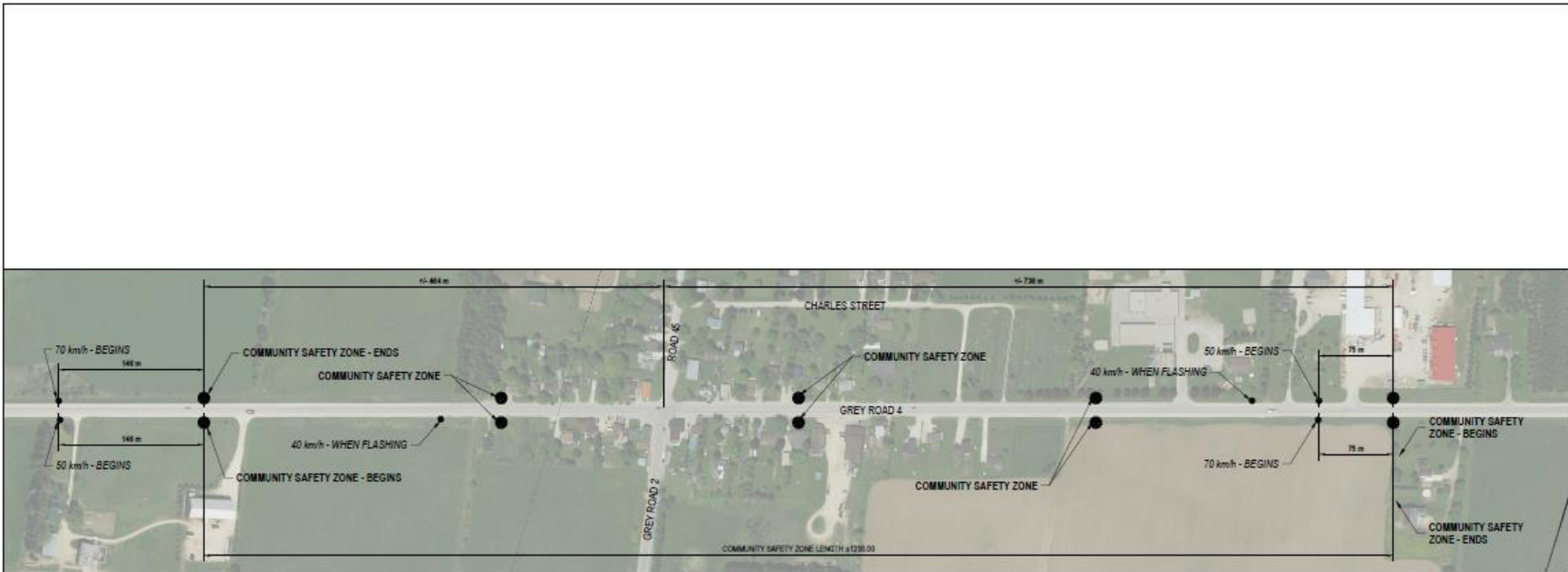
Grey County
TRANSPORTATION SERVICES

SCALE: 1:3000 DATE: 05/23/18
DRAWING NO.: MAP 01

COMMUNITY SAFETY ZONE
SIGN LOCATIONS
CEYLON

SHEET
1 OF 1

Grey Road 4 Maxwell By-Law 4788-13 Schedule "P" Location Map



REVISIONS	No.	DATE	DESCRIPTION

CAUTION:
 THE POSITION OF UTILITIES - ABOVE AND BELOW GROUND - AND ASSOCIATED STRUCTURES MAY NOT BE SHOWN ON THIS DRAWING, AND WHERE SHOWN, THE ACCURACY OF THE LOCATION IS NOT GUARANTEED. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL FORMALLY LOCATE ALL SUCH UTILITIES AND STRUCTURES AND SHALL BE LIABLE FOR ANY DAMAGE THAT MAY OCCUR AS A RESULT OF EXCAVATION OR CONSTRUCTION.

Grey County
 TRANSPORTATION SERVICES

SCALE: 1:4000 DATE: 05/23/18
 DRAWING NO.: MAP 01

COMMUNITY SAFETY ZONE
 SIGN LOCATIONS
 MAXWELL

SHEET
 1 OF 1

Grey Road 14 Cedarville By-Law 4788-13 Schedule "P" Location Map




REVISIONS	No.	DATE	DESCRIPTION

CAUTION:
THE POSITION OF UTILITIES - ABOVE AND BELOW GROUND - AND ASSOCIATED STRUCTURES, MAY NOT BE SHOWN ON THIS DRAWING. AND WHERE SHOWN, THE ACCURACY OF THE LOCATION IS NOT GUARANTEED. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL FORMALLY LOCATE ALL SUCH UTILITIES AND STRUCTURES AND SHALL BE LIABLE FOR ANY DAMAGE THAT MAY OCCUR AS A RESULT OF EXCAVATION OR CONSTRUCTION.

Grey County
TRANSPORTATION SERVICES

SCALE: 1:2500 DATE: 05/23/18
DRAWING NO: MAP 01

COMMUNITY SAFETY ZONE
SIGN LOCATIONS
CEDARVILLE



SHEET
1 OF 1

Grey Road 29 Bognor By-Law 4788-13 Schedule "P" Location Map



REVISIONS	No.	mm/yy	DESCRIPTION

CAUTION:
 THE POSITION OF UTILITIES - ABOVE AND BELOW GROUND - AND ASSOCIATED STRUCTURES, MAY NOT BE SHOWN ON THIS DRAWING, AND WHERE SHOWN, THE ACCURACY OF THE LOCATION IS NOT GUARANTEED. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL FORMALLY LOCATE ALL SUCH UTILITIES AND STRUCTURES AND SHALL BE LIABLE FOR ANY DAMAGE THAT MAY OCCUR AS A RESULT OF EXCAVATION OR CONSTRUCTION.

Grey County
 TRANSPORTATION SERVICES

SCALE: 1:3000 DATE: 05/23/18
 DRAWING NO.: MAP 01

COMMUNITY SAFETY ZONE
 SIGN LOCATIONS
 BOGNOR

SHEET
 1 OF 1

Grey Road 1 East Linton By-Law 4788-13 Schedule "U" Location Map

