

The Corporation of the City of Kawartha Lakes

Council Report

Report Number ENG2018-014

Date: June 5, 2018
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: 13

Subject: Request for Speed Reduction – Pigeon Lake Road

Author Name and Title: Joseph Kelly, Senior Engineering Tech

Recommendation(s):

That Report ENG2018-014 **Request for Speed Reduction – Pigeon Lake Road** be received; and

That the speed limit of Pigeon Lake Road from CKL Rd 36 to a point 1.6 km south be reduced to 60 km/h;

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.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

An online petition has been submitted requesting the reduction of the speed limit on Pigeon Lake Road (CKL Rd 17) from CKL Rd 36 (just south of Bobcaygeon) to Victoria Place approximately 3km south.

Going south from CKL Rd 36 for 1.6km, there is some large residential lots, an entrance to a camping site and Fall's Bay shoreline community. The next 1.5km is swamp/forested lands leading into limited development of residential lots, and ending at a sharp curve at Victoria Place and an entrance to a trailer park.

Pigeon Lake Road is an arterial road with a posted speed limit of 80 km/h, and experiencing an estimated annual average daily traffic of 3150 vehicles. Surface and shoulder widths are in line with similar arterial roads.

There are two sharp curves near Victoria Place. A map can be seen in Appendix A.

Rationale:

CKL Engineering follows The Transportation Association of Canada's (TAC) "Guidelines for Establishing Posted Speed Limits" as part of its formal speed reduction warrant process. The TAC guide recommends a road risk method to determine appropriate speed limits according to road engineering characteristics, geometry, roadside environment, classification, land use, access/intersection density, and vulnerable road users. This guide along with good engineering judgment represents a consistent, repeatable, and defensible method of determining speed limits.

When considering the full 3km section of Pigeon Lake Road using the TAC Speed Guidelines, the recommended posted speed limit as determined by rural road characteristics is 80 km/hr. This is due primarily to the amount of open space within this road section. Breaking it down into the first 1.6km, the recommended speed limit would be 70 km/hr (Appendix C).

Due to the built-up nature off of CKL Rd 36, and the active recreational nature of the roadside environment (entrance to campsite and shoreline community), it would be good engineering judgment to further reduce the recommended speed limit to 60 km/hr for this 1.6km section of Pigeon Lake Road.

An advisory speed of 60 km/hr was added to supplement the "sharp curve" warning signs along with chevron alignment signs at the curve near Victoria Place. Available collision records indicate a reduction in collisions at this location from 12 reported collision between 2001 and 2010 to zero reported collisions between 2011 and 2018.

As a result of the justification review carried out by staff, it is recommended that the speed limit of Pigeon Lake Road from CKL Rd 36 to a point 150m south of Fell's Bay Road be reduced to 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:

N/A

Financial/Operation Impacts:

Cost of sign installation to bring By-law into effect is approximately 7x450= \$3150 (Cost estimate includes signs, locates and installation).

60 Ahead x 1

60 Begins x 1

60 x 4

80 begins x 1

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



ENG2018-014-Appendix A.pdf

Appendix B – TAC Speed Guidelines



ENG2018-014-Appendix B.pdf

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

Department File: Engineering