

**The Corporation of the City of Kawartha Lakes**  
**Council Report**

**Report Number ENG2019-027**

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**Meeting Date:** December 10, 2019  
**Title:** Request for Speed Reduction – Centreline Road  
**Description:** Request for Speed Reduction  
**Ward Number:** Ward 6  
**Author and Title:** Joseph Kelly, Senior Engineering Tech

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**Recommendation(s):**

**THAT** Report ENG2019-027 **Request for Speed Reduction– Centreline Road** be received;

**THAT** curve warning signs be updated at the identified location;

**THAT** no passing line painting be extended at the identified location.

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## Background:

At the Council Meeting of July 16, 2019 Council adopted the following resolution:

### CR2019-451

**That** the memorandum dated July 16, 2019 from Councillor Ashmore regarding a **speed reduction on Centerline Road** be received;

**That** staff explore the need for a speed reduction from 80-60 km/h on Centreline Road from Shamrock Road to Tracey’s Hill Road;

**That** a speed reduction and solid lines be explored as options to improve safety for both drivers and residents along this section of Centreline Road; and

**That** recommendations be brought back to Council by the end of Q3 2019.

This report addresses those directions.

Centerline Road is an arterial, rural road. The former County Road, now CKL Road 10 experiences an estimated annual average daily traffic (AADT) of 3571 vehicles. The 1500m segment consists of a hill, a slight s-curve, with limited mixed use of dwellings, commercial storage, agricultural, and a municipal works depot. Figures 1 and 2 summarize the density and land use along the road segment. A key map can be seen in Appendix B.

Like most of the municipalities’ rural arterial network, the road is currently posted at 80 km/hr.

### Density

Centerline Rd, West side 1500m – 2 properties

Type	Area	Frontage
Vacant Farm Land	100 ac	722 m
Municipal Depot	100 ac	730 m

Figure 1. Chart showing very low density, mixed use on west side of road

### Density

Centerline Rd, East side 1500m – 6 properties

Type	Area	Frontage
Residential (entrance on Tracey’s Hill)	0.9 ac	62 m (side)
Rural Residential	15.4 ac	440 m
Residential	2.12 ac	60 m
Storage Units with Dwelling (2 entrances)	10 ac	288 m
Pit	19.5 ac	540 m
Residential (entrance on Shamrock)	2 ac	55 m (side)

Figure 2. Chart showing low density, mixed use on east side of road

## **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 1500m length Centerline Road between Shamrock Road and Tracey's Hill Road using the TAC Speed Guidelines the recommended posted speed limit as determined by rural, arterial road characteristics is 80 km/h. The completed TAC Speed Guideline can be seen in Appendix C.

The main complaint stems from a fear that the combination of a hill and three entrances, including the storage facility entrance, pose a conflict potential. These entrances are 120m apart and do not translate to a conflict to the entire road segment. Less restrictive measures should be attempted. Staff noted that just over this hill coming north into these three entrances a passing zone begins. Staff observed impatient drivers passing while at the crest of the hill; this is considered a risky maneuver.

**As a result of the justification review carried out by staff, it is found that Centerline Road from Shamrock Road to Tracey's Hill Road is posted appropriately.**

**Staff recommends updating the curve sign to an s-curve sign and setting it further back from the curve to meet the Ontario Traffic Manual setback requirements and extending the no pass zone (double yellow line) further north of the crest to cover the three entrances to limit their exposure to risky maneuvers over the hill. These can be done as routine operational upgrades.**

## **Other Alternatives Considered:**

Post the section of road at 60 km/h as requested. This is not recommended due to posting a limit lower than the warranted speed will result in very low compliance rates.

## **Financial/Operation Impacts:**

Approximately \$450 - Cost to change the sign. Minimal cost to change line painting procedure to the line painting program.

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

Providing life safety and protection, 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 – Memo



ENG2019-027 -  
Appendix A.pdf

Appendix B – Key Map



ENG2019-027 -  
Appendix B.pdf

Appendix C – TAC Speed Form



ENG2019-027 -  
Appendix c.pdf

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

**Department File:** Engineering