



Committee of the Whole Report

Report Number:	ENG2025-023
Meeting Date:	September 9, 2025
Title:	Request for Traffic Calming – Parkside Drive
Description:	Petition Response
Author and Title:	Gordon Archibald, Senior Engineering Technician

Recommendation(s):

That Report **ENG2025-023 Request for Traffic Calming – Parkside Drive** , be received;

That the Traffic Calming process continue to the public engagement phase for the possible construction of permanent speed cushions on Parkside Drive; 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 24, 2025, Council adopted the following resolution:

CR2025-220

That the petition received from June Brand, **Request for the Installation of a Three Way Stop at the Intersection of Parkside Drive and Brock Street, Lindsay**, be received and referred to Staff for review and report back to Council by the end of Q3, 2025.

This report addresses this direction. A complete copy of the petition with 39 signatures is available for viewing at the Clerk's office.

The petition specifically requests the installation of an all-way stop to reduce speeds. All-way stops are right-of-way controls. There is no justification for using an all-way stop solely as a form of traffic calming. Therefore, the analysis is separated into an all-way stop warrant and a traffic calming warrant.

Parkside Drive is classified as a local road which experiences an estimated average daily traffic volume of 744 vehicles. Parkside Drive runs in a west to east direction, and intersects Logie Street (at the west end), Brock Street, and CKL Road 36 (Verulam Street) (at the east end). Currently the intersection with Brock Street is a one-way stop configuration with Parkside Street as the through and having right-of-way. A map of the intersection can be seen in Appendix A.

Rationale:

Staff performed a speed count for 7 days in July 2025 to determine if Parkside Drive met the criteria for traffic calming. Full results of the speed count can be found in Appendix B which are summarized as:

Parkside Drive between Brock Street and CKL Road 36

Vehicles = 5093 (728 Vehicles/day)

Posted speed limit = 40 km/h

Mean = 44.7 km/h

85% Speed = 56.52 km/h

Parkside Drive between Logie Street and Brock Street

Vehicles = 5209 (744 Vehicles/day)

Posted speed limit = 40 km/h

Mean = 47.0 km/h

85% Speed = 60.12 km/h

The recently Council endorsed 2025 Transportation Master Plan Update provides a framework for the development of a traffic calming policy. CKL Engineering follows

these guidelines as a supplement to the Transportation Association of Canada's (TAC) "Canadian Guide to Traffic Calming". The guidelines provides direction and guidance in selecting the appropriate traffic calming measure while ensuring roadways are being used according to their intended function. It acknowledges and recommends that solutions to road networks should be pursued prior to traffic calming and these can sometimes be the most impactful.

The traffic calming warrant process begins with pre-screening followed by the Traffic Calming Scoring Matrix. The matrix uses a systematic approach to take into account traffic and environmental roadside factors which contribute in determining a final 'traffic calming' score.

Appendix B shows the Traffic Calming Scoring Matrix for Parkside Drive (from Logie Street to Highway 36) which passed the necessary criteria for traffic calming. Traffic calming measures can be considered and are discussed later in this report under 'Traffic Calming'.

All-Way Stop at Parkside Drive and Brock Road

As part of the continued effort to monitor the intersection of Parkside Drive and Brock Street, CKL Engineering staff collected turning movement data on July 24, 2025.

Staff used this data to complete the Ontario Traffic Manual's (OTM) All-way Stop Warrants to determine if installing an all-way stop is an appropriate action.

Appendix C shows that the All Way Stop Warrant for the intersection of Parkside Drive and Brock Street failed the necessary criteria to warrant an all-way stop.

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 posted speed limit. Parkside Drive (from Logie Street to Brock Street) has an 85th percentile of 60.12km/h. This shows a poor compliance rate to the speed limit of 40 km/hr.

Based on the speed count and Traffic Calming Scoring Matrix, Engineering recommends the use of speed cushions as a viable measure to control speeding and until Parkside Drive is reconstructed at which time additional or alternative measures can be considered such as raised crosswalks or curb extensions 'bump-outs'.

