

**Subject: Councillor Kavanagh - Implementation of 30 km/h Gateway Speed
Limit in Belltown**

File Number: ACS-2023-OCC-CCS-0138

**Report to Transportation Committee on 16 November 2023
and Council 22 November 2023**

Submitted on October 18, 2023 by Councillor T. Kavanagh

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Ward: Bay (7)

**Objet : Conseillère Kavanagh – Mise en place d’une limite de vitesse de
30 km/h à l’entrée de secteurs résidentiels dans Belltown**

Dossier : ACS-2023-OCC-CCS-0138

Rapport au Comité des transports

le 16 novembre 2023

et au Conseil le 22 novembre 2023

Soumis le 18 Octobre, 2023 par Conseillère T. Kavanagh

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REPORT RECOMMENDATION(S)

That the Transportation Committee recommend 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 Richie Street to the east, Carling Avenue to the south, the Ottawa River to the north, and Maplehurst Avenue to the west.

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 rue Richie à l'est, l'avenue Carling au sud, la rivière des Outaouais au nord et l'avenue Maplehurst à l'ouest.

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 or less.

DISCUSSION

Following many meetings with community members, as well as emails sent from concerned residents, speeding cars were highlighted as the top traffic concern in the ward. 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 living in the zones listed in this report are in favour of a 30km/h speed limit. Over the past couple of years, staff have come up with TTC plans for many streets in the zones listed in this report in response to residents' concerns with speed. In consultation with community representative, the city is already working on TTC measures on many local streets to slow down traffic. Residents have been asking for the 30km/h limit and once permanent traffic calming measures are in place, the road will be much more conducive to a 30km/h treatment.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendation

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendation as outlined in the report.

COMMENTS BY THE WARD COUNCILLOR(S)

This report is being brought forward by the Councillor Kavanagh in response to growing resident demand for lower speed limits across the ward. The Councillor has previously

lowered speeds in other areas in the Bay ward, lowering the residential streets to 30km/hr in the Belltown area will align the speed limits to be more consistent throughout the ward.

Other local streets and areas in Bay ward have previously been reduced to 30kms, and doing so in Belltown will create less confusion for drivers throughout the ward, as well as across the city, where 30km/hr local streets are very common.

30km/hr local streets allow drivers more reaction time, a fuller field of vision, and should a crash occur greatly increases a person's chances of survival- 30km/hr speeds have a survival rate of 90%, whereas, 40km/hr speeds have a survival rate of only 50%.

CONSULTATION

Councillor Kavanagh has received many requests from residents that the speed limit be lowered to 30km in their neighbourhood, as well as the inclusion of traffic calming measures on streets to ensure speeds reflect the new speed limit.

The Councillor communicated with residents in Belltown via their Community Association, as well as the Facebook Group, and residents who have participated in the Councillor Coffee Meetings.

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 and as such, do not meet the criteria for a 30

km/h gateway area speed limit. Additionally, upon further review, many of the roadways do not meet the specified road width criteria.

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 three areas, it would cost approximately \$12,700 in pavement marking applications. The cost to apply the initial pavement markings, as required, would be funded through Councillor Kavanagh'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. The estimated cost for the installation of the signs is \$4,600 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.

ACCESSIBILITY IMPACTS

No specific Accessibility Impacts have been identified in the preparation of this report; staff will be in attendance at Committee to respond to questions, as required. The recommendations in this report would improve accessibility and safety of pedestrian movements in the community.

RISK MANAGEMENT IMPLICATIONS

No specific risk implications have been identified.

RURAL IMPLICATIONS

No specific Rural Implications have been identified in the preparation of this report; staff will be in attendance at Committee to respond to questions, as required.

TERM OF COUNCIL PRIORITIES

30km local streets speak to the priority “A City that is more connected with reliable, safe and accessible mobility options” and Strategic Objective 14: “Improve road safety”. Slower speeds on local streets result in safer streets, protecting those who use them, but especially the most vulnerable users, including pedestrians, people on bicycles, children, older people, and people with disabilities. Slower speeds on streets where people and motorists mix helps prevent deaths and injuries, while also promoting physical activity, because when streets are safe more people will walk, roll, and ride a bike.

SUPPORTING DOCUMENTATION

Document 1 - Belltown Neighbourhood Gateway Area / Zone de limitation de vitesse pour le secteur Belltown

DISPOSITION

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