

6. Speed Reduction from 50 Km/h to 40 Km/h on Paul Anka Drive between Hunt Club Road and McCarthy Road

Réduction de la vitesse de 50 km/h à 40 km/h sur la promenade Paul-Anka entre le chemin Hunt Club et le chemin McCarthy.

COMMITTEE RECOMMENDATION

That Council approve that the speed limit be lowered from 50 km/h to 40 km/h on Paul Anka Drive between Hunt Club Road and McCarthy Road.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve la réduction de la limite de vitesse de 50 km/h à 40 km/h sur la promenade Paul-Anka entre le chemin Hunt Club et le chemin McCarthy.

DOCUMENTATION

1. Councillor's report, dated August 23, 2021 (ACS2021-OCC-TRC-0021).
Rapport du Conseiller, daté le 23 août 2021 (ACS2021-OCC-TRC-0021)

**Subject: Speed Reduction from 50 Km/h to 40 Km/h on Paul Anka Drive
between Hunt Club Road and McCarthy Road**

File Number ACS2021-OCC-TRC-0021

**Report to Transportation Committee on 1 September 2021
and Council 8 September 2021**

Submitted on August 23, 2021 by Councillor R. Brockington

Contact Person: Councillor R. Brockington

613-580-2486, Riley.Brockington@ottawa.ca

Ward: River (16)

**Objet : Réduction de la vitesse de 50 km/h à 40 km/h sur la promenade Paul-
Anka entre le chemin Hunt Club et le chemin McCarthy.**

Dossier : ACS2021-OCC-TRC-0021

Rapport au Comité des transports le 1er septembre 2021

et au Conseil le 8 septembre 2021

Soumis le 23 août 2021 Conseiller R. Brockington

Personne ressource : Conseiller R. Brockington

613-580-2486, Riley.Brockington@ottawa.ca

Quartier : Rivière (16)

REPORT RECOMMENDATION(S)

That Transportation Committee recommend that Council approve that the speed limit be lowered from 50 km/h to 40 km/h on Paul Anka Drive between Hunt Club Road and McCarthy Road.

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil municipal d'approuver la réduction de la limite de vitesse de 50 km/h à 40 km/h sur la promenade Paul-Anka entre le chemin Hunt Club et le chemin McCarthy.

BACKGROUND

Paul Anka Drive, a minor collector, has existing traffic calming measures championed by my office, including flex stakes and a speed display board.

DISCUSSION

Paul Anka Drive is split in two sections: Hunt Club to Uplands and Uplands to McCarthy.

Hunt Club to Uplands consists exclusively of residential housing. Speed has been an issue for a number of years and prior to my election, the City was considering the addition of speed bumps on this particular stretch.

Uplands to McCarthy consists of high density housing, McCarthy Park, the Hunt Club Riverside Park Community Centre and a well visited strip mall which includes a grocery store. Pedestrian volumes are particular high due to the park, community centre and shopping plaza.

The local Hunt Club Community Association has supported traffic calming initiatives to date and a recent petition from residents of Paul Anka was the catalyst for additional changes on the street, including the speed limit reduction request.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendation of this report. The cost would be funded from within the existing Traffic Services' Operating Budget.

LEGAL IMPLICATIONS

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

COMMENTS BY THE WARD COUNCILLOR(S)

I am supportive of the recommendation to lower the speed limit on Paul Anka from 50km to 40km. Given the reasons stated above, this street has a mixture of residential, high density residential, a park, community centre and shopping plaza that make for a busy street, with vehicular traffic and active transportation. This speed limit reduction makes sense.

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 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 Paul Anka Drive, between Hunt Club Road and McCarthy Road showed the following 85th percentile operating speeds:

Between Sample Road and Sample Road

- March 2018 - 60km/h
- Aug 2017 - 53km/h
- May 2013 – 64km/h

Between Uplands Drive and McCarthy Road

- Nov 2015 – 54km/h
- Apr 2015 – 55km/h
- Jun 2010 – 60km/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.

Paul Anka Drive is classified as a minor collector roadway and serves as one of the main access routes for the Hunt Club East-Western Community. The Transportation Services Department does not expect the existing operating speeds of Paul Anka 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. This creates significant financial strain on police resources. It is highly recommended that traffic calming measures be implemented over the course of the next few years in order to reduce operating speeds to around 40km/h.

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 Paul Anka Drive from Hunt Club Road to McCarthy 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 will be approximately \$600.00, plus HST.

Roadway Attributes:

- Roadway Classification: Minor Collector
- Adjacent land uses along Paul Anka Drive (Hunt Club Road to Uplands Drive): residential
- Adjacent land uses along Paul Anka Drive (Uplands Drive to McCarthy Road): residential, leisure and general mixed use.

- Placement of sidewalks: both sides for entire length
- Existing traffic calming measures: Speed display board near house #3493 facing northbound traffic, centre-lane flex stakes between Hunt Club Road and Uplands Drive, “playground ahead” flex stakes on approaches to McCarthy Park (between Uplands Drive and McCarthy Road).

ACCESSIBILITY IMPACTS

There are no specific accessibility impacts identified associated with this report or its recommendations.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report.

RURAL IMPLICATIONS

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

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.