

Subject: Councillor J. Bradley - Bank Street Speed Reduction

File Number: ACS2025-OCC-CCS-0024

Report to Public Works and Infrastructure Committee on 27 February 2025

and Council 26 March 2025

Submitted on February 18, 2025 by Councillor Jessica Bradley, Gloucester-Southgate (10)

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Ward: Gloucester-Southgate (10)

Objet: Jessica Bradley, conseillère – Réduction de la vitesse sur la rue Bank

Dossier : ACS2025-OCC-CCS-0024

Rapport au Comité de l'infrastructure et des travaux publics

Le 27 février 2025

et au Conseil le 26 mars 2025

Soumis le 18 février 2025 par Conseillère Jessica Bradley, Gloucester-Southgate (10)

Personne-ressource : Conseillère Jessica Bradley

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Quartier : Gloucester-Southgate (10)

REPORT RECOMMENDATION(S)

That the Public Works and Infrastructure Committee recommend to Council that the speed limit be lowered from 60 km/h to 50 km/h on Bank Street from approximately 150m south of Kitchener Ave to Hunt Club Road.

RECOMMANDATION(S) DU RAPPORT

Que le Comité de l'infrastructure et des travaux publics recommande au Conseil de faire passer la limite de vitesse de 60 km/h à 50 km/h sur la rue Bank entre le chemin Hunt Club et un point situé à environ 150 m au sud de l'avenue Kitchener.

BACKGROUND

In 2009, City Council approved the City of Ottawa Speed Zoning Policy which defines the process for establishing speed limits along City roadways. The existing 60 km/h speed limit along Bank Street between approximately 150m south of Kitchener Ave to Hunt Club Road was considered appropriate based on the process for establishing speed limits as outlined in the Council-approved Speed Zoning Policy. However, there have been many changes along this stretch of Bank Street since 2009 and recent speed data collected on December 12th, 2024, 250 meters south of Johnston Road showed that among 22,833 vehicles monitored, the average speed was 64 km/h (85th percentile speed of 64 km/h).

DISCUSSION

There have been numerous complaints from residents and formal concerns raised by two community associations regarding pedestrian and traffic safety in the area. This request was further prompted by a serious three-vehicle collision involving a police cruiser that occurred on Saturday, November 2nd, 2024, at the intersection of Bank Street and Johnston Road. While Traffic staff have reviewed the area under the current Speed Zoning Policy and deemed that no changes are necessary, the Councillor and residents maintain their position that safety improvements are required, specifically reducing the speed from 60 km/h to 50 km/h on Bank Street from approximately 150m south of Kitchener Ave to Hunt Club Road.

Bank Street in this area serves as a major arterial road connecting several communities and currently has split speed zones between the northern and southern portion. The northern portion on Bank Street at Kitchener Ave is already established at 50 km/h, while the remaining sections starting at the bridge southbound to Hunt Club Road maintain a 60 km/h limit.

The reduction of the 50 km/h speed zone is being requested to address significant community safety concerns, supported by recent speed data collected on December 12th, 2024. This data, capturing 22,833 vehicles, showed an 85th percentile speed of 64 km/h, indicating consistent speeding issues in the area. The corridor shares several

characteristics that support this speed zone reduction:

- Multiple pedestrian crossing points that provide access to two transit stations.
- A seniors residence fronting onto the street, where elderly and vulnerable residents frequently need to cross, making their safety a critical concern given their limited mobility and slower reaction times.
- Commercial and residential properties fronting onto the street.
- High pedestrian activity due to nearby South Keys Shopping Plaza.
- Two significant intersections, one at Johnston Road and one at Hunt Club Road both with documented safety concerns.
- A cycling feasibility study currently underway by city staff from Kitchener Avenue to Johnston Road which would lead to increased bicycle traffic in this area.

The reduction would create consistency in speed limits along this stretch of Bank Street, particularly important given the recent serious collision on November 2nd, 2024, at the Bank Street and Johnston Road intersection and the re-opening of the Trillium Line and Line 4, making this a frequent destination. Two community associations have formally raised concerns about pedestrian safety in this area, and numerous resident complaints have been received regarding vehicle speeds.

New speed limit signage would be implemented through the City's existing traffic operations budget for speed zone modifications.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendation because, if approved, the implementation could be completed with existing budgets.

LEGAL IMPLICATIONS

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

COMMENTS BY THE WARD COUNCILLOR(S)

As the Ward Councillor, I am advancing this recommendation following multiple safety concerns from our community. The recent speed data collection along with the serious three-vehicle collision on November 2nd, 2024, at Bank Street and Johnston Road,

involving a police cruiser, further highlights the urgency of this safety improvement. The reduction to 50 km/h zone on Bank Street from Kitchener Avenue, over the bridge, and to Hunt Club Road would create a consistent, safer corridor for all users in response to ongoing community concerns and demonstrated safety issues.

CONSULTATION

Several residents and two community associations have contacted the Councillor's office directly to advocate for the reduction of the 50 km/h speed zone along Bank Street. These requests have been consistently supported by formal submissions regarding pedestrian safety concerns. This community feedback, combined with recent collision data and speed study results, demonstrates strong local support for this safety improvement measure.

Departmental Comments

Transit Services Department Comment

Transit Services staff do not anticipate any significant detriment to transit operations.

Public Works Department Comment

Through this report, Councillor Bradley is recommending that Council approve reducing the speed limit on Bank Street from 60 km/h to 50 km/h on Bank Street from approximately 150 metres south of Kitchener Avenue to Hunt Club Road.

Staff are in the process of updating the City's Speed Zoning Policy to align with the principles of a Safe Systems Approach to road safety. Staff anticipate that the report will be presented to Council in the second half of 2025. As such, staff recommend awaiting the outcome of the Speed Zoning Policy update prior to implementing any speed limit changes on Bank Street at this location as the new policy may affect recommended speed limits.

At this time, speed limit setting **is still** subject to the criteria in the City of Ottawa's Council-approved Speed Zoning Policy (speed policy). As per the current speed policy, the 85th percentile speed criterion is one of the main factors used as the basis for establishing speed limits. The 85th percentile speed is the speed at or below which 85 per cent of the drivers travel on a road segment.

The speed survey conducted December 12, 2024 on Bank Street, between Johnston Road and the South Keys Shopping Centre signal, showed an operating speed of 64 km/h. The operating speed aligns with the existing posted 60 km/h speed limit, and as such, staff do not have delegated authority to change the speed limit. Due to Bank

Street being classified as an arterial roadway, most temporary measures under the Temporary Traffic Calming Program are not feasible at this location. In addition, the location does not meet the Council approved criteria for the Neighbourhood Traffic Calming Program which focuses on local and collector residential streets only as traffic calming solutions on arterials are complex, costly, and sometimes not appropriate.

Should Council approve the report recommendation, the Public Works Department will replace the existing 60 km/h speed limit signs along Bank Street from approximately 150 metres south of Kitchener Avenue to Hunt Club Road with 50 km/h signs. The cost to replace the signs will be funded by Traffic Services' general maintenance budget. The estimated cost to replace the signs is approximately \$2,000 plus HST.

ACCESSIBILITY IMPACTS

No specific Accessibility Impacts have been identified in the preparation of this report.

RISK MANAGEMENT IMPLICATIONS

No specific risk implications have been identified.

RURAL IMPLICATIONS

n/a

TERM OF COUNCIL PRIORITIES

Not applicable

DISPOSITION

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