

2. Carling Avenue and Extension of 60 km/h speed limit zone on Riverside Drive

Réduction de la limite de vitesse sur l'avenue Kirkwood entre le chemin Merivale et l'avenue Carling et prolongement de la zone où la limite de vitesse est établie à 60 km/h sur le chemin Riverside

COMMITTEE RECOMMENDATIONS

That Council approve:

1. the speed limit be lowered from 50 km/h to 40 km/h on Kirkwood Avenue between Merivale Road and Carling Avenue; and
2. the 60 km/h speed limit zone, currently ending on Riverside Drive at 135 meters south of the entrance to the St. Hubert Restaurant, be extended to 450 meters south of the entrance to the restaurant.

RECOMMANDATIONS DU COMITÉ

Que le Conseil approuve

1. la réduction de la limite de vitesse de 50 km/h à 40 km/h sur l'avenue Kirkwood entre le chemin Merivale et l'avenue Carling; et
2. le prolongement de la zone où la limite de vitesse est établie à 60 km/h pour qu'elle se termine à 450 mètres au sud de l'entrée du restaurant Saint-Hubert sur la promenade Riverside plutôt qu'à 135 mètres au sud de l'entrée de ce restaurant.

DOCUMENTATION

1. Councillor R. Brockington, dated October 21, 2021 (ACS2021-OCC-TRC-0026).

Conseiller R. Brockington, daté le 21 octobre 2021 (ACS2021-OCC-TRC-0026).

Carling Avenue and Extension of 60 km/h speed limit zone on Riverside Drive

File Number: ACS2021-OCC-TRC-0026

Report to Transportation Committee on 1 November 2021

and Council 10 November 2021

Submitted on October 21, 2021 by Councillor R. Brockington

Contact Person: Councillor R. Brockington

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

Ward: River (16)

Objet : Réduction de la limite de vitesse sur l'avenue Kirkwood entre le chemin Merivale et l'avenue Carling et prolongement de la zone où la limite de vitesse est établie à 60 km/h sur le chemin Riverside

Dossier : ACS2021-OCC-TRC-0026

Rapport au Comité des transports

le 1er novembre 2021

et au Conseil le 21 octobre 2021

Soumis le 21 octobre 2021 par 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:

- 1. the speed limit be lowered from 50 km/h to 40 km/h on Kirkwood Avenue between Merivale Road and Carling Avenue; and**

2. the 60 km/h speed limit zone, currently ending on Riverside Drive at 135 meters south of the entrance to the St. Hubert Restaurant, be extended to 450 meters south of the entrance to the restaurant.

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver :

- 1 la réduction de la limite de vitesse de 50 km/h à 40 km/h sur l'avenue Kirkwood entre le chemin Merivale et l'avenue Carling; et
2. le prolongement de la zone où la limite de vitesse est établie à 60 km/h pour qu'elle se termine à 450 mètres au sud de l'entrée du restaurant Saint-Hubert sur la promenade Riverside plutôt qu'à 135 mètres au sud de l'entrée de ce restaurant.

BACKGROUND

Neither of the issues presented in this Report have been addressed by the Transportation Committee or Council prior to the November 2021 Transportation Committee.

On October 2021, Councillor Brockington submitted a Public Inquiry at the City Council meeting, that asked Traffic Services staff to document the volume of large truck traffic using the street and to propose options to shuttle these vehicles to and from the Queensway using other roadways.

DISCUSSION

Kirkwood Avenue between Merivale and Carling has its share of safety issues, mainly speed of traffic and multiple vehicular crashes, resulting in extensive property damage to private property.

Kirkwood's windy design coupled with motorists who neither obey the posted speed limit nor drive to the conditions of the road, have led to a number of drivers losing control of their vehicle.

This stretch of Kirkwood already has posted speed display boards in both directions and a red light camera at the intersection of Coldrey Avenue. St Elizabeth Catholic School is approximately 200m east of this intersection on Coldrey. The street is residential on

both sides including St Bonaventure Church.

