

6. **Featherston Drive and Briar Hill Drive Speed Limit Reduction**
Réduction de la limite de vitesse sur la promenade Featherston et la promenade Briar Hill

COMMITTEE RECOMMENDATION

That Council reduce the speed limit on Featherston Drive and Briar Hill Drive from 50 km/h to 40 km/h for the entire length of each road.

RECOMMANDATION DU COMITÉ

Que le Conseil de faire passer la limite de vitesse sur toute la longueur de la promenade Featherston et de la promenade Briar Hill de 50 km/h à 40 km/h.

DOCUMENTATION

1. Councillor's Report, Transportation Committee, dated May 21, 2021, (ACS2021-OCC-TRC-0013).

Rapport du conseiller, Comité des transports, daté le 21 mai 2021 (ACS2021-OCC-TRC-0013).

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

66

**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 2020 / 9 juin 2021**

**Submitted on May 21, 2021
Soumis le 21 mai 2021**

**Submitted by
Soumis par:
Councillor / Conseiller Jean Cloutier**

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Ward: ALTA VISTA (18)

File Number: ACS2021-OCC-TRC-0013

SUBJECT: Featherston Drive and Briar Hill Drive Speed Limit Reduction

OBJET: Réduction de la limite de vitesse sur la promenade Featherston et la promenade Briar Hill

REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council reduce the speed limit on Featherston Drive and Briar Hill Drive from 50 km/h to 40 km/h for the entire length of each road.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil de faire passer la limite de vitesse sur toute la longueur de la promenade Featherston et de la promenade Briar Hill 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 Featherston Drive and Briar Hill Drive are appropriate based on the process for establishing speed limits as outlined in the Council approved Speed Zoning Policy.

DISCUSSION

Featherston Drive is designated as a 'collector' roadway within the Guildwood Estates neighbourhood of the Alta Vista community. The roadway is crescent shaped with both ends connecting to Kilborn Avenue. The surrounding land use consists of residential properties, two elementary school, park space, and a religious facility. The roadway is constructed as a two-lane urban cross-section with sidewalks provided on both sides along the western half and on one side along the eastern half.

Speed display boards, centreline flex stakes, and "SLOW" pavement markings are currently installed as traffic calming measures at strategic locations along Featherston Drive.

Briar Hill Drive is designated as a 'collector' roadway and runs north-south through the Guildwood Estates neighbourhood of the Alta Vista community, providing a connection between Featherston Drive and Heron Road. The surrounding land use consists of residential properties. The roadway 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 Featherston Drive.

The speed reductions are being requested in order to create a larger 40 km/h Speed Limit Gateway area that includes both Featherston Drive and Briar Hill Drive.

The homeowners along Featherston Drive and adjacent streets had contacted the Councillor's office requesting the reduction of the current 50 km/h speed limit due to perceived concerns of increased traffic and speeding. The Alta Vista Community Association is aware of these resident concerns. In late 2020, the constituents had conducted an online survey for the neighbourhood in which 68 of 140 responses were received. The survey indicated overwhelming support for reducing the speed limit with 79% in favour of the measure. The Councillor's office and the residents are requesting that the speed limit on Featherston Drive and Briar Hill 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:

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 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. Multiple speed surveys conducted along Featherston Drive on April 15, 2021 showed an operating speed between 51-53 km/h (the 85th percentile speed). On Briar Hill Drive, the most recent speed survey conducted on November 20, 2013 between Amberdale Crescent showed an operating speed of 57 km/h. Although this

speed survey is older, the operating speed is likely still similar as there has not been any significant changes to the roadway or surrounding area.

Posting a 40 km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Featherston Drive and Briar Hill Drive, 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.

The Transportation Services Department does not expect the existing operating speeds of Featherston Drive and Briar Hill 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 Featherston Drive and Briar Hill 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 Speed Limit Gateway area for the Guildwood Estates neighbourhood.

The cost of the signage installation can be accommodated by Traffic Services operating

budget. The estimated cost to establish this gateway area is approximately \$2,375.00, plus HST.

COMMENTS BY THE WARD COUNCILLOR(S)

It has been a priority of both the City of Ottawa and the office of Councillor Jean Cloutier to improve the safety of street users, whether they be occupants of cars, pedestrians, bicyclists, or other.

Since 2019 numerous residents have expressed their wish to have additional traffic calming measures on their street. A group of representatives took it upon themselves to survey 68 residents and created a PowerPoint and graphs indicating the percentage of residents in support of various measures including speed bumps, restricting access to local traffic only at certain hours and reduction of the speed limit. The reduction of the speed limit to 40 km/hr had 65% support of all the participants in that survey. Since then Councillor Cloutier met with representatives on a monthly basis to discuss options, feasibility, and the Highway Traffic Act and other regulations that need to be adhered to.

Residents in Guildwood Estates have sought safer, slower and calmer streets. Reducing traffic speed is a goal of each Community Association and residents.

Traffic speed has a direct impact on the safety of our streets, implementing gateway speed zones of 40 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.

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 with this report or its recommendations.

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.

ENVIRONMENTAL IMPLICATIONS

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

TERM OF COUNCIL PRIORITIES

Integrated Transportation: Enable effective mobility through a sustainable, accessible and connected city transportation system.

SUPPORTING DOCUMENTATION

Document 1 – location map

DISPOSITION

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

Document 1

