



# Boiler Beach Road Traffic Study Report Township of Huron-Kinloss

April 2023

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## 1.0 INTRODUCTION

BT Engineering Inc. (BTE) was retained by the Township of Huron-Kinloss to complete a Traffic Study of Boiler Beach Road. This study was initiated to examine the feasibility of converting Boiler Beach Road to one-way operation for 3.2 km from Concession 10 to Huronville Street.

The Study Area is located in the Township of Huron-Kinloss and is illustrated in **Figure 1**. The Study Corridor follows Boiler Beach Road from Concession 10 to Huronville Street. Boiler Beach Road is currently a 2-lane collector road along the Lake Huron Shoreline. The Study also considered a Broader Study Area bound by Boiler Beach Road to the west, Lake Range Drive to the east, Concession 10 to the south, and Huronville Street to the north. The Broader Study Area was to consider downstream effects resulting from a potential change in traffic patterns.



**Figure 1: Study Area**

## 2.0 EXISTING CONDITIONS

Boiler Beach Road functions as a collector road running north-south along the shore of Lake Huron. The roadway carries an average of approximately 1500 to 2500 vehicles/day. On weekends, during the summer months, the daily vehicle traffic volumes can increase by approximately 25%. The parallel route, Lake Range Drive carries an average of fewer than 2000 vehicles/day. These existing traffic demands, as presented in **Figure 2**, are well within the capacity and role of rural collector roadways which can typically carry up to 5,000 vehicles/day.

The corridor is also a popular bicycle route and is designated as part of the Great Lakes Waterfront Trail. The Great Lakes Waterfront Trail stretches over 3600 km connecting 155 communities and First Nations between Sault Ste. Marie and the border with Quebec, east of Cornwall.



**Figure 2: Existing Summer Weekend Daily Traffic**

As part of the traffic assessment, site visits were conducted to observe existing conditions during different time periods. This included the July 1, 2022 and August 1, 2022 long weekends. The existing roadway has a 6-metre wide pavement surface and a 40 km/h posted speed limit.

During summer months, motorists commonly park in the boulevard on the west side of the road, as shown in **Figure 3**. With no provisions for pedestrians or cyclists, and with parked vehicles commonly occupying the grass boulevard on the west of the corridor, the pavement surface carries a mix of pedestrians of all ages, cyclists and motor vehicles.

The roadway is not centred within the existing 20 metre right-of-way. A very limited amount of the right-of-way is available for roadway improvements since a significant portion of it is on the west side of the roadway surface, occupied by trees and other vegetation that are protected to help limit shoreline erosion. Shoreline erosion is a major concern that will grow in importance as the effects of climate change continue to be realized.





**Figure 3: Boiler Beach Road On-street Parking**

A limited amount of off-street parking is available for use; however, the areas that are available as shown in **Figure 4** are heavily utilized. Where the grass boulevard/shoulder area is not wide enough to accommodate a parked vehicle, without any designated no parking areas, vehicles parked in those areas effectively reduce the road to a single lane, as shown in **Figure 5**.



**Figure 4: Informal Off-Street Parking Area**





**Figure 5: Roadway Reduced to a Single Lane by a Parked Vehicle**

The subject section of Boiler Beach Road is a popular bicycle route, as seen in **Figure 6**, and is designated as part of the Great Lakes Waterfront Trail. Currently there are no pavement markings (sharrows) or Share the Road signage in place to increase motorists' awareness of cyclists. To the north, the Town of Kincardine has delineated a pathway, using flexible guideposts in places, on the west side of the road. Although the pathway provides some separation from motor vehicle traffic for pedestrians, it is only 1.5 m wide which cannot suitably accommodate cyclists.



**Figure 6: Boiler Beach Road Cyclists**

The Township conducted 4 separate speed surveys along the subject section of the corridor. Each survey was collected at a different location, between 2020 and 2022, over one-week periods in July. The results of the surveys are summarized in **Figure 7**. Allowing a tolerance of 10 km/h on the 40 km/h posted speed limit for enforcement, police considered the speed profiles to be low priorities for increased enforcement. The 2022 survey recorded at 56 Boiler Beach Road (near Concession 12) identified higher travel speeds. The survey was recorded over the July 1st long weekend. The increased volume of tourist traffic that is typically observed during holiday weekends may have contributed to the higher percentage of motorists driving more than 10 km/h above the posted speed limit. The effectiveness of increased enforcement to control travel speeds may be limited since the presence of police cannot be ensured to stop the worst offenders. Traffic speed continues to remain an issue for the corridor. A profile of the traffic speeds recorded near Concession 12 (56 Boiler Beach Road) between June 30 and July 6, 2022, as summarized in **Figure 8** shows, over that particular 1-week period:

- 58% of motorists exceeded the 40 km/h posted speed limit;
- Approximately 1 of every 6 motorists (17.5%) was travelling over 50 km/h; and
- 2 motorists, travelling more than double the posted speed limit, could have been charged with stunt driving.

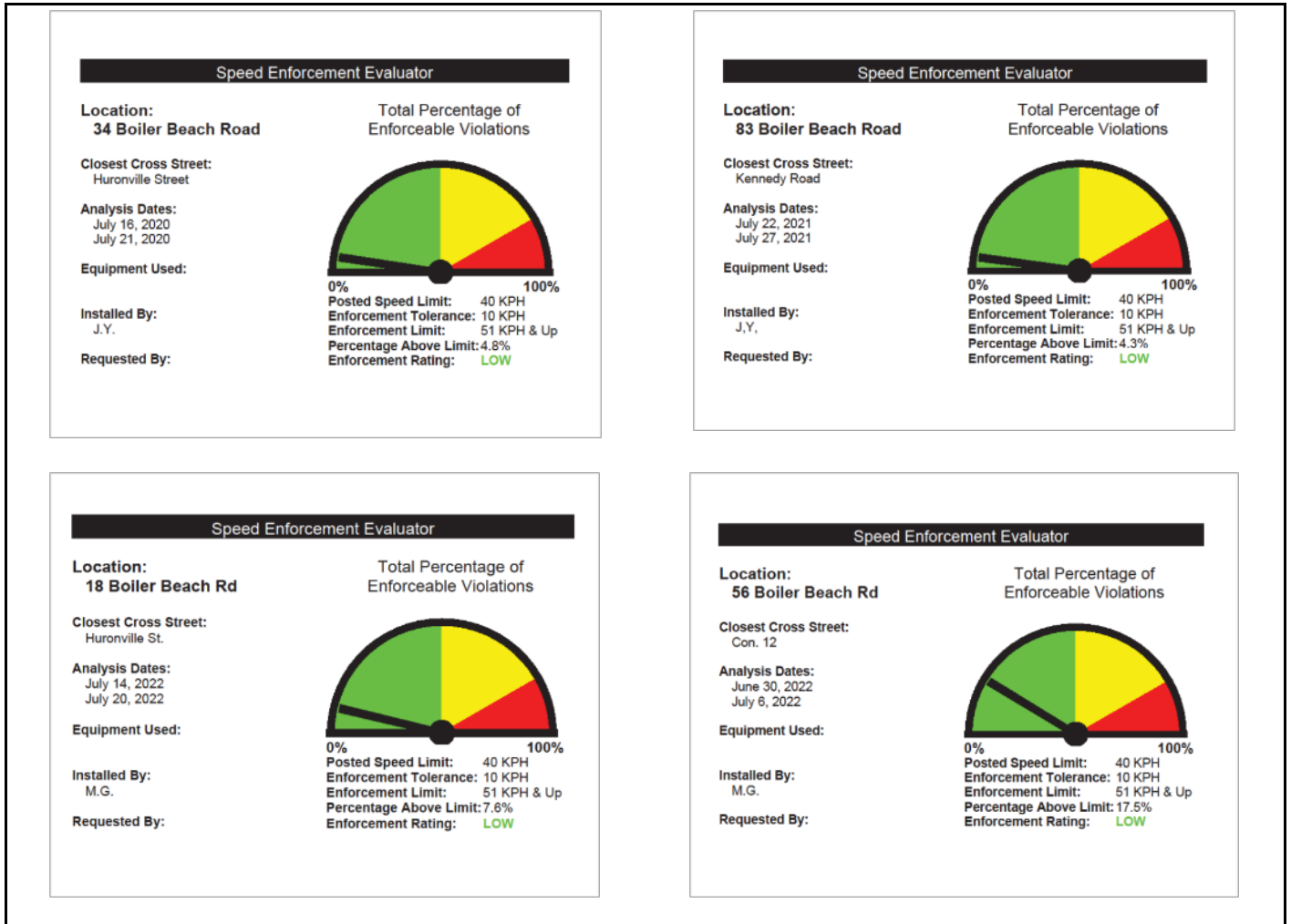


Figure 7: Boiler Beach Road – Traffic Speed Surveys

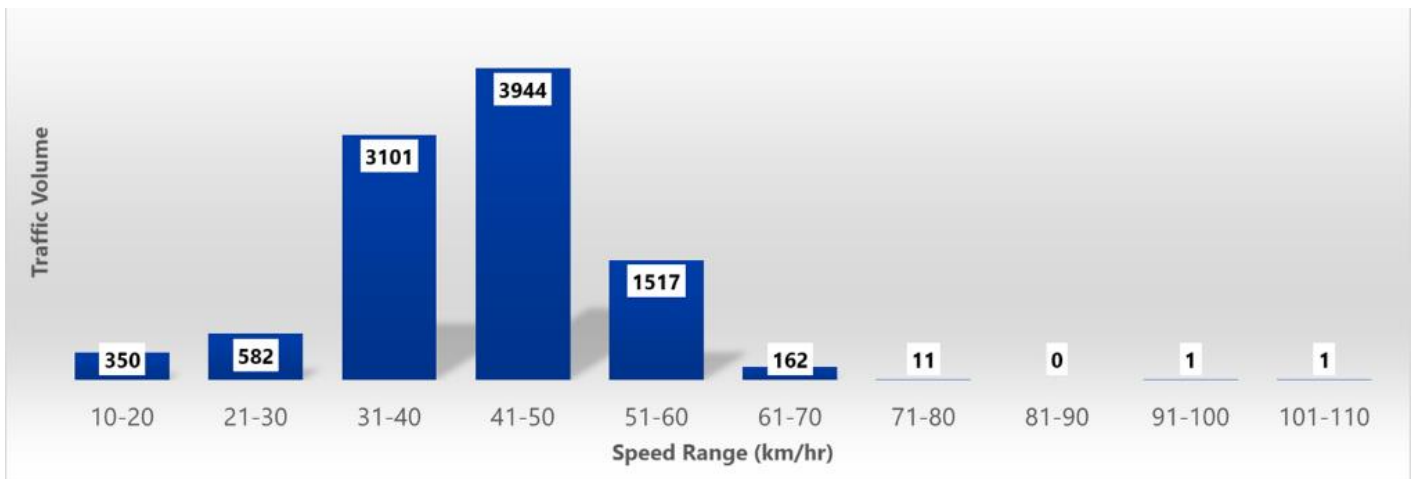


Figure 8: Traffic Speed Profile – June 30 – July 6, 2022 (near 56 Boiler Beach Road)



### 3.0 ISSUES AND CONCERNS

A consultation program was undertaken upon initiation of the study to establish the issues and concerns. This included completion of:

- Mail-in survey of residents along the Boiler Beach corridor;
- Similar on-line survey which was available to the general public; and
- Community Café event that was hosted on Wednesday August 24, 2022 at the Ainsdale Golf Course.

The top four key issues/concerns identified in the consultation were:

1. Safety of pedestrians;
2. Safety of cyclists;
3. Protection of shoreline vegetation; and
4. Speed of traffic.

Residents noted that speeding was more prevalent early in the morning around 6:00 AM and in the early evening around 5:00 to 6:00 PM. This timing would typically correspond to work trips. Additional concerns for many people included the provision of on-street parking and a large number of residents opposed to any property acquisition. Many of the other concerns raised reflect issues that are commonly dealt with on any one-way street. A report summarizing the input that was received is attached in **Appendix A**.

Many of the responses to the surveys reflected typical opposition to change; however, opinions were divided. Although maintaining two-way traffic emerged as the favoured alternative, regardless of the priority they placed on improving safety for pedestrians, 53% of the residents on Boiler Beach Road who responded to the mail-in survey still supported the conversion to one-way traffic or were undecided. During field reviews of the corridor, it was noted that pedestrian crossings and visibility/sightlines at key locations are among the other issues that need to be considered.

Beach accesses are located at multiple locations along the full length of the corridor. While pedestrians can currently be observed crossing Boiler Beach Road at any location along the corridor, the intersections with Concession 12, Kennedy Road and Heritage Drive are 3 locations where much higher volumes of pedestrian cross to access the beach from adjacent subdivisions and the Aintree Trailer Park.

## **4.0 IMPROVEMENT ALTERNATIVES**

The implementation of improvement alternatives for Boiler Beach Road is subject to approval under the *Environmental Assessment Act*. The safety of pedestrians was consistently expressed by the public as the number one concern.

### **4.1 Maintaining Two-Way Traffic**

Maintaining two-way traffic along the subject section of Boiler Beach Road (status-quo) remains an alternative; however, measures to improve pedestrian safety will not be physically possible without either removing all on-street parking or the acquisition of property. The acquisition of property was strongly opposed by residents. They noted that many of the existing properties along the corridor have no backyards and therefore the front yards are their outdoor amenity areas. Any property acquisition would also impact area driveways, reducing or eliminating the on-site parking that area residents currently have. During the summer, this would further increase the demand for on-street parking. During the winter months, no overnight on-street parking to satisfy that potential demand would be available.

