

**Subject: Speed reduction in the Fernbank area**

**File Number: ACS2024-OCC-CCS-0059**

**Report to Transportation Committee on 27 June 2024**

**and Council 10 July 2024**

**Submitted on June 14, 2024 by Councillor Glen Gower**

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**Ward: Stittsville (6)**

**Objet : Réduction de la vitesse dans la zone de Fernbank**

**Dossier : ACS2024-OCC-CCS-0059**

**Rapport au Comité des transports**

**le 27 juin 2024**

**et au Conseil le 10 juillet 2024**

**Soumis le 14 juin 2024 par Glen Gower, conseiller**

**Personne ressource : Glen Gower, conseiller**

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**Quartier : Stittsville (6)**

#### **REPORT RECOMMENDATION(S)**

**That the Transportation Committee recommend to Council that all sections of Abbott Street East, Cope Drive, Rouncey Road, and Cranesbill Road, located between Terry Fox Drive and Robert Grant Avenue and with a posted speed limit of 50km/h, be reduced to 40km/h.**

#### **RECOMMANDATION(S) DU RAPPORT**

**Que le Comité des transports recommande au Conseil la réduction de la vitesse maximale à 40 km/h sur tous les tronçons de la rue Abbott Est, de la promenade Cope et des chemins Rouncey et Cranesbill situés entre la promenade Terry-Fox et l'avenue Robert-Grant, où la limite de vitesse indiquée est de 50 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 50km/h speed limits on Abbott Street East, Cope Drive, Rouncey Road, and Cranesbill Road between Terry Fox Drive and Robert Grant Avenue were established at the time the neighbourhood was constructed. The Ward Councillor is seeking a speed reduction to 40km/h to allow for the implementation of a consistent Gateway Speed Limit of 40km/h in the entire neighbourhood as indicated in the map below.

## **DISCUSSION**

Abbott Street East, Cope Drive, Rouncey Road, and Cranesbill Road are all designated as major collector roads within the Fernbank neighbourhood in Stittsville, and today have a speed limit of 50km/h. This is a relatively new neighbourhood built gradually over the past 10-12 years.

