

The Corporation of the City of Kawartha Lakes

Council Report

Report Number ENG2017-013

Date: August 22, 2017
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: 1, 2, 7, 13

Subject: Consolidated Speed Review on Various Roads

Author Name and Title: Joseph Kelly, Senior Engineering Tech

Recommendation(s):

RESOLVED THAT Report ENG2017-013 **Consolidated Speed Review on Various Roads** be received;

THAT the speed limit of Hickory Beach Road from CKL Rd 30 to a point 500m north of North Bayou Rd be posted at 60 km/h;

THAT the speed limit of Hickory Beach Road from a point 500m north of North Bayou Rd to the south end be posted at 50 km/h;

THAT Edgewood Drive, Parkhill Drive, and Oakwood Drive have the Speed By-law match their posted speed of 50 km/h by moving their entries from Schedule "C" to Schedule "D" of By-law 2005-328;

THAT the speed limit of Laidlaw Drive from Balsam Lake Drive to a point 650m south be posted at 60 km/h;

THAT the speed limit of Laidlaw Drive from a point 650m south of Balsam Lake Drive to the south end be posted at 40 km/h;

THAT the speed limit of Raven Lake Road from South Mountain Road to the north end be posted at 50 km/h;

THAT the speed limit of North Bay Road from a point 1200m south of CKL Rd 48 to the west end be posted at 40 km/h;

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

THAT the speed limit of Kenhill Beach Road from Thurstonia Road to the east end be posted at 40 km/h;

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

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

Background:

At the Council Meeting of February 7, 2017 Council adopted the following resolution:

CR2017-106

RESOLVED THAT the petition received from W. Komossa regarding reducing the speed on Raven Lake Road to 50km, be received and referred back to staff for report back in Q2 of 2017.

This report address this direction as part of a wider scoped study due to petitions, complaints and safety concerns regarding shoreline roads and access roads to waterfront communities. Roads in the study include Raven Lake Road, Hickory Beach Road, North Bay Drive, Laidlaw Drive, and Kenhill Beach Road. Relevant petitions and comments can be seen in Appendix A. Staff have received correspondence both for and against the speed reduction on North Bay Drive.

Rationale:

The trend in waterfront communities in Kawartha Lakes is active transportation. Residents are not content to sit and enjoy their views and would like to walk or cycle long distances in nature. Unfortunately with most waterfront communities that means walking on the one access road to the community which has traditionally been posted at 80 km/h or is unposted with the assumed limit of 80 km/h. Residents feel it is unsafe to walk or cycle along these roads which typically have narrow lane widths and little to no shoulders.

Speed limits should be studied and adjusted accordingly, as competing uses change with time. Staff performed a study to post the speed limit at such roads where demand has been raised. Other shoreline community access roads in Kawartha Lakes should remain as-is and similarly studied for reduced speeds as demand dictates.

Hickory Beach Road

The section of Hickory Beach Road being considered and Laidlaw Drive in its entirety are similar roads as they are rural, low-medium volume hard top roads primarily used to access shoreline communities. These sections are predominately surrounded by vacant land. Motorists have no visual feedback by development to control their speeds and pedestrians/cyclists have no shoulders for separation.

North Bay Drive and Kenhill Beach Road

North Bay Drive and Kenhill Beach Road are similar roads as they are rural, low volume hard top roads that front on shoreline developments. Both roads divide the properties which front on it. North Bay Drive is located on a Shoreline Road

allowance so residents would have to cross the road to access the water. On Kennhill Beach Road, residents would have to cross the road to access accessory structures.

Raven Lake Road

Raven Lake Road is unique as it serves both as an access road to a shoreline community and it is built-up with dwellings itself.

Staff performed site investigations, speed studies and road risk audits under the Transportation Association of Canada's (TAC) "Guidelines for Establishing Posted Speed Limits" as part of CKL's formal speed reduction warrant process for all sections of roads. The TAC guide recommends a road risk method to determine appropriate speed limit according to road engineering characteristics, geometry, roadside environment, classification, land use, access/intersection density, and vulnerable road users.