### **4.2 Conversion to One-Way Operation**

Boiler Beach Road currently functions as a collector road. Converting the subject section of the corridor to one-way operation would involve alternatives for either the northbound or southbound operation; however, the corridor would need to continue maintaining 2-way traffic flow within the Town of Kincardine. One-way operation would result in a reduction in traffic along the subject section of the corridor, and by reducing the number of travel lanes for motor vehicles there would be more opportunities to better accommodate pedestrians and cyclists. The volume of opposing traffic that would be diverted from Boiler Beach Road could easily be accommodated on Lake Range Drive. This was verified based on observations of holiday traffic conditions along Lake Range Drive during the 2022 Canada Day and Civic Holiday weekends.

Implementing one-way operation only during the summer months was suggested by some area residents but would not be feasible. Not only would any attempt to implement this on a seasonal basis create an ongoing maintenance expense to change all the signage and pavement markings twice every year, but there would be no benefit. Both existing travel lanes would need to be maintained, to be available during the winter months, so there would be very limited opportunity to provide any facilities to better accommodate pedestrians or cyclists. The seasonal changes would also create confusion for area motorists, resulting in safety concerns and potential increased liability for the Township due to the potential for promoting wrong-way traffic during the summer.

#### **4.2.1 Northbound Alternative**

From a review of the area road network and the traffic patterns which would result from designating Boiler Beach Road as one-way northbound, it is noted that southbound traffic, leaving Kincardine, would be forced to turn left at Huronville Street and cut through the residential neighbourhood on local streets, none of which have sidewalks.



### 4.2.2 Southbound Alternative

The alternative to designate Boiler Beach Road to one-way southbound would be preferred. It would avoid the impacts of cut-through traffic at Huronville Street. Provision of a mini roundabout at the south end (the intersection with Concession Road 10 and Bruce Beach Road) would enable any northbound motorists, who disregarded the advanced signage, to return to Lake Range Drive. For residents along the subject section of Boiler Beach Road, the out-of-way travel to go northbound would be limited. As an example, a trip to Downtown Kincardine would result in only approximately 1 additional minute of travel time.

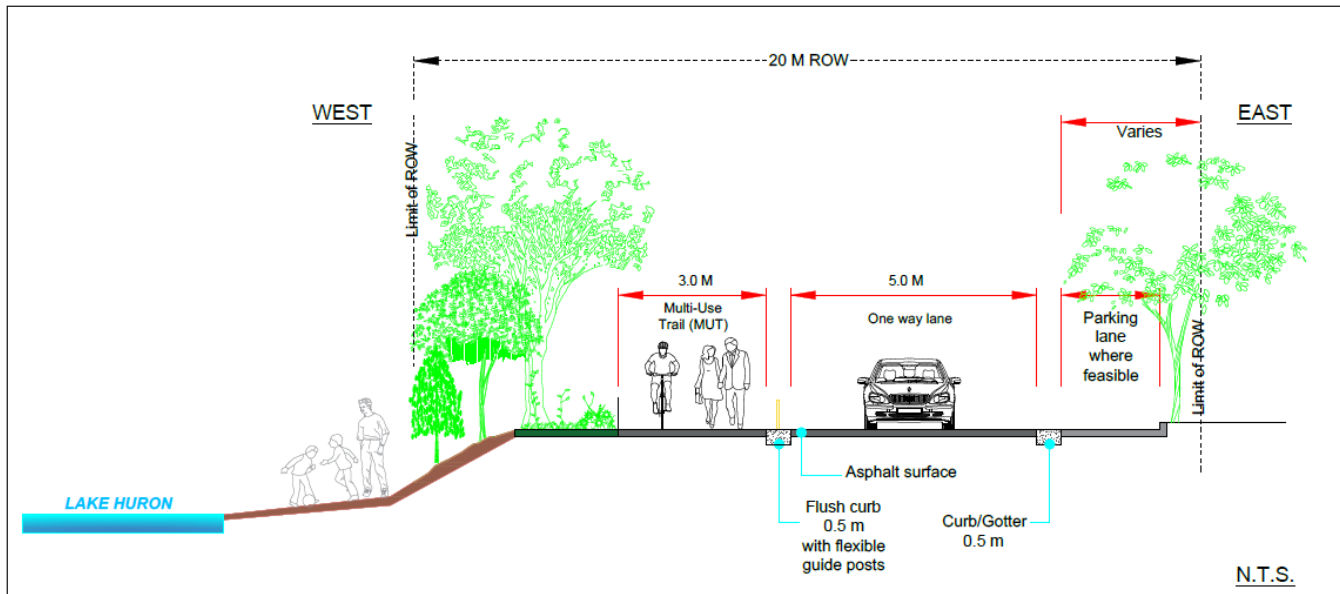
### 4.3 Typical One-Way Cross Section Alternatives

To help ensure that access can be maintained, Emergency Services will normally require that a minimum pavement width of 5 metres be provided. With the close proximity to Lake Huron, the profile of the road appears almost flat. The potential use of a flush curb or pavement markings to delineate a multi-use path or sidewalk from the adjacent vehicle lane would allow the existing drainage of the road surface to be maintained without the provision of a storm sewer and false-grading of the roadway profile to create longitudinal drainage along potential curb lines. The placement of flexible guideposts or a shoulder rumble strip would be two possible additional measures to further improve the delineation.

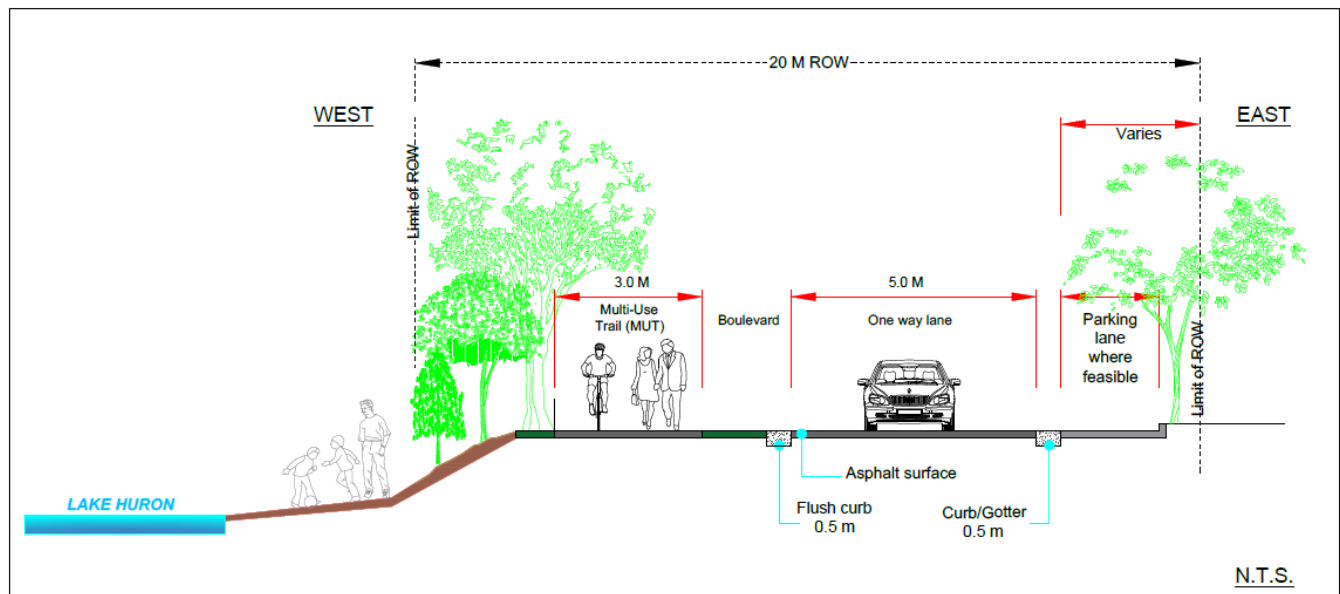
#### 4.3.1 Alternative 1 – One-Way Road with a Multi-use Trail

Separating the pedestrians and cyclists from the motor vehicle traffic by establishing a multi-use trail along the west side of the corridor in place of the existing parking. A multi-use trail (MUT) on the west side of the corridor would provide direct access to the beach and would avoid conflicts that would exist at each driveway if it was located on the east side of the corridor. The supply of on-street parking would be reduced. On-street parking would need to be limited to sections of the roadway where sufficient right-of-way width exists on the east side.

The use of a flush curb to delineate the west side of the travelled lane would enable existing roadway drainage towards the west side of the right-of-way to be maintained without the provision of a storm sewer. The delineation/separation of the MUT from the motor vehicles could be supported with either the provision of flexible guideposts on the flush curb as shown in **Figure 9**, or with a rumble strip along the edge of pavement. Where right-of-way is available without impacting existing trees, the provision of a boulevard could potentially be considered similar to **Figure 10**. To continue to accommodate the pilot project for the use of golf carts along the corridor, a variation of these alternatives that could be considered as part of an EA would be to delineate a shoulder area within the 5 m asphalt surface and designate it for use by golf carts.



**Figure 9: One-Way Road Alternative 1A – With Multi-Use Trail**



**Figure 10: One-Way Road Alternative 1B – With Multi-Use Trail and Boulevard**

**Advantages:**

- Improved safety by separating the pedestrians and cyclists from the motor vehicles;
- Improved safety for pedestrians crossing Boiler Beach Road with vehicle traffic reduced to one direction; and
- Reduced traffic volumes on the subject section of Boiler Beach Road.

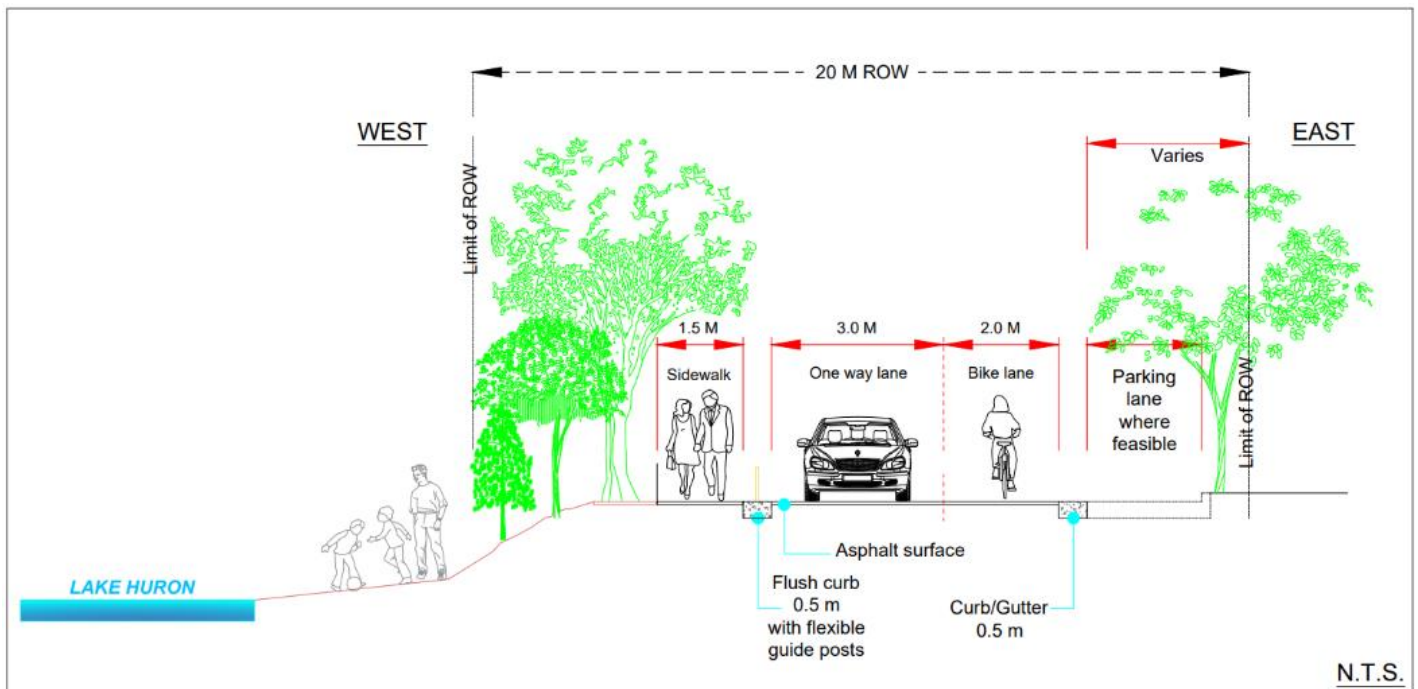


Disadvantages:

- The minimum 5 m wide asphalt surface typically required by emergency services combined with a MUT would require a wider roadway platform, and potentially still require some property acquisition;
- The wider lane (5 m) would be less restrictive for motorists and may promote higher travel speeds;
- Although shared use MUTs are commonly used throughout Ontario, to mitigate potential conflicts between the mix of pedestrians and cyclists, provision of a suitable trail width is required;
- The supply of on-street parking would be reduced; and
- The existing pilot project permitting golf carts to use Boiler Beach Road may result in area residents either continuing to use the road, disregarding the one-way designation with their golf carts or attempting to use the MUT to travel northbound, conflicting with pedestrians and cyclists.

