

To:	Warden Milne and Members of Grey County Council
Committee Date:	February 8, 2024
Subject / Report No:	TR-CW-03-24
Title:	Amendments to By-Law 4788-13 – Regulating Traffic and Parking within the County of Grey Roads System
Prepared by:	Trevor Ireton, Engineering Manager
Reviewed by:	Pat Hoy, Director of Transportation
Lower Tier(s) Affected:	Member Municipalities
Status:	

Recommendation

1. That report TR-CW-03-24 be received; and
2. That a by-law be brought forward for Council’s consideration to amend Schedules “G”, “N”, “O”, and “U” of By-Law 4788-13, being the By-law to Regulate Traffic and Parking on Highways within the County of Grey Roads System, 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.

Several changes are proposed to the By-law to update certain speed limits and parking restrictions, in various areas of the County.

The table below summarizes those proposed changes and requests received and whether these meet policy criteria.

Schedule	Description	Changes Requested	Meets Policy Criteria to warrant speed reduction	Recommended by Transportation
G	No Parking Except by Disability Parking Permit	Convert the parking spot in front of 443 10 th Street (Grey Road 4) in Hanover to a No Parking Except by Disability Parking Permit stall to allow easier access to the accessible entrance at the front of the commercial development.	N/A	Yes
N	Rates of Speed	Grey Road 2 south of Maxwell Reduction of speed limit to 60 km/h to act as a transition zone between the existing 80 km/h speed limit and the 50 km/h speed limit in Maxwell.	YES	YES
		Grey Road 15 from Highway 26 to a point 1,675 m north of Highway 26 Reduction of speed limit to 50 km/h for 575 metres and a new transition zone with a speed limit of 70 km/h for an additional 1,100 metres from Highway 26	YES	YES
		Grey Road 31 from 20 metres west of the driveway of #469358 Grey Road 31 to 20 metres east of the driveway of #469570 Grey Road 31 in the Municipality of Grey Highlands (Rob Roy) Requested reduction from 80 km/h to 60 km/h for the extended length identified	NO	NO
		Grey Road 119 from Ravenna to 365 metres east of 4 th Line in the Town of The Blue Mountains including the hamlet of Banks Increase of existing speed posting of 60 km/h to 70 km/h west of Banks and a reduction of speed limit to 50 km/h within Banks	NO	YES

Schedule	Description	Changes Requested	Meets Policy Criteria to warrant speed reduction	Recommended by Transportation
O	Rates of Speed in School Zones for Restricted Times	Reduction in the length of the school zone for the Osprey Central School to reflect request from the Municipality of Grey Highlands	N/A	YES
		Changes to the restricted times for the Cedarville Breezes School to reflect times preferred by the school for morning and afternoon arrival and departure times.	N/A	YES Housekeeping
U	No Parking Where Signs Posted	Grey Road 2 at the Bruce Trail crossing approximately 900 metres south of the Intersection of Grey Road 2 and Grey Road 19	N/A	YES
		Grey Road 18 from a Point 100 metres east of Inglis Falls Road to a Point 180 metres west of the Grey Roots Museum Entrance	N/A	YES

Background and Discussion

Schedule “G” – No Parking Except by Disability Parking Permit

A request was submitted to the County to convert a parking stall located in front of the denture clinic located at 443 10th Street in Hanover to an accessible permit parking only stall. Converting this parking stall will provide clients with accessibility considerations easier access to the wheelchair accessible entrance at the front of the store.

Currently, the parking stall at the front of the store is routinely occupied by other vehicles throughout the day. Several clients of the denture clinic use Saugeen Mobility for transportation to the clinic. When Saugeen Mobility arrives to drop off the client, they routinely must park in the laneway blocking the access while they drop off clients. Providing an accessible parking stall at the front of the store will allow those clients easier access to the facility and will ensure a spot is readily available without the need to block the entrance to the rear parking lot.

