

Subject: Harmonization of Speed Limits on Jeanne d'Arc Boulevard North

File Number: ACS2025-PWD-TRF-0003

Report to Public Works and Infrastructure Committee on 23 October 2025

and Council 12 November 2025

**Submitted on October 14, 2025 by Krista Tanaka, Director, Traffic Services,
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Wards: Orléans East-Cumberland (1) and Orléans West-Innes (2)

Objet : Harmonisation des limites de vitesse sur le boulevard Jeanne-d'Arc Nord

Numéro de dossier : ACS2025-PWD-TRF-0003

**Rapport présenté au Comité des travaux publics et de l'infrastructure
le 23 octobre 2025 et au Conseil le 12 novembre 2025**

Déposé le 14 octobre 2025 par Krista Tanaka, directrice, Services de la circulation

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Quartier : Orléans-Est-Cumberland (1) et, Orléans-Ouest-Innes (2)

REPORT RECOMMENDATION(S)

That the Public Works and Infrastructure Committee recommend City Council approve the harmonization of the various existing speed limits along Jeanne d'Arc Boulevard North to:

- **50 km/h from the roundabout at St-Joseph Boulevard to 170 metres south of the roundabout at Fortune Drive / Vineyard Drive;**
- **40 km/h from 170 metres south of the roundabout at Fortune Drive / Vineyard Drive to 100 metres west of Tenth Line Road; and,**
- **50 km/h from 100 metres west of Tenth Line Road to Inlet Private.**

RECOMMANDATION(S) DU RAPPORT

Que le Comité de l'infrastructure et des travaux publics recommande au Conseil municipal d'approuver l'harmonisation des différentes limites de vitesse existantes sur le boulevard Jeanne-d'Arc Nord pour les fixer à :

- 50 km/h à partir de 170 mètres au sud du rond point du boulevard St-Joseph jusqu'au rond point de la promenade Fortune et de la promenade Vineyard;
- 40 km/h à partir de 170 mètres au sud du rond point de la promenade Fortune et de la promenade Vineyard jusqu'à 100 mètres à l'ouest du chemin Tenth Line;
- 50 km/h à partir de 100 mètres à l'ouest du chemin Tenth Line jusqu'au privé Inlet.

BACKGROUND

Currently, speed limits on municipal roadways are set according to the [City of Ottawa Speed Zone Policy \(ACS2009-COS-PWS-0021\)](#) which was approved by Council in 2009. A policy review is underway to address a recommendation from the Ottawa Fatal Collision Review Committee's 2020 Annual Report and to fulfill an action item in the Council-approved Road Safety Action Plan – 2024 Implementation Plan.

The new speed zone policy, which will be presented to Council for approval at a future date will align with best practices in establishing speed limits based on the Safe Systems approach to road safety principles and will seek to harmonize and incorporate elements of the City's 30 km/h Speed, Gateway Speed Zone and School Speed Zone policies. The new policy will aim to set speed limits by applying a context-sensitive methodology that considers specific roadway conditions and the presence of vulnerable road users in a consistent corridor wide approach.

On [March 26, 2025](#), City Council approved a motion by Councillor Dudas directing staff to:

- *undertake a review of the speed zone changes along Jeanne d'Arc Boulevard North to assess the feasibility of harmonizing the speed limits in consultation with the Ward Councillors, using preliminary findings from the ongoing Speed Zone Policy update; and,*
- *consider any possible changes to harmonize speeds in advance of presenting the updated Speed Zone Policy to Committee and Council.*

The report serves to address this direction and to recommend a speed limit, which will harmonize speeds along Jeanne d'Arc Boulevard North, between the roundabout at St-Joseph Boulevard and Inlet Private. The proposed approach aligns with the preliminary findings of the ongoing speed policy review.

DISCUSSION

Within a 7.5 kilometre stretch of Jeanne d’Arc Boulevard North, between the roundabout at St-Joseph Boulevard and Inlet Private, there are a total of six existing speed zones including:

- two 40 km/h School Zones in effect Monday to Friday, 7 am to 7 pm;
- two 60 km/h zones;
- one 50 km/h zone; and,
- one 40 km/h Gateway Zone.

