

- 2. Westboro, McKellar Park, Civic Hospital - Residential Area Speed Reduction**
- Réduction de la vitesse en zone résidentielle dans Westboro, le parc McKellar, et l'Hôpital Civic**

Committee Recommendations

That Council approve:

- 1. The speed limit be lowered to 30 km/h through the implementation of 30 km/h Gateway Speed Limit Signs within residential areas bound by:
 - a) Sherbourne Road to the west, Byron Avenue to the north, Churchill Avenue to the east, Carling Avenue to the south (Zone 1);**
 - b) Parkdale Avenue to the west, Carling Avenue to the south, Preston Street to the east, Gladstone Avenue to the north (Zone 2); and,****
- 2. A speed limit of 30 km/h on Bayswater Avenue between Gladstone Avenue and Somerset Street**

Recommandations du comité

Que le Conseil approuve:

- 1. d'abaisser la limite de vitesse à 30 km/h par l'installation de panneaux de vitesse à l'entrée des secteurs résidentiels délimités par :
 - a) le chemin Sherbourne à l'ouest, l'avenue Byron au nord, l'avenue Churchill à l'est, l'avenue Carling au sud (zone 1);**
 - b) l'avenue Parkdale à l'ouest, l'avenue Carling au sud, la rue Preston à l'est, l'avenue Gladstone au nord (zone 2);****

2. **de limiter la vitesse à 30 km/h sur l'avenue Bayswater entre l'avenue Gladstone et la rue Somerset.**

DOCUMENTATION

1. Councillor's report, dated 24 August 2020 (ACS2020-OCC-TRC-0008)
Rapport du conseiller, daté le 24 août 2020 (ACS2020-OCC-TRC-0008)
2. Extract of Draft Minutes, Transportation Committee, September 2, 2020.
Extrait de l'ébauche du procès-verbal, Comité des transports, le 2 septembre 2020.

Report to
Rapport au:

Transportation Committee
Comité des transports
2 September 2020 / 2 septembre 2020

and Council
et au Conseil
9 September 2020 / 9 septembre 2020

Submitted on August 24, 2020
Soumis le 24 août 2020

Submitted by
Soumis par:
Councillor / Conseiller Jeff Leiper

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Ward: KITCHISSIPPI (15)

File Number: ACS2020-OCC-TRC-0008

SUBJECT: Westboro, McKellar Park, Civic Hospital - Residential Area Speed Reduction

OBJET: Réduction de la vitesse en zone résidentielle dans Westboro, le parc McKellar, et l'Hôpital Civic

REPORT RECOMMENDATIONS

That the Transportation Committee recommend to Council that

1. The speed limit be lowered to 30 km/h through the implementation of 30 km/h Gateway Speed Limit Signs within residential areas bound by:

- a) **Sherbourne Road to the west, Byron Avenue to the north, Churchill Avenue to the east, Carling Avenue to the south (Zone 1);**
 - b) **Parkdale Avenue to the west, Carling Avenue to the south, Preston Street to the east, Gladstone Avenue to the north (Zone 2); and,**
- 2. A speed limit of 30 km/h on Bayswater Avenue between Gladstone Avenue and Somerset Street**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande ce qui suit au Conseil :

- 1. Abaisser la limite de vitesse à 30 km/h par l'installation de panneaux de vitesse à l'entrée des secteurs résidentiels délimités par :**
 - a) **le chemin Sherbourne à l'ouest, l'avenue Byron au nord, l'avenue Churchill à l'est, l'avenue Carling au sud (zone 1);**
 - b) **l'avenue Parkdale à l'ouest, l'avenue Carling au sud, la rue Preston à l'est, l'avenue Gladstone au nord (zone 2);**
- 2. Limiter la vitesse à 30 km/h sur l'avenue Bayswater entre l'avenue Gladstone et la rue Somerset.**

BACKGROUND

In August of 2018, the city's Transportation Committee approved the use of Gateway Speed Limit Signage, a response to new provincial legislation allows municipalities to use the signs wherever speed limits are less than 50 kilometres per hour.

