

The Corporation of the City of Kawartha Lakes
Council Report

Report Number ENG2020-022

Meeting Date: October 20, 2020

Title: Request for Speed Posting – Kings Wharf Road and Scotch Line Road

Description: Request for Speed Reduction

Ward Number: Ward 6

Author and Title: Joseph Kelly, Senior Engineering Tech

Recommendation(s):

THAT Report ENG2020-022 Request for Speed Posting – Kings Wharf Road and Scotch Line Road be received.

Department Head: _____

Legal/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of July 28, 2020 Council adopted the following resolution:

CC2020-07.10.4.2

That the Memorandum from Councillor Ron Ashmore, regarding **speed reductions along Kings Wharf Road and Scotch Line road** be received;
That Staff prepare a report regarding these two roads in order to determine if they meet the requirements for a speed reduction to 60 km/hr; and
That Staff bring their findings to Council by the end of Q2, 2021.

This report addresses those directions. The memorandum can be seen in Appendix A.

Both Kings Wharf Road and Scotch Line Road are similar roads in that they are rural, local, low volume, hard top roads with narrow platform (standard lane width plus narrow to no shoulder/recoverable slopes). These represent typical rural local roads in the Municipality and as such they are unposted for speed.

There are residential dwellings fronting sporadically on the roads, however, not clustered enough to be considered a built-up area in any section.

Rationale:

The only roads which meet the requirements for an 80km/h speed posting are the rural arterial road network, which are designed for higher volumes and higher speeds. Although a reasonable driver would assume that driving over 80km/h on a typical rural local road would be a traffic violation, it is also expected that drivers drive appropriately for the conditions of the road and the surrounding environment. It is not reasonable for the Municipality to post speeds at all typical rural local roads. It would represent a burden on the tax base and on enforcement.

Although unposted roads serve the purpose of unburdening police and public works with the costs of enforcing speeds and maintaining signs on low volume roads, Engineering staff uses good engineering judgment by considering the following criteria for posting speeds of 60km/h or lower on rural local roads:

- Are traffic volumes sufficiently high to pose a risk?
- Has a change in use presented new conflict potential?
- Is public demand from users of the road sufficiently high?
- Are collision frequencies or rates higher than similar roads to indicate an elevated risk?

Through this rationale it does not appear the volumes would meet any meaningful threshold, staff is not aware of change in use or change in traffic patterns that has emerged to present new conflict potential (demand for

pedestrian use had not been sufficiently expressed). Staff has not received a petition for the speed postings as is the standard. Staff requested clarity from Councilor Ashmore regarding the memo and how it relates to resident input. Staff then received a single request from residents on each road. Council may wish to consider if public demand is sufficient enough based on these two e-mails which can be seen in Appendix B.

Collision rates were calculated using 15 years of available collision data. Collision rates allow for comparing collisions on different roads while accounting for length, time, and traffic volumes. According to best practiced methods, rates less than 1.6 collisions per million vehicle kilometers are considered a low rate. This section of Kings Wharf Road has a collision rate of 0.9 collisions per million vehicle kilometer and Scotch Line Road has a collision rate of 0.5 collisions per million vehicle kilometer. The roads do not warrant a road posting on collision history alone. Collision rate calculations can be seen in Appendix C.

As a result of the justification review carried out by staff, it is recommended that these sections of Kings Wharf Road and Scotch Line Road remain unposted for speed.

Other Alternatives Considered:

N/A

Financial/Operation Impacts:

N/A

Relationship of Recommendation(s) To The 2020-2023 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:

N/A

Attachments:

Appendix A – Council Memorandum



ENG2020-022 -
Appendix A.pdf

Appendix B – Email Concerns



ENG2020-022 -
Appendix B.pdf

Appendix C – Collision Rates



ENG2020-022 -
Appendix C.pdf

Department Head E-Mail: jrojas@city.kawarthalakes.on.ca

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

Department File: Engineering