Applying the preliminary policy methodology, staff determined based on roadway characteristics that the 7.5 km corridor of Jeanne D’Arc Boulevard North be reviewed as four distinct sections. Each of these sections is described in Table 1. In addition, Table 1 also provides the proposed new speed limit for each section as well as the roadway characteristics considered to determine the new speed limit.

Table 1 - Jeanne d’Arc Boulevard Corridor Split and Speed Limits

From	To	Length	Characteristics	Existing Speed Limit (s)	Proposed Speed Limit
Roundabout at St-Joseph Boulevard	170 metres south of the roundabout at Fortune Drive / Vineyard Drive	1.0 km	<ul style="list-style-type: none"> • Four-lane cross-section • Recreational complex on west side • Adjacent land uses are people-oriented but generally separated from the road • LRT station 	<ul style="list-style-type: none"> • 60km/h 	<ul style="list-style-type: none"> • 50km/h
170 metres south of the roundabout at Fortune Drive / Vineyard Drive	200 metres west of Billberry Drive (west)	1.9 km	<ul style="list-style-type: none"> • Four-lane cross-section • Adjacent land uses are people-oriented but generally separated from the road • Four of five blocks are adjacent to a school or park • Two schools zones with 40 km/h speed limits during school hours 	<ul style="list-style-type: none"> • 40 km/h School Zone • 50 km/h • 60 km/h 	40 km/h

From	To	Length	Characteristics	Existing Speed Limit (s)	Proposed Speed Limit
200 metres west of Bilberry Drive (west)	100 metres west of Tenth Line Road	2.2 km	<ul style="list-style-type: none"> • Two-lane cross-section • Adjacent land uses are people-oriented and oriented towards the street • Two of 16 blocks are adjacent to a school or park 	<ul style="list-style-type: none"> • 40 km/h • 50 km/h 	40 km/h
100 metres west of Tenth Line Road	Inlet Private	2.4 km	<ul style="list-style-type: none"> • Two-lane cross-section • Adjacent lands are sparsely developed • No schools, parks, or other youth/elder facilities 	60 km/h	50 km/h

For a visual representation of the Jeanne D’Arc Boulevard North corridor and its current speed limits, please refer to Document 1 – Existing Speed Zones. To view the proposed changes to speed zones along the corridor, please see Document 2 – Proposed Speed Zones.

The proposed speed limits along this section of Jeanne d’Arc Boulevard North aim to provide consistency for motorists while also considering adjacent land uses and areas with higher pedestrian and cycling activity. These speeds will be in effect at all times, which will help reduce overall confusion as drivers move along the corridor. A speed limit of 40 km/h is proposed near schools, removing the time and day specific speed limit reductions. This uniform speed limit will apply both within and adjacent to the existing Automated Speed Enforcement (ASE) zone. It is important to note that the presence of a speed camera is not a criterion considered when setting speed limits.

The implementation of these speed limits will require:

- Adjustment of existing speed limit signage to reflect the new speed limits;
- Installation of any new required speed limit and transition-related signage;
- Installation of new 40 km/h gateway speed limit zone begins and ends signs to applicable local roads off Jeanne d’Arc Boulevard, between Champlain Street and Tenth Line Road; an area currently designated as one large 40 km/h gateway speed limit zone;
- Adjustments to existing speed limit pavement markings where applicable;
- Review of existing traffic signal timing and adjustments where required;
- Adjustment to the enforcement parameters of the existing speed limit camera; and,

- Reprogramming four Speed Display Boards.

Costs to implement the new speed limits along the Jeanne d'Arc Boulevard North corridor are approximately \$18,500.00 including labour and materials. These costs will be covered as part of the Traffic Services maintenance budget.

The proposed speed limit changes along the Jeanne d'Arc North corridor align with the preliminary findings of the ongoing Speed Zone Policy review. A new Speed Zone Policy will be presented to Council for approval at a future date. This new policy will establish a methodology for consistent setting speed limits that considers the roadway context, rooted in the Safe Systems principles.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendation because it can be implemented within the existing budget.

LEGAL IMPLICATIONS

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

COMMENTS BY THE WARD COUNCILLOR(S)

Ward 1 - Orléans East-Cumberland, Councillor Matthew Luloff

I have been working on the harmonization of speed limits on Jeanne d'Arc Boulevard for quite some time. While we must recognize that this corridor serves a variety of functions—with some sections fronting schools, others fronting residential driveways, and others still operating as higher-capacity thoroughfares—the current situation, with multiple speed zones within a very short distance of one another, does not encourage safe driving or predictable driver behavior.

