



Council Report

Report Number:	ENG2021-023
Meeting Date:	September 21, 2021
Title:	Request for By-law to Support Existing Speed Signage – Balsam Lake Drive
Description:	Request for Speed Posting
Author and Title:	Joseph Kelly, Senior Engineering Technician

Recommendation(s):

Report ENG2021-023 **Request for By-law to Support Existing Speed Signage – Balsam Lake Drive** be received; and

That the speed limit of Balsam Lake Drive from KL Road 48 to Parkside Road be posted at 50km/hr;

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:

Road Operations received a request to post more speed signs on Balsam Lake Drive. After consulting with Engineering staff it was found that the current 50 km/hr signs on the road are deficient under the Ontario Traffic Manual (OTM) in the number of signs and the spacing of signs. It was also found that the current speed zone is not enforceable under the Highway Traffic Act due to not being passed as a by-law. This is considered a historical speed zone which was created in the past by simply installing the signs. A map can be seen in Appendix A.

Rationale:

Road Operations staff wish to bring the sign spacing into compliance with the OTM while making the speed zone enforceable. It is generally accepted that removing a non-enforceable historical speed zone may bring more public harm than legalizing the signs through a by-law. Without further study or comment, Engineering Staff recommends passing a by-law for the current limits of the historical 50 km/hr zone on Balsam Lake Drive.

As a result of the justification review carried out by staff, it is recommended that speed limit of Balsam Lake Drive from KL Road 48 to Parkside Drive be posted at 50km/hr.

Other Alternatives Considered:

Removing the signs and performing speed limit warrants on the road to determine an appropriate speed limit was considered. However, passing a by-law for the current signed limit as-is is a more appropriate action due to the establishment of the historical speed zone, and the fact there is no public demand to change the zone, just to add signage.

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 from roads operating budget.

Consultations:

Supervisor of Roads Operations – Coboconk Depot

Attachments:

Appendix A – Key Map



Adobe Acrobat
Document

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

Department File: Engineering