

# Boiler Beach Road Traffic Study

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COUNCIL PRESENTATION

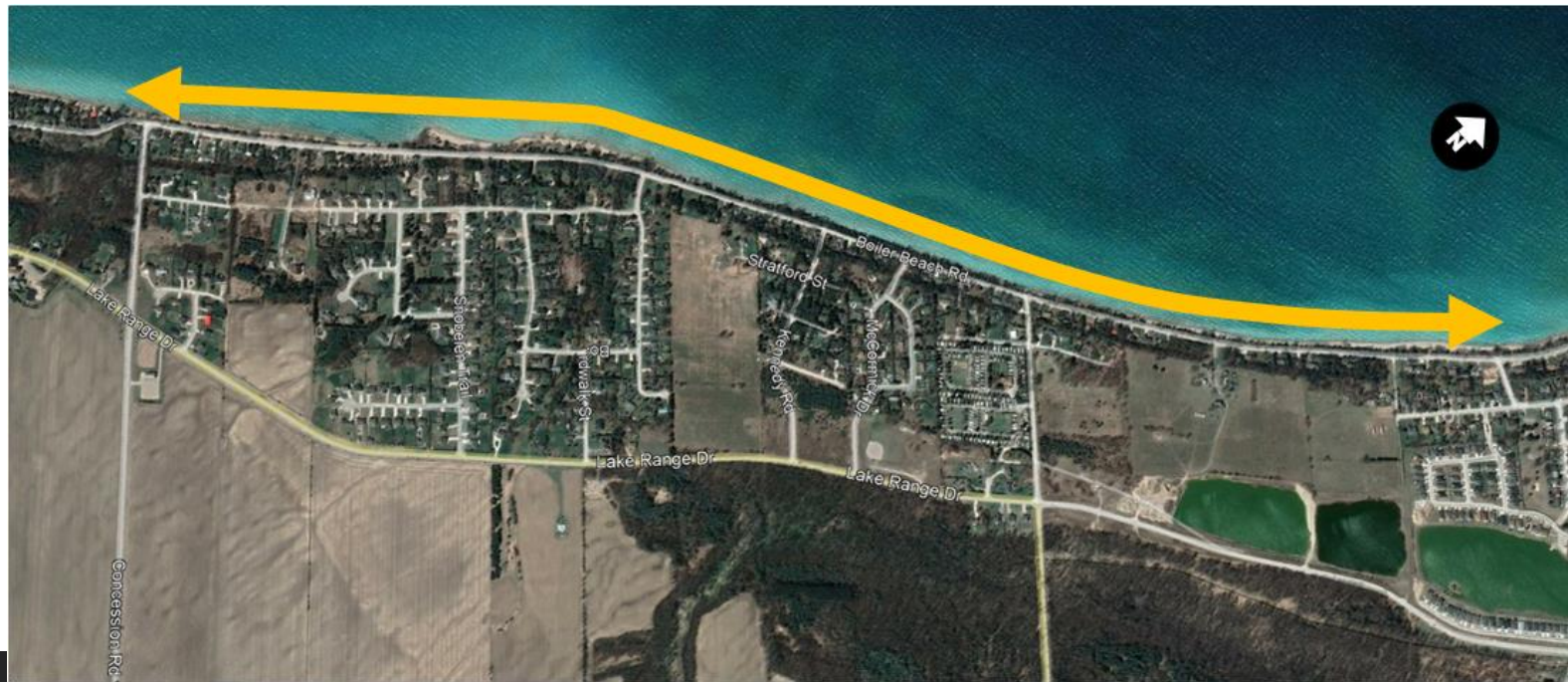
JUNE 5, 2023



# Introduction

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BTE has been retained by the Township of Huron-Kinloss to complete a traffic study examining the feasibility of converting Boiler Beach Road to one-way operation from Concession 10 to Huronville Street.





# Existing Conditions

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- The corridor carries an average of approximately 1500 to 2500 vehicles/day;
- During the summer, the volume can increase by approximately 25%;
- The paved roadway is shared by a mix of pedestrians, cyclists and motor vehicles, with parked vehicles occupying the grass boulevard
- Without designated no parking areas, where the grass boulevard is not wide enough, parked vehicles effectively reduce the road to a single lane.



