

The Corporation of the City of Kawartha Lakes
Council Report

Report Number ENG2018-009

Date: April 24, 2018
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: 6

Subject: Request for Speed Reduction – CKL Road 8

Author Name and Title: Joseph Kelly, Senior Engineering Tech

Recommendation(s):

That Report ENG2018-009 **Request for Speed Reduction – CKL Road 8** be received; and

That the speed limit of CKL Rd 8 from West St to a point 500m westerly be posted at 50 km/h; and

That the speed limit of CKL Rd 8 from a point 500m west of West St to a point 900m westerly be posted at 60 km/h; and

That the necessary by-laws for the above recommendations be forwarded to Council for adoption; and

That the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this application/agreement/decision.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of March 6, 2018 Council adopted the following resolution:

CR2018-106

That the March 6, 2018 memorandum from Councillor Elmslie regarding **Reduction of Speed Limit County Road 8 (Helen Street)**, be received;

That staff bring forward a by-law to Council to extend the 60 km per hour zone on County Road 8 (Helen Street) westbound from its present limit to Byrnell St.; and

That the eastbound lane on County Road 8 (Helen Street) from Byrnell St. to the 50 km per hour sign in Fenelon Falls also be included within the established 60 km per hour zone.

This report addresses this direction.

Residents have issued complaints to Council and Staff in regards to speeding and safety concerns on CKL Road 8 between the village of Fenelon Falls and Byrnell Golf Course approximately 1.3 km west of the village limits.

The current speed limit is 60 km/h from the village limits at West Street to 480m west. This section is built-up, features curb and a small boulevard. Apart from the Marina, it is indistinguishable from the village road in land use, density, and road design.

It then becomes 80 km/h for the remainder of the road west to Highway 35. The design is rural arterial with wide, gravel shoulders.

A map can be seen in Appendix A.

Rationale:

The current 60 zone is no longer appropriate since it is indistinguishable from the urban 50 zone in road design, land use, and density. A speed limit of 50 km/h is recommended on CKL Road 8 extending 500m westerly from the current village limits at West St.

From this point to the golf course is half built up and half open space/recreational use. Compliance may be low for a reduced speed limit due to the open space involved.

When considering the 900m length of CKL Road 8 using the Transportation Association of Canada's (TAC) "Guidelines for Establishing Posted Speed Limits"

the recommended speed limit as determined by rural, arterial road characteristics is 70 km/h (Appendix B). Due to the recreational nature of the area, the golf course, and the fact the high school sports teams hike to the Churches fields for practice, treating the 900m as wholly built-up or treating the road as a collector for the purpose of determining speed limits may be appropriate. In such a case a speed limit of 60 km/h is recommended by the TAC guidelines.

It is not recommended that the speed reduction extend to Byrnell Street as requested in the Council resolution. Doing so would add too much open space in the speed zone thereby reducing compliance potential to unacceptable rates.

As a result of the justification review carried out by staff, it is recommended that the speed limit of CKL Road 8 from West St to a point 500m westerly be posted at 50 km/h by way of an amendment to Schedule "D" (Highways with a Speed Limit of 50 km/h) of By-law 2005-328.

As a result of the justification review carried out by staff, it is recommended that the speed limit of CKL Road 8 from 500m west of West St to a point 900m westerly be posted at 60 km/h by way of an amendment to Schedule "C" (Highways with a Speed Limit of 60 km/h) of By-law 2005-328.

Other Alternatives Considered:

The speed limit of CKL Road 8 could be lowered to 70 as recommended by the TAC guidelines for rural, arterial roads with these characteristics. Speed compliance would be higher, however there are vulnerable users the guidelines fail to take into account.

Financial/Operation Impacts:

Cost of sign installation to bring By-law into effect.
OTM requires speed signs in 60 zones min every 600m.
50 signs can just be moved from existing 50 zone
Cost estimate includes signs, locates and installation
60 sign x 2
60 Begins sign x 2
60 Ahead sign x 1
Approximately 5x450= \$2250

Relationship of Recommendation(s) To The 2016-2019 Strategic Plan:

Providing life safety and protection, while considering rural road use for pedestrians and cyclists enjoyment is a priority objective of the City under the Council Adopted Strategic Plan Goal of An Exceptional Quality of Life.

Consultations:

Attachments:

Appendix A – Key Map



ENG2018-009-Appendix A.pdf

Appendix B – TAC Speed Form



ENG2018-009-Appendix B.pdf

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Department Head: Juan Rojas, Director of Engineering & Corporate Assets

Department File: Engineering