

**2.    SUSSEX DRIVE SPEED REDUCTION BETWEEN BOTELER STREET AND  
RIDEAU GATE**

**RÉDUCTION DE LA VITESSE LE LONG DE LA PROMENADE SUSSEX  
ENTRE LA RUE BOTELER ET RIDEAU GATE**

**COMMITTEE RECOMMENDATION**

**That Council reduce the speed limit along Sussex Drive between Boteler Street and Rideau Gate from 60 km per hour to 50 km per hour.**

**RECOMMANDATION DU COMITÉ**

**Que le Conseil réduit la limite de vitesse le long de la promenade Sussex, entre la rue Boteler et Rideau Gate, de 60 km/heure à 50 km/heure.**

**DOCUMENTATION / DOCUMENTATION**

1.    Councillor Fleury and Councillor Nussbaum, report dated 25 October 2017 (ACS2017-CCS-TRC-0020)

Conseiller Fleury et Conseiller Nussbaum, rapport daté le 25 octobre 2017 (ACS2017-CCS-TRC-0020)

**Report to**  
**Rapport au:**

**Transportation Committee**  
**Comité des transports**  
**1 November 2017 / 1er novembre 2017**

**and Council**  
**et au Conseil**  
**8 November 2017 / 8 novembre 2017**

**Submitted on October 25, 2017**  
**Soumis le 25 octobre 2017**

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

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**Ward: RIDEAU-VANIER (12); RIDEAU-ROCKCLIFFE (13)**      **File Number: ACS2017-CCS-TRC-0020**

**SUBJECT: Sussex Drive Speed Reduction between Boteler Street and Rideau Gate**

**OBJET: Réduction de la vitesse le long de la promenade Sussex entre la rue Boteler et Rideau Gate**

## **REPORT RECOMMENDATION**

**That the Transportation Committee recommend Council reduce the speed limit along Sussex Drive between Boteler Street and Rideau Gate from 60 km per hour to 50 km per hour.**

## **RECOMMANDATION DU RAPPORT**

**Que le Comité des transports recommande au Conseil de réduire la limite de vitesse le long de la promenade Sussex, entre la rue Boteler et Rideau Gate, de 60 km/heure à 50 km/heure.**

## **BACKGROUND**

A portion of Sussex Drive was reconstructed in 2015. During pre-construction consultation, we heard the community desire to make Sussex Drive a more welcoming, safe street for all road users. Due to this we added cycling lanes and additional greenery, but the speed issue was not addressed at this time.

## **DISCUSSION**

Sussex Drive functions as an “Arterial” road. It runs through the ByWard Market, Lowertown, and New Edinburgh communities and provides a connection between Rideau Street and the Sir George-Étienne Cartier Parkway. Sussex Drive’s surrounding land use consists of a mix of residential, commercial, and institutional properties. The roadway is constructed to a four-lane urban cross-section between Boteler Street and Stanley Avenue and it transitions to a 2-lane urban cross-section from Stanley Avenue to Rideau Gate. Cycling lanes are present on both sides of Sussex Drive between Boteler Street and Rideau Gate; the cycling facilities extend south of Boteler Street towards Rideau Street. The current speed limit on Sussex Drive from Boteler Street to Rideau Gate is 60km/h and sidewalks are provided along both sides of the entire roadway.

The 2009 Council-approved Speed Zoning Policy states that the speed limit along an 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 at) of the free-flowing traffic on the street. The most recent speed survey conducted along Sussex Drive between Stanley Avenue and John Street indicated an 85th percentile operating speed of 60 km per hour. Another recent speed study conducted along Sussex Drive between Boteler Street and Lady Grey Drive indicated an 85th percentile operating speed of 62km per hour.

## **RURAL IMPLICATIONS**

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

## **CONSULTATION**

### **Transportation Services Comment:**

The Speed Zoning Policy defines the process for establishing speed limits along City roadways. Traffic Services staff follow the procedures within this policy to determine the appropriate speed limit for a given roadway.

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, the majority of 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 50 km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Sussex Drive, may increase the risk of collision. Some drivers will choose to comply with the 50 km/h speed limit while others will continue to drive the higher speed they feel comfortable travelling at. This greater difference in operating speeds between individual vehicles increases the potential for interactions or conflicts between vehicles (collisions). According to the Speed Zoning Policy, given the roadway's operating speed, the existing 60 km/hr speed limit is appropriate.

The Transportation Services Department does not expect the roadway's operating speed to be significantly reduced as a result of the implementation of 50 km/h speed limit signs unless considerable police enforcement occurs on an on-going basis.

Upon Council approval of the report's recommendation, the Transportation Services Department will implement the new 50 km/h speed limit as directed. The new speed limit signs will be installed at key locations along Sussex Drive between Boteler Street

and Rideau Gate. The cost of the speed limit sign installation can be accommodated within the existing Traffic Services operating budget and will be approximately \$1,000.

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

#### **COUNCILLOR FLEURY**

I fully support this speed reduction on Sussex Drive. Many cyclists use this corridor, and vehicles going 60 km/ hour are incompatible with cycling. This past summer we added flex posts to portions of the bike lanes, but a speed reduction would be a much more efficient way of making this street safer for cyclists in particular.

Sussex Drive has many entry and exit ways (including the new rowing club), and tour busses use this corridor daily. These factors make cyclists wary of using these bike lanes. Our goal is to make this corridor a consistent speed of 50 km/ hour in order to make travelling along this street a safe and peaceful experience for all users.

#### **COUNCILLOR NUSSBAUM**

Councillor Nussbaum is very supportive of the recommendations in this report.

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

This has not been considered by Advisory Committees.

### **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**

There are no financial implications associated with the recommendations of this report. The estimated cost can be funded from the 2017 Traffic Services operating budget.

### **ACCESSIBILITY IMPACTS**

There are no accessibility impacts associated with the recommendations of this report.

**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.

**DISPOSITION**

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