DISCUSSION

In July of 2020, the Police Services Board released its Crime Trends report for 2018-19. Speeding cars, aggressive driving and distracted driving were the three top concerns according to the ward. The ward's \$50,000 Temporary Traffic Calming budget, historically, has never met the demand from residents. While it will still realistically take some time before all streets with speeding issues are addressed with TTC measures, the addition of Gateway Signage will help support the message that residents across Kitchissippi Ward are in favour of slower speeds and a 30km/h speed limit, not just on some residential streets, but in some cases on parts of arterials, major collectors and collectors as well. In the last month, staff have come up with TTC

plans for Richmond, Holland, Parkdale in response to resident concerns of speed. It is time for a 30km/h speed limit not only for the areas listed in this report, but for the whole ward.

The City, acknowledging speeds are too high on Bayswater Avenue north of the Queensway, is currently working on a plan, in consultation with community representatives, to install permanent traffic calming on Bayswater between Gladstone Avenue and Somerset Street. Residents have been asking for 30km/h for months and once these permanent traffic calming measures are in place, the road will be much more conducive to a 30km/h treatment.

RURAL IMPLICATIONS

There are no rural implications associated with this report or its recommendations.

CONSULTATION

Transportation Services Comment:

Road safety engineering best practices support that it is important to maintain consistent, uniform speed limits on any roadway to provide all users including pedestrians, cyclists, adjacent residents and motorists with a correct representation of the actual speed of traffic on that roadway. The provision of speed limits considers the roadway function and its design. Implementing a speed limit that does not align with these considerations may result in enforcement difficulties and increases in traffic hazard. Lowering the speed limits on City streets without consideration of the physical configuration of the road will have minimal impact on driver behaviour. In such cases where a posted speed limit is below operating speeds, most motorists will continue to drive at speeds they feel are reasonable and prudent unless continual police enforcement is present. The visual and physical cues a driver uses to determine the appropriate travel speed should be consistent with the posted speed limit.

Transportation Services has two different approaches to consider when lowering a speed limit to less than 50 km/h in Ottawa:

1. Existing Policies: When operating speeds are not at 40 km/h or 30 km/h, both the Council-approved [Speed Zoning Policy](#) and the [30 km/h Speed Limit Policy](#), provide the criteria which must be met in order for staff to have the authority to implement a speed limit change on a specific roadway; and,

2. Council-Approved Gateway Signage By-law: On August 29, 2018, City Council approved the [Gateway Speed Limit Signage in Residential Areas Report \(2018-TSD-PLN-0008\)](#), and the revised Gateway Speed Limit Signage By-law. By-Law No. 2018-288 provides the General Manager of Transportation Services the delegated authority to designate certain residential areas with speed limits lower than 50 km/h through the use of 40 km/h or 30 km/h Gateway Signage consistent with both the Speed Zoning and the 30 km/h Speed Limit Policies. When this by-law is applied, the petition requirements identified in the City's Speed Zoning Policy and the 30 km/h Speed Limit Policy are waived for those areas that will be signed using Gateway Speed Limit Signage. This is due to the onerous implications required to undertake a petition process for a large area consisting of multiple residential roadways.

As per the Council-approved eligibility criteria, 30 km/h Gateway Speed Limit Signage can only be used to establish the speed limit in neighborhoods with roadways meeting either of the following criteria:

1. operating speed (defined as the 85th Percentile Speed) equal to or less than 35 km/h; or,
2. meet Roadway and Traffic Environment criteria, the Active Transportation Environment criteria and Roadway Width as defined in the 30 km/h Speed Limit Policy.

Traffic Services staff completed a site investigation of the two areas which have been put forward for 30 km/h Gateway Speed Limit Signage; each consist of residential and collector roadways. Staff reviewed the existing speed data on file and also collected additional speed data in order to complete a review of the multiple roadways to assess the areas' eligibility for gateway signage. Staff also investigated the conditions along Bayswater between Gladstone and Somerset which is a collector roadway outside the proposed gateway zones.

