



## Council Report

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**Report Number:** ENG2021-016  
**Meeting Date:** June 15, 2021  
**Title:** Request for Speed Reduction – CKL Rd 48  
**Description:** Request for Traffic Control  
**Author and Title:** Joseph Kelly, Senior Engineering Technician

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### Recommendation(s):

Report ENG2021-016 **Request for Speed Reduction – CKL Rd 48** be received; and

**That** the speed limit of Portage Road (CKL Road 48) from 100m west of Michellview Road to 770m east of Michellview Road be reduced to 60 km/hr;

**That** the Speed Zone By-law be amended to reflect the actual speed zones currently on the road between Kirkfield and 100m west of Michellview Road;

**That** the necessary By-law for the above recommendations be forwarded to Council for adoption; and

**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:**

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

### **CR2020-298**

**That** the petition received from Joslyn Higginson, **regarding Highway 48 Speed Limit and Parking at the Causeway** be received and referred to Staff for review and report back by end of Q2, 2021

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

CKL Rd 48 (Portage Road) from the limits of Kirkfield to beyond Mitchellview Road is a rural, arterial road experiencing an estimated annual average daily traffic (AADT) of 3,374 vehicles. The road is designed like most former county roads with appropriate lane and shoulder widths, up until the causeway just beyond Mitchellview Road where the shoulders narrow.

Where the shoulders narrow at the causeway, parking is prohibited and signed as such.

There is a discrepancy between the speed limits as laid out in the Speed By-law and the speed limits as posted on the road. On the road, the speed limit is 50 km/hr while leaving Kirkfield easterly, for 600m of vacant land followed by 250m of 60 km/hr, into a 80 km/hr zone for about 850m including the Mitchellview Road intersection and the causeway, then becoming 60 km/hr again when entering the island with residential development near North Taylor Road.

It is believed that the intent of the speed by-law was to have only a 250m transition of 60 km/hr from Kirkfield proper. A key map showing the speed limit on the road and via by-law can be seen in Appendix B.

## **Rationale:**

In consultations with the Manager of Municipal Law Enforcement, it was advised that an extension of the parking prohibition past Mitchellview Road could be supported only if there are safety reasons to do so. Engineering staff advise that the shoulder width is similar to shoulder widths on other arterial rural roads and sees the request as a way to deter fishing off the causeway. This is beyond the scope of this report and staff noted that Council has requested a report regarding fishing from bridges. Parking issues beyond the bridge/causeway should be discussed there.

It is recommended that the speed limit discrepancies between the road signage and the by-law be reconciled by either:

### **Option 1**

Move the signs to reflect that of the by-law. This would lead to greater compliance with the speed limit, since there would not be a 50 km/hr zone over vacant rural land. However, this would extend the 80 km/hr zone further and do nothing to address the issues of the petition.

### **Option 2**

Amend the Speed By-law to bring the current signed speed limits on the road into effect. The 850m 80 km/hr zone between the current 60 km/hr zones does not meet the recommended minimum distance for a rural speed zone and can be confusing to drivers thereby increasing conflict potential. Therefore, this option would include reducing the speed limit in that section to 60 km/hr and satisfying the request in the petition.

Option 2 is the preferred solution, as it keeps what has historically been there, while removing a speed zone that was too short. This minimizes potential driver confusion.

Staff does not recommend a do-nothing approach.

**As a result of the justification review carried out by staff, it is recommended that the 80 km/hr speed limit of CKL Road 48 (Portage Road) between the two 60 km/hr zones 100m west of Michellview Road and 770m east of Michellview Road be reduced to 60 km/hr. It is recommended that the Speed By-law be amended to reflect that change and the current speed signage on the road from Kirkfield to North Taylor Road.**

### **Other Alternatives Considered:**

Option 1 as outlined is not the preferred solution.

### **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:**

Cost of installing new speed signs

### **Consultations:**

Manager of Municipal Law Enforcement

**Attachments:**

Appendix A – Petition



Adobe Acrobat  
Document

Appendix B – Key Map



Adobe Acrobat  
Document

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

**Department File:** Engineering