

- 3. Residential Area Speed Reduction for Zone 1 – Woodpark, Zone 2 – Carlingwood, Zone 3 – Ambleside, Zone 4 – Woodroffe North west of Woodroffe, Zone 5 – Woodroffe North east of Woodroffe, Zone 6 – Glabar Park, Zone 7 – Queensview Terrace North (QTN)**

**Réduction de la vitesse en zone résidentielle pour la Zone 1 – Woodpark, la Zone 2 – Carlingwood, la Zone 3 – Ambleside, la Zone 4 – Woodroffe Nord à l'ouest de Woodroffe, la Zone 5 – Woodroffe Nord à l'est de Woodroffe, la Zone 6 – Glabar Park et la Zone 7 – terrasse Queensview Nord**

### **COMMITTEE RECOMMENDATION**

**That Council approve:**

- 1. 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:**
  - a) Woodroffe Avenue to the east, Byron Avenue to the north, SJAM to the west, Carling Avenue to the south (Zone 1); and,**
  - b) Sherbourne Avenue to the east, Byron Avenue to the north, Woodroffe Avenue to the west, Carling Avenue to the south (Zone 2); and,**
  - c) New Orchard Avenue North to the east, Ambleside Drive to the north, McEwen Avenue to the west, Richmond Rd to the south (Zone 3); and,**
  - d) Woodroffe Avenue to the east, Elder Street to the north, Pooler Avenue to the west, Richmond Road to the south (Zone 4); and,**
  - e) Aylen Avenue to the east, Wayne Avenue to the north, Woodroffe Avenue to the west, Richmond Rd to the south (Zone 5); and,**
  - f) Maitland Avenue to the east, Carling Avenue to the north,**

Woodroffe Avenue to the west, Queensway Highway to the south (Zone 6); and,

- g) Transitway to the east, Carling Avenue to the north, Pinecrest Road to the west, Queensway Highway to the south (Zone 7).

### **RECOMMANDATION DU COMITÉ**

Que le Conseil approuve ce qui suit :

1. **Abaisser la limite de vitesse à 30 km/h par l'installation de panneaux de vitesse à l'entrée des secteurs résidentiels délimités par :**
  - a) **l'avenue Woodroffe à l'est, l'avenue Byron au nord, la promenade SJAM à l'ouest, l'avenue Carling au sud (Zone 1);**
  - b) **l'avenue Sherbourne à l'est, l'avenue Byron au nord, l'avenue Woodroffe à l'ouest, l'avenue Carling au sud (Zone 2);**
  - c) **l'avenue New Orchard Nord à l'est, la promenade Ambleside au nord, l'avenue McEwen à l'ouest, le chemin Richmond au sud (Zone 3);**
  - d) **l'avenue Woodroffe à l'est, la rue Elder au nord, l'avenue Pooler à l'ouest, le chemin Richmond au sud (Zone 4);**
  - e) **l'avenue Aylen à l'est, l'avenue Wayne au nord, l'avenue Woodroffe à l'ouest, le chemin Richmond au sud (Zone 5);**
  - f) **l'avenue Maitland à l'est, l'avenue Carling au nord, l'avenue Woodroffe à l'ouest, le Queensway au sud (Zone 6); et**
  - g) **le Transitway à l'est, l'avenue Carling au nord, le chemin Pinecrest à l'ouest, le Queensway au sud (Zone 7).**

**DOCUMENTATION**

1. Councillor's Report, Transportation Committee, dated May 21, 2021 (ACS2021-OCC-TRC-0010).

Rapport du conseiller, Comité des transports, daté le 21 mai 2021 (ACS2021-OCC-TRC-0010).

