

3. Motion - 40km Gateway Speed Limit Britannia Road Area

Motion – Limite de vitesse de 40 km/h à l'entrée du secteur du chemin Britannia

Committee Recommendation

That Council approve creating a gateway speed limit of 40km/h for the residential area east of Greenview Ave, north of Carling Ave and Richmond Rd and west of the Sir John A MacDonald Pkwy, with the cost of implementation of this designation to be funded through the Ward 7 Temporary Traffic Calming budget.

Recommandation du comité

Que le Conseil approuve que l'on fixe la limite de vitesse à 40 km/h à l'entrée des zones résidentielles se situant à l'est de l'avenue Greenview, au nord de l'avenue Carling et du chemin Richmond et à l'ouest de la promenade Sir-John-A.-Macdonald, et que les coûts associés à la mise en place de cette mesure soient financés par le budget consacré aux mesures temporaires de modération de la circulation du quartier 7.

DOCUMENTATION

1. Committee Coordinator's report, Transportation Committee, dated 22 October 2020 (ACS2020-OCC-TRC-0014)

Rapport de la coordonnatrice du comité, Comité des transports, daté le 22 octobre 2020 (ACS2020-OCC-TRC-0014)

Transportation Committee
Report 12A
November 25, 2020

121

Comité des transports
Rapport 12A
Le 25 novembre 2020

Report to
Rapport au:

Transportation Committee
Comité des transports
2 November 2020 / 2 novembre 2020

and Council
et au Conseil
12 November 2020 / 12 novembre 2020

Submitted on October 22, 2020
Soumis le 22 octobre 2020

Submitted by
Soumis par:
Kelly Crozier, Committee Coordinator / Coordonnatrice du comité

Contact Person
Personne ressource:
Councillor / Conseiller T. Kavanagh
(613) 580-2477, Theresa.Kavanagh@Ottawa.ca

Ward: BAY (7) / BAIE (7)

File Number: ACS2020-OCC-TRC-0014

SUBJECT: Motion - 40km Gateway Speed Limit Britannia Road Area

OBJET: Motion – Limite de vitesse de 40 km/h à l'entrée du secteur du chemin Britannia

REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council approve creating a gateway speed limit of 40km/h for the residential area east of Greenview Ave, north of Carling Ave and Richmond Rd and west of the Sir John A MacDonald

Pkwy, with the cost of implementation of this designation to be funded through the Ward 7 Temporary Traffic Calming budget.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver que l'on fixe la limite de vitesse à 40 km/h à l'entrée des zones résidentielles se situant à l'est de l'avenue Greenview, au nord de l'avenue Carling et du chemin Richmond et à l'ouest de la promenade Sir-John-A.-Macdonald, et que les coûts associés à la mise en place de cette mesure soient financés par le budget consacré aux mesures temporaires de modération de la circulation du quartier 7.

BACKGROUND

At its meeting on October 7, 2020, Councillor J. Leiper introduced a Notice of Motion for consideration at a subsequent meeting on behalf of Councillor T. Kavanagh.

DISCUSSION

Britannia Rd is designated as a 'collector' roadway and runs north-south through the Britannia Village community, serving as one of the main accesses to the neighbourhood. The main land use along Britannia Rd and the surrounding area is residential and Britannia Park is just two blocks west. The street is constructed as a two-lane roadway with a sidewalk along the west side. Speed display boards are currently installed as traffic calming measures in both the northbound and southbound directions. There are also flex stakes along the centreline of the roadway.

The speed reduction is being requested in order to create a larger 40km/h speed limit gateway area that includes Britannia Rd (Carling to Howe).

Councillor Kavanagh has provided the following revised motion for Transportation Committee's consideration, pursuant to subsection 89(3) of the procedure by-law stating that prior to Committee's consideration of a motion of which notice has been given previously, a revised motion on the same subject, approved by the mover may be substituted for the original one:

Where as speeding and driver behaviour are major concerns for residents across the City of Ottawa and each year, numerous inquiries are received in pursuit of traffic calming measures to address these issues and

Where as the issue of safer calmer streets is an important one for residents of Bay ward, with residents and community associations regularly seeking ways to slow down motor vehicle traffic and

Where as there is ample evidence that lowering traffic speeds has a positive correlation with overall street safety, specifically, lowering speeds towards 30 km/h has the potential to significantly reduce severe injuries and to save lives and

Where as Britannia Road north of Howe is already designated with a speed limit of 40KM/h and the area south of this is home to many families with young children

Therefore be it resolved that the Transportation Committee recommend Council approve creating a gateway speed limit of 40km/h for the residential area east of Greenview Ave, north of Carling Ave and Richmond Rd and west of the Sir John A MacDonald Pkwy, with the cost of implementation of this designation to be funded through the Ward 7 Temporary Traffic Calming budget.

RURAL IMPLICATIONS

There are no rural implications associated with the recommendation in this report.

CONSULTATION

Transportation Services Comment:

Industry 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.

Furthermore, the Council-approved City of Ottawa Speed Zoning Policy states that the speed limit along a collector roadway should be based on the actual 85th percentile speed (i.e. the speed at or below which 85% of all the vehicles travel) of the free-flowing traffic on the street. A speed survey conducted on Britannia Rd on Aug 12, 2020, between Priscilla St and Marie St showed an operating speed of 50 km/h (the 85th percentile speed).

The Transportation Services Department does not expect the existing operating speeds of Britannia Rd to be significantly reduced because of this speed limit change unless considerable police enforcement occurs on an on-going basis, or additional traffic calming measures are implemented.

The estimated cost of implementation is \$1200 which will be funded through the Ward 7 Traffic Pedestrian & Safety Enhancement program budget.

No other specific consultation was conducted in respect of this report. The public was notified of this report in such that the Notice of Motion was raised at the public meeting of the Transportation Committee on October 7, 2020 and was listed on the associated meeting Disposition, which was posted to Ottawa.ca. Subsequently, the meeting was advertised in community newspapers and on Ottawa.ca, and the agenda was published on Thursday, October 22, 2020.

Public delegations may be received by the Committee.

COMMENTS BY THE WARD COUNCILLOR

Councillor Leiper, on behalf of Councillor Kavanagh, raised this issue by way of Notice at the October 7, 2020 Transportation Committee meeting and can provide further context upon request.

ADVISORY COMMITTEE(S) COMMENTS

No consultation with the City's advisory committees was required.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report.

FINANCIAL IMPLICATIONS

The estimated implementation cost is \$1,200 and funds are available through Ward 7, Capital order # 909547 Traffic Pedestrian & Safety Enhancement program.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with the recommendations of this report.

TERM OF COUNCIL PRIORITIES

There is no direct impact on the Term of Council Priorities

DISPOSITION

Staff will take direction from Committee and proceed accordingly.