# Issues and Concerns

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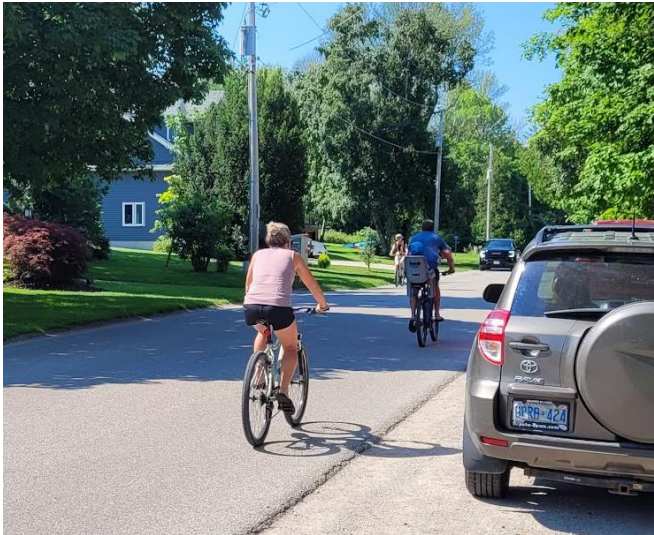


# Top 4 issues/concerns were identified to be:

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1 - Safety of Pedestrians

2 - Safety of Cyclists





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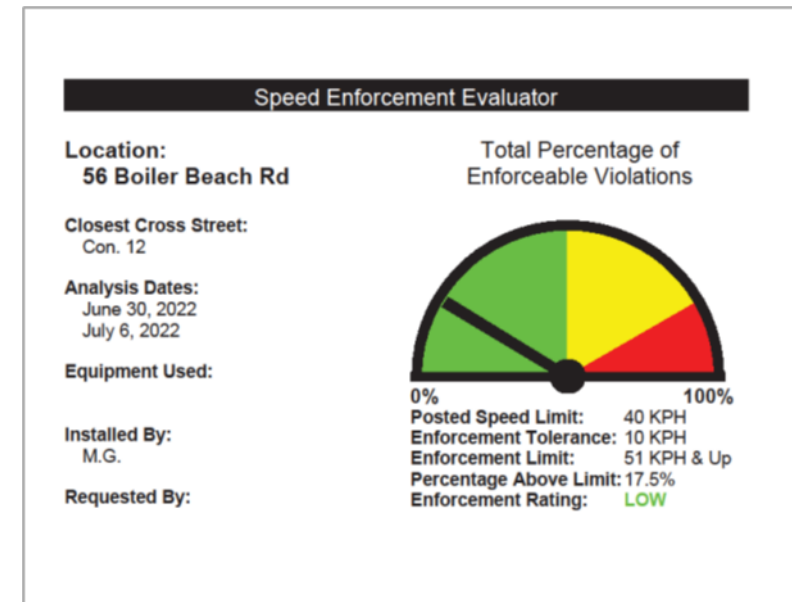
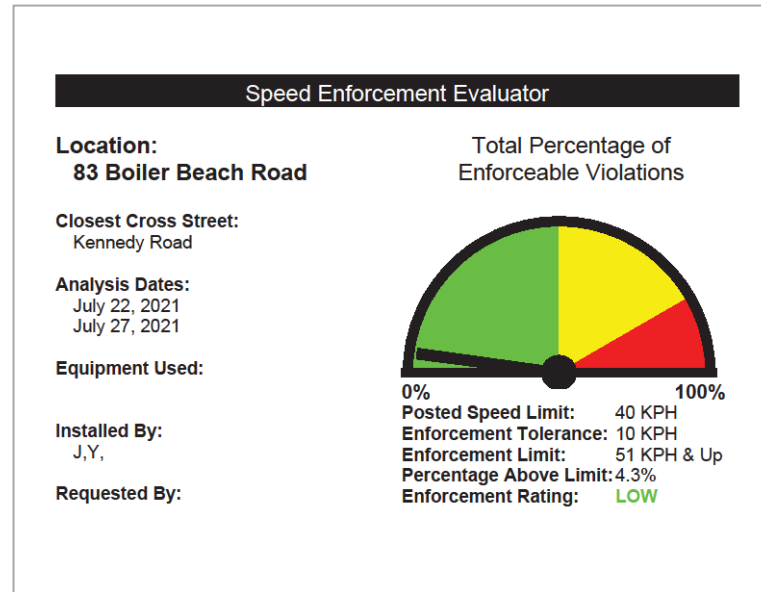
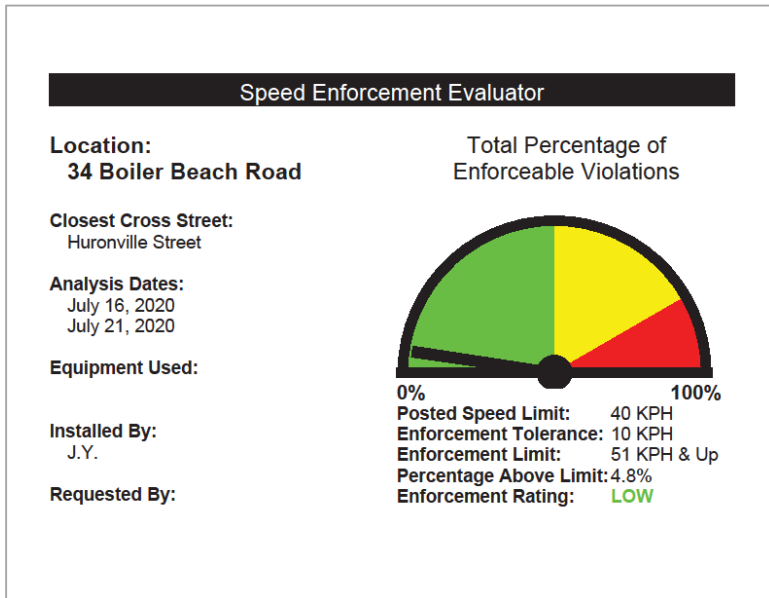
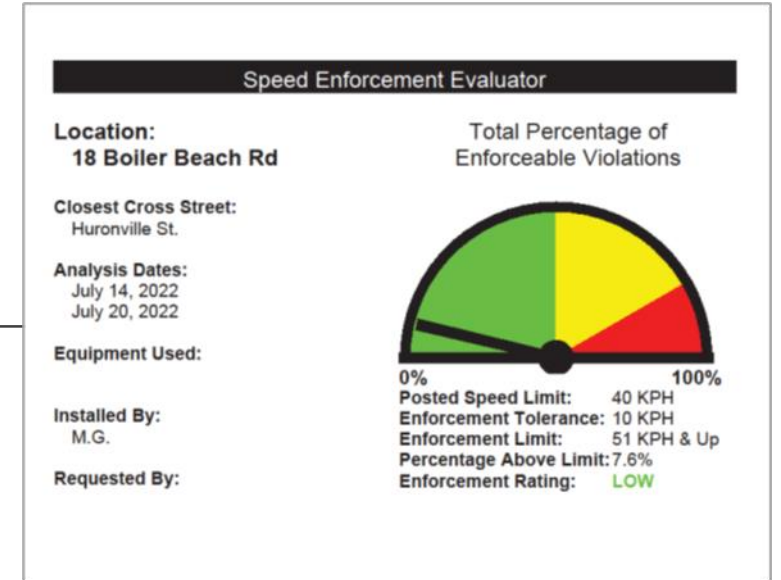
3 – Traffic Speed