Report to  
Rapport au:

Transportation Committee  
Comité des transports  
2 June 2021 / 2 juin 2021

and Council  
et au Conseil  
9 June 2021 / 9 juin 2021

Submitted on May 21, 2021  
Soumis le 21 mai 2021

Submitted by  
Soumis par:  
Councillor / Conseillère Theresa Kavanagh

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Ward: BAY (7) / BAIE (7)

File Number: ACS2021-OCC-TRC-0010

**SUBJECT:** Residential Area Speed Reduction for Zone 1 – Woodpark, Zone 2 – Carlingwood, Zone 3 – Ambleside, Zone 4 – Woodroffe North west of Woodroffe, Zone 5 – Woodroffe North east of Woodroffe, Zone 6 – Glabar Park, Zone 7 – Queensview Terrace North (QTN)

**OBJET:** Réduction de la vitesse en zone résidentielle pour la Zone 1 – Woodpark, la Zone 2 – Carlingwood, la Zone 3 – Ambleside, la Zone 4 – Woodroffe Nord à l'ouest de Woodroffe, la Zone 5 – Woodroffe Nord à l'est de Woodroffe, la Zone 6 – Glabar Park et la Zone 7 – terrasse Queensview Nord

## REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

1. 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:
  - a) Woodroffe Avenue to the east, Byron Avenue to the north, SJAM to the west, Carling Avenue to the south (Zone 1); and,
  - b) Sherbourne Avenue to the east, Byron Avenue to the north, Woodroffe Avenue to the west, Carling Avenue to the south (Zone 2); and,
  - c) New Orchard Avenue North to the east, Ambleside Drive to the north, McEwen Avenue to the west, Richmond Rd to the south (Zone 3); and,
  - d) Woodroffe Avenue to the east, Elder Street to the north, Pooler Avenue to the west, Richmond Road to the south (Zone 4); and,
  - e) Aylen Avenue to the east, Wayne Avenue to the north, Woodroffe Avenue to the west, Richmond Rd to the south (Zone 5); and,
  - f) Maitland Avenue to the east, Carling Avenue to the north, Woodroffe Avenue to the west, Queensway Highway to the south (Zone 6); and,
  - g) Transitway to the east, Carling Avenue to the north, Pinecrest Road to the west, Queensway Highway to the south (Zone 7).

## RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver ce qui suit :

1. Abaisser la limite de vitesse à 30 km/h par l'installation de panneaux de vitesse à l'entrée des secteurs résidentiels délimités par :
  - a) l'avenue Woodroffe à l'est, l'avenue Byron au nord, la promenade SJAM à l'ouest, l'avenue Carling au sud (Zone 1);
  - b) l'avenue Sherbourne à l'est, l'avenue Byron au nord, l'avenue

**Woodroffe à l'ouest, l'avenue Carling au sud (Zone 2);**

- c) l'avenue New Orchard Nord à l'est, la promenade Ambleside au nord, l'avenue McEwen à l'ouest, le chemin Richmond au sud (Zone 3);**
- d) l'avenue Woodroffe à l'est, la rue Elder au nord, l'avenue Pooler à l'ouest, le chemin Richmond au sud (Zone 4);**
- e) l'avenue Ayles à l'est, l'avenue Wayne au nord, l'avenue Woodroffe à l'ouest, le chemin Richmond au sud (Zone 5);**
- f) l'avenue Maitland à l'est, l'avenue Carling au nord, l'avenue Woodroffe à l'ouest, le Queensway au sud (Zone 6); et**
- g) le Transitway à l'est, l'avenue Carling au nord, le chemin Pinecrest à l'ouest, le Queensway au sud (Zone 7).**

## **BACKGROUND**

In August of 2018, the city's Transportation Committee approved the use of Gateway Speed Limit Signage, a response to new provincial legislation allows municipalities to use the signs wherever speed limits are less than 50 kilometres per hour or less.

## **DISCUSSION**

In July of 2020, the Police Services Board released its Crime Trends report for 2018-19. Following many meetings with community members, speeding cars were highlighted as the top traffic concern in the ward. While it will still realistically take some time before all streets with speeding issues are addressed with TTC measures, the addition of Gateway Signage will help support the message that residents living in the zones listed in this report are in favour of a 30km/h speed limit. Over the past couple of years, staff have come up with TTC plans for many streets in the zones listed in this report in response to residents concerns with speed. In consultation with community representative, the City is already working on TTC measures on many local streets to slow down traffic. Residents have been asking for the 30km/h limit and once permanent traffic calming measures are in place, the road will be much more conducive to a 30km/h treatment.