Similar to speed humps which are raised areas built across the entire road width, speed cushions are raised areas but have gaps that allow larger vehicles such as buses or emergency vehicles to pass freely without discomfort.

The use of speed cushions have been endorsed by CKL's Emergency Services and Public Works departments as an acceptable form of traffic calming giving their non-intrusive and low-maintenance nature.

The Traffic Calming Guidelines suggest that the community should be engaged when a location meets the criteria for traffic calming. Engagement is achieved through a public meeting, a survey, or both. A community support survey will contain:

- A brief description of the proposed traffic calming, including advantages and disadvantages;
- The results of the traffic studies undertaken by staff;
- A survey question asking if residents are in favour, opposed, or neutral to the implementation of traffic calming measures;
- The preferred traffic calming preliminary design;
- A request for comments and feedback; and
- An indication that this is the only and final opportunity to modify and improve the preferred design to address any outstanding concerns and to incorporate resident input.

Fifty-five percent (55%) of the surveys returned to the City must be in support of the traffic calming methods or the project will not proceed due to lack of public support.

As a result of the justification review carried out by staff, it is recommended that the public engagement portion of the traffic calming process can begin with the circulation of a community support survey.

Preliminary design of speed cushions will be presented in the survey as the preferred traffic calming measure.

Should 55% of the surveys returns be in support, a capital project for the traffic calming measure will be presented in the next available yearly budget proposal.

If this threshold is not met, residents will be notified that the project will not proceed.

Other Alternatives Considered:

Police surveillance and enforcement measures are also viable options to be considered on Parkside Drive to enforce the posted speed limit.

The temporary deployment of the radar speed sign can also be scheduled.

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:

Once the project passed through the public consultation phase, project costs will be included in the next available yearly budget proposal for consideration.

Consultations:

Traffic Management Supervisor, CKL

Attachments:

Appendix A – Key Map



Adobe Acrobat
Document

Appendix B – Traffic Calming Scoring Matrix



Adobe Acrobat
Document

Appendix C – All-Way Stop Warrant



Adobe Acrobat
Document

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

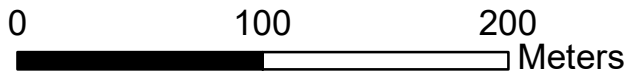
Department File: Engineering and Corporate Assets



Map produced by the City of Kawartha Lakes Engineering Department with data obtained under license. Reproduction without permission is prohibited.

The foregoing information is given for convenience only and it should be clearly understood that you must satisfy yourself as to whether the premises and the existing or proposed use thereof are, or would be, in conformity with all applicable by-laws and regulations of the municipality.

All distances and locations are approximate and are not of survey quality. This map is illustrative only. Do not rely on it as being a precise indicator of privately or publicly owned land, routes, locations or features, nor as a guide to navigate.



Projection: Transverse Mercator
Coordinate System: NAD83, Zone 17

Traffic Calming Forms

Road Section: Parkside Dr
Prepared By: ENG - Tech Services

Road Class: Urban, Local
Date: July 25, 2025

Pre-Screening

Initial Screening Criteria	Yes	No
<u>Roadway</u> Is it a Local or Collector Roadway maintained by the City of Kawartha Lakes?	Yes	
<u>Posted Speed</u> Urban: Is the posted speed 50 km/hr or lower? Rural: Is the posted speed 60 km/hr or lower?	Yes	
<u>Annual Average Daily Traffic (AADT)</u> Does the location have a minimum AADT of 500 vehicles.	Yes	
<u>Street Length</u> Does the road have a minimum uncontrolled (i.e no stop signs or traffic signals) length of 120 m?	Yes	
<u>Previous Evaluation</u> The road has NOT been evaluated within the last 24 months for traffic calming.	Yes	
<u>Zoning</u> Is the zoning primarily residential?	Yes	

If all answers are "Yes", the location meets the pre-screening criteria where analysis can commence. Collect additional data to complete the Traffic Calming Scoring Matrix in order to quantify its potential need for traffic calming.

If any answer is "No", the location does not meet the pre-screening criteria.