4 - Protecting the Shoreline



# Traffic Speeds

Based on the speed profiles collected at 4 different points between 2020 and 2022, police would typically consider this to be a low priority for increased enforcement.

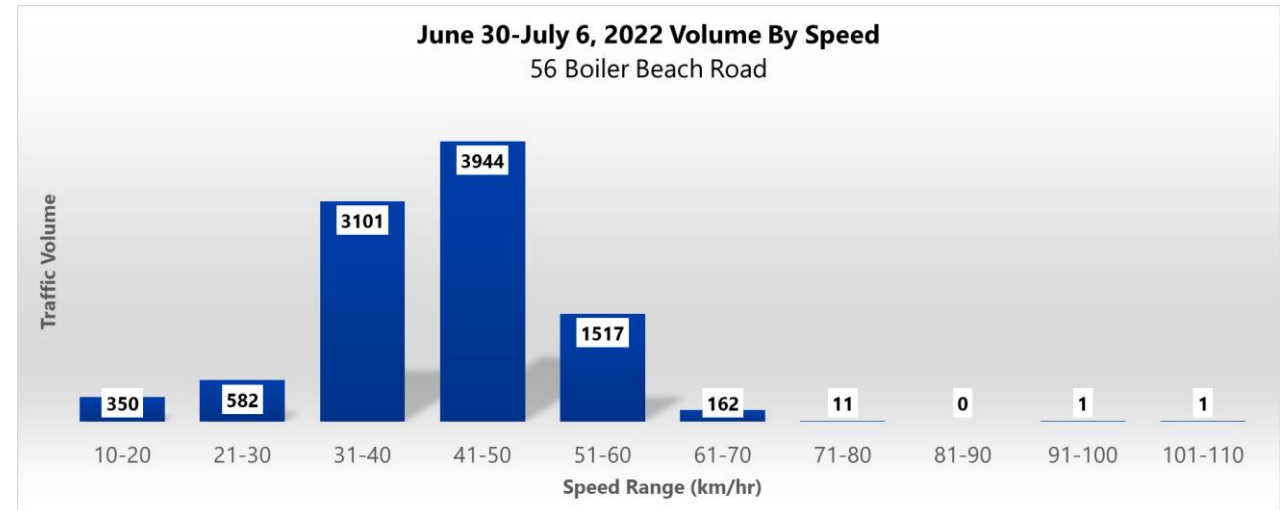


# Traffic Speed remains an Issue

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The survey that was conducted over the 2022 July 1st long weekend:

