



City of  
**Peterborough**

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**To:** **Members of the General Committee**

**From:** **Cynthia Fletcher**  
**Commissioner of Infrastructure and Planning Services**

**Meeting Date:** **April 14, 2020**

**Subject:** **Report IPSTR20-008**  
**Clonsilla Avenue Speed Limit Reduction**

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## **Purpose**

A report to recommend that the existing 60 km/h speed limit on Clonsilla Avenue from Lansdowne Street West to a point 150 metres east of The Parkway be reduced to 50 km/h.

## **Recommendations**

That Council approves the recommendations outlined in Report IPSTR20-008 dated April 14, 2020, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That a 50 km/h speed limit be implemented on Clonsilla Avenue between Lansdowne Street West and a point 150 metres east of The Parkway.
- b) That By-law 04-089 be amended to support implementation of recommendation a).

## **Budget and Financial Implications**

Implementation of the recommended 50 km/h speed limit on Clonsilla Avenue will cost approximately \$1,500, funds for which are available in the 2020 annual new sign budget.

## **Background**

### **Clonsilla Avenue Speed Limit**

In response to resident concerns with respect to vehicle speeds on Clonsilla Avenue between Lansdowne Street West and The Parkway, City staff undertook a review of the posted speed limit.

### **Speed Limit Review**

A review of the current posted speed limit on Clonsilla Avenue was conducted to assess the merit of reducing the posted speed limit. The technical assessment consisted of the following data collection and analysis:

- Vehicle volume;
- Vehicle speed;
- Collision history;
- Pedestrian volume; and
- Site observations.

### **Existing Conditions**

Clonsilla Avenue between Lansdowne Street West and The Parkway is a four-lane high capacity arterial road and is designated as a major mixed-use corridor. The current posted speed limit on Clonsilla Avenue between Lansdowne Street and a point 150 metres east of The Parkway is 60 km/h.

The study area in question features traffic control signals located at The Parkway and at Lansdowne Street. Within the study corridor there is an asphalt curb-face shared-use path on the south side of Clonsilla Avenue and a sidewalk on the north side. There is also a mid-block pedestrian activated traffic signal located at the entrance to Kawartha Golf and Country Club and the Sobeys/ Canadian Tire plaza. The study corridor is populated with various commercial and residential developments shown in Table 1 below:

**Table 1**

<b>Development</b>	<b>Quantity</b>
Residential Homes	8
Apartment Buildings	2
Condominium Buildings	3
Commercial/Retail	5
Automotive Services	3
Fire Hall	1
Golf Course	1

The operational review identified the following key transportation characteristics in the study corridor:

- The total two-way vehicle volume on Clonsilla Avenue is approximately 9,300 vehicles per day.
- The existing speed limit on Clonsilla Avenue is 60km/h. Analysis of the vehicle speed study determined that 85% of the drivers on Clonsilla Avenue are travelling at or below 69km/h with the average speed recorded at 62 km/h.
- A review of the collision history over the past 5 years revealed the following:
  - Clonsilla Avenue at Wentworth Street – 0 Collisions
  - Clonsilla Avenue at Webber Avenue – 9 Collisions (2 Rear-end, 5 Angle, 1 Turning Movement, 1 Sideswipe)
  - Clonsilla Avenue at Whitefield Drive – 4 Collisions (1 Rear-end, 2 Angle, 1 Turning Movement)
  - Clonsilla Avenue at Sobey's/Canadian Tire – 2 Collisions (2 Angle)
  - Mid-block collisions – 8 Collisions (4 Rear-end, 1 Angle, 1 Sideswipe, 1 Turning Movement, 1 Loss-of-Control)

## **Discussion**

Since 2011, there have been changes within the study corridor:

- In 2012 City Fire Hall # 3 was established on the north side of Clonsilla Avenue, just west of Webber Avenue.
- In 2017, Peterborough Paramedics opened a new emergency vehicle dispatch centre on the north side of Clonsilla Avenue, just east of The Parkway.

Today, this section of Clonsilla Avenue is a busy and active transportation corridor supporting all users and modes of travel. Based on feedback received from the public, pedestrian crossing opportunities are becoming more difficult with increased traffic, and the prevailing operating speeds on this section of Clonsilla Avenue are making it difficult to judge safe gaps.

In June 2011, City Council passed a By-law to lower the speed limit on Lansdowne Street from Rye Street to the west City limit from 60 km/h to 50 km/h to address operational issues on Lansdowne Street. The posted speed limit on Clonsilla Avenue to the east of the Parkway is already 50 km/h. As a result, this 60 km/h section of Clonsilla Avenue is situated between two 50 km/h zones, creating inconsistency within the area.

