



## Municipality of North Grenville

**Report No.**  
PW-012-2020

**File No.**  
C7-PW

<b>Agenda Date:</b>	<b>June 16, 2020 – Council Meeting</b>
<b>Subject:</b>	<b>Proposed Urban-Wide Gateway Speed Program</b>
<b>Attachments:</b>	<b>Appendix 1: Committee of the Whole Report Dec 10, 2019- PW- 031-2019</b> <b>Appendix 2: Map and Sign locations</b>

### **RECOMMENDATION**

The following recommendation is provided for the Council's consideration:

**That Council pass a by-law to authorize a Gateway Signage Program of 40km/h to be implemented in the Urban Core as per the attached maps. (Appendix 2)**

### **BACKGROUND**

At the May 14<sup>th</sup>, 2019 Committee of the Whole meeting, the Public Works Department recommended that a pilot project be implemented in the urban area of North Grenville. This pilot project was to be used to evaluate the effectiveness of the "Gateway Signage" method of posting regulatory speed limits and further to evaluate the use of this method at posting a reduced speed limit, specifically 40 km/h.

The first step of this pilot project was to evaluate Kemptville for Gateway Signage eligibility. This evaluation concluded that Kemptville was eligible for Gateway Signage from a desktop review standpoint. While completing this step, the Department also assessed, which areas of Kemptville could potentially be used as scaled down pilot projects for physical implementations to then be monitored to evaluate effectiveness.

Roadway assessments were then completed during 2019 in the following areas:

- eQuinelle Subdivision (Phase 1 only)
- Hagan Street, Parkinson Street, Elliott Street area

### **ANALYSIS**

Upon completion of the pilot program, as presented at the December 10, 2019 Committee of the Whole, (**Appendix 1**) the program did not see a significant speed reduction which could have been due to the small foot print of the pilot program and the normal speed vehicles travel on the selected roadways. A proposed expanded pilot program was to provide a larger footprint for further study summer 2020. With the pandemic, the removal of summer students for 2020, staffing restrictions due to COVID 19, the lack of conclusive results to the 2019 pilot program and discussion at Committee of the Whole in December

the Public Works Department is recommending moving forward with an urban-wide Gateway Speed Reduction Program to 40km/h. The Public Works is working with the County to ensure there is consistency with current the current by-laws.

Using the Gateway Signage in combination with a posted speed limit of 40 km/h could be beneficial to provide a consistent posting method and potential reduction in signage cost (Approximately \$150 each, in addition to the in-house installation costs). This information has been included for Council's consideration and although it is not warranted from a traffic movement perspective. This method could be used to provide a more consistent signage method with little to no negative impacts, aside from cost.

### **ALTERNATIVES**

1. Not implement this Gateway Speed Reduction Program - Not recommended, this program although not warranted from a traffic management perspective there is a perceived safety component and will provide a more consistent signage approach.
2. Recommend other roadways for an expanded Gateway pilot – Not recommended based on the availability of resources and previous pilot conclusions.

### **FINANCIAL/STAFFING IMPLICATIONS**

This item has been identified in the current budget:                      Yes ☐                      No **X**                      N/A ☐

This item is within the budgeted amount:                                      Yes ☐                                      No **X**                                      N/A ☐

Staffing implications, as they relate to implementing Council's decision on this matter, are limited to the existing staff complement and applicable administrative policies as approved by Council.

Material costs vary for each location and implementation step. In general, the purchase of one sign costs approximately \$150 plus in house installation costs. The cost for the purchase of 28 sign sets is estimated at \$ 4,200 and will be funded through the Public Works signage line item.

### **LINK TO COUNCIL WORK PLAN**

Implementing the use of Gateway Signage and to determine usability while reducing posted speed limits will help to contribute towards the achievement of the following theme:

1. The Municipality will seek out and work with community partners to keep residents moving by developing active transportation corridors, improving walkability in our communities and maintaining a safe network of roadways.