**4.3.2 Alternative 2 – One-Way Road with Sidewalk and an Opposing Bicycle Lane**

The provision of a sidewalk on the west side of Boiler Beach Road to accommodate pedestrians in a space that is separated from both motorists and cyclists, as shown in **Figure 11**. The minimum 5 metre roadway width typically required by Emergency Services would be delineated and signed, as identified in **Figure 12**, to provide a shared use for southbound motorists and cyclists and a contraflow buffered bike lane for northbound cyclists.



**Figure 11: One-Way Road Alternative 2 – With Sidewalk and Contra-flow Bicycle Lane**

Advantages:

- Improved safety by separating pedestrians from motor vehicles and cyclists;
- Improved safety for cyclists through improved pavement markings and signage the shared facility;
- Improved safety for pedestrians crossing Boiler Beach Road with motor vehicles approaching from only one direction;
- Improved sightlines for motorists turning left onto Boiler Beach Road with one-way southbound operation;
- The ability to continue accommodating 2-way golf cart operation as part of the ongoing pilot project by permitting golfcarts to use the contra-flow bicycle lane; and
- The reduced lane width (traffic calming) would provide a physical measure to assist in controlling motorists' travel speeds.



**Figure 12: Shared Use Lane Signage**

Disadvantages:

- The minimum 5 m wide asphalt surface typically required by emergency services combined with a MUT would require a wider roadway platform, and potentially still require some property acquisition;
- The supply of on-street parking would be reduced; and
- The existing pilot project permitting golf carts to use Boiler Beach Road may result in area residents either continuing to use the road, disregarding the one-way designation with their golf carts or attempting to use the MUT to travel northbound, conflicting with pedestrians and cyclists.



## 5.0 CONCLUSIONS AND RECOMMENDATIONS

The study was initiated to examine the feasibility of converting Boiler Beach Road to one-way operation in an effort to better accommodate pedestrians and cyclists along the corridor while avoiding major property impacts on area residents. Area traffic increases in the summer months, and although COVID-19 significantly impacted traffic volumes beginning in March 2020, area traffic / activity appears to have returned to more normal conditions based on July and August 2022 observations.

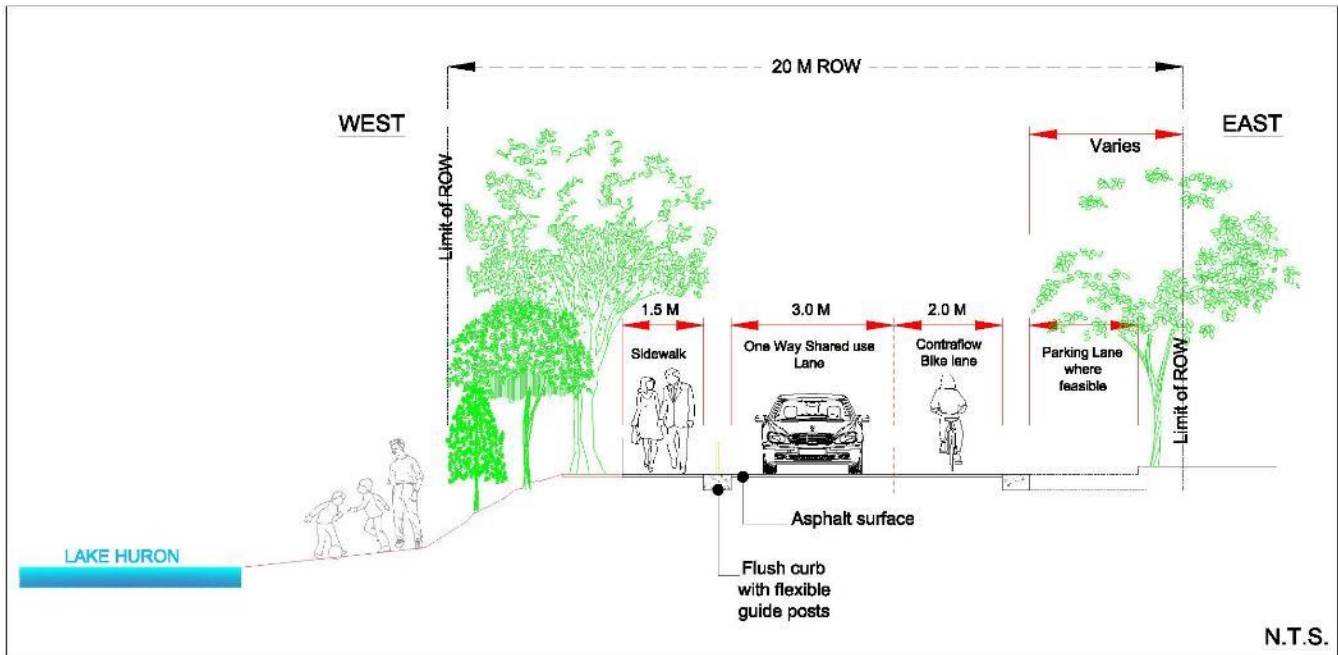
Based on a review of the local road network, existing traffic demands, observations of existing traffic operations during peak periods, and the concerns expressed by local residents it is concluded that converting Boiler Beach Road to one-way operation from Concession Road 10 to Huronville Street is a feasible alternative. Implementation of improvements to the corridor would be subject to approval through the environmental assessment process.

As previously noted, area residents identified four key issues:

1. Improving safety for pedestrians;
2. Improving safety for cyclists;
3. Protecting the shoreline vegetation; and
4. Traffic speed along the corridor.

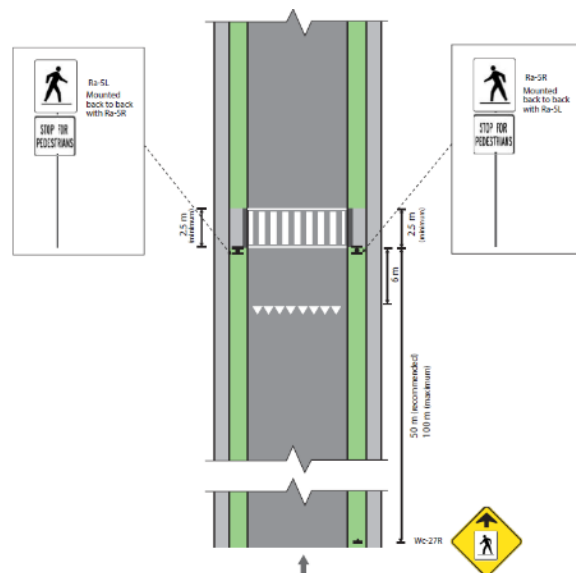
Considering the configuration of the adjacent road network and recognizing that the Town of Kincardine will be maintaining their adjacent section of the corridor for two-way traffic, it is recommended that one-way designation of the corridor be in the southbound direction. This should include the provision of a mini roundabout at the intersection of Concession Road 10 and Boiler Beach Road/Bruce Beach Road to avoid diverting traffic onto Bruce Beach Road. Improvements to the corridor would be subject to environmental assessment approval. A preferred cross section for the subject section of the corridor is presented in **Figure 13**. This would include a narrow roadway platform to avoid the need for property acquisition while improving safety and protecting shoreline trees.

The reduced lane width would be a traffic calming measure to assist in better controlling traffic speeds. The provision of a sidewalk along the west side of the corridor in place of parking along the grass shoulder would improve safety for pedestrians. Pedestrians would no longer be required to walk on the road and when they cross the road, there will be a reduced volume of traffic in only one direction. The separation of pedestrian and vehicle traffic could potentially be enhanced with the addition of flexible guideposts at regular intervals and/or placement of a shoulder rumble strip along the edge of the travelled lane. Consideration could also be given to increasing the offset from the road with the addition of a narrow boulevard where width is available without impacting existing trees.



**Figure 13: Boiler Beach Road - Preferred Cross Section**

To further address the needs of pedestrians, consideration should be given to establishing Level 2- Type D Pedestrian Crossovers (PXO) on Boiler Beach Road, as shown in **Figure 14** at the intersections with Concession 12 and Heritage Road.



Source: Ontario Traffic Manual Book 15

**Figure 14: Typical Level 2 Type D Pedestrian Crossover**

Other potential locations for pedestrian crossovers which could be considered include the intersections with Kennedy Road and Huronville Street.

The suggested improvements will result in a reduction in the amount of on-street parking that would be available. Opportunities to provide additional off-street parking should be explored. It is our understanding that some effort has already been made in that regard.

Signage and pavement markings identifying the road as a shared use lane would make drivers more aware of cyclists, and the provision of a contraflow bike lane for northbound cyclists would enable 2-way cycling to be maintained. Golf carts that are used by area residents and are part of the current pilot project which allows them on the road could potentially be permitted to also use the contraflow lane so that they would also continue to have 2-way access.

Potential interim improvements that Council could implement to assist in mitigating some of the concerns while two-way traffic remains in operation include:

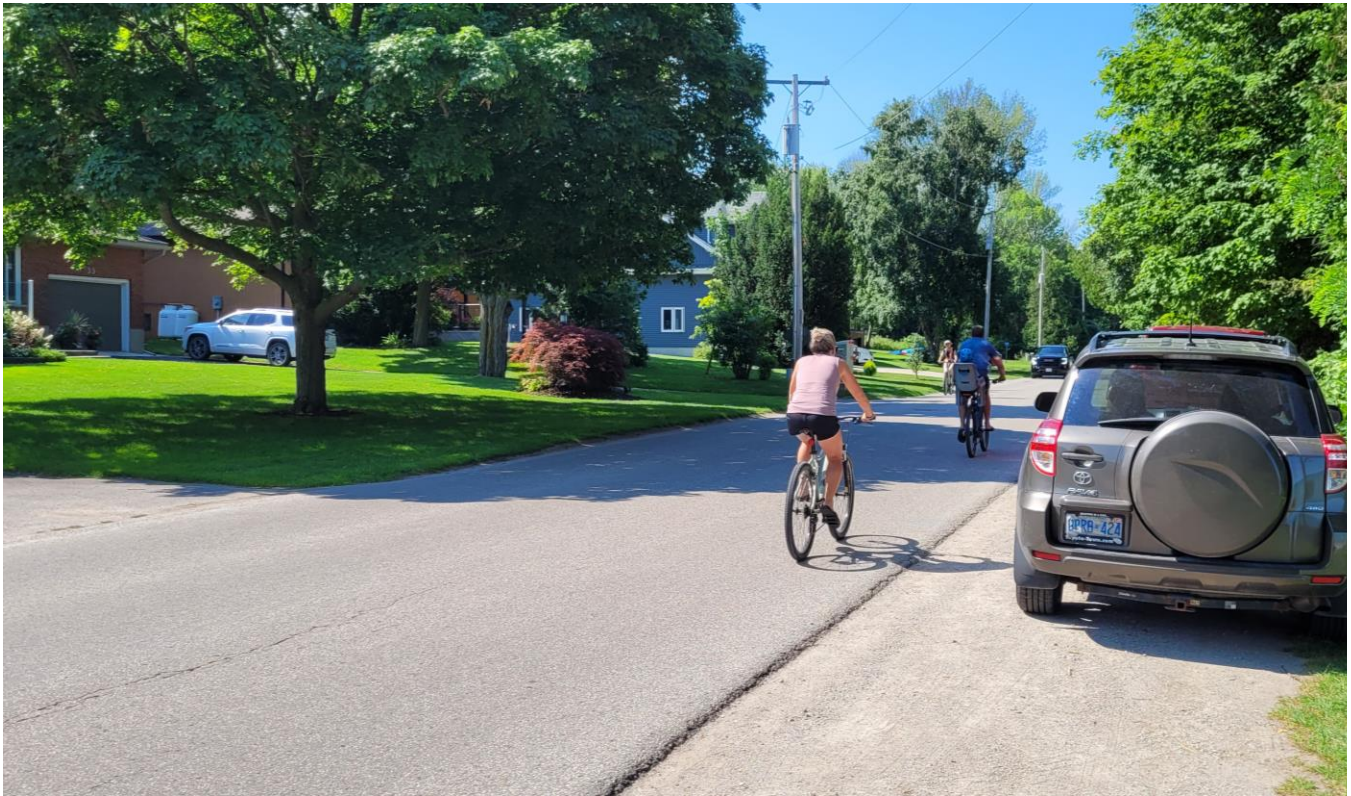
- Designating No Parking zones in areas along the west side of the corridor where the existing boulevard is not wide enough to accommodate a parked vehicle, to reduce the number of occurrences where the roadway is reduced to a single lane;
- Placement of Share the Road signage combined with the addition of sharrows to the pavement markings to increase awareness of cyclists for motorists; and
- Addition of a centreline to better delineate the existing 3.0 m lanes as an initial traffic calming measure.



# Appendix A

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## Community Café Report



## Community Café Report

### Boiler Beach Road Traffic Study Township of Huron-Kinloss

January 2023

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## 1.0 INTRODUCTION

This report summarizes the results of the comments received at the Community Café carried out by BT Engineering Inc. (BTE) in support of the Traffic Study of Boiler Beach Road. This study will determine the feasibility of converting Boiler Beach Road to a single-lane or 1.5-lane road for 3.2 km from Concession 10 to Huronville Street.

The Study Area is located in the Township of Huron-Kinloss and is illustrated on **Figure 1**. The Study Corridor follows Boiler Beach Road from Concession 10 to Huronville Street. Boiler Beach Road is currently a 2-lane collector road along the Lake Huron Shoreline. The Study will also consider a Broader Study Area bound by Boiler Beach Road to the west, Lake Range Drive to the east, Concession 10 to the south, and Huronville Street to the north. The Broader Study Area will be used to identify any downstream effects resulting from a change in traffic patterns.