To better reflect the ongoing growth and urbanization of the surrounding area, and to improve safety, staff recommend reducing this section of Clonsilla Avenue from the existing 60 km/h speed limit to a 50km/h speed limit, consistent with the adjacent sections of Lansdowne Street West and Clonsilla Avenue.

### **Need for a Traffic Operations Review of Clonsilla Avenue**

As noted above, Clonsilla Avenue is becoming a busy multi-modal arterial roadway in the City. However, with volumes of approximately 9,300 vehicles per day, this corridor has lower volumes than most of the other 4 lane arterial roads in the City, and thus has some reserve capacity to accommodate increased traffic growth under the current 4 lane configuration. The average daily volumes on other 4 lanes arterial roads is approximately 18,000 vehicles per day. Many of the collisions on this section of Clonsilla Avenue are related to the lack of left turn lanes to serve turning movements from sideroads and major entrances.

With new growth on the horizon, the corridor is anticipated to see increased traffic volumes and increased demand for turning movements to and from the numerous commercial / high density residential developments.

### **Proposed Developments**

A review of current and future developments identified one development currently being constructed and a number of other developments either approved or in the planning approval process, that are anticipated to have an impact on Clonsilla Avenue:

- 882 Whitefield Drive is currently being developing to provide an apartment building holding 27 units. This development is currently under construction and scheduled for completion in 2020.
- 856, 860, 870 Clonsilla Avenue is proposed to be developed into a high-density apartment building containing approximately 100 units. Zoning approval was granted for this development through Council approval of Report IPSPL20-004 on March 30, 2020.
- 777 Clonsilla Avenue (a portion of Kawartha Golf and Country Club) is being considered for redevelopment, and a formal application is under review by staff. At this time, the developer is proposing to redevelop 23 acres of property to provide approximately 490 units consisting of a retirement residence, apartments and condominiums.

- Other active development applications on Lansdowne Street West, are also anticipated to add new traffic to the Clonsilla Avenue corridor.

Combined, these new developments will increase traffic volume demands within the corridor while at the same time, the new developments will increase the demand for safe pedestrian crossing facilities.

Past consultation with the Whitefield Drive / Golfview Drive and Silverdale Drive neighbourhood identified residents' concerns with the difficulty of vehicle access onto Clonsilla Avenue and the long distance between protected pedestrian crossing facilities along Clonsilla Avenue. Peterborough Fire has also expressed concerns with emergency vehicles exiting onto Clonsilla Avenue, as well as vehicle speeds.

To complement the speed reduction, there are opportunities to consider further enhancements within the corridor to improve user safety. Of the 23 collisions that occurred in the past 5 years, 6 were rear end collisions where drivers were stopped to make a left-turn, and 9 collisions were angle collisions at intersections. These types of collisions may be reduced with the implementation of a centre left-turn lane and traffic signals at key intersections.

With the current traffic volumes on Clonsilla Avenue, the current 4 lane cross section could be reconfigured to provide a 3-lane cross section with a centre turning lane, without a significant impact to existing capacity.

However, before this decision can be made, staff will need to undertake a comprehensive study to examine if this reconfiguration can support the additional expected traffic generated from a number of ongoing and future proposed developments along Clonsilla Avenue, and in the broader area feeding this section of roadway. If additional widening is needed to add a centre turn lane and accommodate future traffic, this type of project would need to proceed through the Municipal Class Environmental Assessment process.

To complete this initial study, a detailed traffic operations review for Clonsilla Avenue would be completed and the study would assess future growth in traffic to determine if Clonsilla Avenue can be reconfigured to provide turning lanes and other measures such as traffic control signals, pedestrian crossings, on-street cycling facilities and/or other improvements to improve safety, without the need for road widening. The study would include public consultation and would result in a report to Council to recommend next steps.

As this study is not currently accommodated within the 2020 workplan of the Traffic group, funding would be required to move this project forward. Staff will include a project in the draft 2021 Capital Budget for consideration by Council.

## **Timelines**

If the recommendations are approved, implementation of the 50km/h speed limit on Clonsilla Avenue would commence immediately, and it is anticipated that it would be complete in the late spring of 2020.

## **Summary**

To maintain consistency and better reflect the surrounding mixed-use environment on Clonsilla Avenue, staff recommend reducing the existing 60 km/h speed limit to 50km/h from Lansdowne Street to just east of The Parkway. To address other operational concerns and the need for additional pedestrian crossings of Clonsilla Avenue, a Traffic Operations Review study will be included in the draft 2021 Capital Budget for consideration by Council.

Submitted by,

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Commissioner of Infrastructure and Planning Services

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### **Attachment:**

Appendix A: Study Area Map

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