The impetus for this report comes both from the work begun last term to address this very issue, and from the many comments and concerns Councillor Dudas and I continue to receive from residents. As councillors, we rely on the expertise of our traffic engineers to bring forward recommendations that help us achieve safer, more consistent outcomes. This report is an example of that work in action.

Ward 2 - Orléans West-Innes, Councillor Laura Dudas

Anyone who has driven along Jeanne d'Arc Blvd North has likely experienced the confusion caused by multiple speed limit changes – shifting from 50 to 40 to 60 km/h and back again, all within a five-kilometre stretch. This inconsistency isn't just frustrating for drivers; it poses a real safety concern, especially with several schools located along the corridor. The current layout

has been a frequent concern raised by local residents, who are understandably frustrated by the lack of clarity and the potential risks it creates.

That's why I'm relieved to see that City staff have completed a comprehensive safety review of Jeanne d'Arc Blvd North. Their work has led to a plan that simplifies and harmonizes speed limits along the stretch, reducing the number of changes to just two consistent limits. Importantly, the plan prioritizes safety in designated School Zones, where predictability and reduced speeds are critical.

This commonsense approach brings clarity for all road users and supports safer travel for students, families, and commuters alike. With the new LRT station coming online at Highway 174, consistent speed limits in the area will be even more important for ensuring safe and comfortable access for all.

CONSULTATION

Speed limits are set according to the Council-approved City of Ottawa Speed Zone Policy and within corresponding delegated authority. Public consultation is not required for speed limit changes to ensure these are evidence-based and standardized. The new speed limits proposed for Jeanne d'Arc Boulevard North, which align with the preliminary findings of the on-going Speed Zone Policy review are supported by the affected Ward Councillors.

Traffic Services staff have also informed Emergency and Protective Services and Transit Services of the proposed speed limit changes on Jeanne d'Arc Boulevard North. Respective comments provided are included below.

Emergency and Protective Services:

Implementing lower speed limits on Jeanne d'Arc Boulevard could support emergency services by enhancing road safety and preventing the need for emergency response.

Transit Services:

The proposed speed reduction on Jeanne d'Arc Boulevard between St-Joseph Boulevard and Inlet Private are anticipated to result in a negligible impact to OC Transpo operations, given actual operating speeds, stops/starts, and other operational factors along the corridor.

The extent of OC Transpo operations on Jeanne d'Arc is expected to change with the introduction of the East extension of the O-Train, and the associated modifications to the bus network in the east end and Orleans, however, it is expected that the operational impacts of this change in speed limit can be absorbed within the existing schedules for the affected routes.

ACCESSIBILITY IMPACTS

The City of Ottawa is committed to the elimination of barriers in the built environment, and the prevention of new barriers being created through projects related to all forms of traffic control, signage, and pavement markings in the right of way. Their implementation complies with provincial regulations, including the [Integrated Accessibility Standards Regulation, 191/11 \(IASR\)](#) adopted under the [Accessibility for Ontarians with Disabilities Act, 2005, \(AODA\)](#), as well as the City's [Accessibility Design Standards \(ADS\)](#).

DELEGATION OF AUTHORITY IMPLICATIONS

The Public Works Department's process in setting speed limits and corresponding signage is in accordance with [Delegation of Authority By-law No. 2025-69 \(Schedule "J", Section 7\)](#) and the current [City of Ottawa Speed Zone Policy \(ACS2009-COS-PWS-0021\)](#). Council approval for these proposed speed limits is required as they do not align with the existing policy.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications to this report.

RURAL IMPLICATIONS

There are no rural implications to this report.

TERM OF COUNCIL PRIORITIES

The report aligns with the 2023 – 2026 Term of Council's strategic priority of making Ottawa "A city that is more connected with reliable, safety and accessible mobility options."

SUPPORTING DOCUMENTATION

- Document 1 - Existing Speed Zones on Jeanne d'Arc Boulevard North
- Document 2 - Proposed Speed Zones on Jeanne d'Arc Boulevard North

DISPOSITION

Upon Council approval of the report, the Public Works Department will initiate the implementation of the new speed limits along Jeanne d'Arc Boulevard North, as described in this report. The new speed limits will be in place before January 1, 2026.