

6. **Speed Limit Reduction on Stagecoach Road, from a point approximately 840m north of Snake Island Road to Snake Island Road.**

Réduction de la limite de Vitesse sur le chemin Stagecoach, d'un point situé à environ 840 m au nord du chemin Snake Island jusqu'au chemin Snake

Committee Recommendation

That Council reduce the speed limit on Stagecoach Road, from a point approximately 840m north of Snake Island Road to Snake Island Road from 70 km/h to 60 km/h.

Recommandation du comité

Que le Conseil réduise la limite de Vitesse sur le chemin Stagecoach, d'un point situé à environ 840 m au nord du chemin Snake Island jusqu'au chemin Snake Island, de 70 km/h à 60 km/h.

DOCUMENTATION

Councillor's report, dated 25 May 2020 (ACS2020-OCC-TRC-0005)

Rapport du conseiller, daté le 25 mai 2020 (ACS2020-OCC-TRC-0005)

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
4 March 2020 / 4 mars 2020**

**and Council
et au Conseil
25 March 2020 / 25 mars 2020**

**Submitted on February 21, 2020
Soumis le 21 février 2020**

**Submitted by
Soumis par:
Councillor / Conseiller George Darouze**

**Contact Person
Personne ressource:
Councillor / Conseiller George Darouze
613-580-2490, George.Darouze@ottawa.ca**

Ward: OSGOOD (20)

File Number: ACS2020-OCC-TRC-0005

**SUBJECT: Speed Limit Reduction on Stagecoach Road, from a point
approximately 840m north of Snake Island Road to Snake Island
Road.**

**OBJET: Réduction de la limite de Vitesse sur le chemin Stagecoach, d'un
point situé à environ 840 m au nord du chemin Snake Island jusqu'au
chemin Snake**

REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council reduce the speed limit on Stagecoach Road, from a point approximately 840m north of Snake Island Road to Snake Island Road from 70 km/h to 60 km/h.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil de réduire la limite de Vitesse sur le chemin Stagecoach, d'un point situé à environ 840 m au nord du chemin Snake Island jusqu'au chemin Snake Island, de 70 km/h à 60 km/h.

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 existing 70 km/h speed limit on Stagecoach Road, from a point approximately 840m north of Snake Island Road to Snake Island Road was appropriate when it was first evaluated based on the process for establishing speed limits as outlined in the Council-approved Speed Zoning Policy.

DISCUSSION

Stagecoach Road is designated as a rural 'Arterial' roadway and runs in a north-south direction south of Mitch Owens Road and the City's southern limit. It is constructed as a two-lane rural cross-section without sidewalks. The surrounding land use on Stagecoach Road at the north end of the speed limit zone consists of mainly rural agricultural lands transitioning to residential properties within the Enniskerry community towards the speed limit zone's south end. The current 70 km/h speed limit zone along Stagecoach Road starts approximately 840m north of Snake Island Road and ends at Snake Island Road. North and south of this 70 km/h zone, the posted speed limit is 80km/h.

Currently, temporary Traffic Calming measures are limited to a speed display board in the southbound direction of Stagecoach Road located approximately 800m north of Snake Island Road.

RURAL IMPLICATIONS

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

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 rural 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) of the free-flowing traffic on the street. A speed survey conducted on Stagecoach Road by City of Ottawa staff on June 24, 2019, between Snake Island Road and Herberts Corners Road showed an operating speed of 79km/h (the 85th percentile speed) and a compliance with the current 70km/h speed limit of 62%. Based on the speed survey results and the Council approved Speed Zoning Policy, the appropriate speed limit at this time would be 80km/h.

Posting a 60km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Stagecoach Road may increase the crash risk. Some drivers will choose to comply with the 60km/h speed limit while others will continue to drive the higher speed at which they feel comfortable travelling. It is expected that the compliance with the new 60km/h speed limit will be under 10%. 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 60km/h in a setting that is more conducive to higher speeds.

The Transportation Services Department does not expect the existing operating speeds on Stagecoach Road to be significantly reduced because of the implementation of 60km/h speed limit signs unless considerable police enforcement occurs on an on-going basis. Due to the recorded operating speeds, roadway classification and roadway characteristics, other temporary traffic calming measures cannot be considered on Stagecoach Road.

Upon Council approval of the report recommendation, the Transportation Services Department will initiate the necessary work to implement the speed reduction from 70km/h to 60km/h. The cost of the signage installation can be accommodated within the existing Traffic Services operating budget and will cost approximately \$1,000 to implement.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Darouze is in support of reducing the speed limit in Enniskerry on this section of Stagecoach Road.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. The cost would be funded from Traffic Service's existing operating budget.

ACCESSIBILITY IMPACTS

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

TERM OF COUNCIL PRIORITIES

The Councillor has not identified a specific link with the 2019-2020 Term of Council Priorities.

DISPOSITION

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