

3. SPEED REDUCTION ON BLAIR ROAD

RÉDUCTION DE LA LIMITE DE VITESSE SUR LE CHEMIN BLAIR

COMMITTEE RECOMMENDATION

That Council approve that the speed limit along Blair Road between a point 135m north of Meadowbrook Drive and a point 145m north of Innes Road be reduced to 50 km/h.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve la réduction de la limite de vitesse sur le chemin Blair, entre un point à partir de 135 mètres nord de la promenade Meadowbrook et un point à 145 mètres nord du chemin Innes, à 50 km par heure.

DOCUMENTATION / DOCUMENTATION

1. Councillor T. Tierney's report, dated 16 June 2015 (ACS2015-CMR-TRC-0005).

 Rapport du Conseiller T. Tierney, daté le 16 juin 2015 (ACS2015-CMR-TRC-0005).

2. Extract of Draft Minute, 30 June 2015.

 Extrait de l'ébauche du procès-verbal, le 30 juin 2015.

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
30 June 2015 / 30 juin 2015**

**and Council
et au Conseil
8 July 2015 / 8 juillet 2015**

**Submitted on June 16, 2015
Soumis le 16 juin 2015**

**Submitted by
Soumis par:
Councillor / Conseiller T. Tierney**

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Ward: BEACON HILL-CYRVILLE (11)

File Number: ACS2015-CMR-TRC-0005

SUBJECT: Speed reduction on Blair Road

OBJET: Réduction de la limite de vitesse sur le chemin Blair

REPORT RECOMMENDATIONS

That the Transportation Committee recommend to Council that the speed limit along Blair Road between a point 135m north of Meadowbrook Drive and a point 145m north of Innes Road be reduced to 50 km/h.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver la réduction de la limite de vitesse sur le chemin Blair, entre un point à partir de 135 mètres nord de la promenade Meadowbrook et un point à 145 mètres nord du chemin Innes, à 50 km par heure

BACKGROUND

In 2009, City Council approved the City's Speed Zoning Policy, which defines the process for establishing speed limits along City roadways. The existing posted 70 km/h speed limit along the section of Blair Road between a point 145m north of Innes Road and Ogilvie Road is appropriate, based on the process for establishing speed limits as outlined in the Council approved Speed Zoning Policy.

DISCUSSION

The section of Blair Road north of Innes Road functions as an arterial street. The street is constructed to a rural standard cross-section between Innes Road and the interchange with Ottawa Road No. 174. A total of six private approaches into single family residential dwelling units are located on the section of the street between Innes Road and Meadowbrook Road.

The community living in the area is concerned with high speeds on Blair and potential impacts to the safety of residents. Residents believe that lowering the speed limit from 70 km/h to 50 km/h will reduce the travelled speed and make it a safer environment for everyone in the area, including children. The local Community Association put the speed reduction request forward which is supported by Ward Councillor Tim Tierney.

The Speed Zoning Policy states that the speed limit along an arterial street 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. A manual speed survey conducted on April 1, 2015 between Beaverpond Drive and Laura Private indicated that the average speed of the traffic was 66 km/h and the 85th percentile speed of the traffic was 75 km/h.

RURAL IMPLICATIONS

There are no rural implications associated to this report.

CONSULTATION

The local Community Association made the official request to have the speed limit changed from 70 km/h to 50 km/h. The speed reduction is supported by Ward Councillor Tim Tierney.

Public Works Department Comment:

The Public Works Department will implement the new 50 km/h speed limit upon Council approval of the recommendation by installing the necessary signage. Installation costs will be approximately \$750.00 and can be accommodated within the existing Traffic Services operating budget.

It should be noted that based on the manual speed surveys conducted on Blair Road, which indicate an 85th percentile operating speed of 75 km/h, the Public Works Department does not expect the operating speed on Blair to be significantly reduced as a result of the implementation of a lower posted speed limit of 50 km/h unless there is significant police enforcement on an on-going basis.

COMMENTS BY THE WARD COUNCILLOR(S)

Given the overwhelming support for speed reduction I support this endeavour by residents.

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

If the recommendation is approved, the estimated cost to change the signage is \$750.00 and will be charged to the Public Works - Traffic Operations Signage Maintenance Operating Budget.

ACCESSIBILITY IMPACTS

There are no impacts to accessibility associated with this report.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated to this report.

TERM OF COUNCIL PRIORITIES

The Speed Reduction on Blair Road supports the “Governance and Decision-Making” long-term sustainability goals of the 2010-2014 Term of Council Priorities. The report aligns with the City’s vision of a more informed, inclusive and open decision-making process.

DISPOSITION

The Public Works Department will implement the new 50 km/h speed limit upon Council approval of the recommendation by installing necessary signage.