

Municipality of Chatham-Kent

Infrastructure and Engineering Services

Engineering and Transportation Division

To: Mayor and Members of Council
From: Mark Ceppi, Engineering Technologist I
Date: December 1, 2020
Subject: Speed Limit Zone Review – Communities of Harwich and Raleigh

Recommendations

It is recommended that:

1. A 60 km/h speed limit zone be implemented on Charing Cross Road in the Community of Harwich and Raleigh (Cedar Springs) between Talbot Trail and a point 70 m north of Legue Street
2. A 60 km/h speed limit zone be implemented on Communication Road from a point 57 m north of Allison Line to a point 320 m north of Allison Line in the Community of Harwich.
3. A 50 km/h speed limit zone be implemented on Douglas Road and Ichabod Line in the Community of Raleigh.
4. An eastbound stop sign be installed on Ichabod Line at Douglas Road in the Community of Raleigh.
5. A 50 km/h speed limit zone be implemented on Pook Road from Talbot Street East to a point 450 m north of Talbot Street East in the Community of Harwich.
6. A 60 km/h speed limit zone be implemented on Water Street from Talbot Trail to 50 m east of Highbanks Road in the Community of Raleigh
7. By-law housekeeping items be implemented, as described in the report, for speed limit zones on following highways:
 - a) Charing Cross Road at the northerly limit of Charing Cross
 - b) Charing Cross Road at the southerly limit of Cedar Springs
 - c) Communication Road north of Blenheim
 - d) New Scotland Line at the easterly limit of Shrewsbury
 - e) Water Street east of Highbanks Road in the Community of Raleigh
8. The Municipality of Chatham-Kent Traffic and Parking By-law 245-2004 be amended accordingly.

Background

Engineering and Transportation Division (Engineering) staff have received requests to modify speed limits on various highway sections in the Communities of Harwich and Raleigh. These highways include:

- Charing Cross Road at Cedar Springs (Harwich and Raleigh)
- Communication Road north of Blenheim (Harwich)
- Douglas Road (Raleigh)
- Pook Road (Harwich)
- Water Street west of Cedar Springs (Raleigh)

Additional highway sections have been included in this review for by-law housekeeping purposes.

The *Highway Traffic Act*, R.S.O. 1990 (HTA) provides statutory, or default, speed limits of 50 km/h for urban highways, and 80 km/h for rural highways in the Province of Ontario. The HTA also allows a Municipal Council to pass by-laws creating speed limit zones that are different from the default rates of speed, up to a maximum of 100 km/h.

Chatham-Kent Traffic and Parking By-Law 245-2004 regulates speed limits implemented on Chatham-Kent highways that are different from the statutory urban and rural speed limits found in the HTA. All speed limits are enforced through the HTA set fines.

Comments

Charing Cross Road – Cedar Springs (Harwich)

Engineering received a request to reduce the current 90 km/h speed limit on Charing Cross Road from Talbot Trail to the northerly limits of the hamlet of Cedar Springs. The current speed limit has been in place since 2018 when the 80 km/h speed zone between Charing Cross and Cedar Springs was increased as part of the 90 km/h Speed Limits (Phase 2) review.

Development along Charing Cross Road south of Talbot Trail consists of low-density residential properties on the east side and mainly agriculture land on the west with a few residential properties closer to Talbot Trail. Several of the residential properties front onto a service road that is separated from Charing Cross Road. Charing Cross Road south of Talbot Trail has a similar level of property development and currently has a 60 km/h speed limit.

Based on the level of property development, a 60 km/h speed limit zone is recommended from Talbot Trail to a point 70 m north of Legue Street.

Communication Road (Harwich)

Engineering received separate requests to review the intersection of Communication Road and Allison Line for a traffic signal control and to reduce the speed limit on Communication Road north of Allison Line.

The intersection of Communication Road and Allison line is controlled by eastbound and westbound stop signs on Allison Line. There are left turn lanes on each approach.

The property development along Communication Road consists of mostly agricultural lands with a few residential properties on the east side and a commercial property on the west side near Allison Line.

An analysis was completed and the results indicate a traffic signal is Not Warranted.

The current 90 km/h speed limit on Communication Road reduces to 50 km/h just 57 m north of Allison Line. It is common to post an intermediate speed limit zone to reduce vehicle operating speeds before entering an urban low speed zone.

Installing a 60 km/h speed limit zone on Communication Road from a point 57 m north of Allison Line to a point 320 m north of Allison Line is recommended. The intended purpose will be to reduce vehicles speeds well in advance of the Allison Line so that operating speeds are inline with the 50 km/h speed limit through the intersection.