**Prepared by:**




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**Karen Dunlop**  
**Director of Public Works**

**Recommendation submitted for  
Council Consideration by:**

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**Gary Dyke**  
**CAO**

 <b>Municipality of North Grenville</b>		<b>Report No.</b> PW-031-2019
		<b>File No.</b> C7-PW
<b>Agenda Date:</b>	<b>December 10<sup>th</sup>, 2019 – Committee of the Whole</b>	
<b>Subject:</b>	<b>Proposed Speed Limit Reduction in Urban Areas – Update</b>	
<b>Attachments:</b>	<b>Appendix 1: Committee of the Whole Report PW-013-2019</b> <b>Appendix 2: Committee of the Whole Report PW-019-2019</b> <b>Appendix 3: Potential Survey Questions</b>	

### **RECOMMENDATION**

The following recommendation is provided for the Committee of the Whole's consideration:

**That Committee of the Whole recommend to Council that Gateway Signage be implemented into the Municipal process as a method of posting speed limits;**

**And Further That Council provide direction regarding the general reduction of speed limits within urban areas.**

### **BACKGROUND**

At the May 14<sup>th</sup>, 2019 meeting of the Committee of the Whole, the Public Works Department (PWD) recommended that a pilot project be implemented in Town of Kemptville (urban area of North Grenville) (**Appendix 1**). This pilot project would be used to evaluate the effectiveness of the "Gateway Signage" method of posting regulatory speed limits and further to evaluate the use of this method at posting a reduced speed limit, specifically 40 km/h.

The first step of this pilot project was to evaluate the Kemptville urban area for gateway signage eligibility. This evaluation concluded that Kemptville was eligible for gateway signage from a desktop review standpoint. While completing this step the PWD also assessed, again from a desktop review standpoint, which areas of Kemptville could potentially be used as scaled down pilot projects for physical implementations to then be monitored to evaluate effectiveness.

Upon further inspection, and through Council input, this list was then reduced due to existing speed limits. Roadway assessments were then completed on the remaining eligible locations were as follows:

- Forest Creek Subdivision
- Ferguson Street, Fenton Street, Holmes Street, Joseph Street area
- eQuinelle Subdivision (Phase 1 only)
- Hagan Street, Parkinson Street, Elliott Street area

At the July 2<sup>nd</sup>, 2019 meeting of the Committee of the Whole, the Public Works Department recommended that the Pilot Project should continue and recommended that

the following locations be used to evaluate the effectiveness of the signage method as well as the reduced speed limit (**Appendix 2**).

- 1) eQuinelle Subdivision (Phase 1 only)
- 2) Parkinson Street, Hagan Street, Elliott Street area

## **ANALYSIS**

Following the meeting of Council on July 16<sup>th</sup>, 2019 the Public works department implemented the speed signage and completed a number of speed assessments to evaluate the effectiveness of the signage with Kemptville. This data has been summarized below.

Roadway	85 <sup>th</sup> Percentile Speed (km/h)			
	June*	September**	October**	November**
<b>eQuinelle Drive</b>	51	51	48	50
<b>Wycliffe Way</b>	43	43	43	44
<b>Royal Landing Gate</b>	47	49	47	50
<b>Parkinson Street</b>	50	47	48	43
<b>Elliott Street</b>	32	27	30	29
<b>Hagan Street</b>	31	32	29	32

*\*The June 2019 Assessments were completed prior to installation of the gateway Signage*

*\*\*the September, October, November Assessments were completed following the installation of the Gateway Signage*

*\*\*\*All attempts were made to use the same equipment for each assessment and have the same weather conditions for each assessment – this meant that the day of the week varied due to the weather conditions*

*\*\*\*\*The higher of the two directions 85<sup>th</sup> percentile speed was depicted above for simplicity (both directions were considered for this report)*

The table above highlights the major source of data throughout the pilot project assessment for Gateway signage.

Strictly reviewing the speed data collected, it is clear that simply posting an adjusted speed limit has little, if any effect on user speeds. This is because no relationships were able to be established based on the collected data when comparing the 85<sup>th</sup> percentile speed. This is not unexpected as many studies have shown that simply reducing the posted speed limit does not necessarily effect the user speeds. The physical/visual characteristics and how a user “feels” while travelling the roadway plays a much greater role in influencing operating speeds. As no physical or visual changes were made, it is not surprising that user speeds, based on the 85<sup>th</sup> percentile speed, did not change significantly throughout the project. One variance which was found was the data collected on Parkinson Street (for November). It was noted at the time of the assessment that parking on the roadway had significantly increased. The Public Works department assessed the location for a more ideal day throughout 1 week but no day seemed to have less on street parking compared to any other. This increase of on street parking was assumed to be due to the construction at 124 Jack Street.

