

- 2. FAIRLAWN AVENUE SPEED REDUCTION BETWEEN CARLING AVENUE  
AND LENESTER AVENUE**
- RÉDUCTION DE LA LIMITE DE VITESSE SUR L'AVENUE FAIRLAWN ENTRE  
L'AVENUE CARLING ET L'AVENUE LENESTER**

**COMMITTEE RECOMMENDATION**

That Council reduce the speed limit along Fairlawn Avenue between Carling Avenue and Lenester Avenue be reduced from 50 km per hour (unsigned) to 40 km per hour.

**RECOMMANDATION DU COMITÉ**

Que le Conseil réduit la limite de vitesse sur le tronçon de l'avenue Fairlawn compris entre l'avenue Carling et l'avenue Lenester en la faisant passer de 50 km/h (non signalisée) à 40 km/h.

**DOCUMENTATION / DOCUMENTATION**

Councillor Taylor report dated 29 November 2017 (ACS2017-CCS-TRC-0026)

Conseiller Taylor, rapport daté le 29 novembre 2017 (ACS2017-CCS-TRC-0026)

**Report to  
Rapport au:**

**Transportation Committee  
Comité des transports  
6 December 2017 / 6 décembre 2017**

**and Council  
et au Conseil  
13 December 2017 / 13 décembre 2017**

**Submitted on November 29, 2017  
Soumis le 29 novembre 2017**

**Submitted by  
Soumis par:  
Councillor / Conseiller Mark Taylor**

**Contact Person  
Personne ressource:  
Councillor / Conseiller Mark Taylor  
613-580-2477, *Mark.Taylor@ottawa.ca***

**Ward: BAY (7) / BAIE (7)**

**File Number: ACS2017-CCS-TRC-0026**

**SUBJECT: Fairlawn Avenue Speed Reduction between Carling Avenue and  
Lenester Avenue**

**OBJET: Réduction de la limite de vitesse sur l'avenue Fairlawn entre l'avenue  
Carling et l'avenue Lenester**

## **REPORT RECOMMENDATIONS**

**That the Transportation Committee recommend Council reduce the speed limit  
along Fairlawn Avenue between Carling Avenue and Lenester Avenue be reduced  
from 50 km per hour (unsigned) to 40 km per hour.**

## **RECOMMANDATIONS DU RAPPORT**

**Que le Comité des transports recommande au Conseil de réduire la limite de vitesse sur le tronçon de l'avenue Fairlawn compris entre l'avenue Carling et l'avenue Lenester en la faisant passer de 50 km/h (non signalisée) à 40 km/h.**

## **BACKGROUND**

The area of Fairlawn in question is within a residential neighbourhood and abuts a local elementary school. For several years the pressure on this area of road has increased. So much congestion alternating with thoughtless speeding is occurring in primarily peak p.m. periods that the area has become an Ottawa Police Service (OPS) hotspot for Provincial Offences Notices (PON's) as noted in the attached document 1.

## **DISCUSSION**

Fairlawn Avenue functions as a "Major Collector" roadway between Carling and Lenester Avenue and as a "local" roadway between Lenester Avenue and Queensgrove Road. It runs through the Glabar Park community and provides an alternate connection between the northerly/southerly segments of Woodroffe Avenue (i.e. north and south of Carling Avenue) as well as a north-south connection for residents of the community. Fairlawn Avenue's surrounding land use consists of a mix of residential and commercial properties. The roadway is constructed to a two-lane urban cross-section between Carling Avenue and Queensgrove Road. The current speed limit on Fairlawn Avenue from Carling Avenue to Lenester Avenue is 50 km/hr (unposted) transitioning to 40 km/hr (posted) for the segment between Fairlawn Avenue and Queensgrove Road. Sidewalks are provided along the entire west side of the roadway (Carling Avenue to Queensgrove Road) and along a portion of the east side (Carling Avenue to Lenester Avenue).

The 2009 Council-approved Speed Zoning Policy states that the speed limit along an arterial roadway should be based on the actual 85th percentile speed (i.e. the speed at or below which 85% of all the vehicles travel at) of the free-flowing traffic on the street. The most recent speed survey conducted along Fairlawn Avenue between Fox Crescent and Esterlawn Private indicated an 85th percentile operating speed of 49 km per hour.

## **RURAL IMPLICATIONS**

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

## **CONSULTATION**

### **Transportation Services Comment:**

The Speed Zoning Policy defines the process for establishing speed limits along City roadways. Traffic Services staff follow the procedures within this policy to determine the appropriate speed limit for a given roadway.

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, the majority of 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.

Posting a 40 km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Fairlawn Avenue, may increase the risk of collision. Some drivers will choose to comply with the 40 km/h speed limit while others will continue to drive the higher speed they feel comfortable travelling at. This greater difference in operating speeds between individual vehicles increases the potential for interactions or conflicts between vehicles (collisions). According to the Speed Zoning Policy, given the roadway's operating speed, the existing 50 km/hr speed limit is appropriate.

The Transportation Services Department does not expect the roadway's operating speed to be significantly reduced as a result of the implementation of 40 km/h speed limit signs unless considerable police enforcement occurs on an on-going basis.

Upon Council approval of the report's recommendation, the Transportation Services Department will work to implement the new 40 km/h speed limit as directed. The new speed limit signs will be installed at key locations along Fairlawn Avenue between Carling Avenue and Lenester Avenue. The cost of the speed limit sign installation can be accommodated within the existing Traffic Services operating budget and will be approximately \$1,500.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Recent implementation of a turn restriction in the area to help address pressure by the local school has met with only limited success. Increasing numbers of non local drivers alternatively congest or speed through this area. The OPS have indicated that any and all additional tools would be helpful in their ongoing management of this space. As such I am seeking to add this speed reduction to the suite of tools we have to incent better driving in this community, family and vulnerable road user space.

### **ADVISORY COMMITTEE(S) COMMENTS**

This has not been considered by Advisory Committees.

### **LEGAL IMPLICATIONS**

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

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated to this report.

### **FINANCIAL IMPLICATIONS**

There are no financial implications associated with the recommendations of this report. The estimated cost of \$1,500 can be funded from the 2017 Traffic Services operating budget.

### **ACCESSIBILITY IMPACTS**

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

### **TERM OF COUNCIL PRIORITIES**

The recommendation of this report aligns to the 2015-2018 Strategic Priority – Transportation and Mobility, specifically Strategic Objective TM4 – Improve safety for all road users.

### **SUPPORTING DOCUMENTATION**

Document 1 – Ward 7 - Point Density Map *(Previously distributed to all Members of Council and held on file with the City Clerk and Solicitor.)*

**DISPOSITION**

The Transportation Services Department will take appropriate action based on the recommendations made by the Committee and Council. The new speed limit signs will be installed within six to eight weeks from the date on which Council approves the report. As such, the new speed limit would be in place by early February 2018.