



Council Report

Report Number: ENG2021-009
Meeting Date: April 20, 2021
Title: Request for Traffic Calming – Glengarry Road, Bethany
Description: Request for Traffic Calming
Author and Title: Joseph Kelly, Senior Engineering Technician

Recommendation(s):

Report ENG2021-009 **Request for Traffic Calming – Glengarry Road, Bethany** be received; and

That the current 50km/hr portion of Glengarry Road be included in the City Wide 40 Km Settlement Speed Area Zone initiative; and

That the electronic speed board be temporarily deployed on Glengarry Road after speed area changes are implemented; and

That appropriate warning signs for children/park, and pedestrians be installed as recommended in the Ontario Traffic Manual.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of October 20, 2020, Council adopted the following resolution:

CW2020-151

That the Memorandum from Councillor Richardson, **regarding Traffic Calming on Glengarry Road, Bethany** be received;

That Glengarry Road in Bethany, Ontario be considered for addition to the Rural Traffic Calming 40km speed area; and

That staff be directed to review and consider options to improve the functionality of Glengarry Road in Bethany, Ontario and report back to Council by Q1 2021

This report addresses that direction. The memorandum can be seen in Appendix A.

From Weston Road to Riel Road, Glengarry Road is a rural, local road with an estimated annual average daily traffic (AADT) of 277 vehicles. The road is then considered a semi-urban, local road from Riel Road to the north end at Davis Street with an estimated AADT of 401 vehicles. Traffic estimates are from the latest Roads Needs Study. The current speed limit of both the rural and semi-urban sections is 50 km/hr while in a built up area (starting roughly 250m north of Weston Road to the north end at Davis Street). A key map can be seen in Appendix B

Rationale:

The east side of Glengarry Road is fully developed with residential and park use where the west side is sparsely developed. This can contribute to drivers behaving as if they are driving on a rural unposted speed road. It would be in keeping with the spirit of the recently passed City-Wide 40 km/hr Settlement Speed Area Zoning to include Glengarry Road.

Staff reviewed the current signage for the Glengarry Road and found it deficient in properly warning drivers of the presence of the park.

By including Glengarry Road in the 40 km/hr Settlement Speed Area Zone, it would be premature to implement other forms of traffic calming. The automated speed sign could be deployed after the implementation of the 40 km/hr Area Zone to help educate drivers of the change and to collect traffic data which could be helpful in future decisions.

As a result of the justification review carried out by staff, it is recommended that the parts of Glengarry Road which are currently posted at 50 km/hr be included in the City-Wide 40km/hr Settlement Speed Area Zone. The passing or amending of the speed by-law would not be required. After implementation, the electronic speed board should be temporarily deployed. It is recommended that park/children, and pedestrian signage be updated/installed as recommended in the Ontario Traffic Manual.

Other Alternatives Considered:

N/A

Alignment to Strategic Priorities

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.

Financial/Operation Impacts:

N/A

Consultations:

N/A

Attachments:

Appendix A – Council Memorandum



Adobe Acrobat
Document

Appendix B – Key Map



Adobe Acrobat
Document

Department Head email: jrojas@city.kawarthalakes.on.ca

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

Department File: Engineering