Traffic Calming Scoring Matrix

Road Section: Parkside Dr
Prepared By: ENG - Tech Services

Road Class: Urban, Local
Date: July 15, 2025

Traffic Data

Features	Range	Criteria	Score	Details
1. Speed	0 to 35	5 points for every 2km/h that the 85 th percentile speed is greater than 10km/h over the posted speed limit	21	85% = 58.3 km/hr
2. High Speed	0 to 5	5 points if minimum of 5% of daily traffic exceeds posted speed by 20 km/h	5	12% of traffic is travelling 60 km/hr or more.
3. Volume	0 to 20	Local Roadways: 1 point for every 100 AADT Collector Roadways: 1 points for every 200 AADT	7.5	736 veh
4. Presence of Schools	0 to 15	7.5 points for each school located along the roadway 5 points for designated school walking routes that are along the roadway	0	
5. Other Pedestrian Generators	0 to 25	5 points for each community generator (i.e. park, school, recreation centre, senior's centre, community centre, place of worship) with a direct link to the roadway (frontage, trail, sidewalk, or other access point) 10 points for a signed bicycle route	10	Trail connecting Parkside and Horton Pl Park at Parkside Dr and CKL Rd 36
6. Short-Cutting Traffic	0 to 15	5 points if there is a presence of 25% or more short-cutting traffic, additional 5 points for every 10% increments above 25%	15	Volumes during count suggest high cut through
7. Collision	1 to 10	1 point for every collision/year over a three-year period	0	0.3 collision per year

Road Characteristics

Features	Range	Criteria	Score	Details
1. Sidewalks	0 to 10	10 points for no sidewalk with evidence of pedestrian activity; 5 points if sidewalk on only one side	5	Sidewalk on south side only
2. Sight Lines	0 to 10	0 points for excellent sight lines 5 points for impaired sight lines 10 points for very poor sight lines	0	Straight, incline

Overall Characteristics

Does the location meet the minimum requirements? Yes
Total Score: 62.5
Where does this location rank on the Priority List?
<i>Minimum 35 points needed for Local Roads / Minimum 52 points needed for Collector Roads</i>



City of Kawartha Lakes
All Way Stop Warrant

Appendix C to
Report ENG2025-023
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Intersection: Parkside Dr and Brock St
Count Date: July 24, 2025

Type: Local

Warrant	Description	Urban Arterial	Collector or Rural Arterial	Local	Results	Meets Warrant?
Minimum Vehicle Volume	A. Total vehicular volume entering intersection from all approaches to exceed specified amount for each hour of an eight hour period and	500 veh/hr	375 veh/hr	200 veh/hr for each highest 4 hours	0 of 4 Hours Met	No
	B. Combined vehicle and pedestrian volume for minor street to exceed specified units for each hour in eight hour period.	200	150	75 /hr for same 4 hours	0 of 4 Hours Met	No
	or B2 Minor street veh and ped for each hour exceeds amount with average delay for minor street over eight hours.	150 with 30 sec delay	120 with 30 sec delay	N/A		
Directional Split	D. Major/Minor directional split of vehicle entering intersection over eight hours not to exceed. Major St veh only. Minor St veh and peds	4-way 70/30 3-way 75/25	4-way 70/30 3-way 75/25	4-way 70/30 3-way 75/25	77 / 23	No
Accident Criteria	A. Average reported accidents (susceptible to relief through multi-stop control) per year for a three year period.	4	3	3	0	No
	B. Adequate trail of less restrictive remedies has failed to reduce accident frequency.					
Interim Measure	All way stops may be used as an interim measure where traffic signals are warranted.					
Sight Distance	All way stops may be used where the minimum sight distance is not achieved.					
Warrant Met?	The warrant is deemed to be met if the minimum vehicle volume AND directional split is met OR the accident criteria is met.					
Recommendation:						

Minimum Vehicle Volume must be Yes for A, B or B2, and D
Accident Criteria must be Yes for A and B
Must meet both Minimum Vehicle Volume AND Directional Split, or just Accident Criteria.