

**2. Speed Reductions Gateway Zones in Lowertown, Sandy Hill and Vanier**

**Zones de limitation de vitesse dans les secteurs Basse-Ville, Côte-de-Sable et Vanier**

**COMMITTEE RECOMMENDATIONS**

That Council approve that the speed limit be lowered to 30 km/h through the implementation of 30 km/h Gateway Speed Limit Signs within residential areas bound by:

1. Vanier Parkway to the East, Cantin Street to the West, Beechwood Avenue to the North and Montreal Road to the South; and
2. North River Road to the East, Greensway Avenue to the West, Lenore Place to the North and Mark Avenue to the South; and
3. King Edward Avenue to the East, Range Road to the West, Laurier Avenue East to the North and Lees Avenue to the South; and
4. King Edward Avenue to the East, Charlotte Street to the West, Rideau Street to the North and Laurier Avenue East to the South; and
5. Sussex Drive to the West, King Edward Avenue to the East, Murray Street to the North and Rideau Street to the South; and
6. Sussex Drive to the West, King Edward Avenue to the East, Boteler Street to the North and St. Patrick Street to the South.

**RECOMMANDATIONS DU COMITÉ**

Que le Conseil approuve l'abaissement de la limite de vitesse à 30 km/h par l'installation de panneaux de vitesse dans les secteurs résidentiels délimités par :

1. la promenade Vanier à l'est, la rue Cantin à l'ouest, l'avenue

- Beechwood au nord et le chemin de Montréal au sud;
2. le chemin North River à l'est, l'avenue Greensway à l'ouest, la place Lenore au nord et l'avenue Mark au sud;
  3. l'avenue King Edward à l'est, le chemin Range à l'ouest, l'avenue Laurier Est au nord et l'avenue Lees au sud;
  4. l'avenue King Edward à l'est, la rue Charlotte à l'ouest, la rue Rideau au nord et l'avenue Laurier Est au sud;
  5. la promenade Sussex à l'ouest, l'avenue King Edward à l'est, la rue Murray au nord et la rue Rideau au sud;
  6. la promenade Sussex à l'ouest, l'avenue King Edward à l'est, la rue Boteler au nord et la rue St. Patrick au sud.

#### DOCUMENTATION

1. Councillor's Report, Transportation Committee, dated April 26, 2021 (ACS2021-OCC-TRC-0008).  
  
Rapport du conseiller, Comité des transports, daté le 26 avril 2021 (ACS2021-OCC-TRC-0008).
2. Extract of draft Minutes, Transportation Committee, May 5, 2021  
  
Extrait de l'ébauche du procès-verbal, Comité des transports, le 5 mai 2021.

**Transportation Committee  
Report 18  
May 12, 2021**

**11**

**Comité des transports  
Rapport 18  
Le 12 mai 2021**

**Report to  
Rapport au:**

**Transportation Committee  
Comité des transports  
5 May 2021 / 5 mai 2021**

**and Council  
et au Conseil  
12 May 2021 / 12 mai 2021**

**Submitted on April 26, 2021  
Soumis le 26 avril 2021**

**Submitted by  
Soumis par:  
Councillor / Conseiller Mathieu Fleury**

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**Ward: RIDEAU-VANIER (12)**

**File Number: ACS2021-OCC-TRC-0008**

**SUBJECT: Speed Reductions Gateway Zones in Lowertown, Sandy Hill and Vanier**

**OBJET: Zones de limitation de vitesse dans les secteurs Basse-Ville, Côte-de-Sable et Vanier**

#### **REPORT RECOMMENDATION**

**That the Transportation Committee recommend to Council that the speed limit be lowered to 30 km/h through the implementation of 30 km/h Gateway Speed Limit**

**Signs within residential areas bound by:**

- 1) Vanier Parkway to the East, Cantin Street to the West, Beechwood Avenue to the North and Montreal Road to the South; and
- 2) North River Road to the East, Greensway Avenue to the West, Lenore Place to the North and Mark Avenue to the South; and
- 3) King Edward Avenue to the East, Range Road to the West, Laurier Avenue East to the North and Lees Avenue to the South; and
- 4) King Edward Avenue to the East, Charlotte Street to the West, Rideau Street to the North and Laurier Avenue East to the South; and
- 5) Sussex Drive to the West, King Edward Avenue to the East, Murray Street to the North and Rideau Street to the South; and
- 6) Sussex Drive to the West, King Edward Avenue to the East, Boteler Street to the North and St. Patrick Street to the South.

