



## Town of Niagara-on-the-Lake

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**REPORT #:** OPS-24-023

**COMMITTEE DATE:** 2024-05-14

**DUE IN COUNCIL:** 2024-05-28

**REPORT TO:** COTW-General

**SUBJECT:** Line 3 Road Reconstruction – Speed Limit Reduction and Parking Prohibitions

### 1. RECOMMENDATION

It is respectfully recommended that:

- 1.1 Council approves the proposed speed limit reduction to 70 km/hr on Line 3 Road between Concession 4 Road and Concession 6 Road, and
- 1.2 Council approves the proposed "No Parking" zones on both sides of Line 3 Road between Concession 4 road and Concession 6 Road, and
- 1.3 Council directs the Town Clerk to amend "Schedule C – Parking Restrictions" and "Schedule W – Speed Limits on Highways" of Traffic and Parking By-law No. 4308-09 (**Appendix I**) to provide for the above-noted speed limit and parking restrictions; and
- 1.4 Council directs Staff to install the necessary signage to implement the above-noted speed limit changes and parking restrictions and issue the necessary public notices at an estimated cost of \$8,400.

### 2. EXECUTIVE SUMMARY

- The recent reconstruction of Line 3 Road to our standard rural cross-section includes the provision of 1.5 metre paved shoulders on both sides of the roadway. These paved shoulders require parking restrictions to keep them open for use by pedestrians and cyclists and also to prevent the impingement of parked vehicles onto the traveling lanes of the roadway.
- There have been an increasing number of referrals from residents asking for a speed limit reduction on Line 3 Road due to increased traffic volumes and operating speeds since the completion of the Virgil bypass.
- In keeping with municipal best practices, the Town uses Transportation Association of Canada (TAC) guidelines to determine safe operating speeds for our roads. TAC analysis of Line 3 Road resulted in a recommended speed limit of 70 km/hr between Concession 4 and Concession 6 Roads.

### **3. PURPOSE**

The purpose of this report is to secure Council's approval for the implementation of parking restrictions and a reduced speed limit necessary to ensure road safety following reconstruction of Line 3 Road between Concession 4 Road and Concession 6 Road.

### **4. BACKGROUND**

In keeping with recommendations in the Town's 2004 Transportation Master Plan, staged improvements including extension of Concession 4 Road and improvements to the surface, width and geometrics of Line 3 Road were implemented to create a Virgil bypass. This bypass provides a well-used alternate route around seasonally heavy traffic on Niagara Stone Road. Upon completion of these improvements there have been increasing traffic volumes on both Concession 4 Road and Line 3 Road, and a rising number of resident complaints regarding speeding on Line 3 Road.

The Town has also had an increasing number of referrals regarding parking congestion on Line 3 Road near the intersection of Concession 6 Road, currently being used for overflow parking during special events at Wayne Gretzky Estates Winery and Trius Winery. Due to the proximity of ditches on both sides of Line 3, this overflow parking encroaches onto both the 1.5 metre paved shoulder and the travelling lanes of Line 3 Road, restricting the free flow of two-way traffic.

### **5. DISCUSSION / ANALYSIS**

Line 3 Road was reconstructed to the Town's rural standard including 1.5 metre multi-use paved shoulders. The existing alignment of the flanking ditches remains largely unchanged, and there is insufficient space to park fully on the gravel shoulder (which varies in width along the length of the roadway between Concessions 4 and 6) without impinging on the paved shoulders and travelled lanes of the roadway. Line 3 Road is now a rural collector carrying significantly higher traffic volumes than before reconstruction and it is essential that the free flow of vehicles be maintained.

The two wineries adjacent to the subject section of Line 3 Road have been very successful in increasing their visitorship and promoting special events, particularly during the peak summer season, and their parking overflow onto Line 3 Road has steadily increased. It should be noted that under Town zoning policies it is incumbent on both businesses and private residents to provide for their parking needs within the boundaries of private property and not rely on the public road allowance to satisfy those needs.

It should further be noted that with the completion of road improvements to implement the Virgil by-pass there has been an increase in bike tours and other cyclists using Line 3 Road as a scenic and convenient route between wineries located near Concession 6 Road and the Niagara River Parkway. The 1.5 metre paved shoulders provide an increased measure of safety by removing bicycle traffic from the travelled lanes of the roadway.

