

8. Fallowfield Road Speed Reduction from 80km/h to 60 km/h between Larkin and Greenbank

Réduction de la vitesse (de 80 km/h à 60 km/h) sur le chemin Fallowfield, entre la rue Larkin et le chemin Greenbank

COMMITTEE RECOMMENDATION

That Council approve the speed limit be lowered to 60 km/h through the implementation of 60 km/h Speed Limit Signs on Fallowfield Road from approximately 100 m east of Larkin to a point 250m west of Greenbank Road. This will begin the 60km/h zone near Larkin where it transitions to 80km/h currently and end the 60km/h right at the point where it begins to go to 4 lanes.

RECOMMANDATION DU COMITÉ

Que Conseil approuve que la limite de la vitesse soit réduite à 60 km/h sur le chemin Fallowfield, sur un tronçon allant approximativement d'un point situé à 100 m à l'est de la rue Larkin à un point situé à 250 m à l'ouest du chemin Greenbank, et que des panneaux de limitation de vitesse soient installés. La zone de limitation de la vitesse à 60km/h débutera ainsi près de la rue Larkin (là où la limite de vitesse passe actuellement à 80km/h) et se terminera là où la chaussée se divise en 4 voies.

DOCUMENTATION

- 1. Councillor's Report, Transportation Committee, dated May 21, 2021, (ACS2021-OCC-TRC-0015).**

Rapport du conseiller, Comité des transports, daté le 21 mai 2021
(ACS2021-OCC-TRC-0015).

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

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**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 Jan Harder**

**Contact Person
Personne ressource:
Councillor J. Harder/ Conseillère J. Harder
613-580-2488, Jean.Cloutier@ottawa.ca**

Ward: BARRHAVEN (3)

File Number: ACS2021-OCC-TRC-0015

**SUBJECT: Fallowfield Road Speed Reduction from 80km/h to 60 km/h between
Larkin and Greenbank**

**OBJET: Réduction de la vitesse (de 80 km/h à 60 km/h) sur le chemin
Fallowfield, entre la rue Larkin et le chemin Greenbank**

REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council approve the speed limit be lowered to 60 km/h through the implementation of 60 km/h Speed Limit Signs on Fallowfield Road from approximately 100 m east of Larkin to a point 250m west of Greenbank Road. This will begin the 60km/h zone near Larkin where it

transitions to 80km/h currently and end the 60km/h right at the point where it begins to go to 4 lanes.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver que la limite de la vitesse soit réduite à 60 km/h sur le chemin Fallowfield, sur un tronçon allant approximativement d'un point situé à 100 m à l'est de la rue Larkin à un point situé à 250 m à l'ouest du chemin Greenbank, et que des panneaux de limitation de vitesse soient installés. La zone de limitation de la vitesse à 60km/h débutera ainsi près de la rue Larkin (là où la limite de vitesse passe actuellement à 80km/h) et se terminera là où la chaussée se divise en 4 voies.

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 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. The existing 80 km/h speed limit along Fallowfield was appropriate when it was first evaluated based on the process for establishing speed limits as outlined in the Council-approved Speed Zoning Policy.

Fallowfield Road is designated as an urban arterial road. It is bound by the Greenbelt area lands to the north and Barrhaven to the south. As it is today, it is constructed as a two-lane rural cross-section and four-lane urban cross-section depending on where you are on Fallowfield Road. The surrounding land use along Fallowfield between Prince of Wales and Strandherd consists of rural, residential and commercial properties as well as the Canadian Food Inspection Agency (CFIA), the Fallowfield Park and Ride and the VIA Fallowfield station.

In the 90's Fallowfield Road was scheduled to be fully widened to 4-lanes and fully urbanized with sound attenuation along the existing homes backyards. Fast forward and pieces have been widened such as the road from the Greenbank/Fallowfield intersection to Woodroffe Avenue and this piece of the road has sound attenuation and allows a speed limit of 80km/h. Other roadway attributes of the section in question, include:

Adjacent land uses along Fallowfield Road between Larkin Drive and Greenbank Road: Rural agriculture (north side) with some residential (south side, no property access) and commercial plaza near Greenbank Road.

Placement of sidewalks: Rural cross section, paved shoulder for most of the limits. Sidewalk only on south side near plaza.

Existing traffic calming measures: No existing traffic calming measures installed along this section of Fallowfield.

The topography of the road is also different in one specific area and that is the vertical curve or hill that rises from the CFIA at Barran Street up to the Fallowfield Water Tower at Larkin where traffic lights have been installed following a number of vehicular accidents including a few that resulted in fatalities. This hill is the area where I ask you to support a reduction in speed to 60km/h. The intersection at the bottom of the hill, Barran Street and the entrance to the CFIA is not signalized whereas the top of the hill as previously stated is, and the hill to the west of this intersection to Strandherd Drive has a speed limit of 60km/h. It too is a rural 2 lane road.

The residents who live along this stretch of Fallowfield have a significant grade separation from the roadbed. In late 2020, several residents brought forth complaints regarding the traffic noise heard in their backyards due to the volume and speed of traffic on Fallowfield Road. The residents assert that they cannot enjoy their outdoor space nor have their windows open due to excessive noise and air pollution. They wish to have the portion of Fallowfield behind their homes, approximately east of Larkin to just past Greenbank Roads lowered to a speed limit of 60km/h. They have asked that the speed limit be changed from 80km/h to 60 km/h from approximately 100m east of Larkin to a point 250m west of Greenbank Road.

