

# The Corporation of the City of Kawartha Lakes

## Council Report

Report Number ENG2020-025

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**Meeting Date:** December 15, 2020

**Title:** Request to Prohibit Commercial Through Traffic in the Cloverlea Development in Lindsay

**Description:** Request for Traffic Control

**Ward Number:** Ward 7

**Author and Title:** Joseph Kelly, Senior Engineering Technician

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### Recommendation(s):

**THAT** Report ENG2020-012 **Request to Prohibit Commercial Through Traffic in the Cloverlea Development** be received;

**THAT** all commercial through traffic be restricted at all times on all internal roads of the Cloverlea development with the exception of local deliveries;

**THAT** the necessary By-law 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.

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

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

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

## **Background:**

The Mayor, Councillors, and Staff have received various complaints from residents in the Cloverlea development with regards to vehicle speeds, traffic volumes, and general traffic safety concerns since the completion of its final phase. The bulk of requests are for an all-way stop as a speed control.

The final phase of the development saw the connection of the development to Commerce Road which directly serves a major shopping area/traffic generator. It also connected Wallace Road with Broad Street bridging the gap between arterial roads Angeline Street South and McLaughlin Road. A map can be seen in Appendix A.

Staff had previously tested for speeds on Broad Street and found 85<sup>th</sup> percentile speeds to be under the speed limit (45 km/h).

## **Rationale:**

It would be prudent to determine if the right of way control on Silverbrook Avenue and Broad Street needs to be more restrictive due to the turning movements. It should be noted that residents are requesting traffic calming while an all-way stop is for right of way control. In any event, an all-way stop warrant should not be performed until the commercial through traffic is prohibited.

For the purpose of traffic calming projects, it is CKL best practice to screen roads for suitability. One screening criteria is if previous measures failed to solve the problem. Pre-screening has failed and it is pre-mature to implement major traffic calming initiatives. Restricting commercial traffic would be an ideal alternative measure.

The main route of through traffic going to the commercial area is Broad St to Silverbrook Avenue to Commerce Road. Silverbrook Avenue is a short road, lane widths are average, parking is continuous on both sides of the street at all times for the residents. The strain from the general through traffic is almost intolerable, add in the commercial through traffic and Silverbrook Avenue is over capacity.

The commercial through traffic includes a major staging lot for a Bell utility vehicle fleet, two large electrical contractor fleets, a commercial garage, a home appliance and furniture rental delivery trucks, and the drive test vehicles and training fleets. The majority of the vehicles used for the daily commercial through traffic are considered medium to light class vehicles types. A minor amount of heavy class transport trucks were observed as through traffic making deliveries to Canadian Tire or Food Basics. All traffic generators were established before the road connection, previously using Commerce Road to Kent Street for vehicle deployment. A map showing the observed through traffic can be seen in Appendix B.

Broad Street has a higher capacity potential than the internal roads of the development, however, with a sidewalk on only one side of the street, its capacity should not be viewed as a normal collector. Restricting commercial through traffic could be considered since the logistical need for traffic flow from Angeline St South to McLaughlin Road is low.

The Highway Traffic Act allows for Municipalities to restrict heavy trucks on roads (Figure 1) while also allowing a Municipal By-law to specify the definition of heavy trucks. These allowances would be the only avenue for a police enforceable sign.



Figure 1 - Example of No Heavy Truck Sign

**Staff recommends the prohibition of all commercial through traffic on all internal roads within the Cloverlea development when appropriately signed (local deliveries exempted) by way of a By-law restricting heavy trucks defined as all commercial or industrial vehicles. Installed signage will include a no heavy truck graphic sign with a “No Commercial Through Traffic” educational tab.**

### **Other Alternatives Considered:**

Staff considered the installation of a custom “No Commercial Through Traffic” sign but even with a by-law behind it, it would be non-enforceable. Drivers following the sign would be doing so by courtesy only.

### **Financial/Operation Impacts:**

Approximately \$450 per sign x 3 signs = \$1350 (Includes material, equipment and labour costs).

### **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:**

Staff are in communication and consultation with KLPS in regards to the ongoing complaints with the traffic in the area. They have not been consulted regarding the prohibition of commercial traffic.

## **Attachments:**

### **Appendix A – Key Map**



ENG2020-025 -  
Appendix A.pdf

### **Appendix B – Observed Commercial Through Traffic Map**



ENG2020-025 -  
Appendix B.pdf

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

**Department File:** Engineering