

- 4. Residential Speed Reduction for Sherbourne Avenue**
Abaissement de la vitesse en zone résidentielle sur l'avenue Sherbourne

COMMITTEE RECOMMENDATION

That Council approve the speed limit be lowered to 40 km/h on Sherbourne Ave.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve l'abaissement de la limite de vitesse à 40 km/h sur l'avenue Sherbourne.

DOCUMENTATION

1. Councillor's Report, Transportation Committee, dated May 21, 2021, (ACS2021-OCC-TRC-0011).

Rapport du conseiller, Comité des transports, daté le 21 mai 2021 (ACS2021-OCC-TRC-0011).

**Transportation Committee
Report 19
June 9, 2021**

47

**Comité des transports
Rapport 19
Le 9 juin 2021**

**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**

**Contact Person
Personne ressource:
Councillor T. Kavanagh/ Conseillère T. Kavanagh
613-580-2477, Theresa.Kavanagh@ottawa.ca**

Ward: BAY (7) / BAIE (7)

File Number: ACS2021-OCC-TRC-0011

SUBJECT: Residential Speed Reduction for Sherbourne Avenue

**OBJET: Abaissement de la vitesse en zone résidentielle sur l'avenue
Sherbourne**

REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council approve the speed limit be lowered to 40 km/h on Sherbourne Ave.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'abaissement

de la limite de vitesse à 40 km/h sur l'avenue Sherbourne.

BACKGROUND

Sherbourne Avenue is a major collector road that runs through two residential communities who are working on having speeds reduced in their communities. In 2015, a speed study found that the average speed was 54 km/h.

DISCUSSION

Many residents have complained about the speed and want it reduced to 40km/h. In 2019 a painted bicycle lane was added providing some traffic calming that would support the reduction of the speed limit. The area to the east is currently a 30km/h gateway community and Councillor Kavanagh is currently requesting that the area to the west of Sherbourne also be a 30km/h gateway community. The 40km/h limit for Sherbourne is more in line with the lowered speed limits of its neighbouring communities.

RURAL IMPLICATIONS

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

CONSULTATION

Sherbourne Ave. is the boundary between Bay Ward and Kitchissippi Ward. Councillor Jeff Leiper concurs with the request to reduce the speed limit to 40 km/h.

Councillor Kavanagh has received many requests from residents that the speed limit on Sherbourne be lowered to 40km/h. The Councillor also held a meeting on March 9, 2021 with the Carlingwood community to specifically discuss and consult on traffic calming measures where they repeated their request to lower the speed on Sherbourne Ave.

Transportation Services Comment:

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.

Furthermore, the Council-approved City of Ottawa Speed Zoning Policy states that the speed limits 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. Multiple speed surveys conducted along Sherbourne Road, between Carling Ave and Byron Ave in May 2015 showed an operating speed between 52-56 km/h (the 85th percentile speed). A more recent one was also conducted in April 2021, showing an 85th percentile operating speed of 54km/h.

Posting a 40 km/h speed limit on a roadway where the operating speed is significantly higher may increase the collision 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.

Sherbourne Road is classified as a major collector roadway, which serves as the main route for two large residential communities to access Carling Avenue and Richmond Road. The Transportation Services Department does not expect the existing operating speeds of Sherbourne Road 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. This creates significant financial strain on police resources.

Upon Council approval of the report recommendation, the Transportation Services Department will initiate the necessary work to implement a 40 km/h Speed Limit along the entire length of Sherbourne Road. The cost of the signage installation is to be funded by Traffic Services general maintenance budget. The estimated cost to establish this 40km/h zone is approximately \$1,200.00, plus HST.

COMMENTS BY THE WARD COUNCILLOR(S)

This report is being brought forward by the Councillor Kavanagh in response to growing resident demand for a lower speed limit on Sherbourne Avenue and in residential neighbourhoods in general.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

There are no legal impediment 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 cost of the signage installation can be funded from within Traffic Service's existing operating budget.

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.

DISPOSITION

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