- 56% of motorists exceeded the 40 km/h posted speed limit
- Approximately 1 of every 6 motorists was travelling over 50 km/h; and
- 2 motorists could have been charged with stunt driving (travelling more than double the posted speed limit)



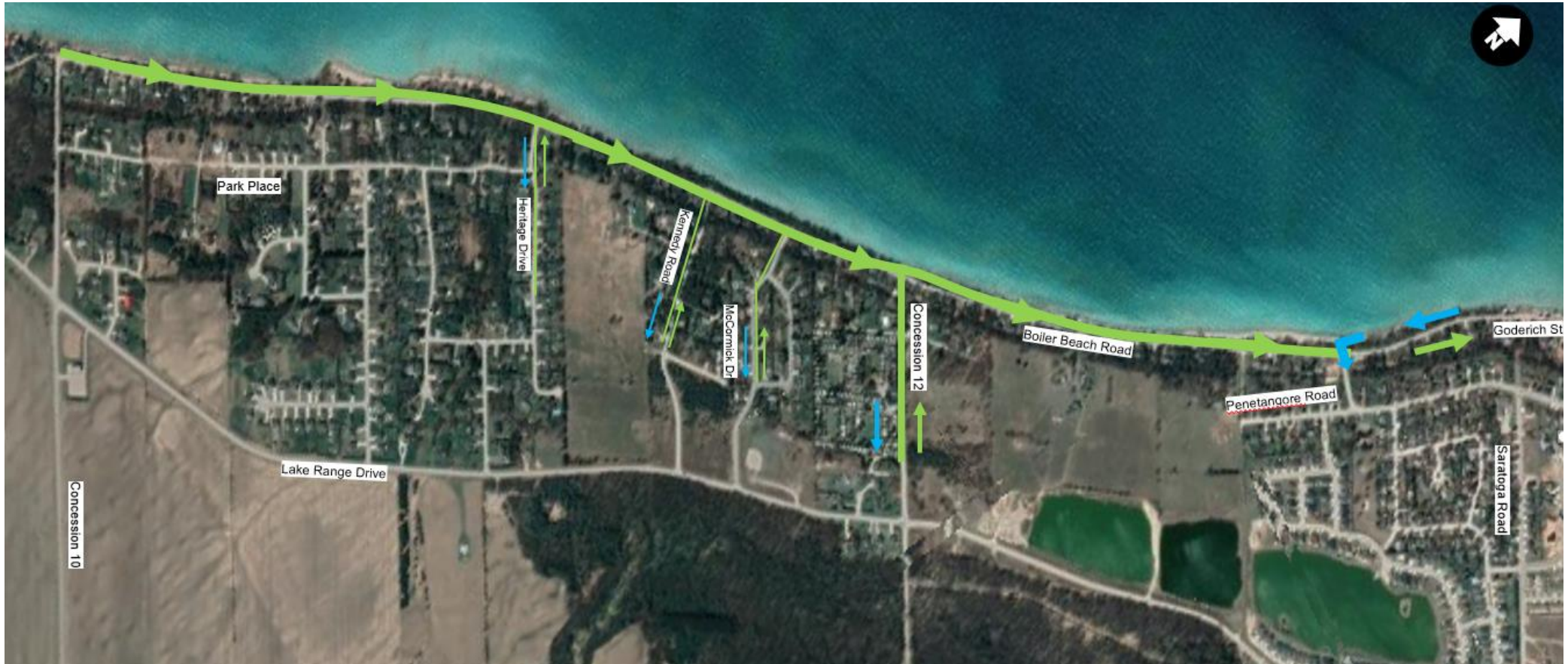


# Improvement Alternatives

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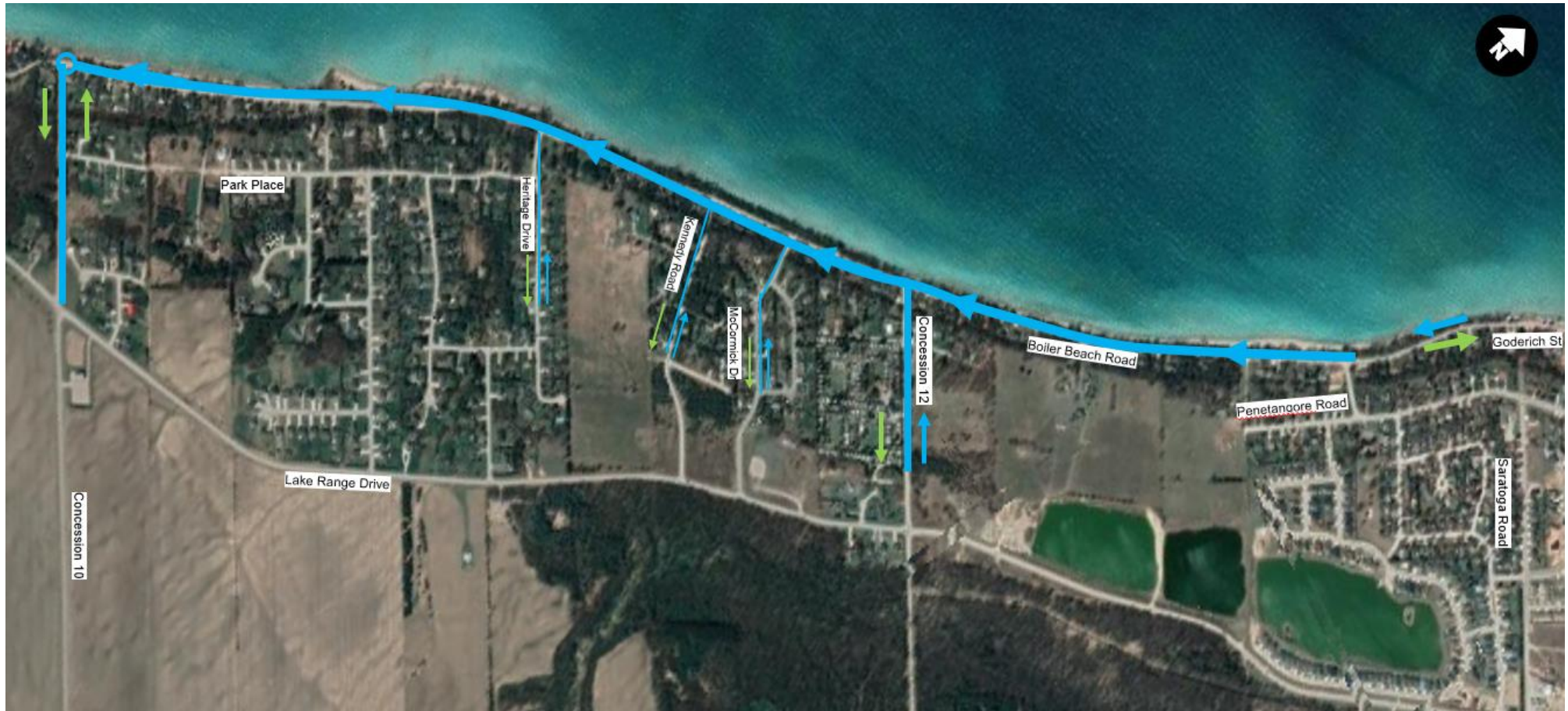
Subject to approval through the Environmental  
Assessment Process