**Figure 1: Study Area**



The Community Café event was held on August 24, 2022 at the Ainsdale Golf Course. Notices and invitations were sent out to property owners along Boiler Beach Road prior to the event and can be found in **Appendix A**. Approximately forty (40) people attended the Community Café event.

## 2.0 METHODOLOGY

The Community Café process follows the principles of the “World Café” philosophy; namely, that people want to talk together about issues that matter, and that as we talk together we are able to collectively achieve greater wisdom. People have the capacity to work together and can collectively be creative and insightful when actively engaged in meaningful conversations. The Community Café is a simple yet effective conversational method for fostering dialogue, accessing collective intelligence and creating innovative possibilities for action. The seven Café principles are:

1. Set the context;
2. Create hospitable space;
3. Explore questions that matter;
4. Encourage everyone’s contributions;
5. Connect diverse perspectives;
6. Listen together for insights; and
7. Share collective discoveries.

The Community Café was an informal event that facilitated conversation by providing participants with a comfortable and welcoming environment. The event was set up with tables, flowers, and background music to evoke a feeling of familiarity and comfort.

The event was organized to create a dialogue about issues that matter to the stakeholders and community. Each conversation was chosen to consider the most important parameters of the project and the desired goals of the participants. Four discussion topics were provided to reflect the concerns of the community. As participants discussed each topic, key ideas and perspectives were exchanged, providing new insights to the project.

A facilitator encouraged all participants to contribute to the conversation and to remain focused on the topic being discussed.

The four topics chosen to be discussed during the event were:

1. Concerns for Safety of Pedestrians and Cyclists
2. Existing Traffic
3. Consideration for One-way Traffic
4. Parking and Other Concerns

### 2.1 Opening Presentation

The Community Café event began with an introductory presentation from Stephen Brook and John Yungblut (see **Appendix B**). The presentation introduced the project and provided background information including the project issues, approach and process. John Yungblut also provided an overview of the public survey that was distributed to collect information on the public’s concerns related to Boiler Beach Road. Details on these surveys are provided in **Section 3.0**.

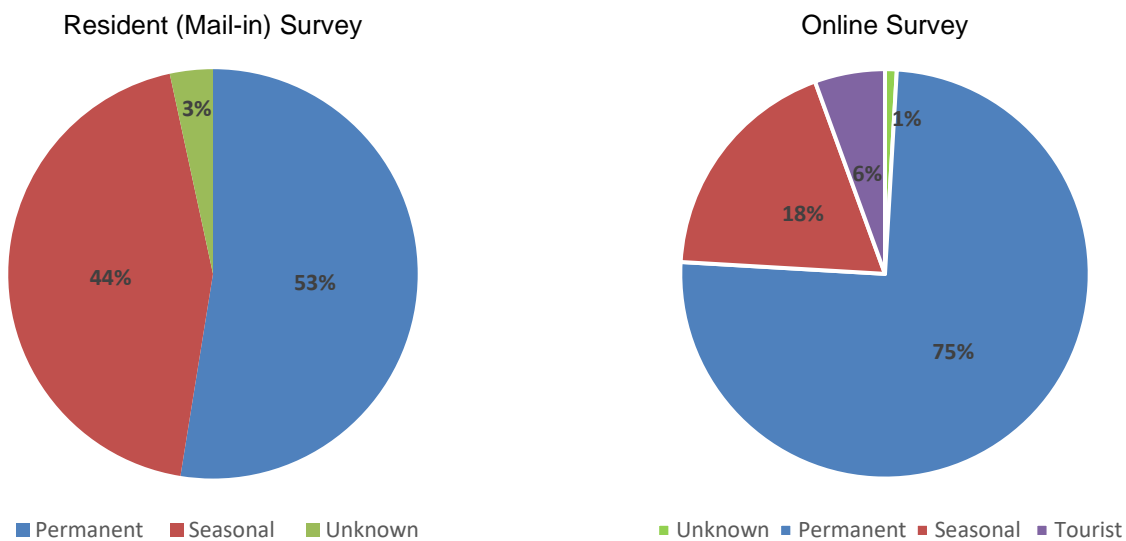
Following the project introduction, Stephen Brook explained the process and objectives of the Community Café event. The participants were then moved to small tables to begin discussion on the applicable topics.

### 3.0 BOILER BEACH ROAD TRAFFIC SURVEY RESULTS

A mail-in survey was distributed to residents on Boiler Beach Road and made available online to ascertain a better understanding of how residents and visitors are affected by the existing road and any potential changes to the road in the future. At the time of the Community Café, 59 (54%) of the property owners on Boiler Beach Road had responded to the mail-in survey that was distributed. 108 responses to the online survey were also received. Responses to the surveys are summarized as follows:

Responses were predominantly received from a mix of permanent and seasonal residents as shown in **Figure 2**.

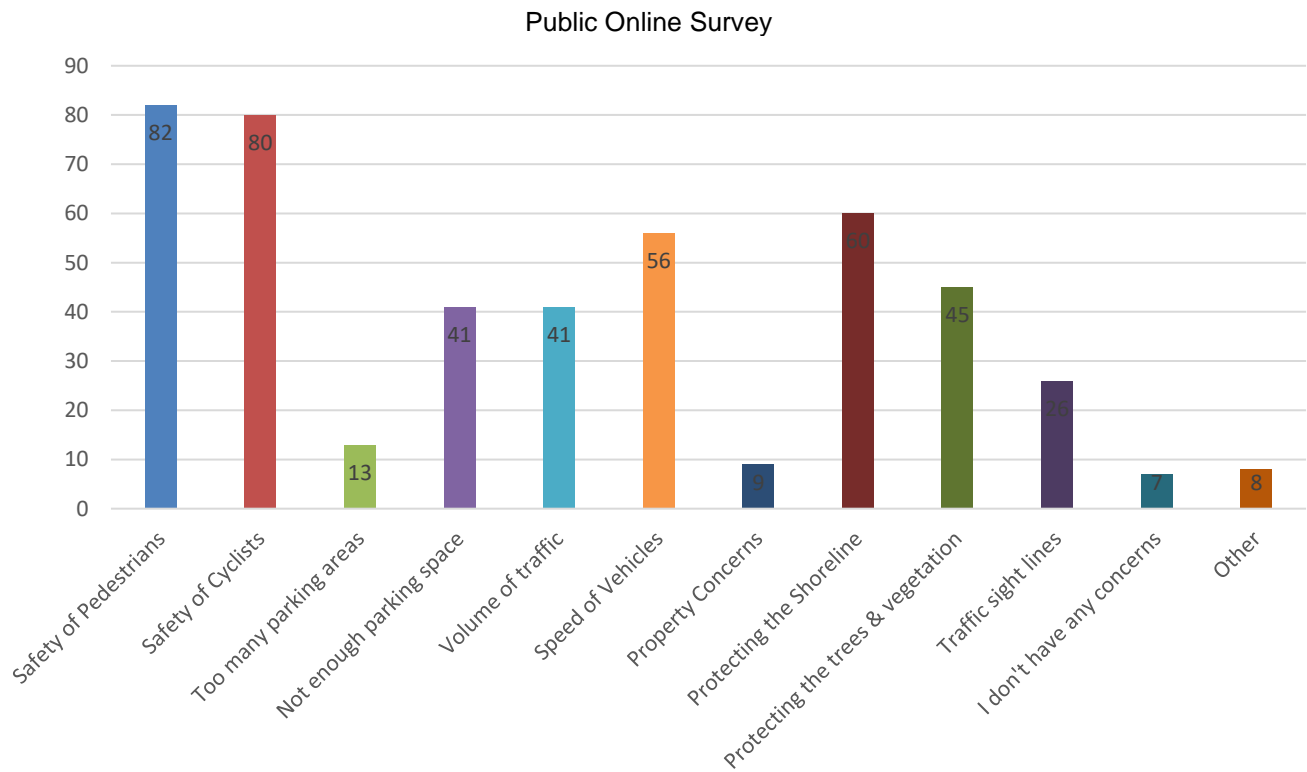
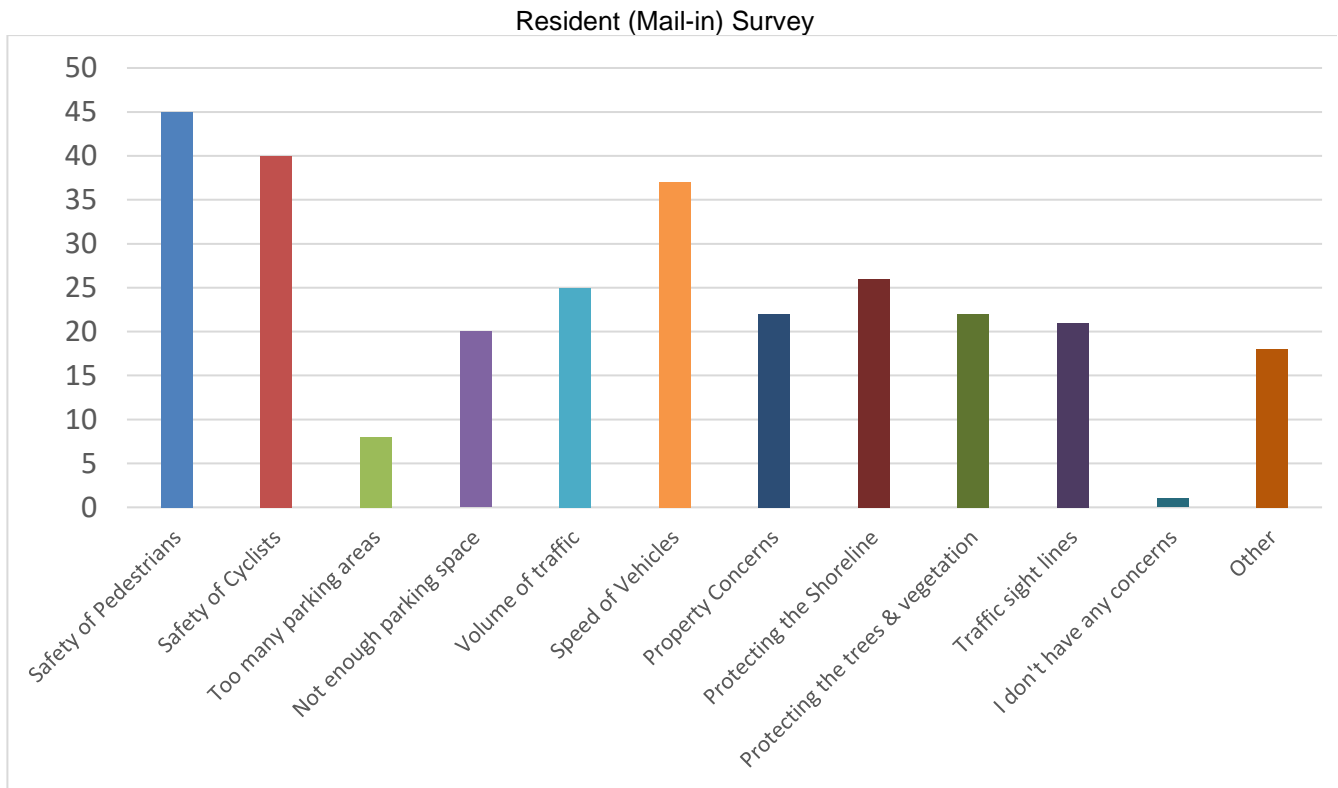
**Figure 2: Types of Responses**



The safety of pedestrians and cyclists were identified as the number 1 and 2 concerns respectively by both the resident mail-in and the online surveys, as shown in **Figure 3**. Based on the input received from both surveys, the speed of traffic and protecting the shoreline were the next greatest concerns.



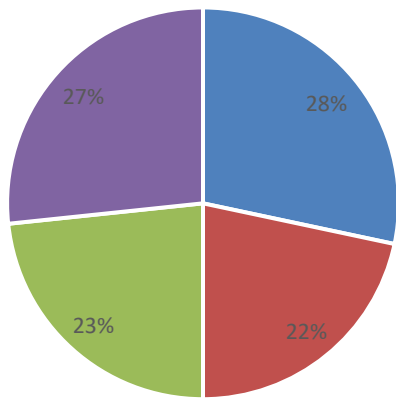
**Figure 3: Concerns Identified on Survey**



Initial opinions expressed in the surveys received regarding the preferred alternative are shown in **Figure 4** and were very divided. Although the safety of pedestrians and cyclists were the top 2 concerns, almost half of the Boiler Beach residents who responded to the Mail-in survey would prefer two-way traffic to be maintained; however, a large portion of the residents were undecided. Maintaining two-way traffic was more popular in the online survey and as could be expected, respondents who are not property owners along the corridor were far less concerned about the impacts that would result from widening the corridor.

