

2. Motion - Proposed Cycling Lanes on Holland Avenue (Kenilworth Avenue to Tyndall Avenue)

Motion – Voies cyclables proposées sur l’avenue Holland (entre les avenues Kenilworth et Tyndall)

Committee Recommendations, as amended

That Council approve:

- 1. that the temporary cycling lanes remain as permanent facilities on Holland Avenue from Kenilworth Avenue to Tyndall Avenue; and**
- 2. that the speed limit be posted at 40km/hr to support transit service and thus promote sustainable mobility choices for our residents; and**
- 3. that any work that is required to carry out the above directives (such as refreshing of line painting, posting and new speed limit signs) be funded within the existing budget of the Jackie Holzman Bridge project.**
- 4. the addition of the following under the Consultation Section of the report:**

Infrastructure Services Comment

Following the approval of the report, Infrastructure Services will collaborate with Transportation Services Department on the installation of the permanent cycling lanes and signs on Holland Avenue from Kenilworth Avenue to Tyndall Avenue.

The funding will be provided through the existing budget of the Jackie Holzman Bridge project. The bridge is now open for use, final landscaping and sign installation is underway.

- 5. the addition of an Asset Management Implications section to the report with the following:**

The recommendations documented in this report are consistent

with the City's Comprehensive Asset Management (CAM) Program objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

Recommandations du comité, telles que modifiées

Que le Conseil approuve :

- 1. les voies temporaires réservées aux cyclistes deviennent permanentes sur l'avenue Holland, entre les rues Kenilworth et Tyndall; et**
- 2. la limite de vitesse soit affichée à 40 km/h pour faciliter le service de transport en commun, et par le fait même promouvoir des choix de mobilité durable auprès des résidents; et**
- 3. tous les travaux requis pour se conformer aux directives susmentionnées (refaire le traçage des lignes, afficher les nouveaux panneaux de limite de vitesse) soient financés à même l'enveloppe budgétaire existante du projet de la passerelle Jackie-Holzman.**
- 4. l'ajout de ce qui suit dans la section « Consultations » du rapport :**
Commentaires des Services d'infrastructure

À la suite de l'approbation du rapport, les Services d'infrastructure collaboreront avec la Direction générale des transports en vue de l'installation permanente de signalisation et de voies réservées pour les cyclistes sur l'avenue Holland, entre la rue Kenilworth et l'avenue Tyndall.

Les fonds seront tirés de l'enveloppe budgétaire du projet de la

[passerelle Jackie-Holzman](#). La passerelle est maintenant ouverte; les derniers travaux d'aménagement paysager et l'installation de la signalisation sont en cours.

5. l'ajout de la section « Répercussions sur la gestion des actifs » au rapport, avec le texte qui suit :

Les recommandations formulées dans le présent rapport respectent les objectifs du [Programme de gestion intégrale des actifs de la Ville](#). Ce programme permet à la Ville de gérer efficacement les infrastructures existantes et nouvelles de manière à en maximiser les avantages, à en réduire les risques et à fournir à la population des services sécuritaires et fiables, le tout dans une optique de durabilité sociale, culturelle, environnementale et économique.

DOCUMENTATION

1. Committee Coordinator's report, Transportation Committee, dated 22 October 2020 (ACS2020-OCC-TRC-0013)

Rapport de la coordonnatrice du comité, Comité des transports, daté le 22 octobre 2020 (ACS2020-OCC-TRC-0013)
2. Extract of Draft Minutes, Transportation Committee, 2 November 2020.

Extrait de l'ébauche du procès-verbal, Comité des transports, le 2 novembre 2020

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
2 November 2020 / 2 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 J. Leiper
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Ward: KITCHISSIPPI (15)

File Number: ACS2020-OCC-TRC-0013

SUBJECT: Motion - Proposed Cycling Lanes on Holland Avenue (Kenilworth Avenue to Tyndall Avenue)

OBJET: Motion – Voies cyclables proposées sur l’avenue Holland (entre les avenues Kenilworth et Tyndall)

REPORT RECOMMENDATIONS

That Transportation Committee recommend Council approve:

- 1. that the temporary cycling lanes remain as permanent facilities on Holland Avenue from Kenilworth Avenue to Tyndall Avenue; and**
- 2. that the speed limit be posted at 40km/hr to support transit service and thus promote sustainable mobility choices for our residents; and**

