

**2. SPEED REDUCTION ON JOSHUA STREET AND ON SADDLERIDGE DRIVE
RÉDUCTION DE LA LIMITE DE VITESSE SUR LA RUE JOSHUA ET LA
PROMENADE SADDLERIDGE**

COMMITTEE RECOMMENDATIONS

That Council approve that the speed limit be lowered to 40 km/h on:

- 1. Joshua Street from Renaud Road to Knotridge Street, and;**
- 2. Saddleridge Drive from Renaud Road to Joshua Street.**

RECOMMANDATIONS DU COMITÉ

Que le Conseil approuve que la limite de vitesse soit réduite à 40 km/h :

- 1. sur la rue Joshua, entre le chemin Renaud et la rue Knotridge, et;**
- 2. sur la promenade Saddleridge, du chemin Renaud à la rue Joshua.**

DOCUMENTATION / DOCUMENTATION

- 1. Committee Coordinator's Report, Council and Committee Services, Office of the City Clerk, dated 28 March 2022 (ACS2022-OCC-TRC-0004).**

Rapport du Coordonnateur de comité, Services des comités et du conseil, Bureau du greffier municipal, daté le 28 mars 2022 (ACS2022-OCC-TRC-0004).

Subject: Speed Reduction on Joshua Street and on Saddleridge Drive

File Number: ACS2022-OCC-TRC-0004

Report to Transportation Committee on 6 April 2022

and Council 13 April 2022

**Submitted on March 28, 2022 by Christopher Zwierzchowski, Committee
Coordinator**

Contact Person: Councillor L. Dudas, Innes Ward (2)

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Ward: Innes (2)

**Objet : Réduction de la limite de vitesse sur la rue Joshua et la promenade
Saddleridge**

Dossier : ACS2022-OCC-TRC-0004

Rapport au Comité des transports

le 6 avril 2022

et au Conseil le 13 avril 2022

**Soumis le 28 mars 2022 par Christopher Zwierzchowski,
Coordonnateur du comité**

Personne ressource : Conseillère L. Dudas, quartier Innes (2)

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Quartier : Innes (2)

REPORT RECOMMENDATION(S)

That Transportation Committee recommend that Council approve that the speed

limit be lowered to 40 km/h on:

- 1. Joshua Street from Renaud Road to Knotridge Street, and;**
- 2. Saddleridge Drive from Renaud Road to Joshua Street.**

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver que la limite de vitesse soit réduite à 40 km/h :

- 1. sur la rue Joshua, entre le chemin Renaud et la rue Knotridge, et;**
- 2. sur la promenade Saddleridge, du chemin Renaud à la rue Joshua.**

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 policy states that the speed limit along a collector roadway with a width of 10.5m or more must have an 85th percentile speed (i.e. the speed at or below which 85% of all the vehicles travel) of 50km/h or less or less to be eligible for a 40 km/h speed limit.

DISCUSSION

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 allows for 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.

Joshua Street and Saddleridge Drive are two residential streets in the Bradley Estates area, with current posted speed limits at 50 km/h. As a high traffic area with several well used parks, many residents have raised numerous safety concerns regarding the current speed limits. A 40 km/h limit for Joshua and Saddleridge would help address these concerns, as well as bring it more in line with the 40 km/h speed limits of the adjacent streets, that were registered as part of later subdivisions and have 40 km/h speed limits.

FINANCIAL IMPLICATIONS

This report has no budget implications. The costs of installing the signage will be absorbed within the 2022 approved Traffic Services operating budget.

LEGAL IMPLICATIONS

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

COMMENTS BY THE WARD COUNCILLOR(S)

As many of my Council Colleagues are all too aware, the Bradley Estates area faces many transportations issues and Joshua Street and Saddleridge Drive are no exception. These residential side streets have become high traffic areas, due to the volume on the arterial roads and main roads off them. As a result, they are frequently used as cut throughs, treated as arterial roadways, with drivers speeding through the area.

The Bradley Estates Community Association, and many residents, have raised safety concerns for many years, in particular, highlighting the multiple parks located directly off both streets; parks that are very popular with young families and children. These streets are well used by local residents for cycling through the community and to access the Prescott-Russell Recreational Trail. The request to reduce the speed limit on Joshua Street and Saddleridge Drive to 40 km/h comes with the unwavering support from the local community association and I am fully supportive of the changes.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committee.

CONSULTATION

Public Works Department Comment:

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.

Posting a 40 km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Joshua Street or Saddleridge Drive may increase the collision risk. Some drivers will choose to comply with the 40 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.

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.

Furthermore, the Council-approved City of Ottawa Speed Zoning Policy states that the speed limit along a collector roadway with a width of 10.5 meters or more must have an 85th percentile speed (i.e. the speed at or below which 85% of all the vehicles travel) of 50 km/h or less to be eligible for a 40 km/h speed limit. A speed survey conducted on Joshua Street between Lucinda Crescent and Lucinda Crescent, on November 30th, 2017, showed an operating speed of 51 km/h (85th percentile speed). A speed survey conducted on Saddleridge Drive between Prairie Street and Dovehaven Street, on September 4th, 2019, showed an operating speed of 54 km/h (85th percentile speed).

The Public Works Department does not expect the existing operating speeds of Joshua Street or Saddleridge Drive to be significantly reduced because of the implementation of 40 km/h speed limit signs unless considerable police enforcement occurs on an on-going basis or other traffic calming or speed reduction initiatives are permanently installed.

Upon Council approval of the report recommendation, the Public Works Department will, as part of a 40 km/h 'gateway area', initiate the necessary work to implement a 40 km/h speed limit along Joshua Street between Renaud Road and Knotridge Street and along Saddleridge Drive between Renaud Road and Joshua Street. The cost of the signage installation will be funded by Traffic Services' general maintenance budget. The

estimated cost to establish the 40 km/h 'gateway area' is approximately \$1,800.00, plus HST.

ACCESSIBILITY IMPACTS

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

RISK MANAGEMENT IMPLICATIONS

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

RURAL IMPLICATIONS

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

TERM OF COUNCIL PRIORITIES

The report aligns with the Integrated Transportation Priority of the 2019 to 2022 Council Plan.

DISPOSITION

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