Transportation Services recommends the following revision to Schedule “G” of By-Law 4788-13.

Grey Road No.	Description
4 (10 th Street, Hanover)	First parking space west of 13 th Avenue on south side of 10 th Street (in front of 433 10 th Street)

Schedule “N” - Rates of Speed

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.

Schedule “N” regulates the rates of speed on County roads that differ from standard regulatory speeds (80/50 kilometres per hour).

Speed Limit Changes

Many requests are received to lower speed limits. It should 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.

Below is the background for requested changes:

Grey Road 2

Grey Road 2 south of the Intersection of Grey Road 2 and Grey Road 4 West Junction (Maxwell) currently has a 500 metre long 50 km/h speed limit section before transitioning to an 80 km/h speed limit. The Ontario Traffic Manual (OTM) Book 5 for Regulatory Signs recommends a minimum speed zone length of 500 metres for speed zones posted at 60 km/h or lower. The OTM book also recommends that areas where the change in speed limit is greater than a difference of 20 km/h should include a transition zone with increments in speed limit of no greater than 20 km/h.

Municipality of Grey Highlands staff were directed through resolution from Municipality of Grey Highlands Council to advocate for the 50 km/h speed zone to be extended south from its current location an additional 675 metres past the Maxwell Garden Centre. Staff have analyzed the request using the Grey County Speed Limit Evaluation Policy 12-4 and found that the suggested 50 km/h speed limit zone is not warranted in this location. This stretch is rural in its nature with very few entrances and sufficient sight lines for drivers. Due to the minimal risk perceived by drivers in this section, a reduction in the speed limit is unlikely to reduce driver speed as there is no speed limit credibility for a 50 km/h zone present based on the roadside environment. Further, extending the 50 km/h zone the additional 675 metres would then require the addition of a minimum 500 metre transition zone as per OTM Book 5 when the change in speed is greater than a difference of 20 km/h.

Staff instead suggest that the 675 metres requested by the Municipality of Grey Highlands act as the transition zone for when the change in speed is greater than a difference of 20 km/h. Staff suggest a posted speed limit of 60 km/h over a length of 675 metres as per OTM Book 5.

Transportation Services recommends the following revision to Schedule “N” of By-Law 4788-13.

Grey Road	From	To	Rate of Speed
2	A point 760 metres south of the Intersection of Grey Road 2 at Gwendale Street (Maxwell)	A point 86 metres south of the Intersection of Grey Road 2 at Gwendale Street (Maxwell)	60 km/h

Grey Road 15

Grey Road 15 north of the Intersection of Grey Road 15 and King Highway No. 26 currently has a 329 metre long 50 km/h speed limit section before transitioning to an 80 km/h speed limit. The Ontario Traffic Manual (OTM) Book 5 for Regulatory Signs recommends a minimum speed zone length of 500 metres for speed zones posted at 60 km/h or lower and a minimum length of 1,000 metres for speed limit zones of 70 km/h and above. The OTM book also recommends that areas where the change in speed limit is greater than a difference of 20 km/h should include a transition zone with increments in speed limit of no greater than 20 km/h.

Staff suggest extending the 50 km/h posted speed limit zone to a point 575 metres north of the Intersection of Grey Road 15 and King’s Highway No. 26. This distance will ensure that all residential driveways in this stretch are included within the 50 km/h zone and that the length exceeds the minimum 500 metres. Staff also suggest including a transition zone 1,090 metres in length at a posted speed limit of 70 km/h between the 50 km/h segment and the 80 km/h zone as per OTM Book 5.

Transportation Services recommends the following revision to Schedule “N” of By-Law 4788-13.