**RECOMMANDATION DU RAPPORT**

Que le Comité des transports recommande au Conseil d'approuver l'abaissement de la limite de vitesse à 30 km/h par l'installation de panneaux de vitesse dans les secteurs résidentiels délimités par :

- 1) la promenade Vanier à l'est, la rue Cantin à l'ouest, l'avenue Beechwood au nord et le chemin de Montréal au sud;
- 2) le chemin North River à l'est, l'avenue Greensway à l'ouest, la place Lenore au nord et l'avenue Mark au sud;
- 3) l'avenue King Edward à l'est, le chemin Range à l'ouest, l'avenue Laurier Est au nord et l'avenue Lees au sud;
- 4) l'avenue King Edward à l'est, la rue Charlotte à l'ouest, la rue Rideau au nord et l'avenue Laurier Est au sud;
- 5) la promenade Sussex à l'ouest, l'avenue King Edward à l'est, la rue Murray au nord et la rue Rideau au sud;

**6) la promenade Sussex à l'ouest, l'avenue King Edward à l'est, la rue Boteler au nord et la rue St. Patrick au sud.**

**BACKGROUND**

It has been a priority of both the City of Ottawa and the office of Councilor Mathieu Fleury to improve the safety of street users, whether they be occupants of cars, pedestrians, bicyclists, or other. In the past, the city has implemented the program *Towards Zero* in an effort to eliminate traffic fatalities. The city has funded numerous initiatives through its Traffic Services Department and Safer Roads Ottawa.

In August 2018, the city implemented the concept of gateway speed zones, providing staff and council with an efficient means to lower speed limits within residential communities. The motion adopted by council allowed for the creation of speed zones of either 40 km/h or 30 km/h.

Currently, there is only one gateway speed zone in the Rideau-Vanier Ward. The residents of the Rideau-Vanier Ward have expressed a desire for lower speeds and safer streets.

Residents in Lowertown, Sandyhill and Vanier have sought safer, slower and calmer streets. Each community has a community association, and each community association has a committee dealing with transportation and safety. Reducing traffic speed is a goal of each committee.

Traffic speed has a direct impact on the safety of our streets, implementing gateway speed zones of 30 km/h—coupled with TTC measures and other traffic calming initiatives—aligns with and furthers the city's goal of increased safety for all road users.

**DISCUSSION**

Street safety is a significant concern for the residents of Vanier, Lowertown, and Sandy Hill. Individual residents, as well as the Vanier, Lowertown and Sandy Hill Community Associations have expressed a need for slower, safer streets.

There is ample evidence that lowering traffic speeds has a positive correlation with overall street safety, as well as lower fatality rates. Specifically, lowering speeds towards 30 km/h has the potential to significantly reduce severe injuries and to save lives.

A study of 30km and 40km speed reduction zones saw a decrease of about 30% in traffic incidents.

From: <https://bmcpublichealth.biomedcentral.com/articles/10.1186/s12889-019-8139-5>

The City of Calgary found that its drivers drove more carefully with 85% of driving at or below 32km/h in 30km/h zones. (Kattan, L., Tay, R., & Acharjee, S. (2011). Managing speed at school and playground zones. *Accident Analysis & Prevention*, 43(5), 1887-1891.)

The Government of Nova Scotia

Making residential speeds safer benefits children and allows them to be healthier and be more active at school. (Garrard, J., Rissel, C., & Bauman, A. (2012). Health benefits of cycling. In Pucher J. & Buehler R. (Eds.), *City Cycling* (pp. 31-54). The MIT Press. McDonald, N.C. (2012). Children and cycling. In Pucher J. & Buehler R. (Eds.), *City Cycling* (pp. 235-256). The MIT Press. O'Brien, C., Ramanathan, S., Gilbert, R. & Orsini, A. (2009). Youth and Sustainable Transportation: A review of the literature. Retrieved from <http://www.kidsonthemove.ca>)

San Francisco State University found that traffic calming and reduced traffic speeds benefits the local economy and makes neighbourhoods more desirable places to live. (Drennen, E. (2003). Economic effects of traffic calming on urban small businesses. Department of Public Administration, San Francisco State University, San Francisco. Retrieved from <http://www.sfbike.org/download/bikeplan/bikelanes.pdf>)

The Michigan Department of Transportation found that lower speeds and traffic calming measures increased yielding for pedestrians to 85%.

From: [https://www.michigan.gov/documents/mdot/MDOT\\_Research\\_Report\\_RC-1585\\_408249\\_7.pdf](https://www.michigan.gov/documents/mdot/MDOT_Research_Report_RC-1585_408249_7.pdf)

In one study, the Curtin-Monash Accident Research Centre found risk of pedestrian death reduced exponentially as collision speeds dropped: "It is estimated that less than 10% of pedestrians would die when struck by a vehicle travelling at 30 km/h, compared with fatality rates of 26% at 40 km/h and over 80% at 50 km/h." (Curtin-Monash Accident Research Centre, [Improving Pedestrian Safety](#) and [The Impact of Lowered Speed Limits in Urban/Metropolitan Areas](#).)