Douglas Road (Raleigh)

A request was received to reduce the speed limit on Douglas Road, which is located along Talbot Trail west of Cedar Springs. The roadway currently has the typical 80 km/h speed limit for a rural highway.

The intersection at Talbot Trail is the only entrance into Douglas Road and the roadway terminates into a private roadway named Old Mill Pond Lane at the south limits. Ichabod Line, a short public road, intersects Douglas Road from the west. The road has a gravel surface which is 5.7 m wide from Talbot Trail to Ichabod Line and narrows to 3.9 m south of Ichabod Line.

Development along the west side is low density residential and agriculture land on the east side.

Due to the narrow width of the road, a 50 km/h speed limit zone is recommended for the entire length of Douglas Road. The same 50 km/h speed limit is recommended for Ichabod Line as it shares the same characteristics.

There is currently no traffic control installed at the intersection of Douglas Road and Ichabod Line. The installation of an eastbound stop sign on Ichabod Road at Douglas Road is also recommended.

Pook Road (Harwich)

A request was received to reduce the speed limit on Pook Road due to the baseball and soccer fields and parking lots located in Centennial Park along the east side of the roadway. Pook Road is located on the easterly limit of Blenheim north of Talbot Street East. The roadway is located outside the official urban boundary of Blenheim and therefore has an 80 km/h speed limit.

In addition to the sports fields there is a mix of low density residential properties and agriculture land on the west side of Pook Road.

A reduction of the speed limit on Pook Road from 80 km/h to 50 km/h is recommended from Talbot Street East to a point 450 m north. This speed zone will accommodate the entire frontage of Centennial Park.

Water Street (Raleigh)

A request was received to reduce the speed limit on Water Street between Highbanks Road and Talbot Trail. This 600 m section currently has the typical 80 km/h speed limit for a rural roadway.

This section of Water Street is 6.1 m wide with a “tar and chip” surface. There is a sag vertical curve through the middle of this road section. The sight distance from the top of the curve to the bottom is approximately 130 m.

The development along this section consists of low-density residential properties and an agri-business property with a worker’s bunkhouse along the south side. The agri-business and bunkhouse are located at the bottom of the sag vertical curve. The majority of the north side is vacant land (former gravel pit), with one residential property located near Highbanks Road.

A 60 km/h speed limit zone is recommended for this section of Water Street due to the level of development and the geometric features of the roadway. The installation of a westbound “Stop Ahead” warning sign is also recommended to alert motorists of the stop sign condition at Talbot Trail.

By-Law Amendments

During the drafting of this report several entries in the Traffic and Parking By-law #245-2004 speed limit schedule were found that do not match the speed limit signs installed on the roadway. The following items were identified for by-law housekeeping:

- Charing Cross Road (Cedar Springs) - Adjust the southerly limit of the 60 km/h speed limit zone farther south to match the signs installed.
- Charing Cross Road (Charing Cross) - Adjust the northerly limit of the 50 km/h speed limit zone farther north to match the signs installed.
- Water Street (Cedar Springs) - Adjust the westerly limit of the 50 km/h speed limit zone farther east to match the signs installed.
- New Scotland Line (Shrewsbury) – Adjust the easterly limit of the 50 km/h speed limit zone farther east to match the signs installed.
- Communication Road (North of Blenheim) – Add a 50 km/h speed zone between Allison Line and a point 57 m north of Allison Line where the signs are installed. This section is not located within the urban boundary of Blenheim and is technically an 80 km/h speed limit zone without a by-law amendment.

A by-law to amend Traffic and Parking By-law 245-2004 based on the recommendations listed in this report is attached to the Council agenda for reading and approval.

Sign Installations

New signs will need to be installed for all new speed limit zones, the new stop sign on Ichabod Line, and warning signs. All signs will be installed or adjusted per Ontario Traffic Manual guidelines. Sign installations are expected to be completed by the spring of 2021.

Areas of Strategic Focus and Critical Success Factors

The recommendations in this report support the following areas of strategic focus:

- Economic Prosperity:
Chatham-Kent is an innovative and thriving community with a diversified economy
- A Healthy and Safe Community:
Chatham-Kent is a healthy and safe community with sustainable population growth
- People and Culture:
Chatham-Kent is recognized as a culturally vibrant, dynamic, and creative community
- Environmental Sustainability:
Chatham-Kent is a community that is environmentally sustainable and promotes stewardship of our natural resources

The recommendations in this report support the following critical success factors:

- Financial Sustainability:
The Corporation of the Municipality of Chatham-Kent is financially sustainable
- Open, Transparent and Effective Governance:
The Corporation of the Municipality of Chatham-Kent is open, transparent and effectively governed with efficient and bold, visionary leadership
- Has the potential to support all areas of strategic focus & critical success factors
- Neutral issues (does not support negatively or positively)

Consultation

No others were consulted in the preparation of this report.