Grey Road	From	To	Rate of Speed
15	A point 1,665 metres north of the Intersection of Grey Road 15 at King’s Highway No. 26	A point 575 metres north of the Intersection of Grey Road 15 at King’s Highway No. 26	70 km/h
15	A point 575 metres north of the Intersection of Grey Road 15 at King’s Highway No. 26	The Intersection of Grey Road 15 at King’s Highway No. 26	50 km/h

Grey Road 31

A local resident within the vicinity of Rob Roy near the Intersection of Grey Road 31 and Pretty River Road in the Municipality of Grey Highlands has requested extensions to the existing 60 km/h speed limit zone in both the east and west directions of the zone’s current limits. The

resident mentions that by moving the speed limit zones to the top of the hill on each side of Rob Roy, drivers will be able to slow down in advance of the downhill section of roadway making it easier to maintain a slower speed. The requested speed limit zone is over 2 kilometres long and would be from 20 metres west of the driveway of #469358 Grey Road 31 to 20 metres east of the driveway of #469570 Grey Road 31.

Staff have analyzed the request using the Grey County Speed Limit Evaluation Policy 12-4 to determine a recommended posted speed limit based on the characteristics of the roadway. Based on the analysis conducted using this tool, a recommended speed limit of 80 km/h was determined for the hills in Rob Roy requested for review.

Currently, there is a 753 metre section east of the intersection of Grey Road 31 and Pretty River Road that has a 60 km/h speed limit. This speed limit reduction is to address a vertical curve deficiency for a crest located at the Rob Roy United Church and vertical curve deficiencies in two sag curves for nighttime driving. These types of vertical deficiencies are typically addressed using yellow speed warning signs. Warning signs are intended to provide advance notice to road users about unexpected and potentially dangerous conditions on or near the road. The conditions to which warning signs apply typically require that road users exercise caution, and may require that drivers slow down, in order to travel safely in the presence of a hazard.

Staff placed traffic counters within the 60 km/h speed limit zone in April 2023. The results show an 85th percentile speed of 97 km/h within the 60 km/h speed limit zone. Further, the average driver speed was recorded at 84 km/h with 97% of drivers exceeding the 60 km/h posted speed. The evidence collected supports Staff's evaluation using Policy 12-4 in that the characteristics of the road support a posted speed of 80 km/h.

Based on the evidence collected, reducing the speed limit to 60 km/h in the area requested by the resident is not anticipated to fully address the speed concerns. Any speed limit reduction would create a larger gap between the 85th percentile speed and the posted speed increasing the risk of collisions and injury due to larger potential gaps in vehicle speed.

Transportation Services does not recommend a revision to Schedule "N" of By-Law 4788-13.

Grey Road 119

Local residents are requesting a speed reduction through the Banks area due to safety concerns at the intersection Grey Road 119 and 4th Line in the Town of The Blue Mountains. Staff also investigated the existing 60 km/h speed zone from the village of Ravenna to Banks along Grey Road 119 and determined that this stretch would be better reflected as a 70 km/h posted speed. Report TR-CW-21-23 was presented to Committee of the Whole on October 12, 2023, and approved by County Council on October 26, 2023.

Transportation Services recommends the following revision to Schedule "N" of By-Law 4788-13.

Grey Road	From	To	Rate of Speed
119	The intersection of Grey Road 119 at Grey Road 2 (Ravenna – Town of The Blue Mountains)	A point 300 metres west of the intersection of Grey Road 119 at 4 th Line (Banks – Town of The Blue Mountains)	70 km/h
119	A point 300 metres west of the intersection of Grey Road 119 at 4 th Line (Banks – Town of The Blue Mountains)	A point 365 m east of the intersection of Grey Road 119 at 4 th Line (Banks – Town of The Blue Mountains)	50 km/h
119	A point 365 m east of the intersection of Grey Road 119 at 4 th Line (Banks – Town of The Blue Mountains)	A point 139 metres west of the Intersection of Grey Road 119 at 15 th Sideroad (Town of The Blue Mountains)	70 km/h

Schedule “O” – Rates of Speed in School Zones for Restricted Times

Municipality of Grey Highlands Staff were directed through resolution from Municipality of Grey Highlands Council to work with Grey County Transportation Services staff to relocate the existing school zone signage at the west end of Maxwell on Grey Road 4 to a new location adjacent to the Maxwell Hall. Staff agree with the request and will reduce the school zone in Maxwell to accommodate this request.

