



## Council Report

---

<b>Report Number:</b>	<b>ENG2024-020</b>
<b>Meeting Date:</b>	July 23, 2024
<b>Title:</b>	Request for Speed Posting and All-way Stop – Fleetwood Road
<b>Description:</b>	Speed Posting for Fleetwood Road from Highway 35 to Ski Hill Road, All-way Stop at Intersection of Fleetwood Road and Saint Mary’s Road
<b>Author and Title:</b>	Joseph Kelly, Traffic Management Supervisor

---

### Recommendation(s):

**That** Report ENG2024-020 **Request for Speed Posting and All-way Stop – Fleetwood Road** be received;

**That** an all-way stop be installed at the intersection Fleetwood Road and Saint Mary’s Road;

**That** flashing red beacons be installed, warning of the all-way stop at the intersection of Fleetwood Road and Saint Mary’s Road;

**That** the speed limit of Fleetwood Road between Highway 35 and Ski Hill Road be posted to 60 km/hr; and

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

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

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

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

## **Background:**

At the Council meeting of May 21, 2024, Council adopted the following resolution:

### **CR2024-286**

That the petition received from Kevin Saunders, regarding a Request for a Speed Limit Reduction on Fleetwood Road from Highway 35 to Ski Hill Road, be received and referred to Staff for review and report back by the end of July, 2024.

This report addresses this direction. A complete copy of the petition with 45 signatures is available for viewing at the Clerk's office.

## **Rationale:**

### **Unposted Roads**

CKL rural, non-arterial roads are typically unposted for speed. Unposted roads are well suited for low volume roads where conflict potential is low. Drivers are expected to drive according to environmental conditions.

Staff recommend posting a speed limit on unposted roads in accordance to guidelines when one of the following criteria is met:

- An area is considered built-up enough for a stretch not less than 1 km
- A volume threshold is reached (conflict potential is lower on roads with lower volumes)
- Collision frequencies higher than similar roads indicating an elevated risk
- Change in use present new conflict potential (i.e. pedestrian/cyclist use increases)
- Reasonable public demand from road users (when a number of typically responsible users feel unsafe due to an abundance of risky maneuvers)

Fleetwood Rd from Highway 35 to Ski Hill Road is a rural, local road currently unposted for speed. It was previously estimated as a very low volume road, however the opening of a major traffic generator (Cham Shan Temple) in the area has changed the traffic patterns. Staff conducted a traffic count to determine if current volumes warrant a speed posting.

The Sunday during the count experienced the highest daily volume at 695 vehicles. This is still considered low volume, however Fleetwood Road can no longer be considered very low risk for conflict. A speed posting is recommended.

When considering the 7.8 km of Fleetwood Road between Highway 35 and Ski Hill Road using the Transportation Association of Canada's Speed Guidelines, the recommended

posted speed limit as determined by rural local road characteristics is 60 km/hr  
(Appendix A)

### **All-Way Stop**

In light of the increased traffic predominantly from drivers unfamiliar with Fleetwood Road, staff performed a turning movement count at the intersection of Fleetwood Road and St Mary's Road to determine if the current right of way control is appropriate. Stop signs are currently installed on Fleetwood Road only, granting St Mary's Road the right of way. The all-way warrant results can be seen in Appendix B.

The intersection does not meet the criteria for an all-way stop as set out by The Ontario Traffic Manual, however, it would be using good engineering judgment to consider environmental factors outside of the warrant.

The volume split at this intersection is concerning. 30 percent of the counted traffic volume flow through St. Mary's Road while 70 percent of the volume approaches the stop controls on Fleetwood Road. Drivers can 'feel' when a stop control is unwarranted and behave as if their logic has the real right of way. This leads to unsafe acceleration, rolling stops, blown stops and less attention to cross traffic.

If this intersection is to have a through road, it should be Fleetwood Road. The Ontario Traffic Manual outlines the procedures to change the right of way from one road to another. This involves establishing a temporary all-way stop with signs advising of the upcoming change. It is recommended that the all-way stop remain permanent or at least until the travel demand for the temple has decreased and travelers outside of CKL are more used to the route.

**As a result of the justification review carried out by staff, it is recommended that the speed limit of Fleetwood Road from Highway 35 to Ski Hill Road (CKL Road 38) be posted at 60 km/hr by way of an amendment to Schedule "C" (Highways with a Speed Limit of 60 km/hr) of By-law 2005-328.**

**It is recommended that an all-way be established at the intersection of Fleetwood Road and St. Mary's Road. Due to the expected number of drivers from outside the area, the installation of flashing red beacons on top of the stop signs is recommended.**

**Appendix C shows the recommended sign placement for the speed posting and the all-way stop.**

## **Other Alternatives Considered:**

Due to the continued influx of traffic not familiar with the road, a do nothing approach is not recommended.

## **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 signs through Public Works operational budget. 32 signs at \$400 per sign = \$12,800

\$7000 – Cost of 4 flashing red solar beacons through the 2025 traffic signal budget or by way of an overrun applied to the 2024 miscellaneous traffic signal Components budget.

## **Attachments:**

Appendix A – TAC Speed Guidelines



Adobe Acrobat  
Document

Appendix B – All-way Warrant



Adobe Acrobat  
Document

Appendix C – OTM Recommended Sign Placement



Adobe Acrobat  
Document

**Department Head email:** [jrojas@city.kawarthalakes.on.ca](mailto:jrojas@city.kawarthalakes.on.ca)

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

**Department File:** Engineering and Corporate Assets