



## Infrastructure Services

---

**Prepared for: Council-in-Committee**

**Report: IS-17-2025**

**Meeting Date: July 7, 2025**

### 1. Title

---

Updates to 2000-89 Consolidated Traffic and Parking By-law (Speed Limits, Waterfront Park Event Parking, Administrative Updates)

### 2. Recommendations

---

**That:** Council approves the Seasonal Parking Restrictions for Waterfront Park Regular Events (Appendix 1); and further

**That:** Council directs staff to prepare the necessary by-law amendment to the existing Consolidated Traffic and Parking By-laws 2000-89, Schedule C – No Parking, and further

**That:** Council approves speed reductions on various Town Roads as listed in Appendix 2, and further

**That:** Council directs staff to prepare the necessary by-law amendment to the existing Consolidated Traffic and Parking By-laws 2000-89, Schedule W – Speed Limit on Highways.

**That:** Council approves several administrative updates to the Consolidated Traffic By-laws 2000-89, as attached in Appendix 3; and further

**That:** Council directs staff to prepare the necessary by-law amendment to the existing Consolidated Traffic and Parking By-laws 2000-89 to update the various schedules as needed.

### 3. Relation to Council's Corporate Strategic Plan

---

Priority: Quality of life and community well-being  
Initiative: n/a

### 4. List of Stakeholders

---

Mayor and Council

Town of Fort Erie Residents and Ratepayers

Motoring Public

## 5. Purpose of Report

---

The purpose of this report is to seek Council's approval to update the Consolidated Traffic By-laws 2000-89, to add the Waterfront Park Event Seasonal Parking Restrictions, reduce speed limits on some Town roads and to make some administrative updates to the By-law.

## 6. Analysis

---

### Waterfront Park Summer Events

Since 2017, with the exception of 2020 and 2021 due to the COVID-19 pandemic, the Crystal Beach Business Improvement Area (BIA) has sponsored the Food Truck Supper Market at Waterfront Park in Crystal Beach on Thursday evenings during the summer. As the event has grown in popularity, parking challenges have increasingly affected the surrounding area. In response, and in consultation with the Fire Chief, Town staff implemented temporary parking restrictions in 2023 on several adjacent streets to ensure safety and maintain emergency vehicle access. The narrow width of many of these roads does not support safe on-street parking on both sides during these busy times.

Waterfront Park is also the venue for the long-standing Sunday Night Concert Series, which has grown in popularity over the years. In the interest of public safety and consistency, the Fire Chief—along with supporting staff—recommends that the same parking restrictions be applied during these events. This approach ensures a uniform standard for event approvals and provides a consistent experience for attendees across all events held at the park.

Currently, Town staff are required to place and remove temporary barrels and signage each week to enforce these restrictions (refer to Appendix 1 – Map of Parking Restrictions). This manual process is time-consuming and diverts staff from other essential operational duties.

To address this issue more efficiently, staff recommend the installation of permanent "Limited No Parking" signage that clearly outlines the specific dates and times when parking is prohibited. The proposed signage would read:

**No Parking**  
**Thursdays and Sundays from 5:00 p.m. to 9:00 p.m.**  
**June 1st – September 15th**

The cost to install these signs is minimal and can be accommodated within the existing operational budget for this summer. Over time, this measure will result in significant savings in staff time and improve the efficiency of Town operations.

### Speed Reductions on Various Roads

At the June 4, 2025, Traffic Coordinating Committee meeting, the Committee passed a motion to reduce speed limits on various roads within the Town of Fort Erie. While most of the affected roads are located in rural areas, the proposal also includes two laneways near Jarvis Street.

The Committee's recommendation was presented to Council at the June 23, 2025, Regular Council meeting. At that time, Council voted to defer the decision and requested that staff provide additional information in a formal report.

In 2022, staff presented Report [IS-20-2022](#), *The Rural Road Speed Limit Study*, which outlined the consultant's recommendations for speed limit adjustments on 30 selected rural roads. Of those roads, no changes were recommended for 10, speed increases of 10 km/h were suggested for 16, and speed reductions were recommended for four roads. The four reductions were implemented as part of the comprehensive Traffic By-law review in 2024. At that time, staff chose not to pursue any of the recommended speed increases, in part due to ongoing public concerns. Residents continue to express strong opposition to increasing speed limits, and staff routinely receive requests to reduce, rather than raise, speed limits throughout the community.

Staff are now proposing speed limit reductions on the roads listed in Appendix 2 of this report. These recommendations are based on a combination of public feedback, operational review, and road conditions. Many of the concerns received relate specifically to gravel roads, where higher vehicle speeds contribute to excessive dust, negatively impacting nearby residents.

