

Subject: Councillor Leiper - Wellington Village 30km/h Gateway Speed Zone

File Number: ACS2023-OCC-CCS-0142

Report to Transportation Committee on 16 November 2023

and Council 22 November 2023

Submitted on October 26, 2023 by Councillor J. Leiper, Kitchissippi (15)

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Ward: 15

**Objet : Conseiller Leiper – Zone de limitation de vitesse à
30 km/h dans le Village Wellington**

Numéro de dossier : ACS2023-OCC-CCS-0142

Rapport présenté au Comité des transports

Rapport soumis le 16 novembre 2023

et au Conseil le 22 novembre 2023

Soumis le 2023-10-26 par Conseiller J. Leiper, Kitchissippi (15)

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Quartier : Kitchissippi (15)

REPORT RECOMMENDATION(S)

That Council approve 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 Island Park Drive to the west, Byron Avenue to the north, Harmer Avenue to the east, and Highway 417 to the south.

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver Que la limite de vitesse soit réduite à 30 km/h au moyen de l'installation de panneaux de limite de vitesse à l'entrée des secteurs résidentiels délimités par la promenade Island Park

à l'ouest, l'avenue Byron au nord, l'avenue Harmer à l'est et l'autoroute 417 au sud.

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 kilometers per hour

DISCUSSION

In line with the 2019 Strategic Road Safety Action Plan, both staff and residents have asserted that the goal is to achieve 30 km/h operating speed on as many residential streets as possible. Speeding cars and other forms of dangerous driving are issues that continue to be a priority for Kitchissippi Ward residents. Lowering the speed limit to 30 km/h will assist in achieving a lower operating speed as well as address resident concerns around speeding and dangerous driving. Additionally, Elmdale Public School is within this proposed gateway speed zone which significantly increases the number of vulnerable road users in the area during peak hours Monday-Friday. Similarly, Hampton Park abuts this speed zone to the west and is a destination park that many access by walking or cycling.

DEPARTMENTAL COMMENTS

Public Works 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.

The Public Works Department 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 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 area which has been put forward for 30 km/h Gateway Speed Limit, which consists of residential 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 area's eligibility for a reduced speed limit.

As per the available speed data, the majority of the roadways within the area have an operating speed greater than 35 km/h. Please see Document 1 for details on specific roadway operating speeds. 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 area, it would cost approximately \$10,500.00 in pavement marking applications. The cost to apply the initial pavement markings, as required, would be funded through Councillor Leiper's Ward Temporary Traffic Calming (TTC) budget.

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 Public Works 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 the report, the Public Works Department will endeavor to implement the 30 km/h gateway signage as soon as practicable. Please see Document 1 for the boundaries of the proposed 30 Km/h Speed Limit Gateway Zone. The estimated cost for the installation of the signs is \$4,600.00 for labour and materials and costs will be paid out of Traffic Services operating budget.

Installation of the gateway signage can be completed prior to the implementation of the pavement markings, however Traffic Services would recommend that the painted road narrowings be implemented as soon as practicable. 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.

FINANCIAL IMPLICATIONS

THIS SECTION IS MANDATORY. ONLY FINANCE STAFF MAY COMPLETE THIS SECTION. Report writers should provide the general finance information, details and rationale related to the topic in the Discussion section of the report. Finance will outline the financial impact to the City resulting from the report recommendations in the Financial Implications section. If there are no financial implications, Finance will provide a comment to that effect. All reports will be sent via the online RADAR tool to your Finance Account Manager to secure the necessary comment from the Finance Department. Reports cannot go forward without addressing this section and should be forwarded to Finance five (5) working days prior to the report deadline.

LEGAL IMPLICATIONS

THIS SECTION IS MANDATORY. ONLY LEGAL SERVICES STAFF MAY COMPLETE THIS SECTION. Report writers should provide the general information, details and rationale related to the topic in the Discussion section of the report, as well as any known or previously identified legal issues or concerns. The respective Solicitor will outline the legal impact to the City resulting from the report recommendations in the Legal Implications section. If there are no legal implications, the Solicitor will provide a comment to that effect. To secure the necessary comments and approval from Legal Services, an email request with the RADAR report link should be sent to Lisa Kilner (ext. 14465). Reports cannot go forward without addressing this section and Legal Services must be given a minimum of five (5) working days to review and provide comments.

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.

CONSULTATION

The Westboro Village Community Association and Elmdale Public School were both notified directly of the change. A summary of the report's objectives was publicized in Councillor Leiper's weekly newsletter with the invitation to comment by email.

TERM OF COUNCIL PRIORITIES

This report will have a direct impact on the 2023-2026 term of council priorities. By lowering the speed limit on residential streets to 30 km/h it directly contributes to safer mobility options for motorists, cyclists, and pedestrians alike. Additionally, there is the possibility that with a lower speed limit residents will feel more comfortable using active transportation, contributing to a greener City through a reduction in carbon emissions.

SUPPORTING DOCUMENTATION:

Document 1 – Proposed 30 Km/h Speed Limit Gateway Zone Boundary and Available Operating Speeds

DISPOSITION

The Public Works Department will take appropriate action based on the recommendations made by the Committee and Council

Document 1

Document 1 – Proposed 30 Km/h Speed Limit Gateway Zone Boundary and Available Operating Speeds / Secteur proposé relatif à la limitation de vitesse à 30 km/h et vitesses de circulation maximales permises