3. that any work that is required to carry out the above directives (such as refreshing of line painting, posting and new speed limit signs) be funded within the existing budget of the Jackie Holzman Bridge project.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver

1. les voies temporaires réservées aux cyclistes deviennent permanentes sur l'avenue Holland, entre les rues Kenilworth et Tyndall; et
2. la limite de vitesse soit affichée à 40 km/h pour faciliter le service de transport en commun, et par le fait même promouvoir des choix de mobilité durable auprès des résidents; et
3. tous les travaux requis pour se conformer aux directives susmentionnées (refaire le traçage des lignes, afficher les nouveaux panneaux de limite de vitesse) soient financés à même l'enveloppe budgétaire existante du projet de la passerelle Jackie-Holzman.

BACKGROUND

At its meeting on October 7, 2020, Councillor J. Leiper introduced a Notice of Motion that seeks to have the Transportation Committee recommend Council approve making temporary cycling lanes permanent on Holland Ave, having the speed limit posted at 40 km/h and the work be funded from the existing Jackie Holzman Bridge project.

DISCUSSION

Councillor Leiper has provided the following motion for Transportation Committee's consideration:

WHEREAS the temporary bike lanes on Holland Avenue (Kenilworth Avenue to Tyndall Avenue) were put in place as a cycling detour for two years during the removal of the Harmer Bridge and construction of the new Jackie Holzman Bridge for pedestrians and cyclists; and

WHEAREAS these temporary bike lanes are well used and the cycling community have strongly voiced their preference that they remain in place to supplement the new Jackie Holzman Bridge; and

WHEREAS the temporary 30 km/hr speed reduction (from 50 km/hr) was intended to be an additional safety measure for shared cycling lanes that were originally proposed for the detour, instead of the dedicated cycling lanes that are there today; and

WHEREAS the restrictive speed limit of 30 km/hr has adversely affected transit operations on Holland Avenue;

THEREFORE BE IT RESOLVED that the temporary cycling lanes remain as permanent facilities on Holland Avenue from Kenilworth Avenue to Tyndall Avenue; and

BE IT FURTHER RESOLVED that the speed limit be posted at 40km/hr to support transit service and thus promote sustainable mobility choices for our residents; and

BE IT FURTHER RESOLVED that any work that is required to carry out the above directives (such as refreshing of line painting, posting and new speed limit signs) be funded within the existing budget of the Jackie Holzman Bridge project.

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 major 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 24-hour automated speed survey conducted on Holland Avenue on July 30th, 2020, between Kenilworth Street and Ruskin Street, showed an operating speed of 54 km/h (the 85th percentile speed). A 24-hour automated speed survey conducted on Holland Avenue on July 30th, 2020, between Inglewood Place and Ruskin Street, showed an operating speed of 54 km/h (the 85th percentile speed). Based on the speed survey results and the Council approved Speed Zoning Policy, the appropriate speed limit along the section of Holland Avenue brought forward for a speed reduction consideration at this time, is 50km/h.

Posting a 40 km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Holland Avenue may increase the crash 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. We would expect to see more risky overtaking maneuvers as a motorist might feel frustrated following a vehicle at 40 km/h in a setting that is more conducive to higher speeds.

The Transportation Services Department does not expect the existing operating speeds along the section of Holland Avenue identified in this report 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. Data collected in April 2020 from the speed display board within the 30 km/h section shows 85th percentile speeds between 51-53 km/h, despite the presence of 30 km/h speed limit signage. Additional temporary traffic calming measures should be considered on Holland Avenue.

Upon Council approval of the report recommendation, the Transportation Services Department will initiate the necessary work to modify the existing speed limit signage in the affected section of Holland Avenue. The cost of the signage installation and pavement marking refresh, estimated at \$6500.00., would be funded from the Jackie Holzman Bridge project.

Infrastructure Services Comment

Following the approval of the report, Infrastructure Services will collaborate with Transportation Services Department on the installation of the permanent cycling lanes and signs on Holland Avenue from Kenilworth Avenue to Tyndall Avenue.

The funding will be provided through the existing budget of the Jackie Holzman Bridge project. The bridge is now open for use, final landscaping and sign installation is underway.

RURAL IMPLICATIONS

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

CONSULTATION

No 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 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 with this report.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

FINANCIAL IMPLICATIONS

Estimated costs are \$6,500. Funds are available within the CP000125 Harmer Ave Ped Bridge project account.

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.