

SUBMISSION TO TRANSPORTATION COMMITTEE

WEDNESDAY, OCT. 2, 2013

AGENDA 32

ITEM #3: SPEED REDUCTION ON SHERWOOD DRIVE

Submitted by: Peter Eady, Chair, Civic Hospital Neighbourhood Association Traffic Committee (CHNA-TC)

Whereas the City and Province do not wish to show the political will or expend political capital to have residential street speed limits, particularly in dense urban areas in Ontario, default to 40km/h (or lower) as, for example, in Gatineau;

Whereas there remains a prevailing view that local residential streets are solely for moving traffic, rather than for the benefit of residents (peace, quiet, recreation, street play) and other modal choices (cycling, pedestrians);

Whereas intensification continues in the urban core as well as increased commuter traffic through the urban core from beyond, bringing more vehicular traffic with it;

Whereas, at least in the City of Ottawa there is a provision for residents to petition to have their local residential street get a signed 40km/h speed limit:

Whereas, the CHNA has been pursuing a 40km/h petition campaign for local residential streets within the catchment area;

Whereas, although Sherwood Drive is designated a minor collector, it is still primarily a local residential street with the exception of one modest commercial/retail operation at the Carling Avenue end, and churches/schools at the Parkdale end;

Whereas, the residents of Sherwood Drive circulated a petition based on the City format as provided by the Traffic Desk and was overwhelmingly supported by 95% of residents (copy attached);

Whereas many equivalent streets (or even larger ones) in Ottawa have 40km/h speed limits;

Whereas a 5% reduction in average speed leads to approximately a 10% decrease in injury accidents and a 20% decrease in fatal accidents (source: OECD, European Conference of Ministers of Transport, "Speed Management: Summary Document")

Whereas, according to the World Health Organization, pedestrians incur a risk of around 80% of being killed at an impact speed of 50km/h, while the risk is reduced to 10% at 30km/h;

Whereas, over 3 years from 2002, the average speeds on French roads decreased by 5km/h and fatalities decreased by over 30% in France (source: op. cit.);

Whereas increased speeds result in more carbon emissions, fuel consumption, noise and vehicular wear and tear;

Whereas commute times are barely affected by decreased speed limits on residential roads (most places are within a km or two of an arterial road with a 50km/h or higher speed limit);

Whereas my own (albeit unscientific) test travel up and down Sherwood Drive at different times of day from end to end at 40km/h and 50km/h and stopping at all stop signs and with little traffic ahead, yielded an average difference of 18 - 22 seconds in the total journey;

It seems to us obvious that Sherwood is deserving of the 40km/h speed limit, for all the reasons mentioned above. And we stand on record that it should be lower on most residential streets but 40km/h is the current "metric";

With all the various changes our neighbourhood residents are enduring, is it too much to ask that we receive some consideration in terms of the increased volume and speed of vehicular traffic through our neighbourhood? With no good north south arterial connecting the areas north and south of the City, we are under increasing pressure from commuter "cut through" traffic in our neighbourhood and all the negative impacts which result. My understanding is that our area generates more traffic/parking complaints than most areas in the City. The neighbourhood is under great pressure with the intensification around the O-Train corridor as well as increased height/density developments at the north end of Parkdale, putting further pressure on the contiguous north/south streets (Holland/Parkdale/Fairmont/Baywater). As a community, we have seen very little in the way of tangible benefit to this accommodation and one thing the residents might expect is increased traffic calming and diversion to the arterials (mainly Carling).

I urge that the Transportation Committee accept this proposal, support its passage at Council and press your colleagues for its immediate passage. Further I would expect that there be a police enforcement blitz in the area arising out of the 40km/h campaign on Sherwood and other residential streets. Simply, something must be done!