

6. Central Park Drive Speed Reduction

Réduction de la limite de vitesse le long de la promenade Central Park

COMMITTEE RECOMMENDATION

That Council approve that the speed limit along the entire length of Central Park Drive be reduced from a posted speed limit of 50 km/h to a posted speed limit of 40 km/h.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve que la limite de vitesse affichée le long de la promenade Central Park soit ramenée de 50 km/h à 40 km /h.

DOCUMENTATION / DOCUMENTATION

1. Councillor's report, River Ward, 25 March 2019 (ACS2019-CCS-TRC-0003)

Rapport du Conseiller, quartier Rivière, daté le 25 mars 2019 (ACS2019-CCS-TRC-0003)

Report to
Rapport au:

Transportation Committee
Comité des transports
3 April 2019 / 3 avril 2019

and Council
et au Conseil
10 April 2019 / 10 avril 2019

Submitted on March 25, 2019
Soumis le 25 mars 2019

Submitted by
Soumis par:
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Ward: RIVER (16) / RIVIÈRE (16)

File Number: ACS2019-CCS-TRC-0003

SUBJECT: Central Park Drive Speed Reduction

OBJET: Réduction de la limite de vitesse le long de la promenade Central Park

REPORT RECOMMENDATION

That the Transportation Committee recommend to Council that the speed limit along the entire length of Central Park Drive be reduced from a posted speed limit of 50 km/h to a posted speed limit of 40 km/h.

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver que la limite de vitesse affichée le long de la promenade Central Park soit ramenée de 50 km/h à 40 km /h.

BACKGROUND

The Central Park neighbourhood within River Ward is almost exclusively residential, with some commercial-retail properties hugging Merivale Road. The community is a mix of single family homes, attached townhouses, two condo buildings and two seniors' residences. There is a significant population of both older adults and residents under 18 years of age. The heart of the neighbourhood, is the expansive Celebration Park. The neighbourhood is also prone to a high number of out of community pedestrians that use a multi-use pathway on the northern border of Central Park, to travel through Central Park to get to the Laurentian Plaza or OC Transpo bus routes, on Baseline Road.

For a number of years, I have made residential road safety and enforcement a priority, based on the requests of River Ward residents, including concerns from community associations, schools, businesses and other community organizations. I have used the traffic calming budget for the ward, to implement various initiatives in Central Park, including speed display boards, painted messaging and yellow flex sticks. When the opportunity arose to designate a neighbourhood within River Ward a community safety zone and install gateway signage, I did not hesitate and nominated Central Park. The community (and local Councillor) expected the signage to appear at both entrances to the community, on Central Park Drive (north entrance and south entrance), however, all of the streets branching off of Central Park Drive had signage installed on them, causing strong pushback in the community.

The issue is twofold:

Central Park is a residential community and the speed limit for all streets should be 40km/hr. The demographics of the neighbourhood, high pedestrian traffic and this being the only street cyclists can use to access Merivale Road, justifies the speed limit reduction, which has community support. This will ensure the entire neighbourhood is a consistent 40km/hr.

The gateway signage can not be installed on streets with a speed limit of 50km/hr or higher. Given that Central Park Drive is the main street within the community and only way to enter/exit, the gateway signage should be at the two main entry points in to the neighbourhood. Again, this has community support.

Normandy Crescent in Carleton Heights and Springland Drive in Riverside Park are collector roads and the speed limit was reduced to 40km/hr in the past.

DISCUSSION

Central Park Drive functions as a “collector” road which begins and ends at Merivale Road. The surrounding land use consists of mostly residential properties.

Central Park Drive is constructed to a two-lane urban cross section (11.0 meters wide) for a majority of the road. The road widens closer to Merivale on both ends to accommodate dedicated left turn lanes. The current speed limit on Central Park Drive is 50 km/hr between Merivale Road and Merivale Road and is posted. A sidewalk is provided along both sides of Central Park Drive for the entire length of the road.

The 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. The most recent speed survey conducted along Central Park Drive on March 15th, 2019 indicated an 85th percentile operating speed of 53 km/h.

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.

Posting a 40 km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Central Park Drive where the operating speed is 53 km/h, 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.

The Transportation Services Department does not expect the roadway's operating speed 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.

On August 29, 2018, City Council approved the Gateway Speed Limit Signage in Residential Areas Report (2018-TSD-PLN-0008), and the Gateway Speed Limit Signage By-law. As such, the Transportation Services Department now has the authority to install Gateway Speed Limit Signage for speeds lower than 50 km/h in residential areas that meet the required criteria. In areas where the necessary criteria are met, gateway speed limit signs are posted on the perimeter of the defined residential area. Gateway Speed Limit Signs are regulatory signs.

Gateway speed limit signs are posted at each entry and exit point to a community where lower speeds are in effect. The Entry Gateway Speed Limit Sign identifies the beginning of a legal speed limit that applies to all roadways within an area. The Exit Gateway Speed Limit Sign marks the end of the lower speed limit. All streets that fall within the posted entry sign and exit sign are designated with the same speed limit identified on the gateway signs.

Through consultation with Councillor Brockington, the Central Park community was identified as the first area within the ward for implementation of 40 km/h Gateway Speed

Limit Signs. Traffic Services installed a total of 22 signs in the neighbourhood in early December 2018 in support of this initiative.

Upon Council approval of Councillor Brockington's report, the Transportation Services Department will replace the existing 22 Gateway Speed Limit Signs with a total of 4 signs at/near the periphery of the community. The cost of this change will be approximately \$2,500 and can be accommodated within the existing Traffic Services budget.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Brockington is supportive of the recommendation to reduce the speed limit on Central Park Drive from 50km to 40km.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

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 or its recommendations.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. The estimated cost would be funded from within the existing Traffic Services operating budget.

ACCESSIBILITY IMPACTS

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

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. Furthermore, the recommendation of this report also aligns to the 2015-

2018 Strategic Priority – Residents, specifically Strategic Objective C1 – Contribute to the improvement of my quality of life.

DISPOSITION

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