



## Report to Committee of the Whole

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**From:** Peter Dutchak, Director of Engineering Services  
Andrew Parker, Manager of Roads and Asset Management

**Date:** May 27, 2025

**Subject:** Reduced Speed Zone By-Law Amendment – St. George Street

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### **Recommendation(s):**

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THAT the reduced speed zone By-Law 20-58 be amended to include a 30km/h reduced speed zone on St. George Street (County Road 26) from 50m north of Independent Street to 50m northwest of Hydro Road for a total distance of 460m.

### **Introduction:**

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The County of Elgin reconstructed St. George Street in 2024 which included the addition of barrier curbs, roadside safety features (steel beam guiderail) and an urban stormwater system. This report presents an amendment to the roadways regulatory speed limit to ensure adherence to Transportation Association of Canada's (TAC) Geometric Design Guide and to provide accurate guidance to drivers.

### **Background and Discussion:**

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The County of Elgin undertook the reconstruction of St. George Street (County Road 26) in the spring of 2024 with the project substantially completed November 2024. Final adjustments and surface asphalt will be completed in 2025.

The reconstruction of St. George Street saw several substantial changes with the roadway's profile, structure and designation. The roadway was re-designated from a "rural suburban link" to an "urban collector" roadway as part of the County of Elgin's 2024 Official Plan. This saw the addition of barrier curb, grassed boulevard to separate the travelled roadway from the sidewalk, an urban stormwater system and roadside safety features (steel beam guide rail).

Steel beam guide rail was added due to a collision history of vehicles leaving the roadway travelling north of the CN Rail crossing. Steel beam guiderail was installed between the new curb and sidewalk for an added level of protection for pedestrians utilizing the sidewalk and to protect errant vehicles from fixed hazards. An aerial view of the steel beam guiderail installed as of October 2024 is shown in the photo below.



Figure 1 - Steel beam guide rail installed October 2024 between curb and sidewalk

After the guide rail was installed, staff received a concern with respect to the sight lines available for pedestrians wishing to cross St. George Street from their residence to Cowan Park.



Figure 2 - Potential conflict identified with pedestrians crossing St. George Street

As seen in the photo above, drivers may have an obstructed view of pedestrian crossing movements at this location. Therefore, staff undertook a review of existing warning signage, regulatory signage and available sight distance to ensure conformance with engineering standards.

Due to the sharp curves north of the CN Rail crossing, 20km/h advisory warning speed signage exists. Yellow warning signage is not enforceable under the Highway Traffic Act but is recommended to be installed to inform drivers the speed that the curves can be comfortably and safely negotiated. Staff reviewed and confirmed that the current advisory speed posting is correct for the existing conditions.

Staff then reviewed the available sight distance, assuming the guide rail completely obscured the view between drivers and pedestrians, and it was found that 42m of sight distance is available. At the current posted speed limit of 50km/h, a sight distance of 65m is recommended.

Staff collected traffic data with the following results:

- Average annual daily traffic – 2,768 (vehicles / day)
- 85<sup>th</sup> percentile speed – 38km/h (speed at which 85% of the vehicles are travelling at or below)
- Average speed – 33km/h

Although most vehicles travel at 38km/h or less where sufficient sight distance is available, the posted speed limit is 50km/h and insufficient sight distance exists should a vehicle travel at 50km/h.

Therefore, in order to provide consistent messaging to drivers and ensure sufficient safe sight distance if available, staff recommends reducing the posted speed limit in this area from 50km/h to 30km/h and as depicted on the attached drawing.

#### **Financial Implications:**

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Signage will be installed by the contractor and funded from the St. George Street reconstruction project.

#### **Advancement of the Strategic Plan:**

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The implementation of the lowered speed zone will advance community well being and inclusivity.

#### **Local Municipal Partner Impact:**

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None.

#### **Communication Requirements:**

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None.

**Conclusion:**

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Staff recommend lowering the regulatory speed limit from 50m north of Independent Street to 50m northwest of Hydro Road along St. George Street (County Road 26) for a total distance of 460m. A lowered regulatory speed limit of 30km/h will ensure adherence to Transportation Association of Canada's (TAC) Geometric Design Guide and provide accurate guidance to drivers.

All of which is Respectfully Submitted

Approved for Submission

Peter Dutchak  
Director of Engineering Services

Blaine Parkin  
Chief Administrative Officer/Clerk

Andrew Parker  
Manager of Roads and Asset Management