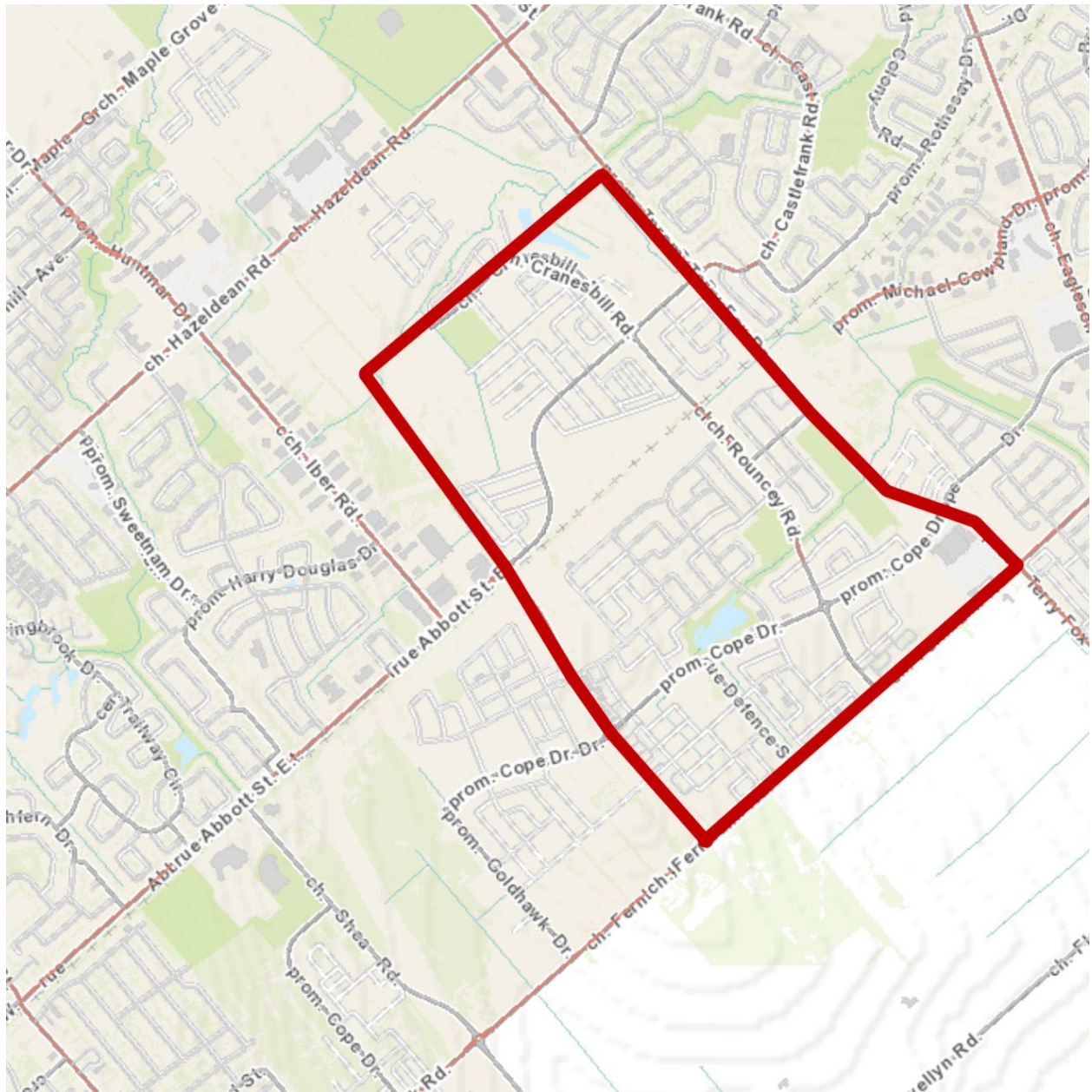
The speed limit reduction to 40km/h is being requested to address resident concerns about road safety and speeding. Implementing a single Gateway Speed Limit zone would create consistency for speed limits on all streets in the neighbourhood, and significantly reduce the number of Gateway Speed Limit signs required.

Each of the four streets share common characteristics, with several schools and parks fronting onto the street; homes fronting the streets on both sides; and on-street parking on both sides.

New speed limit signage would be funded through the City's yearly Gateway Speed Limit zone project budget.

The map below illustrates the boundary of the proposed Gateway Speed Limit zone.

**Figure 1 - Proposed New 40 km/h Gateway Zone**



## **FINANCIAL IMPLICATIONS**

There are no financial implications associated with the report recommendation.

## **LEGAL IMPLICATIONS**

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

## **COMMENTS BY THE WARD COUNCILLOR(S)**

n/a

## **CONSULTATION**

Several residents in the community have contacted the Councillor's office directly to request the speed limit reduction as a measure to improve community safety.

### **Public Works Department Comment**

Through this report, Councillor Gower is recommending that Council approve reducing the speed limit by implementing a 40 km/h Gateway Zone to include all roadways within the boundary illustrated in Figure 1 - Proposed New 40 km/h Gateway Zone. The proposed gateway zone contains portions of several major and minor collectors including: Abbott Street East, Cope Drive, Rouncey Road, and Cranesbill Road between Terry Fox Drive and Robert Grant Avenue that have current speed limits of 50 km/h.

There currently exists two smaller 40 km/h gateway speed zones within the larger proposed area boundary. Should Council approve the report recommendations, existing gateway speed signage in these locations will need to be removed and/or relocated. All existing local roadways other than the ones in the pre-existing gateway zones have a current speed limit of 50 km/h. The speed limits on Terry Fox Drive, Robert Grant Avenue and Fernbank Road will remain unchanged as these roadways are not within the boundaries of the proposed new gateway zone.

Staff are in the process of updating the City's Speed Zoning Policy to align with the principles of a Safe Systems Approach to road safety. Staff anticipate that the report will be presented to Council in the first half of 2025. Staff recommend awaiting the outcome of the Speed Zoning Policy update prior to implementing speed limit changes at this location as the new policy may affect recommended speed limits.