The European Transport Safety Council found that collisions at 32 km/h resulted in a

5% pedestrian fatality rate, whereas collisions at 48 km/h resulted in a 45% pedestrian fatality rate. (ETSC (1995) *Reducing Traffic Injuries resulting from excess and inappropriate speed.*)

In 2004, the World Health Organization noted that studies suggest that for each decrease of 1 km/h in a car's speed, there is a 2% to 3% reduction in collisions. (WHO, *World report on road traffic injury prevention*).

Switzerland saw a fewer accidents (15%) and a reduction in severity (27%) in 30km/h zones. (Lindenmann, H. P. (2005). *The effects on road safety of 30 kilometer-per-hour zone signposting in residential districts*. Institute of Transportation Engineers. ITE Journal, 75(6), 50-54.)

In 32 km/h speed zones in London, UK, there was a significant reduction in road casualties (42%, 48% among those under 16 years old) compared to adjacent areas where the speed limits were not reduced. (Grundy, C., Steinbach, R., Edwards, P., Green, J., Armstrong, B., & Wilkinson, P. 2009. *Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006: controlled interrupted time series analysis*. Bmj, 339).

Lancashire County, UK, implemented 30 km/h speed limit zones in all residential areas and all school zones. Initial indications were that deaths and injuries dropped (WHO. 2013. *Pedestrian safety: a road safety manual for decisionmakers and practitioners*. World Health Organization.  
from [http://apps.who.int/iris/bitstream/10665/79753/1/9789241505352\\_eng.pdf](http://apps.who.int/iris/bitstream/10665/79753/1/9789241505352_eng.pdf).

Lowering speed limits is only part of the effort to reduce traffic speed. The city has, recently, added additional bicycle lanes to a number of streets, narrowing the roadway and deterring speeding. The councillor's office remains dedicated to implementing further measures to reduce speeds, such as Temporary Traffic Calming (TTC) measures.

The councillor's office will continue to use the TTC budget to calm traffic.

## **RURAL IMPLICATIONS**

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

## CONSULTATION

### Transportation Services Comment:

Road safety engineering 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.

Transportation Services has two different approaches to consider when lowering a speed limit to less than 50 km/h in Ottawa:

**1. Existing Policies:** When operating speeds are not at 40 km/h or 30 km/h, both the Council-approved [Speed Zoning Policy](#) and the [30 km/h Speed Limit Policy](#), provide the criteria which must be met in order for staff to have the authority to implement a speed limit change on a specific roadway; and,

**2. Council-Approved Gateway Signage By-law:** On August 29, 2018, City Council approved the [Gateway Speed Limit Signage in Residential Areas Report \(2018-TSD-PLN-0008\)](#), and the revised Gateway Speed Limit Signage By-law. By-Law No. 2018-288 provides the General Manager of Transportation Services the delegated authority to designate certain residential areas with speed limits lower than 50 km/h through the use of 40 km/h or 30 km/h Gateway Signage consistent with both the Speed Zoning and the 30 km/h Speed Limit Policies. When this by-law is applied, the petition requirements identified in the City's Speed Zoning Policy and the 30 km/h Speed Limit Policy are waived for those areas that will be signed using Gateway Speed Limit Signage. This is due to the onerous implications required to undertake a petition process for a large area consisting of multiple residential roadways.



As per the Council-approved eligibility criteria, 30 km/h Gateway Speed Limit Signage can only be used to establish the speed limit in neighborhoods with roadways meeting either of the following criteria:

1. operating speed (defined as the 85th Percentile Speed) equal to or less than 35 km/h; or,
2. meet Roadway and Traffic Environment criteria, the Active Transportation Environment criteria and Roadway Width as defined in the 30 km/h Speed Limit Policy.

Traffic Services staff completed a site investigation of the six areas which have been put forward for 30 km/h Gateway Speed Limit Signage; each consist of residential and collector roadways. Staff reviewed the existing speed data on file and also collected additional speed data on the collector roads in order to complete a review of the multiple roadways to assess the areas' eligibility for gateway signage.

Speed data along with the boundaries for the proposed new 30 Km/h Gateway Speed Limit areas are identified in Document 1 – Speed Survey Results Zone 1, Document 2 – Speed Survey Results Zone 2, Document 3 – Speed Survey Results Zone 3, Document 4 – Speed Survey Results Zone 4, Document 5 – Speed Survey Results Zone 5 and Document 6 – Speed Survey Results Zone 6. As per the available speed data, the majority of the roadways for which speed data was available have an operating speed greater than 35 km/h. Additionally, upon further review, many of the roadways do not meet the required Roadway and Traffic Environment criteria, the Active Transportation Environment criteria and Roadway Width criteria required for the implementation of 30 km/h Gateway Speed Limit Signage. In order to meet the policy criteria, given that most operating speeds are greater than 35 km/h, affected roadways would need pavement marking modifications to narrow local residential entrance widths to 7 meters. To modify entrance widths at all intersections within the six areas, it would cost approximately \$98,600.00 in pavement marking applications. The cost to apply the initial pavement markings, as required, would be funded through Councillor Fleury's future Ward 12 Temporary Traffic Calming (TTC) budgets over the next few years.