Riverside Drive is mostly a 60km speed limit zone in Ottawa, except when you travel south of Hunt Club. Shortly after passing commercial properties on the west side, the speed limit is modified to 80km/hr. An enclave between Riverside and the Rideau River exists locally known as the Uplands-Upon-the-Rideau community. Their experience trying to turn off on to their lane is greeted with aggressive behaviours by motorists behind them. They kindly request the 80km zone commence after the entrance to their community. This has been a long standing request.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations as outlined in this report.

COMMENTS BY THE WARD COUNCILLOR(S)

I am supportive of both recommendations.

CONSULTATION

Kirkwood Avenue- Residents on and in the vicinity of Kirkwood Avenue have worked with me for a number of years to address the speed of traffic on the street and to facilitate safer ways for pedestrians, many of whom are children, to get to school.

Notification was provided to the Carlington Community Association. The Association endorses the report's recommendation.

A letter in support of this proposal was received, representing a number of local residents.

A public notification was posted on Councillor Brockington's Twitter account on October 17, 2021.

Riverside Drive – Residents of the Uplands-Upon-the-Rideau community specifically wrote to me and asked that this Report come forward. This has been a long standing

request.

The Hunt Club Community Association was also notified of this Report's recommendation.

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.

Item 1. Speed Reduction on Kirkwood Avenue between Merivale Road and Carling Avenue from 50 km/h to 40 km/h

Multiple speed surveys conducted along Kirkwood Ave, between Merivale Rd and Carling Ave showed the following 85th percentile operating speeds:

- Between Carling Ave and Coldrey Ave: **Sept 2019 - 58km/h**
- Between Laperriere Ave and Woodward Ave: **Sept 2019 - 53km/h**
- Between Larose Ave and Raven Ave: **Sept 2019 – 59km/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.

Kirkwood Ave is classified as an Arterial roadway and serves as one of the main access routes between Merivale Rd and the Queensway. The Transportation Services Department does not expect the existing operating speeds of Kirkwood Avenue between Merivale Road and Carling Avenue 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 significant traffic calming measures be implemented over the course of the next few years 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 Kirkwood Avenue between Merivale Road and Carling Avenue. 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 \$1500.00, plus HST.

Kirkwood Roadway Attributes:

- Roadway Classification: Arterial
- Adjacent land uses along Kirkwood Ave (Merivale to Carling): residential
- Placement of sidewalks: both sides for entire length
- Existing traffic calming measures: Speed display board just south of Woodward Ave facing northbound traffic, speed display board just north of Woodward Ave facing southbound traffic.

Item 2. Extension of 60 km/h speed limit zone on Riverside Drive from 135 meters south of the entrance to the St. Hubert Restaurant, to 450 meters south of the entrance to the restaurant

A recent speed survey conducted in September 2021 along this section of Riverside Dr, between St Hubert's entrance and the entrance lane to the Uplands on the Rideau subdivision , shows an 85th percentile operating speed of **84km/h**.

Posting a 60 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 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.

Riverside Dr is classified as an Arterial roadway and serves as a major north-south connection. The Transportation Services Department does not expect the existing operating speeds on this segment of Riverside Dr to be significantly reduced because of the extension of the 60 km/h speed limit zone unless considerable police enforcement occurs on an on-going basis. This creates significant financial strain on police resources. It may be necessary to introduce traffic calming measures to reduce operating speeds to around 60km/h.

Upon Council approval of the report recommendation, the Transportation Services Department will initiate the necessary work to extend the 60 km/h Speed Limit approximately 300m further south along Riverside Dr south of Hunt Club Rd. The cost of the signage installation is to be funded by Traffic Services general maintenance budget. The estimated cost to extend this 60km/h zone will be approximately \$700.00, plus HST.

Riverside Drive Roadway Attributes:

- Roadway Classification: Arterial
- Adjacent land uses along affected portion of Riverside Drive: Air Transportation Facility Zone (east side) and Light Industrial Zone (west side)
- Placement of sidewalks: Asphalt multi-use pathway along west side
- Existing traffic calming measures: none

ACCESSIBILITY IMPACTS

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

RISK MANAGEMENT IMPLICATIONS

There are no specific risk management implications identified associated with this report or its recommendations.

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 Public Works and Environmental Services Department will take appropriate action based on the recommendations made by the Committee and Council.