



## Council Report

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**Report Number:** ENG2025-013  
**Meeting Date:** April 8, 2025  
**Title:** Request for Changes to Speed Transition Zones  
**Description:** Regulation of Traffic  
**Author and Title:** Joseph Kelly, Transportation Management Supervisor

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### Recommendation(s):

**That** Report ENG2025-013 **Request for Changes to Speed Transition Zones** be received;

**That** By-Law 2005-328, being a By-Law to Establish Speed Limits, be amended to change provisions regarding 60km/hr transition zones approaching hamlets to allow for a minimum length of 250m where the roadside environment allows;

**That** the necessary By-law for the above recommendations be forwarded 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:**

During the final phase of the Community Area Speed Project, aka "40 is the New 50", the supporting measure of installing 60 km/hr transition zones took place in order to comply with the latest recommendations from the Ontario Traffic Manual. The project is now complete and all 40 zone and 60 transition zones are operational.

Staff have received concerns regarding some of the transition zones. This report addresses those concerns.

## **Rationale:**

The Ontario Traffic Manual (OTM) does layout the recommended minimum length of speed zones but not specifically to transition zones. With these in mind, the speed by-law was amended to introduce 60 transition zones with a minimum length of 500m.

It is important to recognize that the speed that drivers feel comfortable driving is dependant on the environment. It is difficult for a driver to comply with an arbitrarily low speed limit without a significant change in environment. Furthermore, the higher the speed difference between those following the new speed limits and those driving by feel, the higher the potential for collisions.

At some locations, a 60 transition zone of 500m is too great for the road environment and will be totally ignored. It would be using good engineering judgement to allow for smaller transition zones in open areas. This would increase compliance rates and have the effect of slowing vehicles down when they enter the hamlet or community (which is the goal of the transition zone).

### **Woodville Road (CKL Rd 46)**

New 40 Area speed limits were introduced on Woodville Road entering Woodville and Lorneville. The distance between the transition zones north of Woodville and south of Lorneville was too low to leave the existing 80 zone, therefore under the current Speed By-law, there is 1.5km of open space on a major arterial road that has a posted speed limit of 60 km/hr. This is excessively low for a reasonable driver. There are reports from the public that vehicles are now by-passing this section and using roads with unposted speed limits not designed for the use. Reducing the minimum length of the transition zones would allow for the re-establishment of a 1km long 80 zone. This would discourage alternate routes and reduce the variance in vehicles speeds. This would reduce conflict potential while still respecting the need to slow down when entering a hamlet.

### **Pigeon Lake (CKL Rd 17)**

Entering Lindsay on Pigeon Lake road is now frustrating for many drivers. The 500m 60 transition is not being respected, confirmed by the observed evidence of tailgating and dangerous passing of those following the speed limit. The road design does not change as it comes into the built-up area that is currently posted at 50 km/hr. When development growth occurs, this section of Pigeon Lake Road will be urbanized which will reduce speeds. In the meantime, it is appropriate to reduce the minimum length of the transition zones in order to reduce frustration and increase compliance.

**To establish driver expectations without frustrating them with an unreasonably low speed limit it is recommended that the minimum length of the 60 transition zones be reduced to 250m where the roadside environment allows.**

### **Other Alternatives Considered:**

Removing the offending transition zones completely is an option. This option is more contrary to the OTM requirements compared to reducing the minimum length of the zones.

### **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 cost of relocating signs through the Public Works operating budget.

### **Consultations:**

### **Attachments:**

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

Department File: Engineering