At this time, speed limit setting would be subject to the criteria in the City of Ottawa's Council-approved Speed Zoning Policy (speed policy) and sufficient time has not been provided to undertake an evaluation under the policy. As per the current speed policy, the 85th percentile speed criterion is one of the main factors used as the basis for establishing speed limits. The 85th percentile speed is the speed at or below which 85 *per cent* of the drivers travel on a road segment.

To adequately evaluate the speed reduction requests, the first step would be to complete speed surveys for applicable major collector roads within the proposed 40 km/h Gateway Zone boundary to determine 85<sup>th</sup> percentile speeds. Currently, there is

limited speed data on file which would allow staff to determine whether delegated authority can be used to implement the recommended speed limit reductions. Staff anticipate a minimum of six speed surveys to evaluate the major collector roadways. Given that an in-depth review has not been conducted, staff are unable to confirm whether any speed reductions would be appropriate using the evaluation methodology prescribed in the Speed Zoning Policy.

Should Council approve Councillor Gower's report recommendations, staff will implement the new 40 km/h Gateway Zone as soon as practicable. Existing gateway signage within the larger area will be removed or re-located and new sign installations will be completed as appropriate.

The cost to complete the work is expected to be approximately \$4,700 plus HST and includes costs for materials and labour. This cost estimate includes the removal and/or relocation of existing gateway signs as well as any new signs required. The cost will be covered under the Road Safety Action Plan Program budget as all Ward Councillors are eligible for the installation of one gateway zone covered through this program budget per year. Any speed reduction measures will be covered by Councillor Gower's Temporary Traffic Calming Program fund. Measures are still to be determined as are corresponding cost estimates.

It is important to note that staff expect an increase in resident inquiries and/or concerns due to the necessary relocation of existing signage to implement the larger gateway zone. Previously, a speed sign would have been posted at the entrance to their street, and now it appears that the City is removing speed limit signs.

#### **Transit Services Department Comment:**

It is anticipated the proposed reduction of the posted speed limit from 50km/h to 40km/h on all sections of Abbott Street East, Cope Drive, Rouncey Road and Cranesbill Road located between Terry Fox Drive and Robert Grant Avenue will result in an increase in travel time on the segments of bus routes 67, 163, and 168 in both the current and New Ways to Bus network.

The table below summarizes the anticipated effect on each route using the posted speed limit and segment length to calculate the estimated travel time impacts:

Route	Travel Time impact per trip (mm:ss)
67 SB	+00:48
67 NB	+00:56
163	+00:27
168	+00:17

The additional travel time will have a negative impact on service reliability on the routes operating in this area but is mitigated by the short segment distances involved and the limited number of routes operating on those segments.

The impact of speed reductions on travel times for routes operating in other parts of the city are dependent upon the route pattern, number of routes operating, and the frequency of service. As such, any subsequent requests of a similar nature will need to be evaluated on an individual basis.

## ACCESSIBILITY IMPACTS

Accessibility impacts must be assessed early on and throughout the project, as projects can both create and remove barriers for people with disabilities. There are very few circumstances where there are no accessibility impacts due to the City's requirement to be compliant with the Integrated Accessibility Standards Regulation (IASR) of the Accessibility for Ontarians with Disabilities Act, 2005, (AODA).

There are three steps to consider in developing accessibility impacts:

1. Where applicable, conduct consultation with the Accessibility Advisory Committee,
2. Ensure your project or report subject meets accessibility legislative requirements.
3. Determine if your project or report subject will help people with disabilities access services or create barriers to accessibility.

A guidance document is available on SharePoint to assist in completing these steps.

The results and findings after conducting the three steps (where applicable) becomes the content of the accessibility impact section.

**RISK MANAGEMENT IMPLICATIONS**

No specific risk implications have been identified.

**RURAL IMPLICATIONS**

n/a

**TERM OF COUNCIL PRIORITIES**

Not applicable

**DISPOSITION**

Staff will take appropriate action based on the recommendations made by the Committee and Council.