# One-way Northbound X



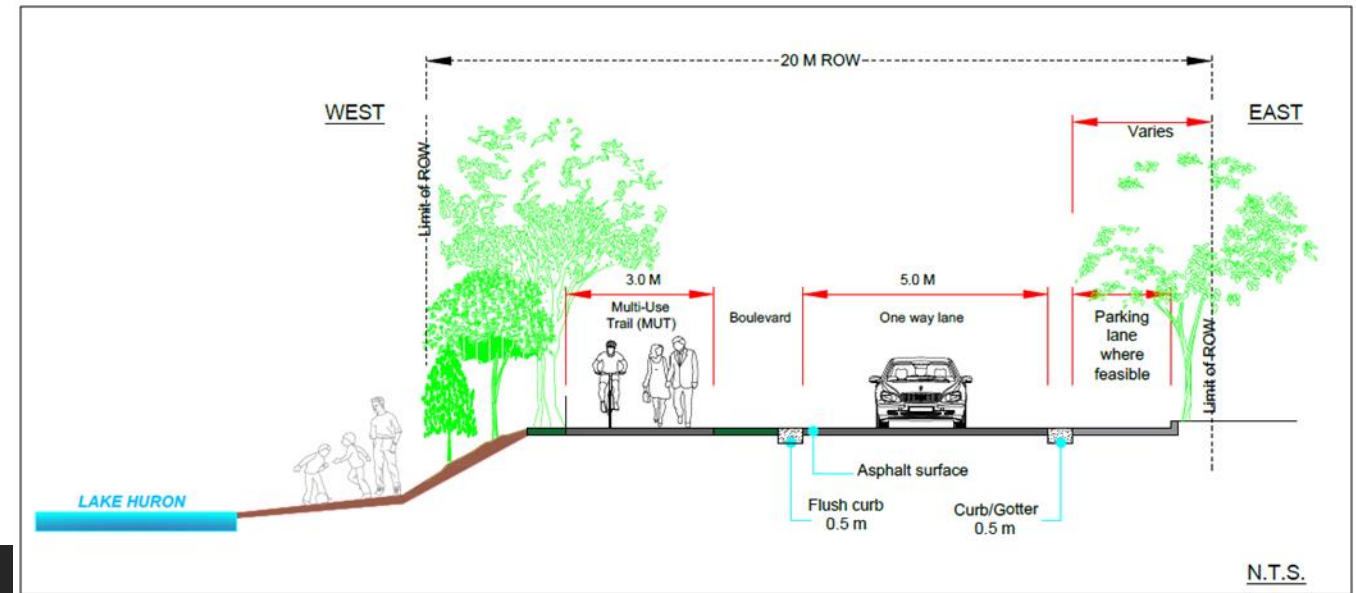
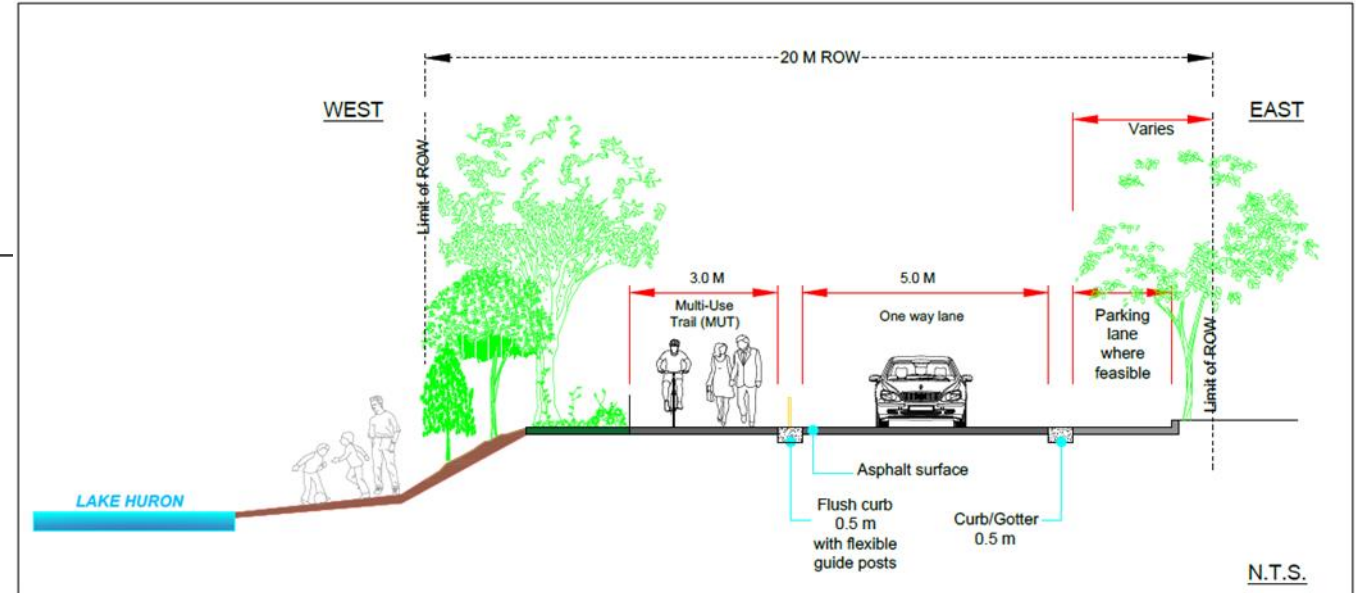