In response to resident concerns and the changed geometrics of Line 3 Road between Concessions 4 and 6, a revaluation of the existing 80 km/hr speed limit was undertaken. Speed limits have a direct bearing on both the efficiency and safety performance of roads. Setting speed limits that are consistent, credible, and respected by most drivers relies on an empirical standard reflecting engineering best practices supplemented by judgement, experience, and an understanding of local conditions.

In keeping with accepted municipal best practices, the Town uses Transportation Association of Canada (TAC) guidelines to establish appropriate speed limits for our roadways. TAC analysis of an appropriate speed limit includes but is not limited to consideration of:

- Roadside environment (urban, semi-urban or rural)
- Road classification
- Traffic volumes
- Traffic type
- Use by pedestrians and cyclists
- Speed limits on connecting roadways
- Incidence of speed-related collisions
- Road geometrics
  - Surface type
  - Road profile (cross-section) including drainage
  - Vertical and horizontal curves
  - Visibility and daylighting
  - Proximity of stop-controlled intersections and guide rails

TAC analysis and engineering judgement considering local conditions both indicate that the appropriate speed limit on Line 3 Road between Concession 4 Road and Concession 6 Road is 70 km/hr.

## 6. STRATEGIC PLAN

The content of this report supports the following Strategic Plan initiatives:

### Pillar

3. Enrich Community Assets, Environment, & Infrastructure

### Priority

3.3 Infrastructure

### Action

3.3 a) Infrastructure Investment (Physical & Green)

## 7. OPTIONS

- 7.1 **Option 1:** That Council approves the recommended speed limit reduction and parking prohibitions on Line 3 Road between Concession 4 and Concession 6 **(Recommended)**
- 7.2 **Option 2:** That Council maintains the status quo on Line 3 Road and accepts the attendant public safety implications **(Not Recommended)**

## **8. FINANCIAL IMPLICATIONS**

Implementation of the recommended parking prohibition and speed limit signage will require 24 stand-alone "No Parking" signs, 12 "No Parking" signs on hydro poles and 4 speed limit signs at an estimated total cost of \$8,400. The cost of \$300 per sign includes locates, preparation, posts, hardware and signs. All costs related to these installations are to be charged to the capital project accounts for reconstruction of Line 3 Road between Concession 4 Road and Concession 6 Road.

Enforcement of the new parking prohibitions and the 70 km/hr, speed limit are expected to be cost/revenue neutral.

## **9. ENVIRONMENTAL IMPLICATIONS**

N/A

## **10. COMMUNICATIONS**

Upon Council approval of the By-law:

- Staff will work with the Communications Team to implement a communications plan to inform the public of this change.
- Supporting speed limit and "no parking" signage will be installed to advise motorists.
- Following the installation of the signs, public notice of the amended speed limit will be provided for two weeks before enforcement begins.
- The Niagara Regional Police will receive a copy of the amended By-law and be requested to initiate enforcement of the new speed limit.
- Prior to the installation of permanent parking control signage along Line 3 Road, notification will be extended to both Gretzky and Trius wineries, as well as St. Michaels and Crossroads School and The Grove, as they may potentially be affected by overflow parking from special events taking place at the nearby wineries.

## **11. CONCLUSION**

Implementation of the recommended 70 km/hr speed limit is necessary to ensure the safe, efficient, and unrestricted flow of two-way traffic on Line 3 Road between Concessions 4 and 6. Likewise, restricting parking on both sides of Line 3 Road between Concession 4 Road and Concession 6 Road is required to ensure the 1.5 metre paved shoulder remains unobstructed so it can be used by cyclists and pedestrians and to prevent the impingement of parked vehicles onto the travelled lanes of traffic on what is now a rural collector roadway.

## **12. PREVIOUS REPORTS**

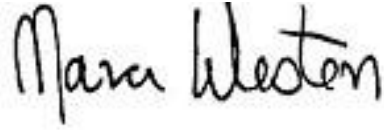
N/A

## **13. APPENDICES**

- Appendix I – Parking and Traffic By-Law 4308AR-24 - Amendment Schedule C and W

Respectfully submitted:

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