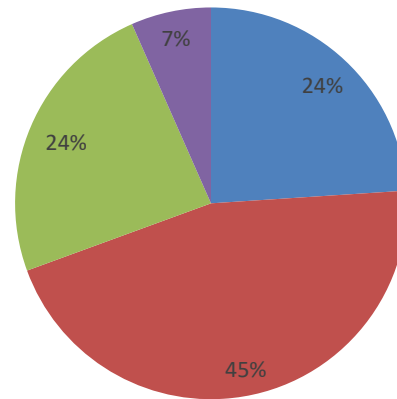
**Figure 4: Preferred Alternative Identified on Survey**

Boiler Beach Road Residents (Mail-in) Survey



- Convert to One-Way Road
- Maintain Two-Way & Widen ROW
- Maintain Two-Way Within Current ROW
- Undecided

Public (Online) Survey



- Convert to One-Way Road
- Maintain Two-Way & Widen ROW
- Maintain Two-Way Within Current ROW
- Undecided

## 4.0 CAFÉ TOPIC DISCUSSIONS

At each table, a topic of conversation was provided for discussion. Each topic had several questions associated with the topic; however, the conversation often diverged from the given questions. This allowed for conversation to flow freely and created an encouraging environment for everyone at the event to contribute ideas and perspectives. It also provided the participants an opportunity to direct the conversation to issues that are relevant to their actual concerns.

The following sections summarize the ideas and comments expressed during the event. All of the comments are listed based on the discussion topic of the table.

### 4.1 Concerns for Safety of Pedestrians and Cyclists

#### Are there safety concerns for pedestrians and cyclists along the corridor?

- Safety of pedestrians and cyclists is a concern.
- Some residents don't feel it is safe to walk because of the speed of cyclists.
- Pedestrians and cyclists need to navigate around parked cars.
  - Tourists (especially kids) in the summertime walk/bike in the middle of the road to avoid parked cars.
  - This creates delays for drivers resulting in frustration.
  - If people weren't parked on the road, pedestrians would have a safe walking space.
- Electric bikes should not be able to use active transportation facilities.
- The existing road condition / potholes are dangerous for cyclists.
- Trimming the trees / vegetation would provide more room for active transportation and for beach access.

#### What type of active transportation facilities should be provided along Boiler Beach Road (i.e. sidewalks, multi-use paths, bike lanes etc.)?

- There are not enough pedestrians/cyclists throughout the year, these changes are not necessary to accommodate people for only 2 months in a year.
- Keep cyclists / pedestrians on the road and delineate the space with pavement markings.
- Consideration for removing parking and providing space for pedestrians/cyclists.
- Narrow bike lanes should be avoided as there are usually cyclists going both ways.
- There is not enough space to provide a multi-use path.
  - A multi-use path would be too hazardous for both pedestrians and cyclists since cyclists go fast and there would be confusion as to whether they should be using the path or following normal road rules for the "other" side of the road. Would prefer space for walking path only (possibly a boardwalk).
- Improved beach access should be provided. The access at Concession Road 12 was provided as an example.
  - There are people with disabilities who are at a higher risk - providing clear beach accesses from designated parking areas would reduce the risk. Visually impaired individuals have a harder time using a cane to get to the beach due to the lack of accesses.

- There is an existing pedestrian path at approximately 30 Boiler Beach Road that wasn't maintained after the storm. Cleaning it up, resurfacing and extending it down to this section of Boiler Beach Road would be safer for pedestrians.
- Kincardine has 2 lane paths through the woods which should be considered for this area as well.
- Consider providing bike racks / storage for cyclists.
- Consider providing a pedestrian crossing at Boiler Beach Road and Concession 12.
- Cyclists may not follow rules if the road becomes one-way, especially tourists.

#### **4.2 Existing Traffic**

##### **Are there existing issues on Boiler Beach Road that you experience/observe?**

- The 2020 traffic counts do not reflect typical traffic conditions because they were collected during COVID-19 when there were restrictions on public travel.
- There are blind spots on Boiler Beach Road north of Huronville Road (horizontal curves closer to Kincardine).
- A concern with the existing 2-lane configuration is that there is not enough room to accommodate active transportation users.
- There are existing concerns with road maintenance along Boiler Beach Road.
  - The road needs more maintenance.
  - Tree/vegetation clearing should be completed where there are visibility issues (i.e. hedges at Concession 12).
  - Some drainage concerns with water ponding on the road.

##### **Are there specific intersections/locations where you observe issues? When do they occur (i.e. summer, weekends)?**

- During the winter months, Lake Range Drive and Highway 21 are often closed. Vehicles will use Boiler Beach Road when these roads are closed.
- Traffic counts should be completed to show volumes and speeds during summer weekends. This is when there are issues.
- Additional all-way stops should be provided at key intersections. This will also help to slow down traffic. Proposed locations include:
  - Boiler Beach Road at Concession 12
  - Boiler Beach Road at Huronville Street
  - Boiler Beach Road / Bruce Beach Road at Concession 10
- The road should be designed based on specific segments of Boiler Beach Road and the issues / available space within that segment.
  - This could consider parking (where available)

##### **Do you feel traffic speed is a problem? The entire corridor or specific sections?**

- The majority of attendees noted that speeding is a problem. Better signage with speed limits posted should be provided to slow down traffic.



- There are vehicles going at high speeds early morning around 6:00 am and in the evenings around 5:00-6:00 PM.
- There should be more enforcement for speeding and parking along Boiler Beach Road.
  - Additional signage identifying the traffic speed should be installed.
  - Need enforcement of by-laws / parking.
  - Vehicles should be ticketed or towed.
- Consider traffic calming measures along Boiler Beach Road including:
  - Curbs / bump-outs to visually narrow the road and change driver behaviour.
    - There was some opposition to this alternative – residents do not want an urban cross section.
  - Removable speed bumps. These could be in place through the summer months.
    - Some opposition to this alternative.
  - Flexible bollards placed in the centre of the road to slow down vehicles.
  - Support for radar signage to control speeds.
- Many attendees preferred enforcement of the speed limit or lowering the speed limit instead of implementing traffic calming measures.
- Some noted that there is not a traffic volume problem on Boiler Beach Road, but a speeding problem.
- Declare a “Community Safety Zone”. Signs would make a difference for tourists. In areas where traffic is blocked i.e. by another car, there is road rage and speeding after they get around it.

#### **4.3 Consideration for One-way Traffic**

##### **How important is it to reduce property impacts?**

- Improvements to Boiler Beach Road should not encroach onto private property.
  - Residents do not want to lose property or have their yards impacted.
  - Many residents do not have back yards, so their front yards are their outdoor living space.
  - Front yards are also used for parking.
  - Concern for impacts to landscaping and erosion (retaining walls might be required in certain locations).
- The residents will strongly oppose any property acquisition required to widen the road.
- Keep it simple and least expensive - leave the road the way it is as a 2-way street to avoid expropriating land. It is a big expenditure for only two months of year. It is not worth it.
  - Enforcement for parking and speeding is the biggest problem and the simplest solution.
- The reconstruction of Boiler Beach Road should create a safe road within the existing footprint.
- If widening the road, it should only be widened on west/lake side.
- Avoid moving utilities and infrastructure.

##### **If Boiler Beach Road is converted to one-way traffic, what direction would you prefer? Why?**

- General support to maintain two-way traffic along Boiler Beach Road
  - The Township should consider “Do Nothing” or “Maintain the Status Quo.”

- This is a seasonal issue – why make changes that would affect road users year-round?
- The road should maintain 2-way traffic and provide a path for pedestrians/cyclists.
- If converted to one-way travel, the meeting attendees were divided on the preferred direction.
  - If the road is designated as one-way northbound, some questioned how southbound motorists leaving Kincardine would turn around when they reach the one-way section. Saratoga Road, where the boundary between Kincardine and Huron-Kinloss is located does not extend to Boiler Beach Road
- The Township should consider implementing a one-way conversion on an interim basis to evaluate the resulting impacts.
- The Township should consider implementing a one-way conversion on a seasonal basis (through summer months only).
  - This may create confusion for tourists.

#### **What concerns do you have if Boiler Beach Road is converted to one-way traffic?**

- Conversion to one-way traffic would result in a gap between Huronville Road and Kincardine. Traffic would infiltrate through local streets when they reach the one-way road.
  - Conversion to one-way would only work with if Kincardine was also supportive of this change and it extended past Huronville Street.
- Concern for out-of-way travel if converted to one-way.
  - Concerns that traffic will cut down side streets to access Lake Range Drive if it is converted to one-way operation.
  - The existing side streets are narrow and not designed to accommodate large traffic volumes.
  - Cut-through traffic may also result in increased speeding on these roads.
  - Concern for emergency vehicle access and response times if converted to one-way operation.
- Concern for people travelling the wrong way on one-way streets to avoid out-of-way travel.
- Concern for speeding if converted to one-way.
- Concern that vehicles won't be able to drive up the hills on Concession 10 and 12 through the winter.
- Parking should not be on the east side if converted to one-way traffic. This will result in conflicts with pedestrians crossing the road to access the beach.
- Concern for cyclists and their ability to travel in both directions if converted to one-way traffic.
- Keep road narrow. Vegetation, volume of cars, parked cars, pedestrians cause congestion and cars go slower.

#### **4.4 Parking and Other Concerns**

##### **Is there enough parking along the corridor? Are there issues with the existing parking on Boiler Beach Road?**

- General agreement that there is sufficient parking along Boiler Beach Road; however, parking exacerbates other problems (narrows lanes, creates safety concerns etc.)

- Parking can become an issue depending on the year / water levels. If there is a big beach more people will park along Boiler Beach Road.
- There is a need for improved signage for parking.
  - Vehicles park on private property.
  - Signage is obstructed by trees/vegetation.
- Parking is only an issue during the summer months (July and August).
- There are safety concerns related to parked vehicles unloading kids, dogs, beach gear etc. within the travel lane.
  - In areas where there is parking there should be signage of behaviour i.e. watch your children.
- Parking restricts sight lines.
  - When it is windy / wavy, it is hard to hear vehicles and parking restricts pedestrians' ability to see vehicles.
- The existing road width does not provide enough space for parking.
  - Vehicles should be entirely off the road – this should be enforced with ticketing.
  - Enforcement could be completed by summer student by-law officers.

#### **Are there areas where additional parking is needed?**

- The study should prioritize providing facilities for active transportation over providing parking.
- Some parking should be provided along Boiler Beach Road in areas where there is adequate space and a need for parking (i.e. beside beach accesses).
- Parking should be delineated with pavement marking.
- There are currently not enough signs indicating where parking is permissible; should add no parking signs or stakes.
- Some residents have put up private property – no parking signs. These should be removed.
- Tourists go to Kincardine for everything, so the Township doesn't get anything out of this.

#### **Are there areas where parking could be prohibited?**

- Some support for prohibiting public parking on Boiler Beach Road.
  - Consider providing parking at other locations (i.e. field on the north side of Concession 12, or on lots where cottages were previously removed).
  - Consider providing paid parking lots. A suggested location was the Bruce Telecom lot east of Heritage Drive.
  - Removing parking from Boiler Beach Road would eliminate conflicts between pedestrians/ cyclists and parking spaces.
  - Examples of other communities where parking is prohibited include Grand Bend and Ipperwash.
- Parking should be prohibited if there is not enough room for vehicles to pull off of the road completely.

### Do you have other issues/concerns?

- Additional considerations should include:
  - Garbage and recycling collection. Garbage trucks are right-hand drive.
  - Access for propane trucks (trucks may block the road if the cross section is reduced).
  - Snow removal.
  - School buses / routes. Buses load from the right side.
  - Emergency services.
- Consider additional signage including:
  - Local Traffic Only
  - Community Safety Zone
  - No Camping on the Beach
- Boiler Beach Road is a designated golf cart test area. Golf carts cannot drive on Lake Range Drive because of the speed limit. If Boiler Beach Road is converted to one-way operation, the golf carts would only be able to use Boiler Beach Road in one direction.
  - This golf cart test area is a 10-year program.
- During the summer, Amish/Mennonite people come to the beach and tie their horses by the trees, it is usually when it's not busy during the day but they use the wooded areas
- There should be additional public washrooms provided along Boiler Beach Road as well as trash cans.
  - Garbage/littering is an issue.
- Opposition to a roundabout at Boiler Beach Road and Concession 10.
  - Improve signage instead so motorists know what to expect.
- Consider providing streetlights – there are dark spots at night.
- Fires should be prohibited on the beach.
- If Kincardine charges for parking, it will force tourists to the beaches in Huron-Kinloss.
- Concern for the cost of these improvements



## **5.0 NEXT STEPS**

The discussion presented in this report represents the opinions and input of residents/property owners on Boiler Beach Road. This discussion will be used as input into the Traffic Study.

Readers of the report are cautioned that the recorded ideas and discussions are unsubstantiated and may or may not be feasible, and require development. They do, however, represent the best effort to identify the issues and alternatives for the project that are consistent with the values and opinions of area stakeholders.

# Appendix A

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Notice of Community Café



**Notice of Study Commencement and Community Café**  
**Township of Huron-Kinloss**  
**Boiler Beach Road Traffic Study**

**INTRODUCTION**

The Township of Huron-Kinloss is working with BT Engineering Inc. to complete a traffic study on Boiler Beach Rd. This is the busiest road in the Township during the summer months, and we often hear complaints and concerns from residents and visitors about safety and parking concerns. BT Engineering Inc. is considering all the options to address these concerns including: the feasibility of a one-way road between Concession 10 and Huronville Rd., widening of the roadway, and other opportunities to better accommodate pedestrians and cyclists.

The study will evaluate: traffic volumes and circulation options (existing two-way roadway, one-way northbound, one-way southbound), traffic operations and impacts to other roadways; and existing constraints, issues and opportunities for Boiler Beach Rd. The study aims to develop a preferred plan to address the needs of the Study Area and accommodate all modes of transportation (motorists, pedestrians, cyclists, and emergency vehicles).