Transportation Services recommends the following revision to Schedule “O” of By-Law 4788-13.

GREY ROAD NO.	LOCATION	EFFECTIVE TIME
4	Osprey Central School 145 metres east of the intersection to 590 metres east of the intersection of County Road No. 2 and County Road No. 4 in the village of Maxwell	During school days 8:15 a.m. to 9:00 a.m. 10:55 a.m. to 11:40 a.m. 1:20 p.m. to 2:10 p.m. 3:20 p.m. to 3:50 p.m.

Housekeeping item to adjust the timing for the school zone by the Cedarville Breezes School. This new timing is reflective of the school’s preference based on the start and end times of classes.

Transportation Services recommends the following revision to Schedule “O” of By-Law 4788-

13.

GREY ROAD NO.	LOCATION	EFFECTIVE TIME
14	Cedarville Breezes School From 200 metres west of Southgate SR 7 to 570 metres west of Southgate SR 7	During school days 8:30 a.m. to 9:00 a.m. 3:40 p.m. to 4:10 p.m.

Schedule “U” – No Parking Where Signs Posted

A new no parking zone to eliminate parking along Grey Road 2 for access to Bruce Trail. Sightlines at this location pose a safety risk for vehicles parked on the side of the County Road for access to the Bruce Trail. Preference is given to residents utilizing the parking lot for the Kolapore Uplands trail system which is located approximately 650 metres south of this crossing and provides a safe option for parked vehicles.

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

GREY ROAD NO.	SIDE OF ROAD	FROM	TO
2	Both	A point 1,100 metres south of the Intersection of Grey Road 2 and Grey Road 19	A point 690 metres south of the Intersection of Grey Road 2 and Grey Road 19

A new no parking zone to eliminate parking along Grey Road 18 due to concerns raised regarding annual high school prom night and the increased risk associated with parked cars in this area for the event. The preferred alternative is for prom attendees to park at the Grey Roots Museum which neighbours the venue of the annual prom event.

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

GREY ROAD NO.	SIDE OF ROAD	FROM	TO
18	Both	A Point 100 metres east of Inglis Falls Road	A point 180 metres west of the Grey Roots Museum Entrance

Legislated Requirements

For the by-law to be enforced, signage needs to be erected in accordance with the legislation.

Financial and Resource Implications

Labour, material and equipment to manufacture and install/change signage would cost approximately \$3,000.00.

Relevant Consultation

- Internal: Clerks Department
- External: Town of Blue Mountains, Township of Georgian Bluffs, Municipality of Meaford, Town of Hanover, Municipality of Grey Highlands

