



Committee of the Whole Report

Report Number:	ENG2023-031
Meeting Date:	November 7, 2023
Title:	Request for Automated Speed Enforcement – Long Beach Road
Description:	Request for Automated Speed Enforcement
Author and Title:	Joseph Kelly, Transportation Management Supervisor

Recommendation(s):

Report ENG2023-031 **Request for Automated Speed Enforcement – Long Beach Road** be received,

That By-law 2005-328, "Speed By-law" be amended to include provisions regarding Community Safety Zones;

That By-law 2005-328, "Speed By-law" be amended to add the 40 km/hr section of Long Beach Road under the newly created schedule for Community Safety Zones;

That the necessary By-law 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 this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council meeting of June 20, 2023 Council adopted the following resolution:

CR2023-325

That the petition received from Glen Banman, **regarding a Request for Long Beach Road, Former Fenelon Township, to be Designated as a Community Safety Zone with Automated Speed Enforcement**, be received referred to Staff for review and report back by the end of Q3, 2023

That staff report back with options, recommendations as well as budget implications by Q3, 2023.

This report addresses that direction. The petition submission is in Appendix A (A complete copy of the petition is available at the Office of the City Clerk).

Rationale:

Community Safety Zones (CSZ), where speeding fines under the Highway Traffic Act are doubled, are considered fairly ineffective forms of traffic calming without aggressive enforcement. New legislation allows for Municipalities to establish an Automated Speed Enforcement (ASE) program within CSZ and School Zones. Previous reports to Council indicated an estimated cost of approximately \$170,000.00 plus a \$90,000.00 yearly cost to establish an ASE at a single location (or a single camera travelling to various locations). Report ENG2021-030 (Appendix B) recommended that the 40 Community Speed Area project be given some time to be evaluated before further movement occurs regarding ASE. The 40 Community Speed Area project was completed this year, an evaluation on its success in slowing traffic will be presented in the fall of 2024.

Although CKL does not have an ASE program in place, it is a form of traffic calming. Therefore, staff proceeded with the general traffic calming process for Long Beach Road. The Traffic Calming Warrant begins with pre-screening followed by a calming method selection provided that all the pre-screening criteria pass (Table 1). If pre-screening fails, alternative measures can be considered.

City staff performed a speed count for one week from July 12, 2023 to July 19, 2023 to determine if Long Beach Road met the criteria for traffic calming. Full results of the speed count can be found in Appendix C which are summarized as:

Daily Average Vehicles = 733
Posted speed limit = 40 km/h
85% Speed = 43.6 km/h, 95% Speed = 49.50km/h, Median = 35.3km/h
16 km/h Pace = 27-43, Number in Pace = 3823 (68.66%)

Table 1 – Long Beach Road Traffic Calming Pre-screening

Traffic Calming Review Pre-screening Checklist	Result	Pass/Fail
1. Is road a local or residential collector	Yes	Pass
2. Is AADT > 500	733 veh/day	Pass
3. Does the 85th percentile speed exceed the speed limit by 5km/hr for a local road OR more than 7 km/hr for a collector road	43.6 km/hr	Fail
4. Is the road primarily residential	Yes	Pass
5. Does the street provide an obvious by-pass to a major intersection	Yes	Pass
6. Is the road assumed	Yes	Pass
7. Is the section of road greater than 300m	Yes	Pass
8. Has previous measures failed to solve the problem	No	Fail
If the road fails any of the above pre-screening criteria it does not qualify for traffic calming		

In traffic engineering, the general operating speeds on a road are reflected in the 85th percentile speeds. It is the speed at which 85% of vehicles are traveling at or below. The count observed 85th percentile speeds of 43.6 km/hr. This shows a good compliance rate to the speed limit of 40 km/hr.

Not all of the criteria were met in the pre-screening process, traffic calming measures are not warranted. Alternative measures can be considered where deemed appropriate and are discussed under "Environment" later in this report.

