



Civic Hospital Neighbourhood Association

February 1, 2015

Yasir Naqvi, MPP
109 Catherine Street
Ottawa, Ontario,
K2P 0P4

Re: 40 km/h Residential Speed Limits

Via email and post

Dear Yasir:

Thank you for your recent announcement that you seek to pass legislation to lower the default speed limit on residential streets in Ontario, whether via a blanket provincial law or by giving power to the municipalities to do so at their discretion.

The Civic Hospital Neighbourhood Association campaigned via a city-authorized petition process to get the speed limits on residential streets in our area lowered from 50km/h to 40km/h. It was a time consuming process organizing street volunteers and going door to door to get the necessary 66%+1 signatures. But it was worthwhile in that there was overwhelming support and almost no opposition to the idea. We also asked residents to consider their own speeds as part of the campaign.

By any measure, this is a good idea, so long as there is an accompanying education and enforcement campaign. Signage, although an important factor in driver behavior, is only one part of the solution. Streets also need to be re-engineered (like we are trying to do locally with complete streets) because many of them encourage speeding by their very design.

I would anticipate there to be some serious opposition to this initiative, given that many of our cities and their suburbs were designed around the convenience of cars. And that many citizens will see this as an assault on their liberties, a government tax grab, waste of time, etc. as is evidenced by some nasty comments on various news sites.

But I would offer up these facts and comments:

- The OECD 2006 Publication "*Speed Management*" found that just a 5% reduction in speed lowered fatalities by 20%. While 30km/h is the best option for survival rates in accidents involving cyclists/pedestrians with cars, 40km/h is a step away from the almost always fatal situation when the speeds are 50km/h or above
- Reducing the speed also lowers noise and pollution levels in neighbourhoods, a serious consideration for those of us living in the urban core as we experience higher levels of

commuter traffic and intensification. Some studies suggest that dropping from 50km/h to 40km/h reduces noise levels by 40%!

- Although some are concerned that this will increase commute times, the effect is miniscule as with stop signs, signalization, congestion, parked cars, etc. it is rare that a car maintains a constant speed for the entire journey and that, in fact, the average 30 minute commute may only be affected by as much as 40 seconds total. And given that most of us live within a kilometre of an arterial road, where the speeds will remain higher, the reduction of speeds on local streets will have almost no impact. However, the reduction will have a high impact on the quality of life for residents of these local streets
- Speeding through residential areas is dangerous to the citizens who reside there. Streets are not just for cars. They are for people too...walking, cycling, playing, pet walking, etc. And a calmer street is a more livable and vibrant street.
- This was a dominant theme in our ward in the recent municipal election. From one end to the other, residents and community associations put traffic volumes and speeds high on their list of issues in need of attention. There is support for this here as I'm sure there is elsewhere in Ontario

Please keep up the good work, and let us know if there is anything we can do to assist you in your efforts.

Thanks in advance for your support and consideration.

Yours sincerely,



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CC via email to:

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