## **RURAL IMPLICATIONS**

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

## **CONSULTATION**

Councillor Kavanagh has received many requests from residents that the speed limit be lowered to 30km in their neighbourhood. The Councillor also held meetings to specifically discuss and consult on traffic calming measures including lowering the speed limit throughout the community. Meetings were held for the following communities:

- March 9, 2021 (Carlingwood)
- February 23, 2021 (Woodpark)
- November 25, 2020 (QTN)
- October 6, 2020 (Glabar Park)

### **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 hazards. 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 seven areas which have been put forward for 30 km/h Gateway Speed Limit Signage (shown on Document 1 – Proposed 30 km/h Areas). The areas consist mainly of local residential roadways. Staff reviewed the existing speed data on file and also collected additional speed data in order to complete a review of the multiple roadways to assess the areas' eligibility for gateway signage. Staff also investigated the conditions along Saville Row, Lenester Avenue, Fairlawn Avenue and Georgina Drive, which are collector roadways currently identified as boundaries within the Carlingwood, Glabar Park and Whitehaven neighbourhoods.



Speed data along with the boundaries for the proposed new 30 Km/h Gateway Speed Limit areas are identified in:

- Document 2 – Speed Survey Results Zone 1 Woodpark;
- Document 3 – Speed Survey Results Zone 2 Carlingwood;
- Document 4 – Speed Survey Results Zone 6 Glabar Park; and
- Document 5 – Speed Survey Results Zone 7 Queensway Terrace North.

Speed data was not available for Zones 3, 4 and 5, however, given the location and layout of these neighbourhoods, it can be reasonably assumed that operating speeds are similar, if not lower, than those within the other zones being considered in this report.

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, as a minimum, pavement marking modifications to narrow local residential entrance widths to 7 meters. Saville Row and Fairlawn Avenue (north of Lenester Avenue) are of particular concern as they are collector roadways with wide cross-sections. It is highly recommended that more substantial measures be implemented to help lower operating speeds.

To modify entrance widths at all intersections within the seven areas, it would cost approximately \$45,500 in pavement marking applications. The cost to apply the initial pavement markings, as required, would be funded through Councillor Kavanagh's future Ward 7 Temporary Traffic Calming (TTC) budgets over the next few years.

Furthermore, it is recommended that on many of the affected streets, more substantial treatments will be required in order to effectively lower the operating speeds to 35 km/h. These would include measures like flex stakes, cyclo-zone delineators, speed humps, raised intersections and curbed bulb-outs which are at a greater cost.

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 Kavanagh's report, the Transportation Services Department will endeavour to implement the gateway signage for all eight zones by the end of 2022. The estimated cost for the implementation of signs is \$15,800 for labour and materials. The cost of Zone 6 Glabar Park (\$4,432 estimated) will be accommodated within the existing Traffic Services Budget and the five remaining zones (\$11,400 estimated cost) will be paid out of the Councillor's Temporary Traffic Calming budget. Zone 6 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 shortly thereafter at locations where the 30 km/h gateway signs have been placed. The narrowing treatments 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)**

This report is being brought forward by the Councillor Kavanagh in response to growing resident demand for lower speed limits across the ward. Councillor Leiper has already implemented 30km Gateway Speed limit in the east of Sherbourne Avenue which is adjacent to Carlingwood area (Zone 2). The implementation to 30 km needs to be consistent in the area (see map of zones) so as not to confuse motorists and residents in the ward.

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

This has not been considered by Advisory Committees.

## **LEGAL IMPLICATIONS**

There are no legal; impediments to approving the recommendation as outlined in this report.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated to this report.

## **FINANCIAL IMPLICATIONS**

The estimated cost to implement the gateway signage of \$4,432 for Zone 6 Glabar Park can be funded from within Traffic Services' existing operating budget, and the remaining 5 zones' estimated costs of \$11,400 can be funded from the Councillor's existing Temporary Traffic Calming budget.

The estimated cost of \$45,000 to modify the entrance widths at all intersections within the 7 areas could be funded from future Ward 7 Temporary Traffic Calming budgets subject to Council's consideration and approval.