Posting a 30 km/h speed limit on a roadway where the operating speed is much greater, may increase the crash risk. Some drivers will choose to comply with the 30 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 community's operating speed to be significantly reduced because of the implementation of 30 km/h speed limit gateway signage unless considerable police enforcement occurs on an on-going basis.

Upon Council approval of Councillor Fleury's report, the Transportation Services Department will endeavour to implement the gateway signage for all six zones by the end of 2021. The estimated cost for the implementation of signs is \$30,400.00 for labour and materials. The cost of zone 1 (\$9,400.00 estimated) will be accommodated within the existing Traffic Services Budget and the five remaining zones (\$21,000.00 estimated cost) will be paid out of the Councillors Temporary Traffic Calming budget. Zone 1 is covered by funding dedicated to the installation of one Gateway Speed Limit Zone per ward in 2021.

The installation of the gateway signage in these areas can be completed prior to the installation of pavement markings, however Traffic Services would recommend that the painted road narrowings be implemented in 2021 at locations where the 30 km/h gateway signs are placed. The narrowings are recommended to provide further guidance to motorists that they are entering a 30 km/h zone, which may lead to improved adherence to the 30 km/h speed limit

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

A few years ago, Sandy Hill was one of the first neighbourhoods in Ottawa to see lower posted speeds in residential street in the City at 40km. These changes, at the time, were very well received, as speeding in older residential streets, which were built and design in a different era and with different objectives allow for much speeding.

Shortly after the Sandy Hill pilot, the province, passed Bill 65 to amend the Highway Traffic Act. This gave the tools for cities to move to lower speed limits in residential areas, a move toward 30km.

The lower speed limits are an important tool to prioritize slower speeds in residential areas to make them more livable.

When City staff reviewed the zones in the community, we, the City, Community and my team recognized quickly some of the challenges to implement these specifically in the Vanier community where the community is not designed in a grid structure.

The zones proposed by City staff allow to bring forward a strategy to fairly implement the 30 km zones in residential streets in Rideau-Vanier.

Ultimately, the City must, as part of the construction design the residential streets to complete street and modern measures that bring in permanent design changes. I have seen the success of these measures in residential streets with the addition of sidewalks, widening of sidewalks, narrow street width, elevated intersection, elevated crosswalks, bulb outs, ... The infrastructure team is in tune with these objectives and with clear zones speed reduction posted they implement permanent measures which help resolve the concerns from residents, schools, faith spaces, community centers and spaces...

All residential areas and community associations are asking for lower speeds in residential streets. As residential streets are redone it is the unique time to implement the permanent measures. We have seen a number of tools implemented through the neighbourhood seasonal traffic calming measures that allow for warmer months measure to be in effect. In this frame of mine, posted lower speed limits do set the tone for more livable residential areas.

Finally, in coming forward with the report Strategic Road Safety Action Plan (RSAP) Annual Report City staff are proposing 30km areas in the ByWard Market, an ideal and unique district, non-residential to implement slower speed measures. We have seen changes in the market over the last number of years to improve the public spaces. City Council has recently approved one of the most important directions for the future of the ByWard Market with the ByWard Market Public Space Report – a vision for the Market (add the report number here). We have also seen seasonal street closures and addition spaces for the public spaces requested by the Businesses Improvement Association in the area.

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

This has not been considered by Advisory Committees.

## **LEGAL IMPLICATIONS**

There are no legal impediments to approving the recommendation of this report.

## **RISK MANAGEMENT IMPLICATIONS**

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

## **FINANCIAL IMPLICATIONS**

The cost to implement the gateway signage of \$9,400 for Zone 1 can be funded from within Traffic Service's existing operating budget, and the remaining 5 zones' estimated costs of \$21,000 will be funded from the Councillors existing Temporary Traffic Calming budget.

The estimated cost of \$98,600 to modify the entrance widths for all 6 zones could be funded from future Ward 12 Temporary Traffic Calming budgets subject to Council's consideration and approval.

## **ACCESSIBILITY IMPACTS**

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

## **TERM OF COUNCIL PRIORITIES**

The report aligns with the Integrated Transportation Priority of the 2019 to 2022 Council Plan.

## **SUPPORTING DOCUMENTATION**

Document 1 – 6 – Ward 12 Gateway Zones

## **DISPOSITION**

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