

<p>2. Famille-Laporte Avenue and Cardinal Creek Drive Speed Limit Reduction</p> <p>Réduction de la vitesse sur l'avenue Famille-Laporte et la promenade Cardinal Creek</p>
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Committee Recommendation

That Council reduce the speed limit on Famille-Laporte Avenue and Cardinal Creek Drive from 50 km/h to 40 km/h for the entire length of each road.

Recommandation du comité

Que le Conseil fasse passer la vitesse sur toute la longueur de l'avenue Famille-Laporte et de la promenade Cardinal Creek de 50 km/h à 40 km/h.

DOCUMENTATION / DOCUMENTATION

Councillor's report, dated 23 September 2019 (ACS2019-OCC-TRC-0002)

Rapport du Conseiller, daté le 23 septembre 2019 (ACS2019-OCC-TRC-00)

**Transportation Committee
Report 5
9 October 2019**

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**Comité des transports
rapport 5
le 9 octobre 2019**

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
2 October 2019 / 2 octobre 2019**

**and Council
et au Conseil
9 October 2019 / 9 octobre 2019**

**Submitted on September 23, 2019
Soumis le 23 septembre 2019**

**Submitted by
Soumis par:
Councillor / Conseiller Stephen Blais**

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Ward: CUMBERLAND (19)

File Number: ACS2019-OCC-TRC-0002

**SUBJECT: Famille-Laporte Avenue and Cardinal Creek Drive Speed Limit
Reduction**

**OBJET: Réduction de la vitesse sur l'avenue Famille-Laporte et la promenade
Cardinal Creek**

REPORT RECOMMENDATION

That the Transportation Committee recommend Council reduce the speed limit on Famille-Laporte Avenue and Cardinal Creek Drive from 50 km/h to 40 km/h for the entire length of each road.

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil de faire passer la vitesse sur toute la longueur de l'avenue Famille-Laporte et de la promenade Cardinal Creek de 50 km/h à 40 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 50 km/h speed limit along Famille-Laporte Avenue and Cardinal Creek Drive is appropriate, based on the process for establishing speed limits as outlined in the Council approved Speed Zoning Policy.

DISCUSSION

Famille-Laporte Avenue is designated as a 'collector' roadway and runs through the developing Cardinal Creek Village community providing a connection to Old Montreal Road. The surrounding land use consists of residential properties, parks and a religious facility, Capital City Church. There is a likelihood that future development along Famille-Laporte Avenue will include two elementary schools. The street is constructed as a two-lane urban cross-section with sidewalks provided on both sides.

A speed display board is currently installed as a traffic calming measure in the northbound direction of the roadway approaching the Famille-Laporte Avenue and Mishawashkode Street intersection.

The speed reduction is being requested in order to create a larger 40km/h speed limit gateway area that includes Famille Laporte Avenue.

Cardinal Creek Drive is designated as a 'major collector' roadway and generally runs north-south through the developing Cardinal Creek Village community providing a connection to Old Montreal Road. The surrounding land use consists of residential properties, parks and other institutional facilities. The street is constructed as a two-lane urban cross-section with a sidewalk provided on the west side of the road and a multi-use pathway on the east side. Currently Cardinal Creek Drive ends at Famille-Laporte Avenue.

The speed reduction is being requested in order to create a larger 40km/h speed limit

gateway area that includes Cardinal Creek Drive.

The homeowners along Famille-Laporte Avenue and Cardinal Creek Drive, as well as residents on adjacent streets have contacted the Councillor's office requesting the reduction of the current 50 km/h speed. The Cardinal Creek Village Community Association is aware of these resident concerns. Speed within the neighbourhood and pedestrian access to the park were major focuses of the Community Association's last Annual General Meeting. The Councillor's office and the residents are requesting that the speed limit on Famille-Laporte Avenue and Cardinal Creek Drive be reduced to 40 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.

Furthermore, the Council-approved City of Ottawa 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. A speed survey conducted on Famille-Laporte Avenue on July 24, 2019 between Brouage Way and Minoterie Ridge showed an operating speed of 54 km/h (the 85th percentile speed).

Posting a 40 km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Famille-Laporte Avenue, 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 speed survey conducted along Cardinal Creek Drive on July 24, 2019 between Old Montreal Road and Famille-Laporte Avenue shows an operating speed of 44 km/h (the 85th percentile speed). Although in its current state the roadway is eligible for a 40 km/h speed limit according to the Speed Zoning Policy, the 44 km/h operating speed is likely a result of the roadway condition (base course asphalt and raised/depressed catch basins) and heavy construction activity. Staff are concerned that once the surrounding residential area is fully constructed and final course asphalt is added, the operating speed will mirror that of Famille-Laporte Avenue as the roadway design and characteristics are similar.

The Transportation Services Department does not expect the existing operating speeds of Famille-Laporte Avenue and future operating speeds on Cardinal Creek Drive 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.

Furthermore, 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. Should Famille-Laporte Avenue and Cardinal Creek Drive receive approval for a posted 40 km/h speed limit, these collector roadways will meet the

necessary criteria to be included as part of a 40 km/h Speed Limit Gateway area.

Upon Council approval of the report recommendation, the Transportation Services Department will initiate the necessary work to implement a 40 km/h Gateway Speed Limit area covering all of Cardinal Creek Village north of Old Montreal Road including Famille-Laporte Avenue and Cardinal Creek Drive. The cost of the signage installation will be invoiced to the Tamarack Development Corporation as part of the Subdivision Agreement conditions for this development. The estimated cost to establish this gateway area is approximately \$1,850.00, plus HST.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Blais is aware of the report and supports lowering the speed limit on Famille-Laporte Avenue and Cardinal Creek Drive to 40km/h. The Community of Cardinal Creek Village is still under development, and Councillor Blais feels that the speed reductions, along with the subsequent implementation of a gateway area and traffic calming measures are necessary before all of the phases of development are complete.

In addition to staff's observations in the Discussion section of this report, it should be noted that the area is planned to have a range of low-density homes and high-density apartments and there are several neighbourhood amenities currently installed or planned for the area that will be frequented by pedestrians. When development and construction is complete, there will be two large community parks, a multi-use pathway, two sites for future elementary schools, and the JA Laporte's Flowers & Nursery, which is a focal point in the community that attracts a lot of outside traffic. It is equally important to note; the community of Cardinal Creek Village acts as an important cut through for pedestrians and cyclists traveling from the East to reach the Trim Road Park & Ride.

Tamarack is currently developing a traffic calming plan that incorporates pedestrian safety enhancements following the concerns raised by residents and Councillor Blais.

Councillor Blais recommends that City staff work with the developers to explore options for traffic calming in the community and improve safe pedestrian access to the parks.

This review should result in a comprehensive traffic calming plan for the community of Cardinal Creek Village, that is to be funded and implemented by the developer in Spring/Summer of 2020.

The first draft of Tamarack's Traffic Calming Concept Plan is attached. It is still under review and is subject to revisions.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendation outlined 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 signage installation cost will be invoice to Tamarack Development Corporation as part of the Subdivision Agreement conditions.

ACCESSIBILITY IMPACTS

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

TERM OF COUNCIL PRIORITIES

The 2019-2022 Term of Council Priorities have not yet been approved by Council.

SUPPORTING DOCUMENTATION *(held on file with the City Clerk)*

Document 1 - Attached is the first draft of Tamarack's proposed Cardinal Creek Village Traffic Calming Plan. This is the first draft and is still to be revised based on recommendations from City staff and Councillor Blais

DISPOSITION

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