**PUBLIC CONSULTATION**

A key part of this project will be public consultation, so we can better understand how residents and visitors are currently affected by the Boiler Beach Rd. concerns and how any potential changes to the road could affect you in the future.

We want to hear from you! This survey has been mailed to the property owners on Boiler Beach Rd and your opinion is very important to us. Please fill out the attached survey and mail it back to us in the provided envelope. The survey will also be available online for other residents and visitors of the Township to complete.

We ask that you return the survey by **August 12<sup>th</sup>, 2022**, either by mail, in the attached envelope, or by email to [jeybergen@huronkinloss.com](mailto:jeybergen@huronkinloss.com)

**Community Café:**

We will also be hosting a community café at Ainsdale Golf Course located at – 2264 Concession 12 on Aug. 24, 2022 6pm – 8pm. The community café is being hosted as a working session to help define the scope of the project and hear more about any concerns or issues related to the project. To register for the community café please contact Jane Eybergen.

## Community Café Details

Location: Ainsdale Golf Course (2264 Concession 12)

Date: Aug. 24, 2022

Time: 6:00pm-8:00pm

For more information, to register for the community café or if you wish to be placed on the study's mailing or emailing list, contact:

Jane Eybergen, Public Works Administrative Assistant

Email: [jeybergen@huronkinloss.com](mailto:jeybergen@huronkinloss.com)

Phone: (519) 395-3735 ext. 133



# Appendix B

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Community Café Presentation








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## Meeting Overview


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Introduction
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Background Information
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Identification of Constraints and Opportunities
- 

Community Café Discussion
- 

Next Steps

2

# Introduction

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## Introduction

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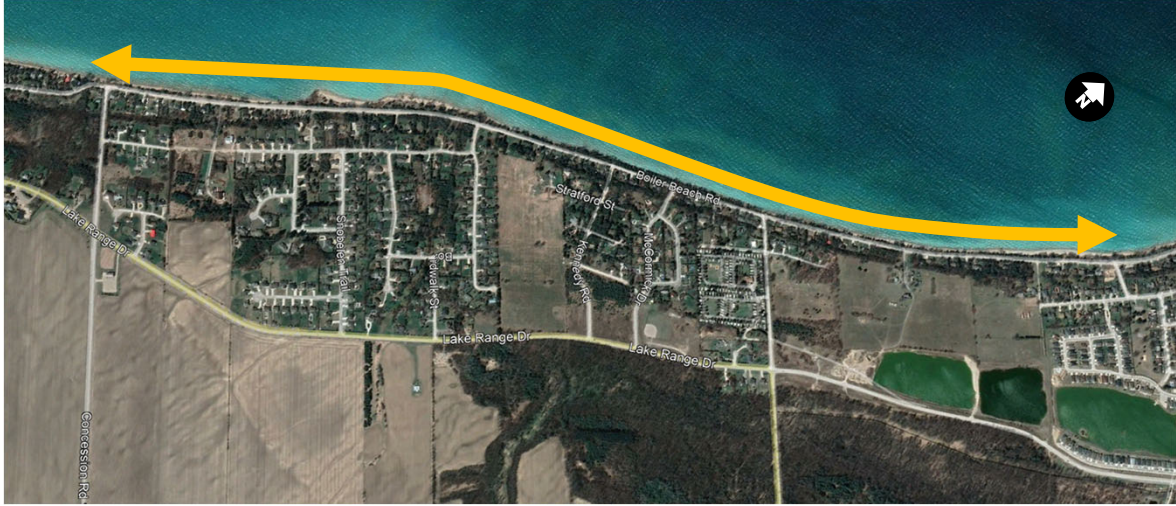
BTE has been retained by the Township of Huron-Kinloss to complete a traffic study on Boiler Beach Road from Concession 10 to Huronville Street.

The purpose of tonight's meeting is for us to gain a better understanding of issues and any concerns or ideas you have during this data collection phase before any decisions / recommendations are made.

Any potential major changes to the corridor will still be subject to the completion of a Class Environmental Assessment.

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## Concession 10 to Huronville Street



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# Background

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## PROJECT OVERVIEW

2018 – Parking on Boiler Beach Road added to the Township Strategic Plan

Spring 2019 – Township began the design process of the reconstruction of Boiler Beach Road

July 2019 – A legal survey of Boiler Beach Road was completed to define the limits of the road allowance

July 2020 – Engineers presented design options for Boiler Beach Road which did not include all our goals

Dec. 2020 – Township decided to defer the construction project and investigate other solutions

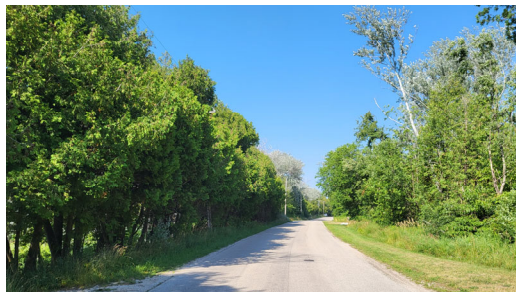
Jan. 2021 – Township began investigating the possibility of a one-way road conversion

March 2022 – Township retained BT Engineering to study the impacts of a one-way road conversion

July 2022 – A survey was mailed to Boiler Beach residents and launched on HaveYourSayHK

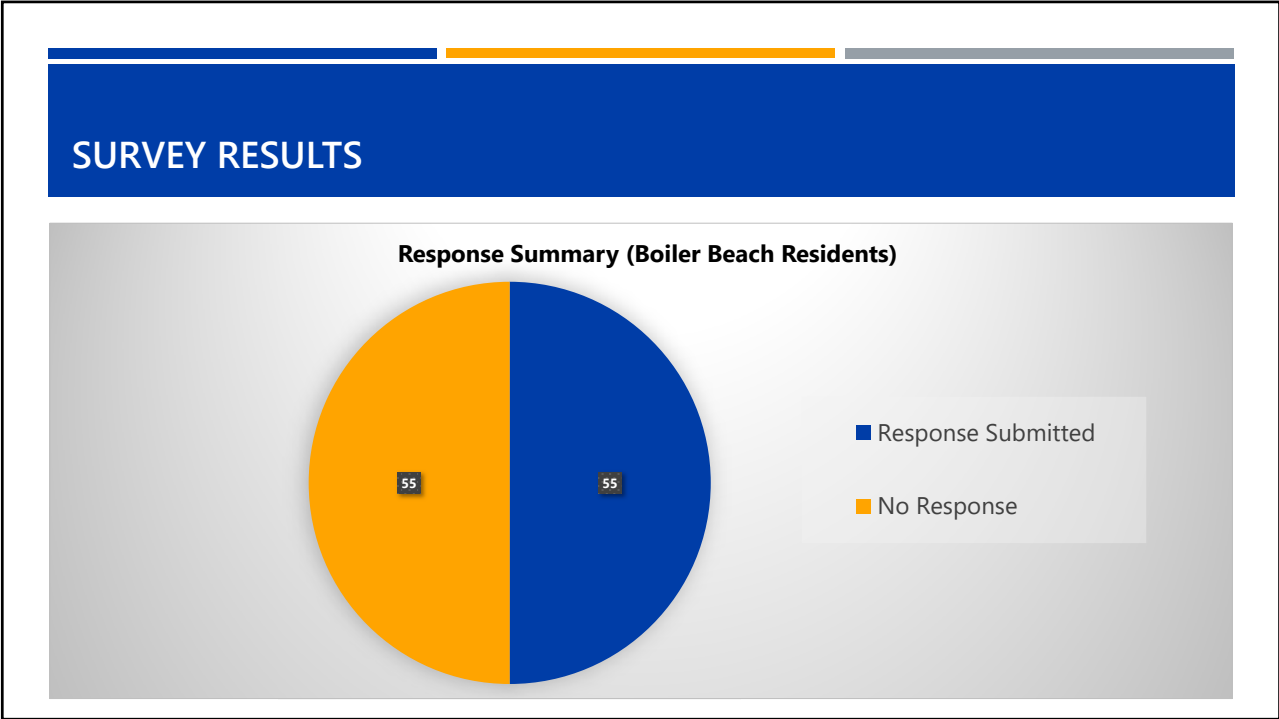
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## PROJECT GOALS

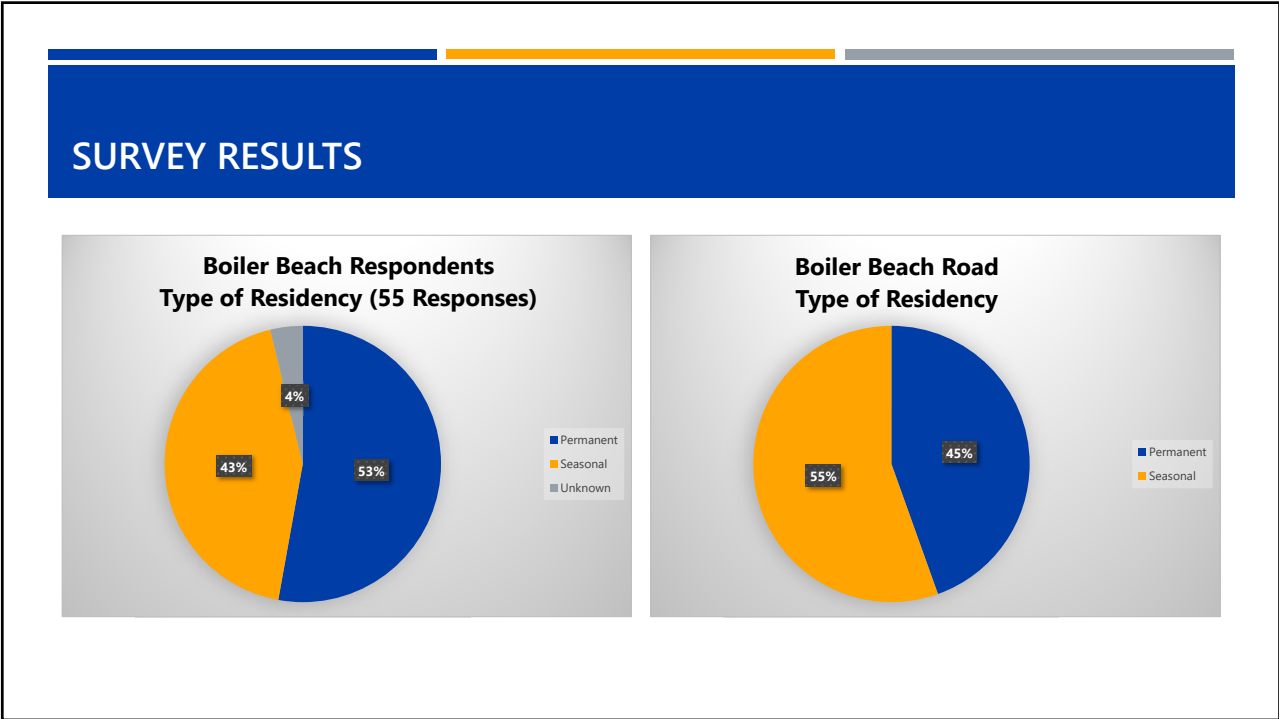


- Protect the natural environment
- Improve pedestrian safety
- Consider traffic speed
- Address storm drainage
- Identify potential intersection improvements
- Address area parking needs
- To coordinate any construction with the watermain replacement, north of Huronville Street