Financial Implications

The estimated cost to install or adjust signs required for the new speed limit zones and traffic controls recommended in this report is \$7,500 and will be funded through the Public Works sign maintenance base budget.

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Attachments: Appendix A: By-law Amendment

(P:\RTC\Infrastructure and Engineering\I & ES\2020\4319 – Speed Limit Zone Review – Harwich - Raleigh)

Appendix A

By-law Number _____

Of The Corporation
of the Municipality of Chatham-Kent

A By-law to amend By-law Number 245-2004 of the Municipality of Chatham-Kent.

(Speed Limit Zone and Through Highway Amendments on Various Highways in the Communities of Harwich and Raleigh)

Finally Passed the ____ day of _____, 2020.

Whereas the Corporation of the Municipality of Chatham-Kent did enact By-Law 245-2004 for the purpose of regulating traffic on highways in the Municipality of Chatham-Kent.

And Whereas the Corporation of The Municipality of Chatham-Kent now deems it expedient to amend certain provisions of said By-law 245-2004.

Be it Therefore Enacted by the Municipal Council of the Municipality of Chatham-Kent as follows:

1. Schedule "P" (Through Highways) of By-law 245-2004 be and the same is hereby amended by adding thereto and inserting therein;

COLUMN 1	COLUMN 2	COLUMN 3
<u>HIGHWAY</u>	<u>FROM</u>	<u>TO</u>
COMMUNITY OF RALEIGH		
a) Douglas Road	Talbot Trail	Southerly limit

2. Schedule "Y" (Speed Limits on Highways) of By-law 245-2004 be and the same is hereby amended by deleting therefrom:

Appendix A

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
<u>HIGHWAY</u>	<u>FROM</u>	<u>TO</u>	<u>MAXIMUM SPEED (Km/h)</u>
CHATHAM-KENT HAMLETS			
Cedar Springs			
a) Water Street	Charing Cross Road	Highbanks Road	50
b) Charing Cross Road	Talbot Trail	760 m south of Talbot Trail	60
Charing Cross			
c) Charing Cross Road	559 m north of Middle Line	348 m south of Middle Line	50
COMMUNITY OF HARWICH			
d) New Scotland Line	Fargo Road	794 m east of Communication Road (Hamlet Shrewsbury)	50
e) Charing Cross Road	375 m south of Middle Line	Talbot Trail	90
f) Communication Road	Horton Line	57 metres north of Allison Line	90

3 Schedule “Y” (Speed Limits on Highways) of By-law 245-2004 be and the same is hereby amended by adding thereto and inserting therein:

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
<u>HIGHWAY</u>	<u>FROM</u>	<u>TO</u>	<u>MAXIMUM SPEED (Km/h)</u>
CHATHAM-KENT HAMLETS			
Cedar Springs			
a) Water Street	Charing Cross Road	50 m east of Highbanks Road	50
b) Charing Cross Road	70 m north of Legue Street	215 m south of Water Street	60
Charing Cross			
c) Charing Cross Road	435 m north of James Street	100 m south of Daniel Street	50

Appendix A**COMMUNITY OF HARWICH**

d)	Pook Road	Talbot Street East	450 m north of Talbot Street East	50
e)	Communication Road	Allison Line	57 m north of Allison Line	50
f)	New Scotland Line	Fargo Road	40 m east of Raglan Road	50
g)	Communication Road	57 m north of Allison Line	320 m north of Allison Line	60
h)	Charing Cross Road	100 m south of Daniel Street	70 m north of Legue Street	90
i)	Communication Road	Horton Line	320 metres north of Allison Line	90

COMMUNITY OF RALEIGH

j)	Douglas Road	Talbot Trail	Southerly limit of Douglas Road	50
k)	Ichabod Line	Douglas Road	Westerly limit of Ichabod Line	50
l)	Water Street	50 m east of Highbanks Road	Talbot Trail	60

4. By-law 245-2004 of the Corporation of the Municipality of Chatham-Kent as heretofore amended from time to time are hereby ratified and confirmed in all respects save and except as amended hereby.

This By-law shall come into full force and effect upon the final passing thereof.

Read a First, Second and Third Time this ____ day of _____, 2020

Mayor – Darrin Canniff

Clerk - Judy Smith