## **ACCESSIBILITY IMPACTS**

The recommendations in this report would improve accessibility and safety of pedestrian movements in the community.

## **TERM OF COUNCIL PRIORITIES**

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

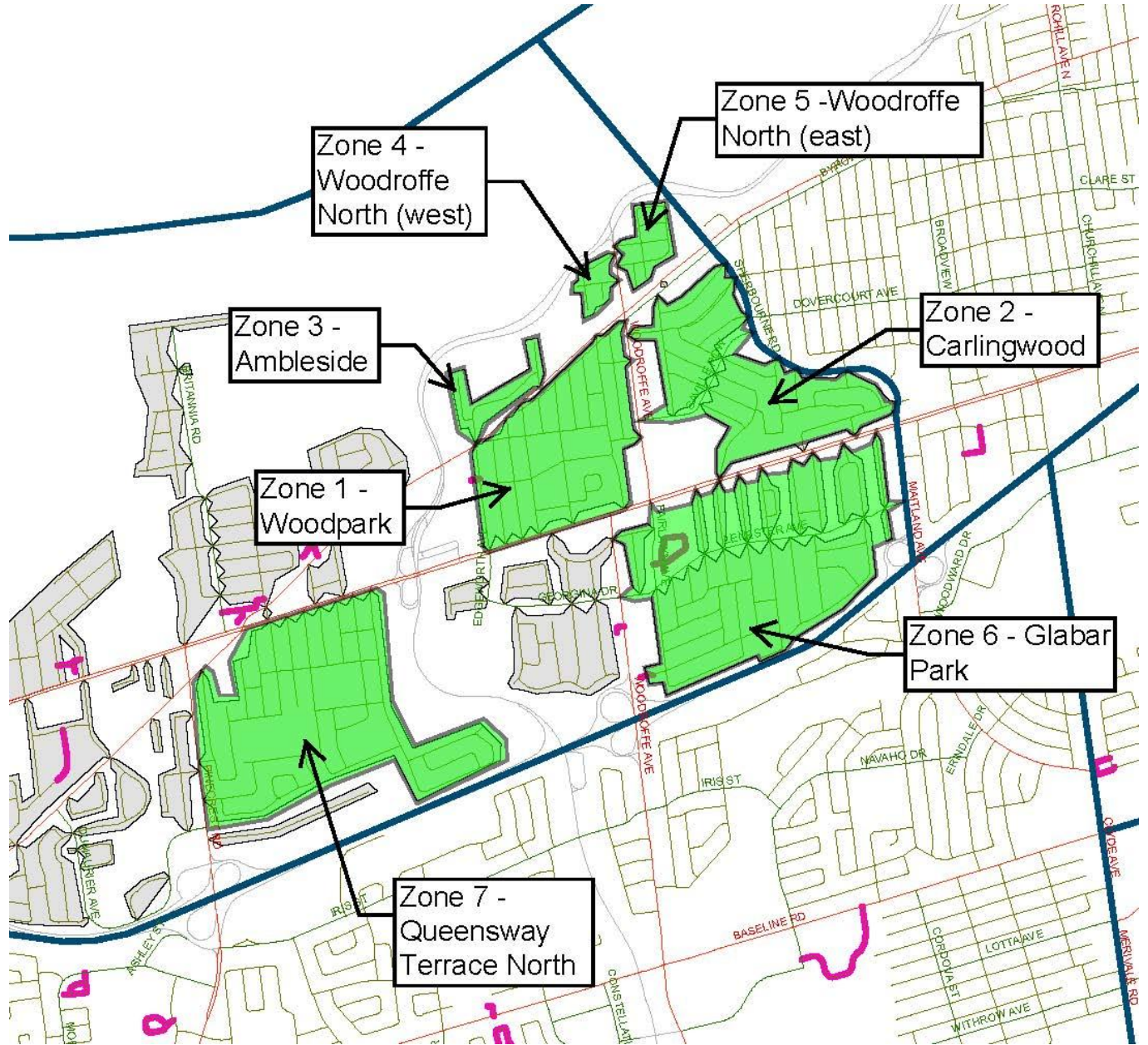
## **SUPPORTING DOCUMENTATION**

Document 1 – Bay Ward Speed Zone Maps

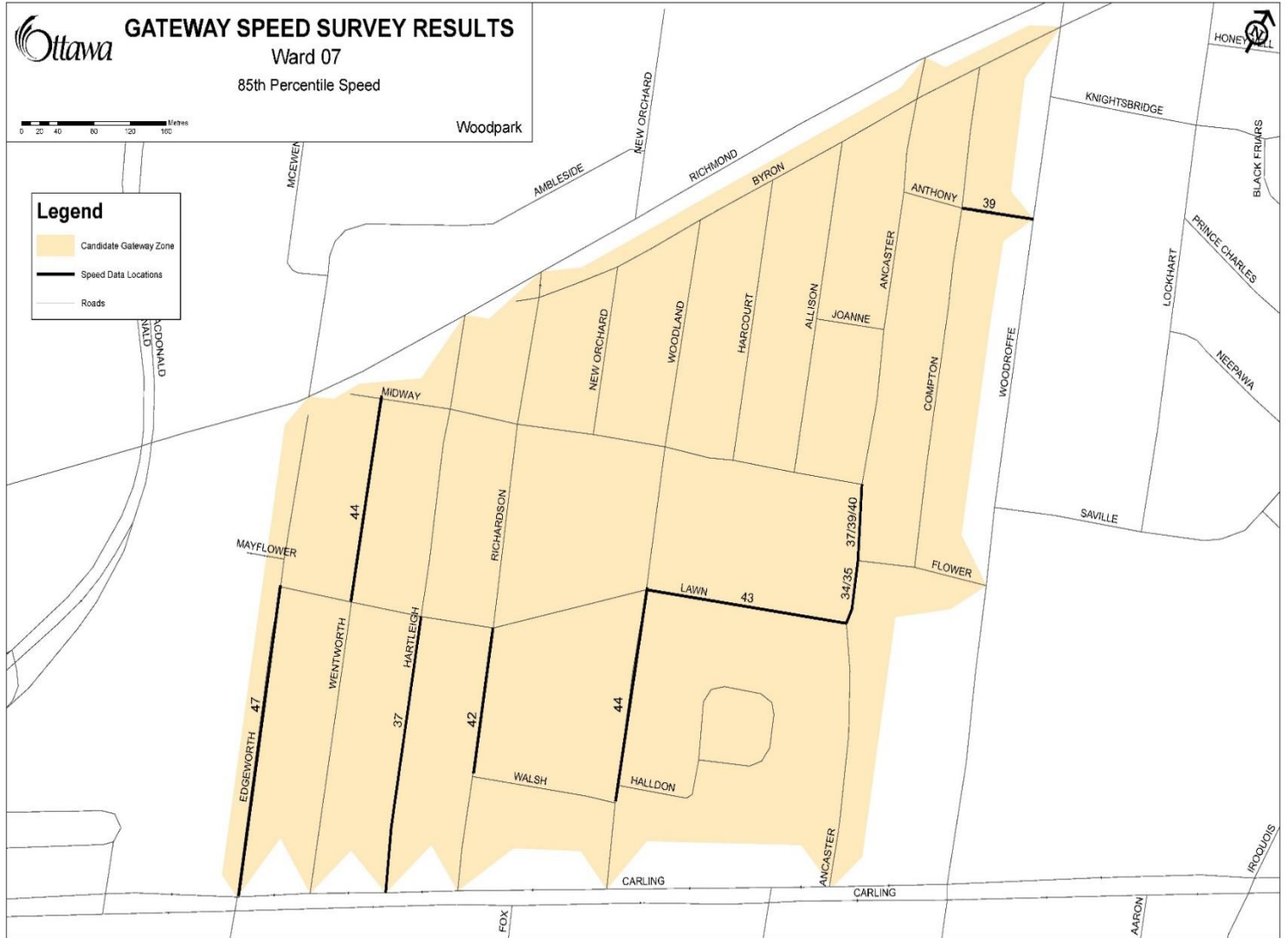