# One-way Southbound ✓



# One-way with Multi-use Trail

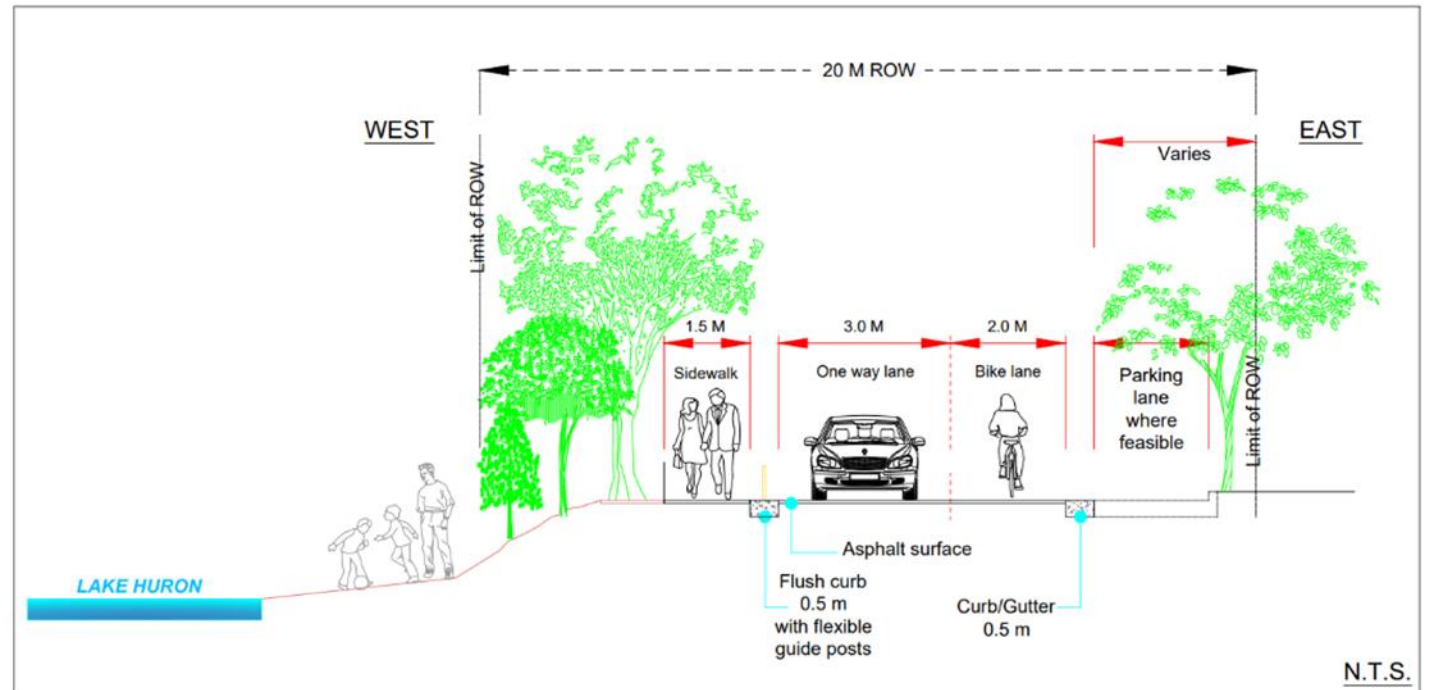
- Drainage to the west side of the ROW could be maintained with use of a flush curb.
- 5 m pavement width typically required by emergency services would promote higher speeds.
- Combining with an MUT would result in a wider road platform potentially requiring property.





# One-way with Sidewalk and Contra-flow Bicycle Lane

- Improved safety for pedestrians.
- Addition of pavement markings and signage to improve safety for cyclists.
- Reduced lane width would assist in controlling traffic speeds.
- One-way operation would reduce the traffic volume.