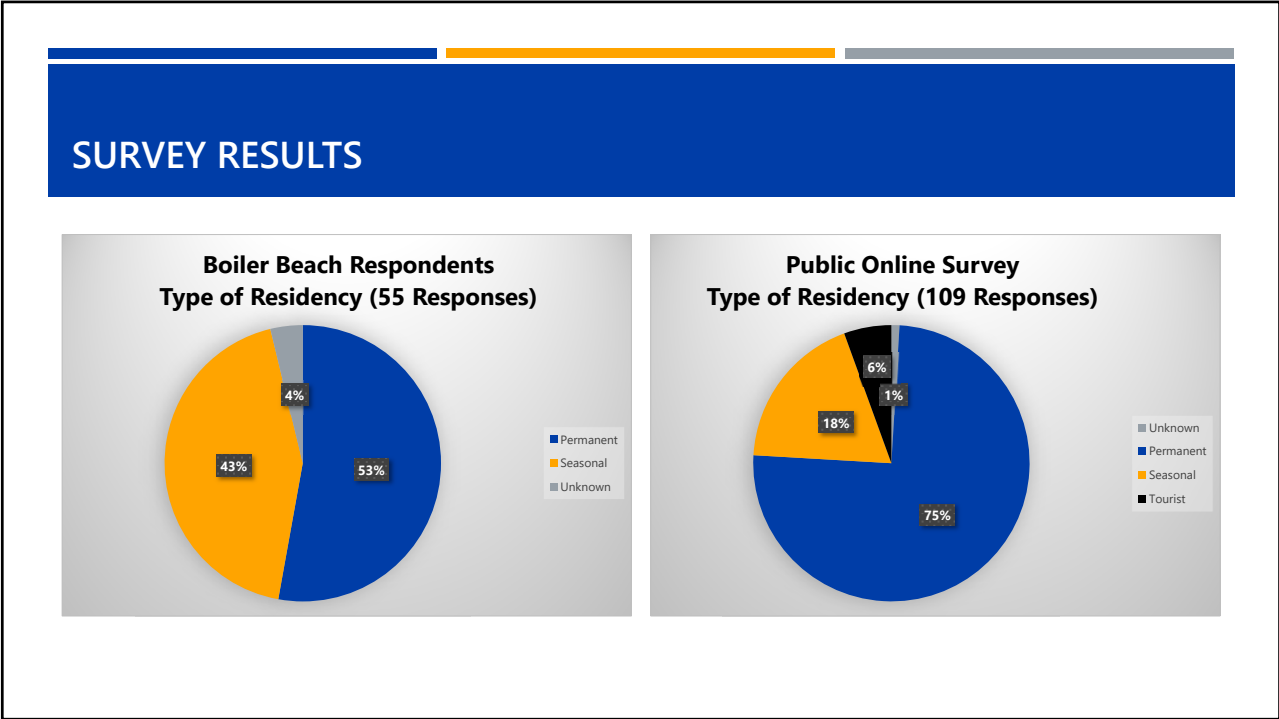
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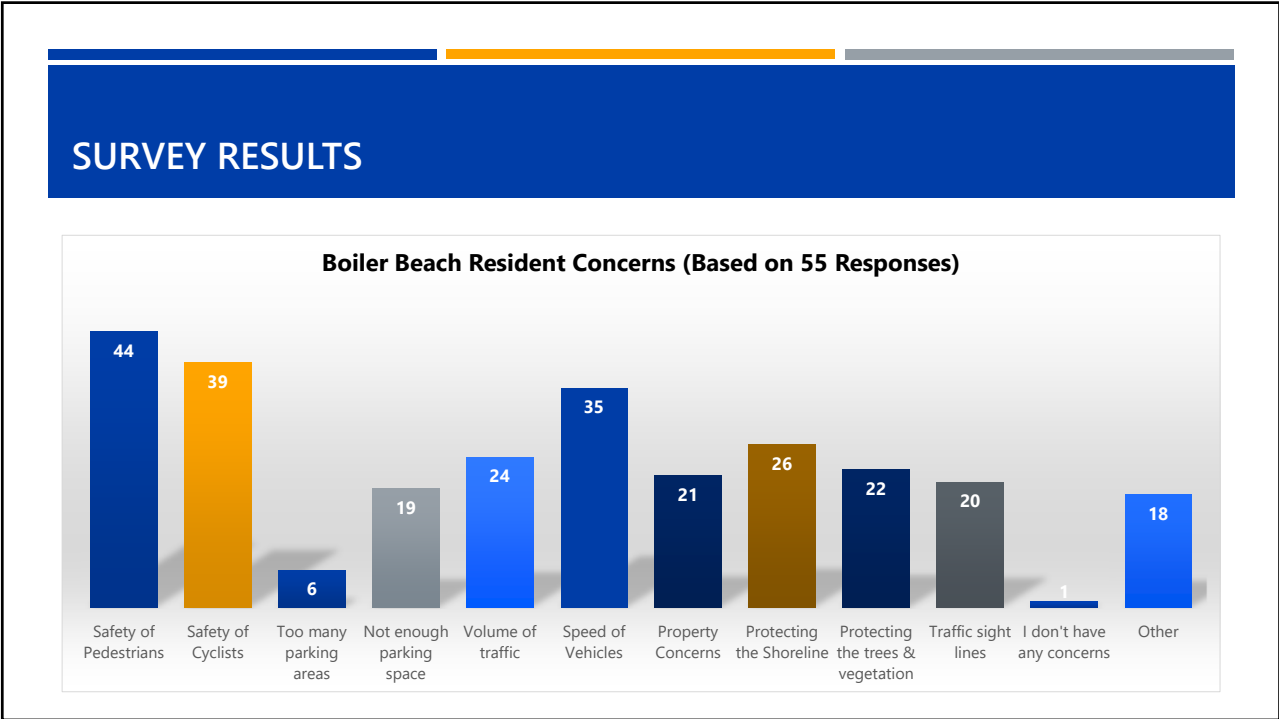
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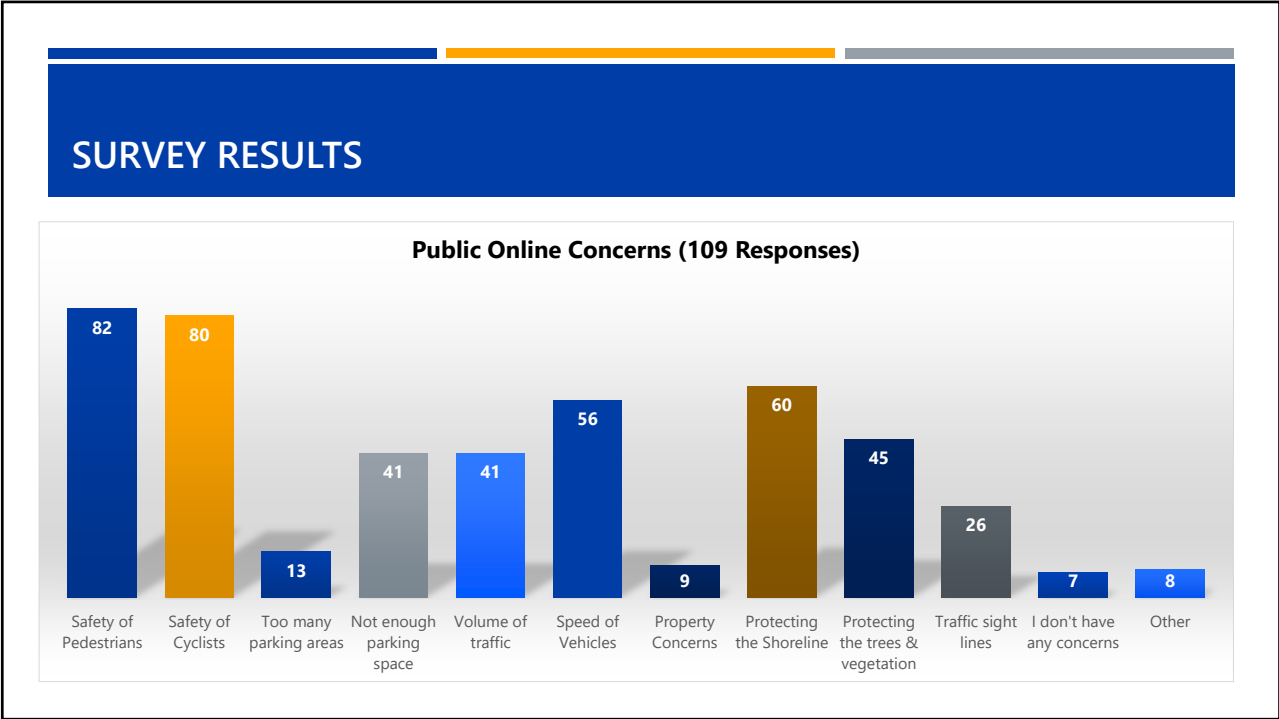
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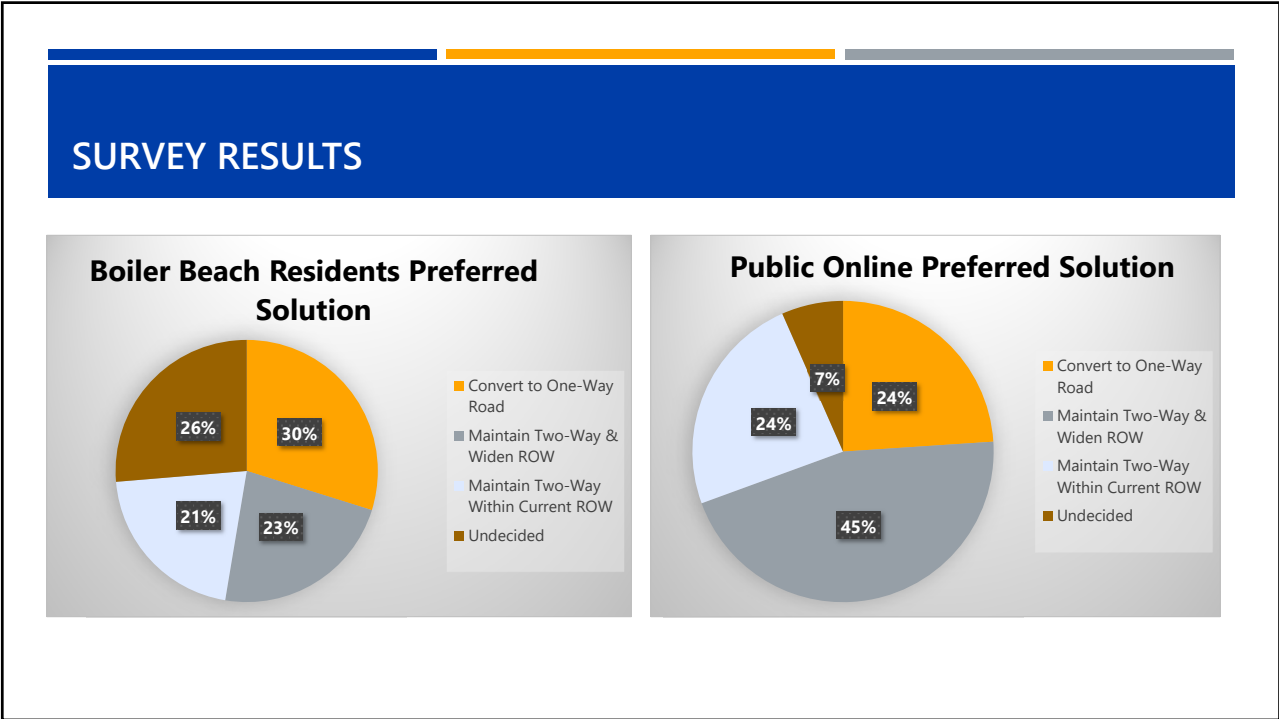
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# Key Issues

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## From the Comments Received to Date

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The 4 most common issues/concerns are:

- 1) Safety of Pedestrians
- 2) Safety of Cyclists
- 3) Protecting the Shoreline, and
- 4) Traffic Speeds



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## Pedestrians

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- With no sidewalk or pathway, pedestrians are required to walk on the road
- Provision of pedestrian crossings could also be considered at key locations
- Within Kincardine, a pathway / paved shoulder has been provided on the west side
- If a pathway is provided it should be extended to connect to Kincardine's existing pathway



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# Cyclists

Boiler Beach Road:

- Is designated as part of the Great Lakes Waterfront Trail
- Is a popular cycling route for families

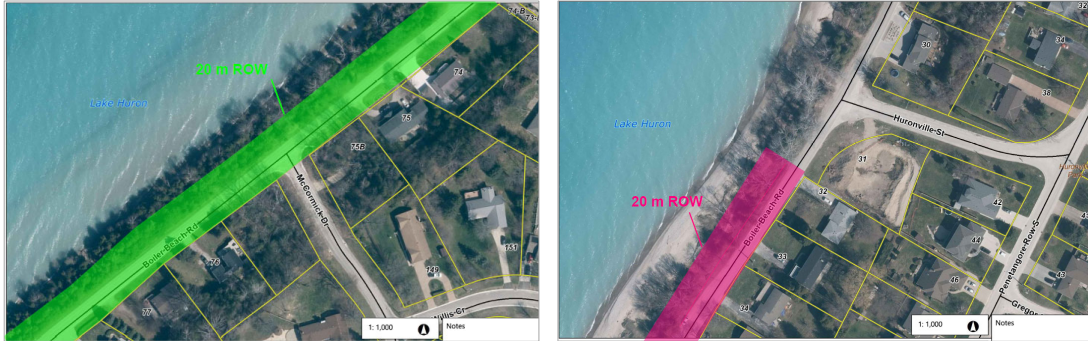


# Protecting the Shoreline

- Remains an important goal of the Township
- Is vital to control erosion
- Limits the amount of the existing roadway right-of-way (ROW) that is available for improvements



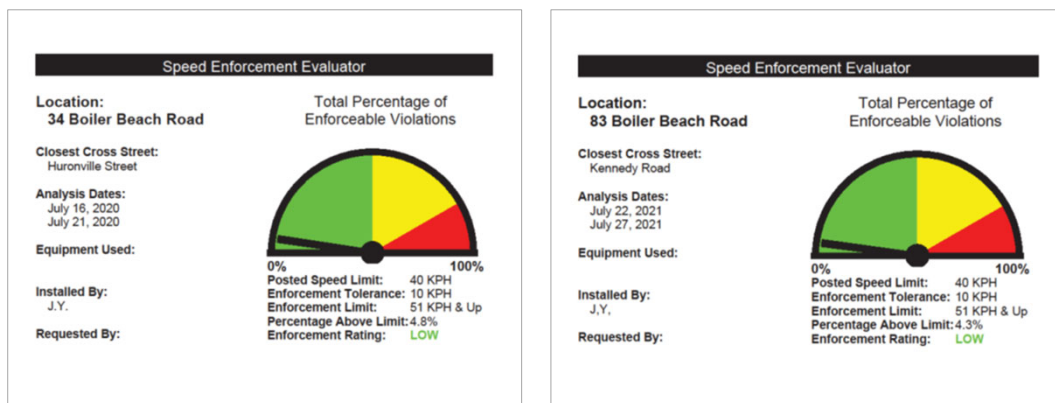
# Protecting the Shoreline



The roadway is not centered in the ROW and the protected shoreline already occupies a variable portion of the existing 20 metre right-of-way