Speed Reduction

In 2016, staff submitted report ENG2016-029, Request for Speed Reduction – Long Beach Road (Appendix D). This report reviewed the speed limit on the shoreline section of Long Beach Road as well as the inland section northerly. Speed and volume statistics were very similar to those of 2023 (Table 2).

Table 2 – Speed Count Comparison, Long Beach Road

Year of Count	85 th Percentile Speed	Average Daily Volume
2016	45.4 km/hr	783 veh/hr
2023	43.6 km/hr	733 veh/hr

At the time of that report CKL used the same guidelines as part of our formal speed reduction warrant process (Transportation Association of Canada (TAC) "Guidelines for Establishing Posted Speed Limits). The lowest recommended speed limit in the guidelines is 40 km/hr. Staff contacted a representative from the Ontario Provincial Police (OPP) to discuss their thoughts on the feasibility of enforcement of a 30 km/hr speed limit. The OPP had performed radar enforcement on Long Beach Road and advised staff that "the locals were the ones that were travelling above the speed limit".

OPP advised staff that it would not be feasible to respond to the increased demand for enforcement of a 30 km/hr speed zone on a road with an already acceptable 85th percentile speed.

Since 2016 new legislation has been enacted to allow for lowered default speed limits under 50 km/hr. Many Municipalities including CKL, have adopted areas of default minimum speed limits of 40 km/hr. Some Municipalities have in kind reduced speed limits of school zones to 30 km/hr.

It is not recommended that Council introduce a 30 km/hr speed zone without considering the implications it would have to other shoreline communities and school zones along with their known lack of effectiveness and enforcement burdens.

Environment

Shoreline road allowances are not normally directly continuous with the rural arterial road network nor do they normally provide opportunity for through traffic. The amount of non local traffic is debatable and not easily quantified without a cut-through analysis study. Even if assuming most of the traffic is local it cannot be argued that the beautiful views of Cameron Lake and connection to CKL Rd 34 promote a “scenic route” to Fenelon Falls which would surely get more through traffic than a typical shoreline road allowance.

These contributing factors compete with the naturally occurring activity shoreline road allowances are known for such as high pedestrian use and potential pedestrian crossings to the waterfront at every property. Therefore, alternative measures should be considered despite not meeting the traffic calming pre-screening criteria and the overall good compliance rate with the speed limit.

Although the traffic calming criteria was not met, the alternative measure of establishing a Community Safety Zone along the shoreline of Long Beach Road could reinforce the importance of adhering to the current speed limit and encourage drivers to pay attention. The effectiveness of the CSZ could be increased with periodic zero tolerance enforcement initiatives. The doubled speeding fine with no leeway for speeding could make a regular driver think twice before traveling above 40 km/hr. There are no longer any 80 km/hr speed zones between Cameron and CKL Road 121.

As part of the Transition Zone Review of this area a 60 km/hr zone was recently established for the entirety of CKL Road 34 between the extents of Cameron and the shoreline community on Long Beach. This should help emphasize the fact that this route is not an appropriate cut through. A key map of the area showing the proposed limits of the CSZ is in Appendix E.

As a result of the justification review carried out by staff, it is recommended that Community Safety Zone be established along the shoreline of Long

Beach Road as per the Highway Traffic Act. This doubles the fines for speeding and requires the passing of a by-law. Periodic requests for zero tolerance enforcement initiatives could increase the effectiveness of the Community Safety Zone.

Other Alternatives Considered:

Alternatives can be considered should the recommend action prove ineffective.

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:

The installation of the required signs would be approximately \$1,200.00 and come from the Public Works Department's Operating Budget.

Consultations:

Attachments:

Appendix A – Petition



Adobe Acrobat
Document

Appendix B – Report ENG2021-030 - Automated Speed Enforcement Update Report



Adobe Acrobat
Document

Appendix C – Speed Statistics



Adobe Acrobat
Document

Appendix D – Report ENG2016-029 - Request for Speed Reduction Long Beach Road



Adobe Acrobat
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Appendix E – Key Map



Adobe Acrobat
Document

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

Department File: Engineering