# Conclusions and Recommendations

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# Conclusions and Recommendations:

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The potential conversion of Boiler Beach Road to one-way operation (southbound) from Huronville Street to Concession 10 was determined to be feasible based on a review of:

- The local road network;
- The traffic demands;
- Observations of peak area traffic; and
- Concerns expressed by many area residents.

The main purpose would be to improve safety for pedestrians and cyclists while limiting the need for property acquisition.

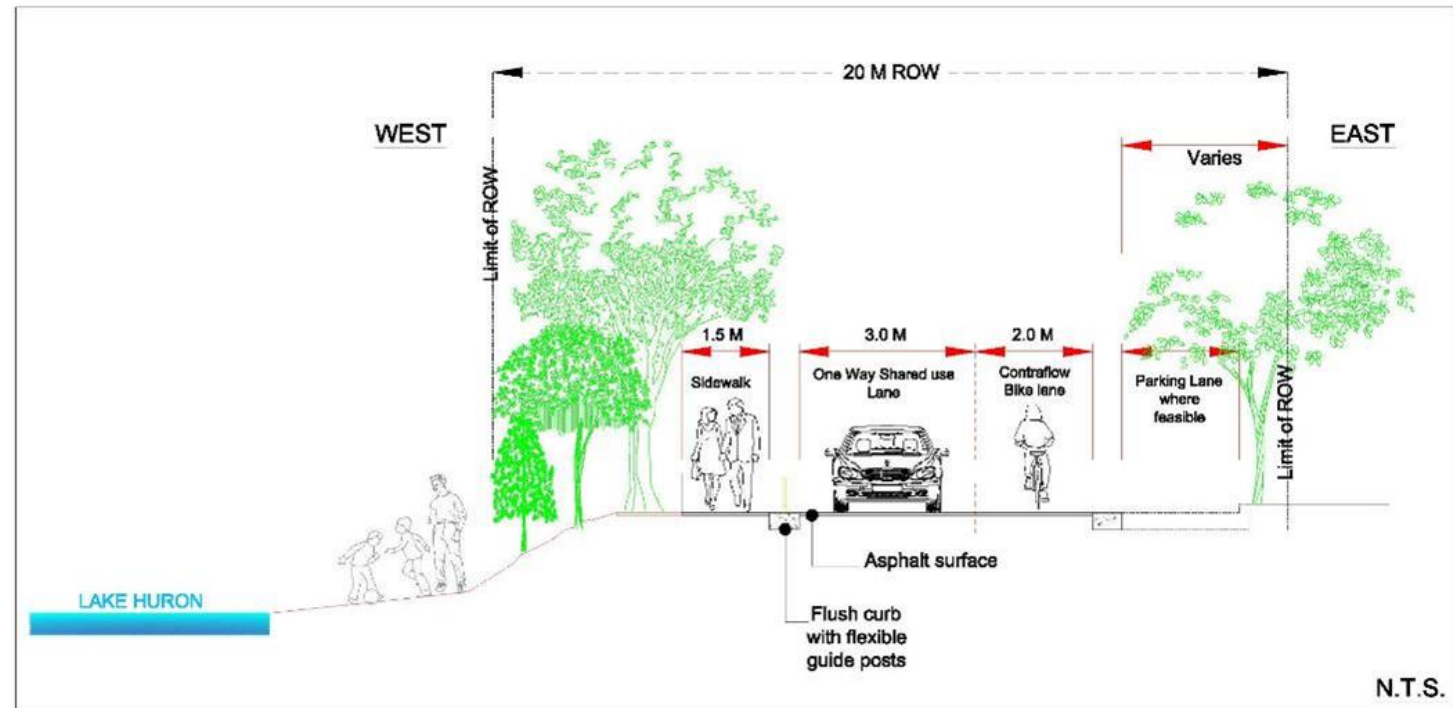
Implementation of improvements to the corridor is subject to approval through the Environmental Assessment process.