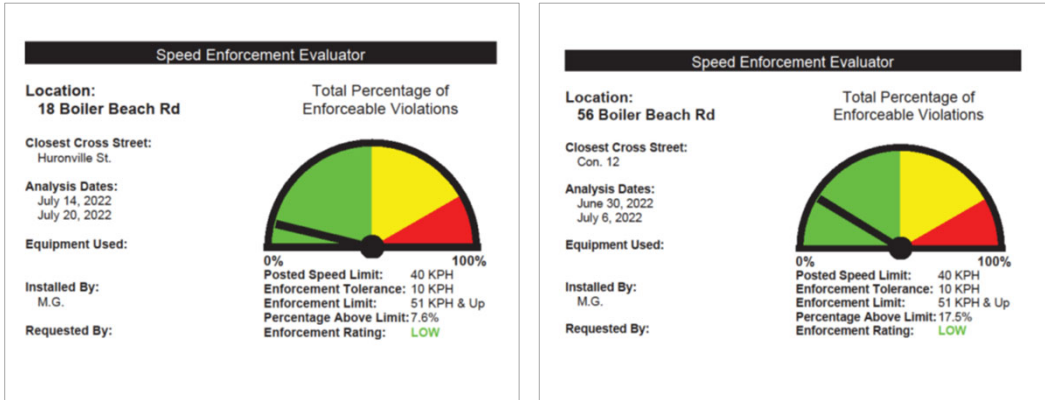
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# Traffic Speeds



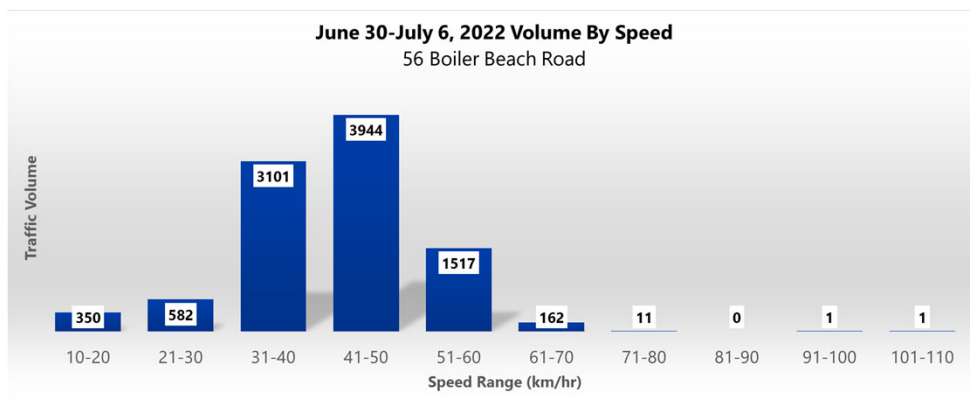
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# Traffic Speed Surveys



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# Speed Profile at 56 Boiler Beach Road



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# Other Issues

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## Parking

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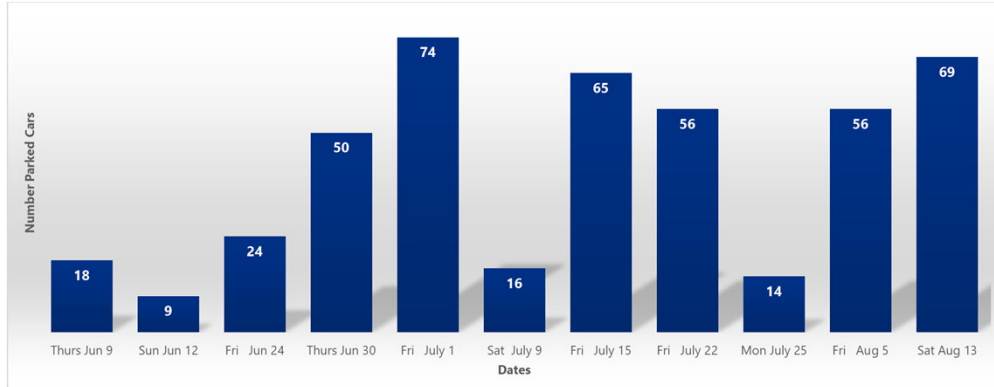
- Weekend on-street parking is typically concentrated in key locations along the corridor
- In some areas, parked vehicles can effectively reduce the roadway to a single lane



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# Boiler Beach Road Parking



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## Potential Alternatives

These include:

- Maintaining two-way traffic
- One-way northbound traffic
- One-way southbound traffic

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## Maintaining 2-way Traffic

A potential design alternative that would allow for a separate multi-use path while maintain 2-way traffic and parking would require additional property.



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## Maintaining 2-way Traffic



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## Potential Property Requirements

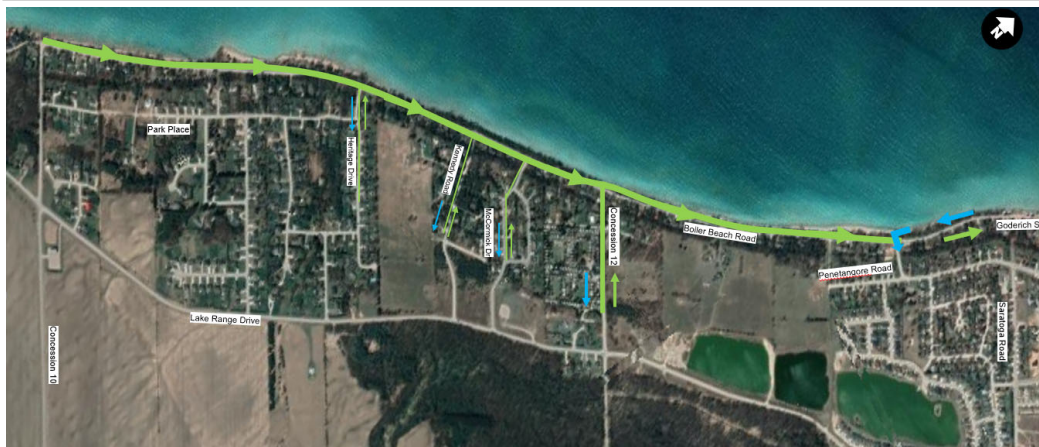
Property required to widen the roadway will also impact driveways, reducing the parking that residents currently have.

Impact on existing utilities would also need to be considered.



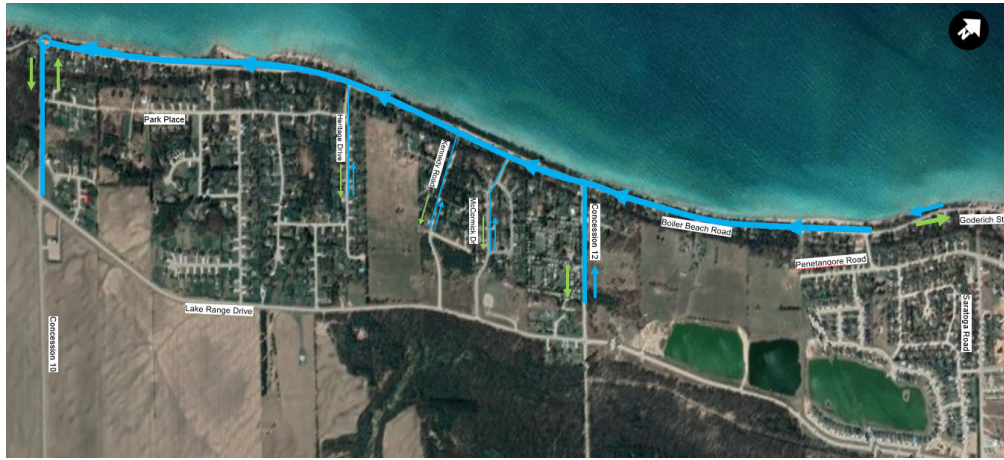
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## One-way Northbound



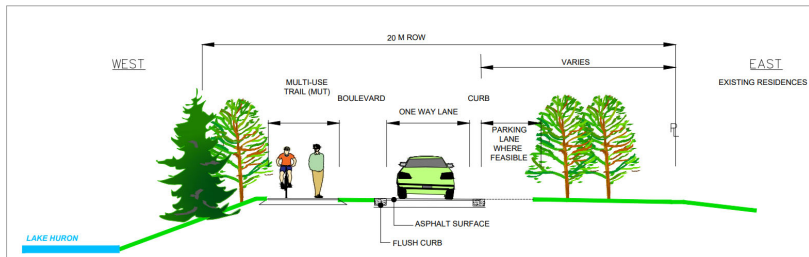
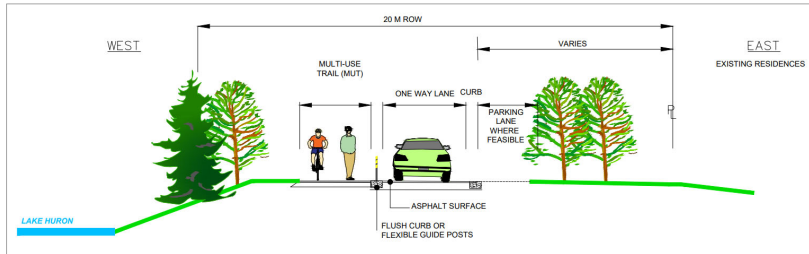
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# One-way Southbound



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## Sample One-way Cross Sections



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## One-way traffic:

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- Reducing the roadway width will help control traffic speed (traffic calming)
- Would reduce traffic volumes along the corridor
- Limits property requirements while better accommodating pedestrians and cyclists
- Should result in a limited amount of out-of-way travel for resident's trips in the opposing direction (an average of up to approximately 2–3 minutes)

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## Community Café

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## Café Process

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- Participants will be divided into small groups to allow conversations and dialogue about different topics.
- A recorder will make notes of the discussion of problems and potential solutions, and pose questions if needed to generate discussion.
- At the conclusion of a discussion period, recorders will change tables, bringing new topics for discussion. Participants are free to sit out a session.

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## Café Approach

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- Focus on dialogue between neighbours
- We are here to listen to your values and priorities
- Informal discussion of topics
- Encouraged to doodle sketches
- Build consensus of perspectives
- Discussion will be recorded

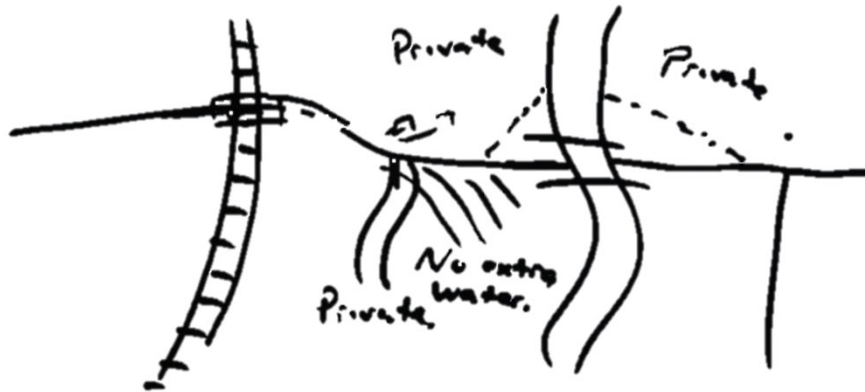
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## Small Group Discussions



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## Sample Doodle



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## Café Discussion Topics

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- Concerns for Safety of Pedestrians and Cyclists
- Existing Traffic
- Consideration for One-way Traffic
- Parking and Other Concerns

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## Next Steps

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## Next Steps

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Prepare Community Café  
Summary Report



Review of Alternative  
Planning Solutions



Evaluate Preliminary  
Alternatives



Present Report to Council  
for consideration as part  
of a potential future EA

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## Next Steps

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### How can you remain involved in the Study?

- Request that your name/e-mail be added to the mailing list
- Contact the Township's representative or the consultant at any time:

**Stephen Brook, P.Eng.**  
Project Manager,  
BT Engineering Inc.  
509 Talbot Street  
London, Ontario N6A 2S5  
Tel: 519-672-2222  
Email: [Stephen.brook@bteng.ca](mailto:Stephen.brook@bteng.ca)

**John Yungblut**  
Director of Public Work  
Township of Huron-Kinloss  
21 Queen Street  
P.O. Box 130  
Ripley, Ontario N0G 2R0  
Tel: 519-395-3735  
Email: [jyungblut@huronkinloss.com](mailto:jyungblut@huronkinloss.com)

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# Appendix C

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Survey



## BOILER BEACH ROAD SURVEY QUESTIONS

1. What are your concerns about Boiler Beach Rd (check all that apply):

- Safety of pedestrians
- Safety of cyclists
- Too many parking areas
- Not enough parking areas
- Volume of traffic
- Speed of vehicles
- Property concerns
- Protecting the shoreline
- Protecting trees and other vegetation
- Traffic sight lines
- I don't have any concerns
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_

2. To address these concerns, staff and Council are considering the following solutions:

**Option 1:** Convert Boiler Beach Rd. to a one-way road (either north or southbound) and construct a multi-use path and adequate parking facilities in the existing road allowance.

**Option 2:** Maintain two-way traffic and widen the municipal road allowance to provide space for a continuous multi-use path and adequate parking areas.

**Option 3:** Maintain two-way traffic and only include upgrades that will fit within the existing road allowance. This option would not allow for improvements to better accommodate pedestrians or cyclists and parking.

Do you have any concerns with these solution ideas?

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3. Do you have any other ideas that could solve the concerns you have?

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4. Is there anything else we should consider as we work through the Boiler Beach Rd project? Choose all that apply or add your own wishlist/considerations:

- Cycling trails
- Alternate parking areas
- Multi-use options
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_
- Other: \_\_\_\_\_

Address: \_\_\_\_\_

Name (Optional): \_\_\_\_\_