Speed data along with the boundaries for the proposed new 30 Km/h Gateway Speed Limit areas are identified in Document 1 – Speed Survey Results Zone 1 and Document 2 – Speed Survey Results Zone 2. As per the available speed data, the majority of the roadways for which speed data was available have an operating speed greater than 35 km/h. Similarly the operating speeds along Bayswater are in the order or 48 km/h. Additionally, upon further review, many of the roadways do not meet the required

Roadway and Traffic Environment criteria, the Active Transportation Environment criteria and Roadway Width criteria required for the implementation of 30 km/h Gateway Speed Limit Signage. In order to meet the policy criteria, given that most operating speeds are greater than 35 km/h, affected roadways would need pavement marking modifications to narrow local residential entrance widths to 7 meters. To modify entrance widths at all intersections within the areas, it would cost approximately \$40,000 in pavement marking applications. The cost to apply the initial pavement markings, in addition to those related to restriping them on an annual basis, as required, would be funded through Councillor Leiper's future Ward 15 Temporary Traffic Calming (TTC) budgets.

Posting a 30 km/h speed limit on a roadway where the operating speed is much greater, may increase the crash risk. Some drivers will choose to comply with the 30 km/h speed limit while others will continue to drive the higher speed at which they feel comfortable travelling. The varying difference in operating speeds between individual vehicles may increase the risk of collision as the potential for interactions or conflicts between vehicles is greater.

The Transportation Services Department does not expect the community's operating speed to be significantly reduced because of the implementation of 30 km/h speed limit gateway signage unless considerable police enforcement occurs on an on-going basis.

Upon Council approval of Councillor Leiper's report, the Transportation Services Department will endeavour to implement the gateway signage for both zones and along Bayswater by the end of 2020. The estimated cost for the implementation of signs is \$35,000 for labour and materials and will be accommodated within the existing Traffic Services Budget. All areas are covered by funding dedicated to the installation of one Gateway Speed Limit Zone in 2019 and again in 2020 for each Ward.

The cost for the installation and maintenance of the necessary road narrowing pavement marking applications for all areas will be accommodated through Ward 15's future TTC budgets prior to the end of this Term of Council.

The installation of the gateway and speed limit signage in these areas can be completed prior to the installation of pavement markings, however Traffic Services would recommend that the painted road narrowings be implemented in 2020 at locations where the 30 km/h gateway signs are placed. The narrowings are

recommended to provide further guidance to motorists that they are entering a 30 km/h zone, which may lead to improved adherence to the 30 km/h speed limit

COMMENTS BY THE WARD COUNCILLOR(S)

This report is being brought forward by the Councillor Leiper in response to growing resident demand for lower speed limits across the ward. Councillor McKenney concurs with the section of Gateway Signage that will occur in Somerset Ward, on Beech Street from the Trillium Line to Preston.

ADVISORY COMMITTEE(S) COMMENTS

This report has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report or its recommendations.

FINANCIAL IMPLICATIONS

There are no financial implications to implementing the recommendations in this report.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report or its recommendations.

TERM OF COUNCIL PRIORITIES

The 2019 to 2022 Term of Council priorities makes a number of references to safe communities. Specifically, it states one priority as working collaboratively with each Ward Councillor to identify sites for the installation of temporary traffic calming measures and implementing mobility safety initiatives to enhance the safety of vulnerable road-users like pedestrians, cyclists and motorcyclists.

SUPPORTING DOCUMENTATION

Document 1 – Speed Survey Results Zone 1

Document 2 – Speed Survey Results Zone 2

DISPOSITION

The Transportation Services Department will take appropriate action based on the recommendations made by the Transportation Committee and Council and will endeavour to install both the signs and pavement markings as soon as practicable.