Using the TAC Speed Guidelines:

Hickory Beach Road

When considering the 1500m of Hickory Beach Road (from CKL Rd 30 to the 50 zone) the recommended speed limit is 60 km/h. Staff noted that the current 50 zone begins is on the other side of a blind hill which increases conflict potential with pedestrians, cyclists, and vehicles. It would be in the public's best interest to begin the 50 zone north of the hill. It was found that in the speed by-law the existing signed 50 zone is actually a 60 zone. It would be prudent to perform housekeeping on the by-law and change it to 50 for the entire community of Hickory Beach.

Laidlaw Drive

When considering the 650m of Laidlaw Drive (from Balsam Lake Drive to near the built-up area) the recommended speed limit is 60 km/h. When considering the rest of Laidlaw Drive, it would be in keeping with best practices to use the urban requirements due to the rural subdivision nature of the land usage. As such the recommended speed limit of the remainder of Laidlaw Drive is 40 km/h.

Raven Lake Road

When considering the 1300m of Raven Lake Road (from South Mountain Road to the north end) the recommended speed limit is 60 km/h. However, due to the large, rural subdivision style lots, it would be using good engineering judgment to further reduce the speed limit to 50 km/h.

North Bay Drive

When considering the 2290m of North Bay Drive (from just before the curve to the west end) it would be in keeping with best practices to use the urban requirements due to the development density and the potential for pedestrian crossing every few metres for water lot access. As such the recommended speed limit is 40 km/h.

Kenhill Beach Road

When considering the 712m of Kenhill Beach Road (from Thurstonia Road to the east end) it would be in keeping with best practices to use the urban requirements due to the development density and the potential for pedestrian crossing every few metres for access to back lots. As such the recommended speed limit is 40 km/h.

Complete TAC speed limit forms can be seen in Appendix B.

As a result of the justification review carried out by staff, it is recommended that the speed limit of Hickory Beach Road from CKL Rd 30 to a point 500m north of North Bayou Rd 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 (Speed By-law).

It is recommended that the speed limit of Hickory Beach Road from a point 500m north of North Bayou Rd to the south end be posted at 50 km/h by way at an amendment to Schedule "D" (Highways with A Speed Limit of 50 km/h) of By-law 2005-328.

It is recommended that Edgewood Drive, Parkhill Drive, and Oakwood Drive have the Speed By-law match their posted speed of 50 km/h by moving their entries from Schedule "C" to Schedule "D" of By-law 2005-328.

It is recommended that the speed limit of Laidlaw Drive from Balsam Lake Drive to a point 650m south be posted at 60 km/h by way of an amendment to Schedule "C" of By-law 2005-328.

It is recommended that the speed limit of Laidlaw Drive from a point 650m south of Balsam Lake Drive to the south end be posted at 40 km/h by way of an amendment to Schedule "E" (Highways with a Speed Limit of 40 km/h) of By-law 2005-328.

It is recommended that the speed limit of Raven Lake Road from South Mountain Road to the north end be posted at 50 km/h by way of an amendment to Schedule "D" of By-law 2005-328.

It is recommended that the speed limit of North Bay Road from a point 1200m south of CKL Rd 48 to the west end be posted at 40 km/h by way of an amendment to Schedule "D" and "E" of By-law 2005-328.

It is recommended that the speed limit of Kenhill Beach Road from Thurstonia Road to the east end be posted at 40 km/h by way of amendment to Schedule "E" of By-law 2005-328.

Other Alternatives Considered:

These roads could remain unposted/as-is due to their low volume. Posting a speed limit may have limited success and/or put undue burden on enforcement.

Should this alternative be chosen it is recommended that only the current 50 zone on Hickory Beach Road be extended by 150m north due to sightline deficiencies caused by a hill.

Financial/Operation Impacts:

Cost of sign installation to bring By-law into effect.

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:

No Consultations are mentioned

Attachments:

Appendix A – Petitions and Comments



ENG2017-013 -
Appendix A.pdf

Appendix B – TAC Speed Forms



ENG2017-013 -
Appendix B.pdf

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

Department File: Engineering