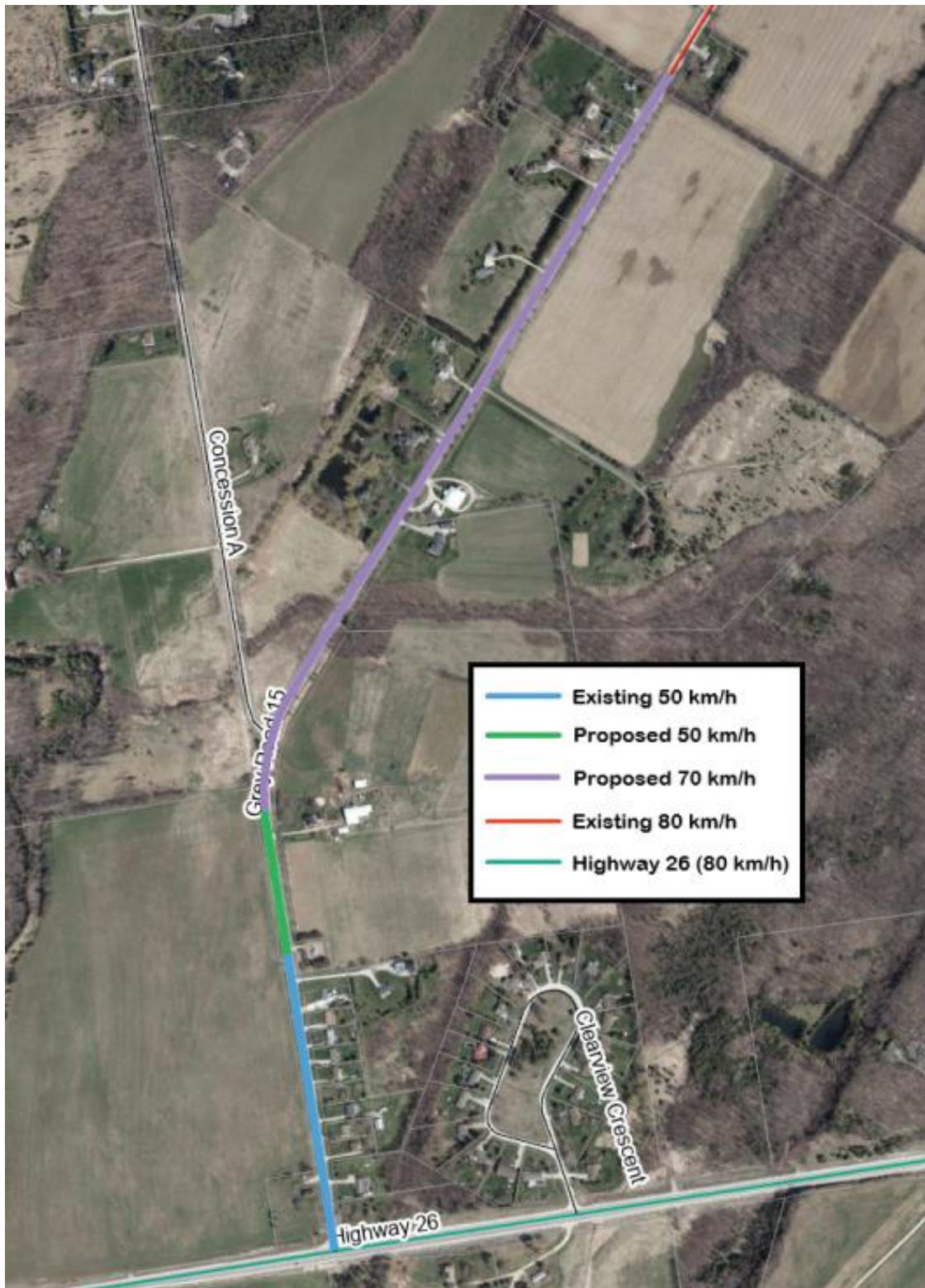
Appendices and Attachments

Grey Road 2 Grey Highlands (Maxwell) By-Law 4788-13 “N” Rates of Speed Location Map
Grey Road 15 Meaford (East of Owen Sound) By-Law 4788-13 “N” Rates of Speed
Grey Road 31 Grey Highlands (Rob Roy) By-Law 4788-13 “N” Rates of Speed
Grey Road 119 Town of The Blue Mountains (Ravenna to Banks) By-Law 4788-13 “N” Grey Road
2 Town of The Blue Mountains (Kolapore Uplands) By-Law 4788-13 “U” – No Parking Where Signs
Posted
Grey Road 18 Georgian Bluffs (Grey Roots Museum) By-Law 4788-13 “U” – No Parking Where
Signs Posted