Staff postponed addressing several of these requests to allow for a more comprehensive review, given that not all rural roads were included in the 2022 study. As part of this review, staff assessed traffic volumes, current operating speeds, road maintenance requirements, patrol frequency, winter servicing, and the nature of public complaints.

Further rationale to reduce the speed limits include:

1. Reducing the speed limit on all granular roads to 50km/h. Most roads were already 50km/h, but a few sections that were posted at 60 or 70km/h. This reduction will help to keep road classes and level of service consistent throughout the inventory of granular roads that the Town maintains. Speed reductions on some of these sections will help to reduce the damage done to these sections by speeding vehicles (dust, wash boarding and potholes).
2. Reducing the speed limit on some rural roads to match that of other, similar rural roads, and in some cases to standardize the speed limit for the entire length of a road.
3. Reducing the speed limit on some road sections to better reflect the road class/level of service of those road sections.

Based on these factors, staff recommend implementing speed limit reductions as outlined in Appendix 2. These changes will support the Town's broader traffic calming initiatives, improve road safety, align maintenance needs—particularly on granular roads—and contribute to more efficient use of staff resources.

### Administrative Updates

As part of the ongoing review of the Consolidated Traffic By-law 2000-89, staff have identified a number of administrative updates that are required. These updates are primarily the result of minor oversights during previous reviews, including duplicate entries within the schedules and changes that were unintentionally omitted during the comprehensive by-law update. Staff will continue to bring forward similar amendments as additional reviews are completed, in order to maintain the accuracy and integrity of the by-law. A red-line version outlining the proposed changes is included as Appendix 3 to this report.

## **7. Financial, Staffing and Accessibility (AODA) Implications**

---

There are no accessibility implications that will require any further adjustments.

There are no significant financial implications to note here. There are existing speed limit signs in stock, new signs will be ordered for the Waterfront Park Events at a cost less than \$1,000 and staff will complete the sign changes under the existing operational budget.

## **8. Policies Affecting Proposal**

---

By-law 136-2023 adopted Council's 2023-2026 Corporate Strategic Plan for the Town of Fort Erie. This project and the recommendations provided align with the priorities, goals, and initiatives as described herein.

By-law 2000-89, being a By-law to Regulate Traffic and Parking on the Highways of the Town of Fort Erie.

## **9. Comments from Departments, Community and Corporate Partners**

---

Comments from relevant departments have been incorporated into this report.

## **10. Alternatives**

---

Council can choose not to approve the changes and leave the current operational procedures in place for the parking restrictions for the Waterfront Park Events; however, staff do not recommend this option as this change will save much needed operational costs in the long term.

Council can also choose not to approve the changes and leave the speed limits as is, however, this will also continue to add to operational costs and further complaints from the public.

Council can finally choose not to approve the administrative changes, however, staff do not recommend that, as this will create confusion and misinterpretation of the By-laws.

## **11. Communicating Results**

---

Communication regarding the speed limit changes will be posted on the Town's Social Media sites. New speed limit signs will be posted at these locations as per the regulations.

## **12. Conclusion**

---

In conclusion, the proposed speed limit reductions, permanent parking restrictions, and administrative updates to the Consolidated Traffic By-law are all part of staff's continued efforts to enhance public safety, improve operational efficiency, and maintain accurate municipal records. The speed limit changes reflect a proactive response to community concerns and operational realities on rural and gravel roads. The implementation of permanent "Limited No Parking" signage around Waterfront Park will address recurring safety and staffing challenges in a cost-effective manner. Lastly, the administrative by-law updates ensure that the Town's traffic regulations remain current, clear, and enforceable. Staff recommend Council support these proposed changes to help ensure Fort Erie's transportation network remains safe, responsive, and well-managed.

### **13. Report Approval**

---

Prepared by:  
Jennifer Pennell-Ajje, BA  
EA to the IS Director and Division Coordinator

Reviewed by:  
Nicholas Chevalier, A.Sc.T., CRS  
Manager of Roads and Fleet

Submitted by:  
Jordan Frost, P.Eng, PTOE  
Acting Director of Infrastructure Services

Approved by:  
Chris McQueen, MBA  
Chief Administrative Officer

### **14. Attachments**

---

Appendix 1 – Map of Parking Restrictions for Waterfront Park Events

Appendix 2 – List of Recommended Roads for Speed Reduction

Appendix 3 – Red Lined Administrative Updates