This will continue the 60km/h zone near Larkin where it transitions to 80km/h currently and end the 60km/h right at the point where it begins to go to 4 lanes almost at the Greenbank and Fallowfield intersection.

DISCUSSION

In recent times, there has been increased truck activity that due to the Fallowfield's connection to the Citigate business area as well as the Highway 416 interchange at Strandherd and Fallowfield. Various options to mitigate noise were considered

including sound attenuation fencing, speed display boards and speed reduction. The most cost-effective measure was determined to be speed reduction. The reduction of speed would affect the noise of vehicular traffic. Currently, residents whose homes are adjacent Fallowfield Road, are not able to carry a conversation in their backyards nor are they able to keep their windows open because of the noise.

RURAL IMPLICATIONS

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

CONSULTATION

At the request of Councillor Harder, CGH Transportation initiated a speed study along the area of Fallowfield at Barran Street. Traffic Count and Spot Speed Survey was performed by Tom Carmody. These took place between September 14, 2020, and September 16, 2020. The studies were done during both on- and off-peak hours.

Additionally, the type of vehicle was also studied. The graphs attached (Documents attached) demonstrate the type of vehicles which are noisier (trucks, buses and school buses) and the number that travelled along that point of the road.

The study demonstrated that vehicles were mostly complying with the speed and traffic volumes that were appropriate for the road. CGH Transportation concluded that measures to mitigate the traffic noise along Fallowfield would be limited.

The following measures were considered:

- To properly implement mitigation such as noise walls, it would be done through the reconstruction of Fallowfield Road to 4 lanes (like between Greenbank and Woodroffe). This would provide the opportunity to adjust the profile, so the road is closer in elevation to residents' backyards.
- Fallowfield Road won't be widened for some time given the financial constraints and priorities at the City, like new Greenbank Road and various transit facilities.
- The data that was collected demonstrated what has been noted on Fallowfield Road, which is that it isn't terribly congested and the speed of traffic is somewhat high.

Christopher Gordon of CGH Transportation notes *“Given the above, the data set and rationale for an inexpensive solution could be forwarded to the City for consideration. The solution to be explored should be to reduce the speed limit, west of Greenbank Road, to 60km/hr. After an initial enforcement blitz, radar message signs could be installed at key locations to highlight to drivers their speeds and encourage them to slow down. Lastly, additional static speed signs as well as ‘share the road’ signs could be erected, again to encourage slower speeds and provide a warning to drivers that cyclists use the shoulder.*

While this might be more costly, the City could also consider narrowing the lanes by painting a second line along the paved shoulder, as we see on Hunt Club Road. This physical change in the driving environment would likely impact speeds.”

Further to the traffic speed and volume study, Ottawa Police Services (OPS) were consulted on the possibility of enforcement. Traffic enforcement is data-driven and as such the OPS will monitor areas where numerous complaints are registered as well as high collision zones.

Transportation Services were also consulted on whether the implementation of a traffic light at Barran and Fallowfield would be possible. The rationale was that it would slow cars along that stretch of road. The table below shows the last counts that the City completed.

In terms of the traffic signal question, the City has conducted reviews in the past and have added this location to the 2021 Count Program to have another count conducted.

Location	Count Date	Evaluation Year	Warrant Met (%)
Barran / Fallowfield / CFIA	Nov 2, 2017	2017	85
	Feb 26, 2019	2019	79

According to Transportation Services, *“the next count is expected for summer 2021. If this location met 100% of the traffic signal warrant, it will be added to the warranted priority list in which currently has 26 other locations. The priority list considers things like*

annual average daily traffic, environment type, collision rate, existing conditions, which justifications were met in the signal warrant, etc. The priority list is reviewed every year in advance of the budget to determine which locations get funded. Of note there is a \$40 M to \$50 M funding gap in terms of being able to fund all 26 warranted locations.

As well, unless there is continuous police enforcement, unlikely to see a change in operating speeds. Speed surveys have been requested for spring 2021.”

At the writing of this report, the spring 2021 traffic speed survey was completed. As per a city traffic technologist, the recommendation is to not lower the speed limit but I ask you, given the explanation and detail I have provided and the pre-existence of a 60km/h section of Fallowfield *on the other side of the hill*, would it not make sense to make the speed limit through this 2-lane rural road consistent?

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. A speed survey conducted along Fallowfield Road between Larkin Drive and Greenbank Road on March 31, 2021 showed an operating speed of 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 Fallowfield 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 Fallowfield 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 Fallowfield Road between Larkin Drive and Greenbank Road. 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)

Any comments made by the Councillors whose wards are affected by this report should be included in this section. Report writers should work with their Department's Report Coordinators to obtain Councillor comment. This section does not apply to City-wide items.

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.

SUPPORTING DOCUMENTATION

Document 1: Fallowfield Barran Larkin Histogram Heavies PM 14 Sept 2020

Document 2: Barran and Fallowfield 24 Hour 15 September 2020 - Buses

Document 3: Barran and Fallowfield 24 Hour 15 Sep 2020 - Heavies

Document 4: Fallowfield Barran Larkin Histogram All Vehicles PM – 14 Sept 2020

Document 5: Fallowfield Barran Larkin OFF Peak Histogram All Vehicles 16 Sept 2020

Document 6: Barran and Fallowfield 24 Hour Flow Diagram AM/PM Peak 15 Sept 2020

Document 7: Barran and Fallowfield 24 Hour 15 Sept 2020 - Summary

DISPOSITION

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