



## Committee of the Whole Report

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<b>Report Number:</b>	<b>ENG2025-009</b>
<b>Meeting Date:</b>	March 4, 2025
<b>Title:</b>	Request for Petition Review – Elm Tree Road and Highway 7,
<b>Description:</b>	Request for Intersection Improvements and MTO Consultations for Highway 7 and Elm Tree Road
<b>Author and Title:</b>	Gordon Archibald, Senior Engineering Technician

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### Recommendation(s):

**That** Report ENG2025-009, **Request for Petition Review – Elm Tree Road and Highway 7**, be received;

**That** Schedule C of By-Law 2025-328, being the By-Law to Establish Speed Limits in the City of Kawartha Lakes, be amended to reduce the speed limit of Elm Tree Road from Highway 7 to a point 550m northerly to 60km/hr;

**That** that Schedule D of By-law 2025-328, being the By-Law to Establish Speed Limits in the City of Kawartha Lakes, be amended to reduce the speed limit of Elm Tree Road from Highway 7 to a point 500m southerly to 50km/hr; and

**That** Schedule C of By-Law 2005-328, being the By-Law to Establish Speed Limits in the City of Kawartha lakes, be amended to reduce the speed limit of Elm Tree Road from a point 500m south of Highway 7 to a point 760m southerly be 60km/hr;

**That** the necessary By-Law to amend By-Law 2025-328, being the By-Law to Establish Speed Limits in the City of Kawartha Lakes, be brought forward to Council for adoption; 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 September 24, 2024, Council adopted the following resolution:

### **CR2024-497**

**That** the petition received from Randolph Neals, **regarding a Request for the City of Kawartha Lakes to Collaborate with the Ministry of Transportation on the Implementation of Traffic Lights or a Roundabout at Elm Tree Road and Highway 7, Kawartha Lakes**, be received and referred to Staff.

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

## **Rationale:**

### **MTO Consultation**

CKL does not have the jurisdiction to implement intersection improvements such as a roundabout or traffic signals on Provincial Highways. Only the Ministry of Transportation Ontario (MTO) has the jurisdiction to do so. Even so, staff collected data to perform a signal warrant and scheduled consultation with MTO traffic representatives. After delivering findings to the MTO, staff was informed that this intersection is being monitored yearly by MTO. When volumes meet the MTO warrant for intersection improvements, they will budget for the project based on how it lands on their Province wide priority list.

To address safety concerns at this intersection in areas where CKL does have jurisdiction, it is appropriate to review the speed limit on Elm Tree Road as it approaches the highway from the north and south.

### **Speed Posting – Elm Tree Road North of Highway 7**

CKL Engineering follows The Transportation Association of Canada's (TAC) "Guidelines for Establishing Posted Speed Limits" as part of its formal speed reduction warrant process. The TAC guide recommends a road risk method to determine appropriate speed limits according to road engineering characteristics, geometry, roadside environment, classification, land use, access/intersection density, and vulnerable road users. This guide along with good engineering judgment represents a consistent, repeatable, and defensible method of determining speed limits.

Elm Tree Road north of Highway 7 is a rural arterial road currently posted at 80 km/hr. It experiences an estimated annual average daily traffic (AADT) of 2060 vehicles per day. A key map can be seen in Appendix A.

When considering Elm Tree Road from Highway 7 to a point 550m northerly using the TAC Speed Guidelines, the recommended posted speed limit as determined by arterial road characteristics is 70km/hr (Appendix B).

Approaching a stop control at a busy intersection is not typically a justification for a speed reduction, however, when considering the very high volume at the intersection, the collision history of the intersection, and that fact that 70km/hr is not a typical speed limit used in CKL, it would be using good engineering judgement to further reduce the TAC recommendation to 60km/hr.

### **Speed Posting – Elm Tree Road South of Highway 7**

South of Highway 7, Elm Tree Road is considered a “built-up area” for approximately 400m. The Highway Traffic Act allows for a rate of speed of 50km/h within a “built-up area” which is defined when not less than 50 percent of the frontage upon one side of the highway for a distance of not less than 200 metres is occupied by dwellings, buildings used for business purposes, schools or churches. The guidelines require speed zones of 50km/hr to be a minimum of 500m in length.

A 60km/hr transition zone of at least 500m is recommended coming into the proposed 50km/hr speed zone. To capture a series of rural residential severances, it is recommended that the 60km/h transition zone be expanded to 760m.

**As a result of the justification review carried out by staff, it is recommended that the speed limit of Elm Tree Road for 550m north of Highway 7 be reduced to 60km/hr, and that the speed limit of Elm Tree Road for 500m south of Highway 7 be reduced to 50km/hr with a 760 m transition zone of 60 km/hr.**

### **Other Alternatives Considered:**

North of Highway 7, matching the TAC recommended speed of 70 km/hr is a viable option.

South of Highway 7, a 1.26km 60km/hr speed reduction is a viable option over the proposed 500m 50km/hr “built-up area” plus the 760m 60km/hr transition zone.

### **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 12 signs. Approximately  $12 \times 450 = \$5400$  through the operating budget to Public Works.

### **Consultations:**

Traffic Management Supervisor, CKL  
Ministry of Transportation Ontario

### **Attachments:**

Appendix A – Key Map



Adobe Acrobat  
Document

Appendix B – TAC Speed Limit Guideline Results



Adobe Acrobat  
Document

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

**Department File:** Engineering and Corporate Assets