## **DISPOSITION**

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

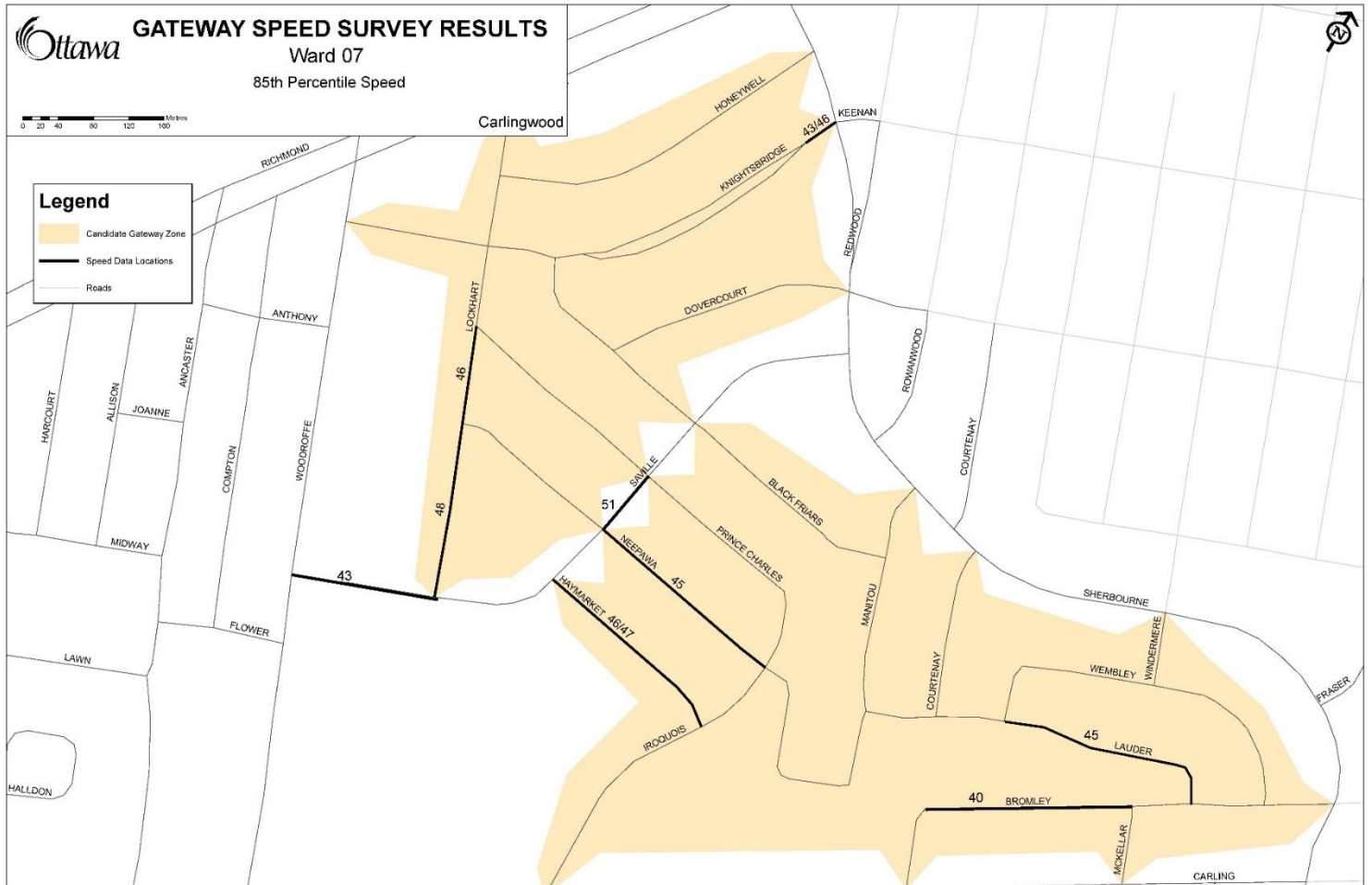
Document 1 – Proposed 30km/h Areas



Document 2 – Speed Survey Results Zone 1 Woodpark

