



## Committee of the Whole Report

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**Report Number:** ENG2022-022  
**Meeting Date:** June 7, 2022  
**Title:** Request for By-law for Various Regulatory Signs in CKL  
**Description:** Housekeeping to pass By-law(s) to Legitimize Various Existing Regulatory Signs in CKL  
**Author and Title:** Joseph Kelly, Senior Engineering Technician

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### Recommendation(s):

Report ENG2022-022 **Request for By-law(s) for Various Regulatory Signs in CKL** be received;

**That** By-law(s) be passed to legitimize the existing regulatory signs as outlined in Table 1 of Report ENG2022-022;

**That** the necessary By-law(s) 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 decision; and

**That** these recommendations be brought forward to Council for consideration at the next Regular Council Meeting.

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

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

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

**Background:**

From time to time Engineering Staff receive requests from Public Works staff to review By-laws to confirm the legitimacy of regulatory signs such as speed limit signs and stop signs. Usually this is due to public request to replace damaged or destroyed signs. Public Works Managers, Supervisors, and staff also inform Engineering Staff of uncontrolled or confusing intersections requesting new stops or all-way stops.

Occasionally it is found that there is no by-law on record for the historical stop or speed sign. This would technically make them un-enforceable as it is a requirement under the Highway Traffic Act that such regulatory signs be enacted with a by-law. In such cases, options are to remove the signs, or pass a by-law to make them enforceable. It is usually not in the best interest to the public to remove historical speed zones/stop controls.

**Rationale:**

It has been determined that the following regulatory signs that are installed in the ground do not have a supporting by-law. A by-law is required to legitimize them. At this time staff is not reviewing the justification for the signs existence or if they are warranted under today’s methods. Key maps for the speed zones can be seen in Appendix A.

**Table: 1 Location of Regulatory Signs without Supporting By-law**

Location	Area	From-To	Sign Type
Killarney Bay Rd and Whitetail Rd	Balsam Lake	A point 190m north of Kodiak Rd to 160m east on Whitetail Rd	50 Speed Signs
KI Rd 48 (Portage Rd)*	Coboconk		60 Speed Signs
Scotch Line Road	Verulam	Beatty’s to KL Rd 24	60 Speed Signs
Park Dr at Carlton Crescent	Omeme		Stop Control
Vern Ct at Benson Blvd**	Norland		Stop Control
Nightingale Rd at Queen St**	Coboconk		Stop Control
Wilderness Park Rd at 36**	Bobcaygeon		Stop Control
Shamrock Rd and Charlore Park Dr**	Charlore Park		All-Way Stop Control

\*Portage 60 speed zone is not an historical speed zone. These were recently installed to protect vehicles from City vehicles accessing the Coboconk Depot, and extended west to cover a built-up area.

\*\*These are not historical stop controls. They were installed recently on uncontrolled or confusing intersection in the best interest of public safety. It was with support from Engineering staff via planned inclusion in this report.

**As a result of the review carried out by staff, it is recommended that by-laws be passed to legitimize the regulatory signs as listed in Table 1.**

### **Other Alternatives Considered:**

### **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:**

These signs are already installed. There is no financial cost or operational impacts.

### **Consultations:**

n/a

### **Attachments:**

Appendix A – Speed Zone Key Maps



Adobe Acrobat  
Document

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

**Department File:** Engineering