

6. SPEED REDUCTION FOR KIMPTON DRIVE AND STITTSVILLE MAIN STREET

RÉDUCTION DE LA LIMITE DE VITESSE SUR LA PROMENADE KIMPTON ET LA RUE STITTSVILLE MAIN

COMMITTEE RECOMMENDATION

That Council approve that all of Echowoods Avenue, Kimpton Drive, and Stittsville Main Street north of Hazeldean Road, each with a current speed limit of 50km/h, be reduced to 40km/h.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve de faire passer de 50 km/h à 40 km/h la limite de vitesse sur l'avenue Echowoods, la promenade Kimpton et la rue Stittsville Main, au nord du chemin Hazeldean.

DOCUMENTATION / DOCUMENTATION

1. Councillor G. Gower's report dated 28 March 2022 (ACS2022-OCC-TRC-0008).

Rapport du Conseiller G. Gower daté le 28 mars 2022 (ACS2022-OCC-TRC-0008).

Subject: Speed reduction for Kimpton Drive and Stittsville Main Street

File Number: ACS2022-OCC-TRC-0008

Report to Transportation Committee on 6 April 2022

and Council 13 April 2022

Submitted on March 28, 2022 by Councillor Glen Gower

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Ward: Stittsville (6)

**Objet : Réduction de la limite de vitesse sur la promenade Kimpton et la rue
Stittsville Main**

Dossier : ACS2022-OCC-TRC-0008

Rapport au Comité des transports

le 6 avril 2022

et au Conseil le 13 avril 2022

Soumis le 28 mars 2022 par Conseiller G. Gower

Personne ressource : Conseiller G. Gower, quartier Stittsville (6)

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Quartier : Stittsville (6)

REPORT RECOMMENDATION

That the Transportation Committee recommend to Council that all of Echowoods Avenue, Kimpton Drive, and Stittsville Main Street north of Hazeldean Road, each with a current speed limit of 50km/h, be reduced to 40km/h.

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil de faire passer de 50 km/h à 40 km/h la limite de vitesse sur l'avenue Echowoods, la promenade Kimpton et la rue Stittsville Main, au nord du chemin Hazeldean.

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 Echowoods Avenue, Kimpton Drive and Stittsville Main Street were considered appropriate based on the process for establishing speed limits as outlined in the Council-approved Speed Zoning Policy.

DISCUSSION

Echowoods Avenue, Kimpton Drive and Stittsville Main Street north of Hazeldean Road are the three main roads in the Jackson Trails / Potter's Key subdivision in Stittsville. (Echowoods and Kimpton are the same street but have different names on either side of Lloydalex). Kimpton and Stittsville Main were signed as 50km/h streets when the subdivision first opened more than a decade ago, and Echowoods does not have any speed limit signs. Echowoods Avenue and Kimpton Drive have homes fronting onto the street along the entire length. Uses along Stittsville Main Street include a retail plaza, homes, an elementary school, and a community park. There are existing traffic calming measures installed on Kimpton and Stittsville Main that include flex stakes and speed boards. There are two crossing guards that operate in front of St. Stephen school, with a third to be added later this year.

The lowered speed limit is being requested so that the entire Jackson Trails / Potter's Key neighbourhood can be signed as 40km/h and qualify for the Area Speed Limit Program. Similar collector streets such as Kittiwake Drive and Maple Grove Road are signed as 40km/streets so this will create better consistency between neighbourhoods.

RURAL IMPLICATIONS

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

CONSULTATION

PUBLIC WORKS DEPARTMENT:

Road safety 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.

Posting a 40 km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Echowoods Avenue, Kimpton Drive, and Stittsville Main Street north of Hazeldean Road, 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.

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) the free-flowing traffic on the street. Included below are the outcomes of speed surveys related to these three roadways:

- Kimpton Drive: A speed survey conducted on this roadway between Eaglehead Crescent and Geranium Walk, on December 16, 2020, showed an operating speed of 53km/h (85th percentile speed) 13 km/h above the desired posted speed of 40 km/h; and,

- Stittsville Main Street (north of Hazeldean Road): A speed survey conducted on this roadway between Bandelier Way and Hazeldean Road, on June 23, 2021, showed an operating speed of 54 km/h (85th percentile speed); 14 km/h above the desired posted speed of 40 km/h.

The Public Works Department does not expect the community's operating speed 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 Public Works Department 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 the three roadways receive approval for a posted 40 km/h speed limit, they 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 Public Works Department will, as part of a 40 km/h 'gateway area', initiate the necessary work to implement a 40 km/h speed limit along area boundaries which will include these roadways. Future road work will likely impact the boundaries of this area, combining it with one that already exists should the necessary speed criteria be met. The cost of the signage installation will be funded by Traffic Services' general maintenance budget. The estimated cost to establish the 40 km/h 'gateway area' is approximately \$4,000 plus HST including both the costs for materials and labour.

The installation of the required signage can be completed as soon as practicable in the Spring of 2022.

COMMENTS BY THE WARD COUNCILLOR(S)

Road safety is the number one resident concern from residents in Stittsville, and these roads are no exception. The reduction to 40km/h will allow for implementation of the Area Speed Limit Program and 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.

Several residents in the surrounding community have contacted my office directly to request the speed limit reduction, including the school council at St. Stephen School on Stittsville Main.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report.

FINANCIAL IMPLICATIONS

This report has no budget implications. The cost of the signage installation can be funded from within the approved 2022 Traffic Services' 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 Public Works Department will take appropriate action based on the recommendations made by the Committee and Council.