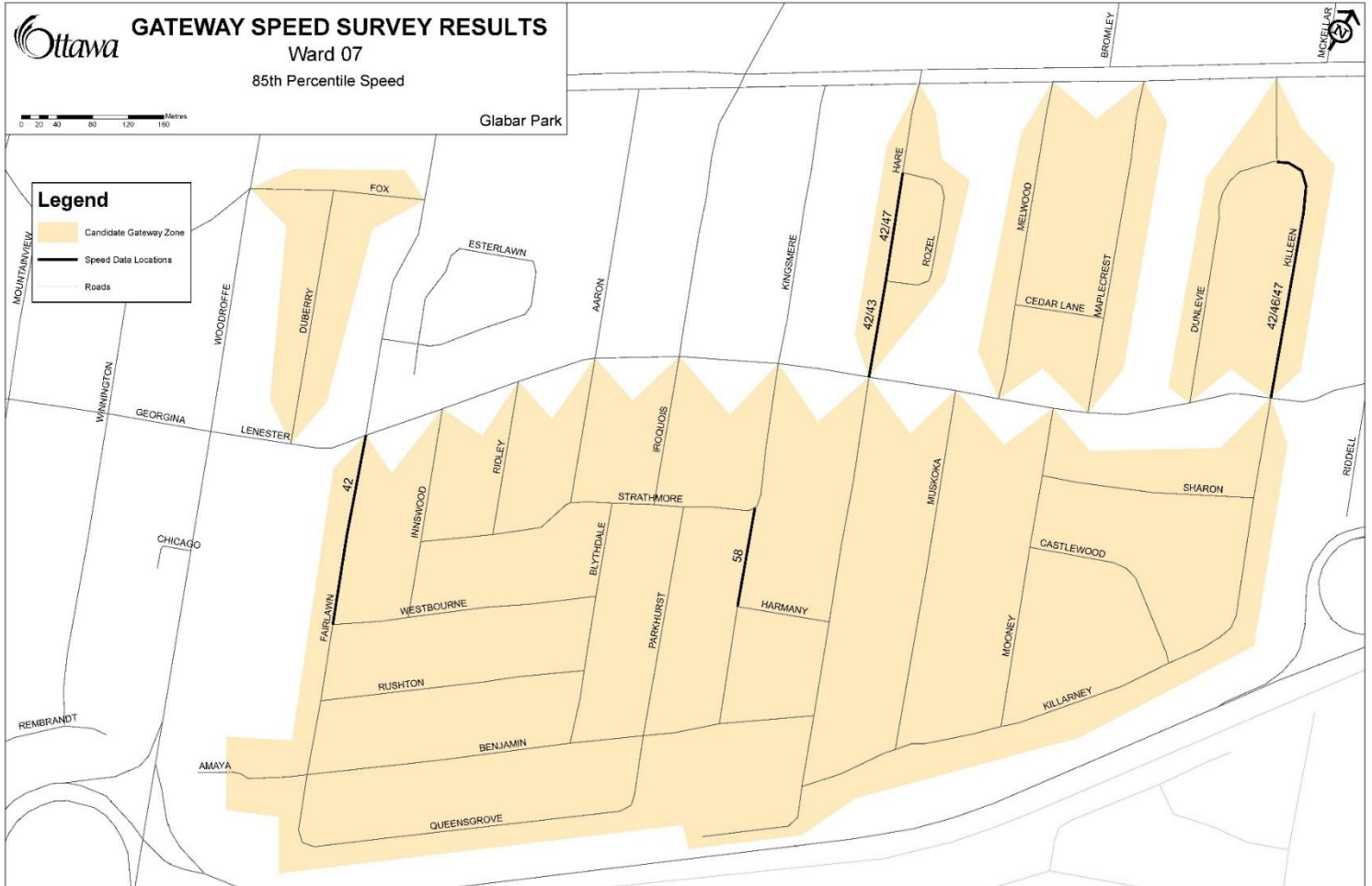


Document 3 – Speed Survey Results Zone 2 Carlingwood





Document 4 – Speed Survey Results Zone 6 Glabar Park



Document 5 – Speed Survey Results Zone 7 Queensway Terrace North

