



TOWNSHIP OF NORTH HURON

REPORT

Item No.

REPORT TO: Reeve Vincent and Members of Council
PREPARED BY: Jeff Molenhuis
DATE: 02/08/2016
SUBJECT: County Road 4 – Council Request Items
ATTACHMENTS: None

RECOMMENDATION:

THAT the Council of the Township of North Huron hereby receive the report County Road 4 – Council Request Items for information.

EXECUTIVE SUMMARY

At the June 6th Council meeting, concerns for traffic related issues on County roads along Highway 4 were brought forward by Council, and staff were requested to follow up on the issue and report back to Council. Township staff corresponded with County staff on the issues noted. The following is a general summary.

Huron County Road 4 and Huron County Road 16 (Morris Road)

One of the locations of concern was the intersection of Huron County Road 4 and Huron County Road 16. The concern was in relation to intersection safety considering a recent accident, as well as the residential/commercial operation located on the west side of County Road 4 directly at the intersection. A comment was made in regard to roadside parking at this location as a result of the residential/commercial operation. Staff contacted the County Public Works department with the concern. The following is generally the feedback received:

- The intersection is 90 km/hr speed limit, with T-intersection stop control on Highway 16.
- Visibility at this intersection is very good, with very favourable sight lines;
- The vehicle count for the intersection totals approximately 4000 vehicles per day;
- The accident history at this location is limited, albeit one recent fatality to a pedestrian;
- County road shoulders are designed for safe roadside/off-road stopping;
- Staff do not see it as desirable for County roads to prohibit roadside stopping as it is necessary for non-distracted driving practices; and
- County staff has asked the business owner to provide advertisement that parking available on-site.

The Township does have the ability to pass By-Laws and create roadside stopping restrictions on the County road; however, enforcement of the restriction would also be the responsibility of the Township. Enforcement would likely be complaint driven or issue-based, and would not effectively be proactively addressed. In that sense, Township staff support the County's approach to work with the residential/commercial owner to have them re-direct their customer's to park on-site.

Huron County Road 4 and Huron County Road 25 (south of Blyth)

Concerns for future traffic related issues were brought forward by Council at the intersection of Huron County Road 4 and Huron County Road 25, south of Blyth. The concern was in relation to current and future development on the southeast and southwest corners of the intersection. Staff contacted the County Public Works department with the concern, with the following feedback received:

- The intersection is stop-controlled on Highway 25, with 60 km/hr speed limit on Highway 25 and 50 km/hr speed limit on Highway 4 at this location;
- Sight lines at this intersection are adequate for the posted speed limit;
- The vehicle count for the intersection totals approximately 5000 vehicles per day;
- Accident history at the intersection does not indicate the need for modified controls or improvements at the intersection;
- The recent development activity required Traffic Impact Studies to address increased vehicle volumes, vehicle types, and vehicle movements.
- The Traffic Study for the latter development incorporated the findings of the Traffic Study for the first development; and
- The studies concluded no intersection modifications were necessary for regular traffic patterns at this intersection following development, and special events will require private police control.

Technical justification for signalized intersections is outlined within the Ontario Traffic Manual Book 12. The justification is based on vehicle volumes, crossing delays and collision history. Justifications are not considered absolute criteria, but are considered an industry-standard guideline for staff to adequately assess the need for such infrastructure considering the extensive capital cost for the infrastructure. Council may wish to formally follow-up with the County after the developments are functional; however, it should be noted that based on the reports brought forward by the developer through the development process, the need for intersection improvements or additional controls at this intersection were not warranted.

DISCUSSION

No further discussion necessary.

FINANCIAL IMPACT

No financial impact at this time.

FUTURE CONSIDERATIONS

Council may wish to follow-up on the issue with a formal request after both developments are functional to determine if further safety or signal warrant analysis is necessary.

RELATIONSHIP TO STRATEGIC PLAN

Goal #2 is that Township residents are engaged and well informed. Goal # 4 is that Township administration is fiscally responsible and strives for operational excellence.

