

1. **Speed reduction for Fernbank Road**
Réduction de la limite de vitesse sur le chemin Fernbank

COMMITTEE RECOMMENDATION

That Council approve that all sections of Fernbank Drive between Terry Fox Drive and Stittsville Main Street with a posted speed limit of 80km/h, be reduced to 60km/h.

RECOMMANDATION DU COMITÉ

Que le Conseil réduise à 60 km/h la limite de vitesse dans tous les secteurs du chemin Fernbank situés entre la promenade Terry Fox et la rue Stittsville Main où la limite de vitesse affichée est de 80 km/h.

DOCUMENTATION

1. Councillor's Report, Transportation Committee, dated May 21, 2021, (ACS2021-OCC-TRC-0014).

Rapport du conseiller, Comité des transports, daté le 21 mai 2021 (ACS2021-OCC-TRC-0014).

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

74

**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 / Conseiller Glen Gower**

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Ward: STITTSVILLE (6)

File Number: ACS2021-OCC-TRC-0014

SUBJECT: Speed reduction for Fernbank Road

OBJET: Réduction de la limite de vitesse sur le chemin Fernbank

REPORT RECOMMENDATIONS

That the Transportation Committee recommend to Council that all sections of Fernbank Drive between Terry Fox Drive and Stittsville Main Street with a posted speed limit of 80km/h, be reduced to 60km/h.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil de réduire à 60 km/h la limite de vitesse dans tous les secteurs du chemin Fernbank situés entre la promenade Terry Fox et la rue Stittsville Main où la limite de vitesse affichée est de 80 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 80 km/h speed limit along Fernbank Road is appropriate based on the process for establishing speed limits as outlined in the Council-approved Speed Zoning Policy.

DISCUSSION

Fernbank Road between Terry Fox Drive and Stittsville Main Street is designated as an Arterial roadway. Although most of the road is a two-lane rural cross-section with gravel shoulders, several intersections have already been upgraded, or will be upgraded soon, to urban cross-sections that include signals, bicycle lanes, and sidewalks. There are no existing traffic calming measures installed in this section of Fernbank.

The road and its surrounding environment are in transition from a rural to urban. The surrounding land use includes large rural lots (agricultural use and some residential estate lots) on the south side, and new suburban development in various stages of construction on the north side. The development is proceeding rapidly, with more vehicle, cyclist, pedestrian, and transit use as a result.

There are currently three speed zones on the road. In front of the shopping plaza near Terry Fox, the speed limit is 60km/h. From Liard to Stittsville Main Street, the speed limit is set at 40km/h in the school crossing zone. The remaining segments of the road are signed at 80km/h.

This speed limit reduction is being requested to improve safety; to create a more consistent speed limit with other sections of road nearby; and to create a better transition to the 40km/h speed limit reduction in the school crossing zone further west.

RURAL IMPLICATIONS

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

CONSULTATION

Several residents in the surrounding community have contacted the Councillor's office directly to request the speed limit reduction.

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 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) of the free-flowing traffic on the street. Multiple speed surveys conducted along Fernbank Road between Shea Road and Terry Fox Drive on December 17, 2020 showed an operating speed between 81-82 km/h (the 85th percentile speed).

Posting a 60 km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Fernbank Road, may increase the collision risk. Some drivers will choose to comply with the 60 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 Fernbank Road to be significantly reduced because of the implementation of 60 km/h speed limit signs unless considerable police enforcement occurs on an on-going basis.

Upon Council approval of the report recommendation, the Transportation Services Department will initiate the necessary work to implement a 60 km/h Speed Limit along Fernbank Road between Shea Road and Terry Fox Drive. The cost of the signage installation is to be funded by Traffic Services general maintenance budget. The estimated cost to establish this 60km/h zone is approximately \$1,000.00, plus HST.

COMMENTS BY THE WARD COUNCILLOR(S)

Road safety is the number one resident concern from residents in Stittsville, and Fernbank Road is no exception. We are seeing rapid development of the Fernbank area to the north, and the Edenwylde area to the south. There are more and more cyclists and pedestrians using this road to move within the community. The reduction to 60km/h will make a safer environment for all road users. It's an important step to support the community's desire for safe, sustainable, and healthy transportation.

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 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.