



Council Report

Report Number: **ENG2022-044**
Meeting Date: December 13, 2022
Title: Request for Traffic Control - Sebright
Description: Request for Traffic Control
Author and Title: Joseph Kelly, Traffic Management Supervisor

Recommendation(s):

Report **ENG2022-042 Request for Traffic Control - Sebright** be received.

Department Head: _____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

At the Council Meeting of June 21, 2022, Council adopted the following resolution:

CW2022-162

That the Memorandum from Councillor Yeo, regarding **speed concern on Kawartha Lakes Road 45 in Sebright**, be received;

That Staff investigate the 60km zone through Sebright and determine whether an all way stop is warranted at the intersection of Kawartha Lakes Road 45 (Monck Road) and Kawartha Lakes Road 6 (Kirkfield Road); and

That Staff report their finding to Council by the end of Q3, 2022.

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

Both KL Road 45 (Monck Road) and KL Road 6 (Kirkfield Road/Rama Dalton Boundary Road) are rural arterial roads. A map of the intersection can be seen in Appendix B.

On September 15, 2022, staff performed a peak three-hour traffic turning movement count (Appendix C) as part of an all-way stop warrant (Appendix D) to determine if installing an all-way stop is an appropriate action. The peak three hours extrapolated over all the 8 hour periods of the warrant would represent volumes greater than the typical day experienced at this intersection. To account for the fact that the count was performed during off-season, a seasonal peak factor of 25% was applied to the values. The seasonal peak factor had been determined in the Transportation Master Plan using year-round count data from the Provincial Highways in the area.

Rationale:

All-way Stop Warrants:

The Ontario Traffic Manual (OTM) has two methods to determine if an all-way stop is warranted:

1) All-way Stop Minimum Volume Warrant (Rural Arterial)

The OTM suggests that an All-way stop control may be considered on rural arterial roads where conditions are met for all of the following:

- a) Total hourly vehicular volume on all approaches to exceed 375 vehicles for each hour of an eight-hour period; and

- b) Combined vehicle and pedestrian volume for minor street to exceed 150 units for each hour in the same eight-hour period OR 120 units with an average delay of 30 seconds; and
- d) Volume split does not exceed 70/30 (that is the minor street must not be less than 30% of the total volume entering the intersection).

The All-way stop minimum volume warrant was not met. (A sectional score of 30% was achieved)

2) All-way Stop Collision Warrant

An All-way stop control may be considered on an intersection with a high accident frequency. For the purpose of this warrant, a high accident frequency is an average of three collisions per year over a three-year period.

The intersection has a reported collision average of 0 collisions per year over the latest three years of available collision data. Therefore, the All-way Stop Collision Warrant is not met.

As a result of the justification review carried out by staff, it is confirmed that an All-Stop at the intersection of KL Road 45 and KL Road 6 is not justified.

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:

There is no cost associated with the recommendation of no action.

Consultations:

N/A

Attachments:

Appendix A – Council Memorandum



Foxit PhantomPDF
PDF Document

Appendix B – Key Map



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Appendix C – Turning Movement Count Results



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Appendix D – All-way Stop Warrant Summary



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

Department File: Engineering and Corporate Assets