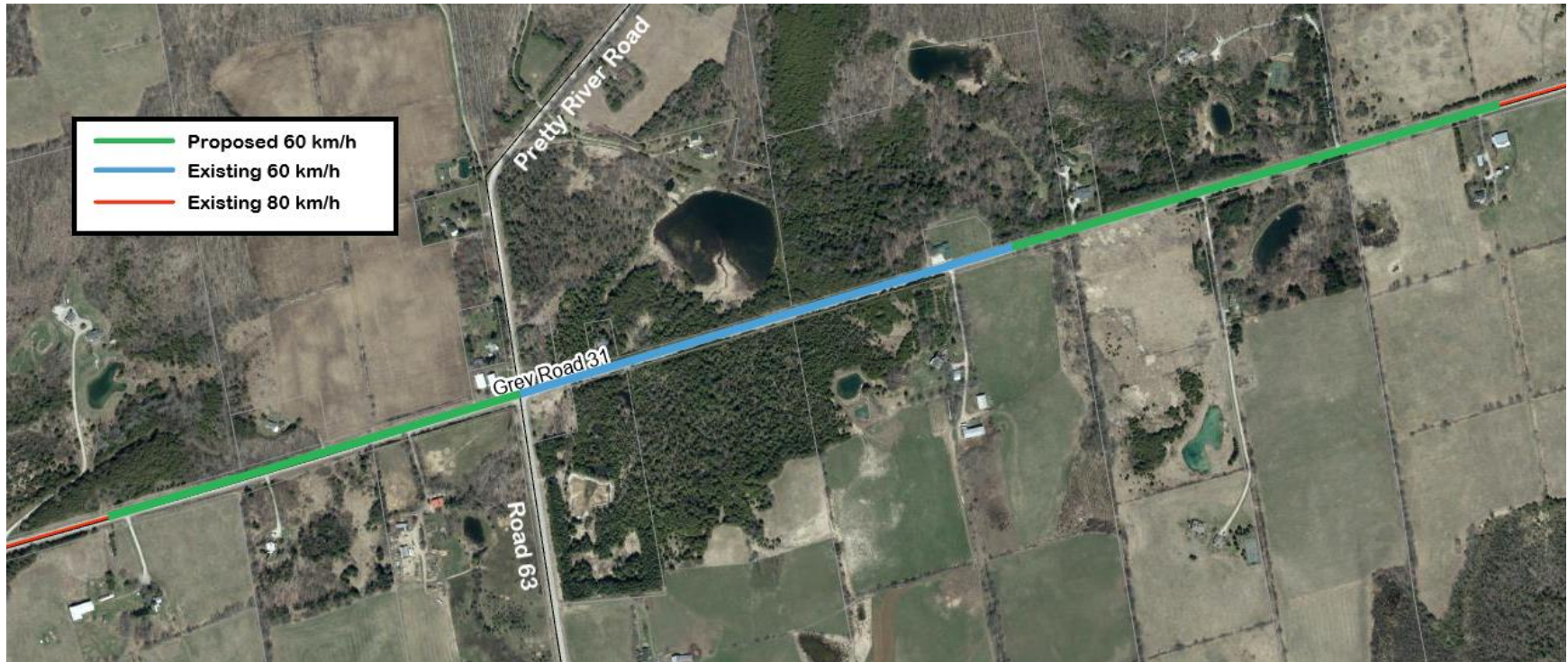
Grey Road 2 Grey Highlands (Maxwell) By-Law 4788-13 "N"
Rates of Speed Location Map



Grey Road 15 Meaford (East of Owen Sound) By-Law 4788-13
“N” Rates of Speed Location Map



Grey Road 31 Grey Highlands (Rob Roy) By-Law 4788-13 “N” Rates of Speed Location Map



Grey Road 119 Town of The Blue Mountains (Ravenna to Banks) By-Law 4788-13 "N" Rates of Speed Location Map



Grey Road 2 Town of The Blue Mountains (Kolapore Uplands)
By-Law 4788-13 "U" – No Parking Where Signs Posted Location
Map



Grey Road 18 Georgian Bluffs (Grey Roots Museum) By-Law 4788-13 "U" – No Parking Where Signs Posted Location Map