# Conclusions and Recommendations:

The benefits of the recommended improvements include:

- Improve safety by separating pedestrians from vehicles.
- Pedestrians currently forced to walk on the road will cross a reduced volume of traffic approaching from only one direction.
- Avoids pedestrian conflicts at driveways.
- The reduced lane width would be a physical measure to assist in controlling traffic speed (traffic calming).

Preferred Alternative



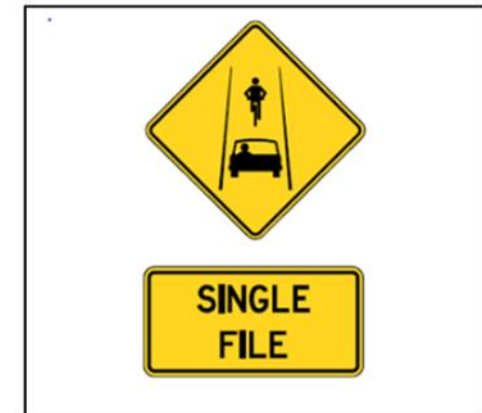
# Conclusions and Recommendations:

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Improved safety for cyclists with the provision of signage and pavement markings:

- Contra-flow lane northbound;
- Share the Road (Single file) signage and Sharrow pavement markings southbound;

Potential to allow golf carts to use the contra-flow bicycle lane  
Provision of a mini-roundabout at Concession 10 would avoid traffic diversion onto Bruce Beach Road



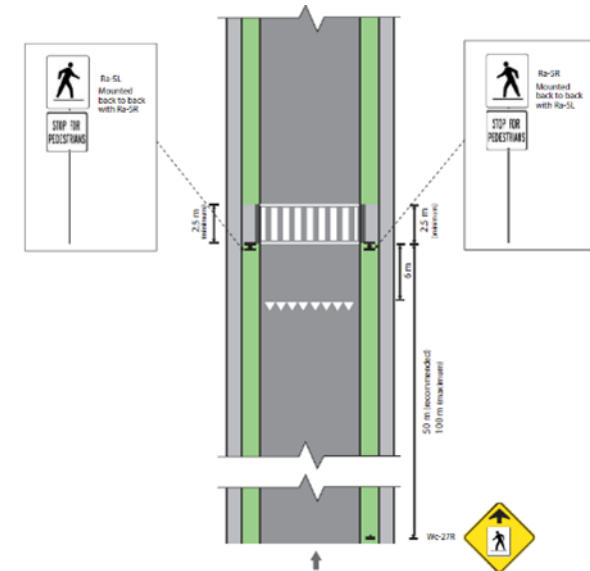


# Conclusions and Recommendations

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Consider establishing Level 2 – Type D Pedestrian Crossovers (PXO) at key locations (Concession 12 and Heritage Road)

Other potential locations may include the intersection with Kennedy Road and near Huronville Street.



# Conclusions and Recommendations

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Opportunities to provide additional off-street parking be explored to mitigate the reduction in available on-street parking.



# Potential Interim Improvements:

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- Designating No Parking zones in areas along the west side of the corridor where the existing boulevard is not wide enough to accommodate a parked vehicle;
- Placement of Share the Road signage combined with the addition of sharrows to the pavement markings; and
- Addition of a centreline to better delineate the existing 3.0 m lanes as an initial traffic calming measure.



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# Questions and Discussion