Although no relationships were found in the collected data throughout the pilot project and as such no conclusions can be made specifically based on said data it is important to

understand that there are two specific pieces of information collected throughout the assessment. The first, as discussed above, is speed data. The second is general research information regarding the method of gateway signage as an implementation activity. Simply using "gateway sign" to post any speed limit, not simply a 40 km/h speed limit. Throughout the pilot project the signage method of using gateway signs was studied and found to be a valuable change under the *Highway Traffic Act*. Not only does this method allow for less signage costs and less roadway "clutter", it also allows for a more consistent and in general a more easily followed system of roadway laws.

In general, the Public Works Department supports the use of gateway signage. This method change is simply a procedural change for our Public Works department when installing or replacing existing speed limit signage. The methodology change will allow for the retrofitting of existing speed limit signage to provide for more consistent speed limits and potential costs savings. Although the recommendation for using the gateway signage method can be supported, a final conclusion cannot be made regarding the reduced speed limits from 50 km/h to 40 km/h. Although the reduced speed limit does not have any major downsides, there are a number of items which must be considered prior to implementation. First and foremost is community support. It is recommended that community support be the driving factor in the reduction of speed limit. A survey may be warranted to judge community support. A sample survey has been included for reference (**Appendix 3**). Other factor(s) which have/should be considered by Council/the public are:

- Potential for increased number of fines for driving in excess of the posted speed limit
- Potential for increased travel times (may be insignificant in most cases)
- Potential for little to no change in current operating speed of roadways

## **ALTERNATIVES**

1. Implement a lower speed limit without further public consultation. This alternative is not recommended as the general public have not been part of the evaluation up to date.

## **FINANCIAL/STAFFING IMPLICATIONS**

This item has been identified in the draft budget:                      Yes ☐                      No **X**                      N/A ☐

This item is within the draft budgeted amount:                      Yes ☐                      No ☐                      N/A **X**

Staffing implications, as they relate to implementing Council's decision on this matter, are limited to the existing staff complement and applicable administrative policies as approved by Council.

Material costs vary depending on the implementation area. In general, the purchase of one sign costs approximately \$150 plus in house installation costs.

## **LINK TO COUNCIL WORK PLAN 2019**

This report will help to contribute towards the objective of creating safer roads and sidewalks.

**What statement best describes where you live?**

- a. Kemptville
- b. Urban Subdivision
- c. Rural Area
- d. Rural Subdivision
- e. Other: Explain

**1. How old are you?**

- a. 0-20
- b. 21-35
- c. 36-50
- d. 51-65
- e. 66+

**2. How often do you come to the Urban area of North Grenville (Kemptville)?**

- a. Rarely
- b. Once or twice a week
- c. Three or four times a week
- d. Regularly: five or more times per week
- e. Every day: I do not live in kemptville
- f. Every day: I live in Kemptville

**3. Do you have concerns regarding traffic in North Grenville?**

- a. Yes, move to 4b
- b. No, move to 5

**4b. What is the cause of your concerns? (check all that apply)**

- a. Vehicle speeding
- b. Legal speed limit is too high
- c. Reckless driving
- d. Distracted driving
- e. Lack of pedestrian facilities
- f. Other: explain

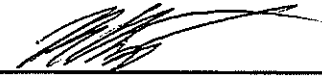
**4. Would you support a lower general speed limit in urban North Grenville?  
(current: 50 km/h, lowered: 40 km/h)**

- a. Yes
- b. No

Comments

**This Survey is primarily focused on the Urban area of North Grenville, if you have any further comments or have concerns specifically related to the Rural area of North Grenville, please note them below.**

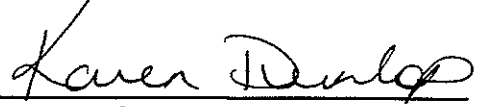
Prepared by:



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**Ryan Brault**  
**Engineering Technologist**

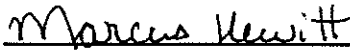
Reviewed and submitted by:



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**Karen Dunlop**  
**Director of Public Works**

Reviewed by:



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**Marcus Hewitt**  
**Director of Finance**

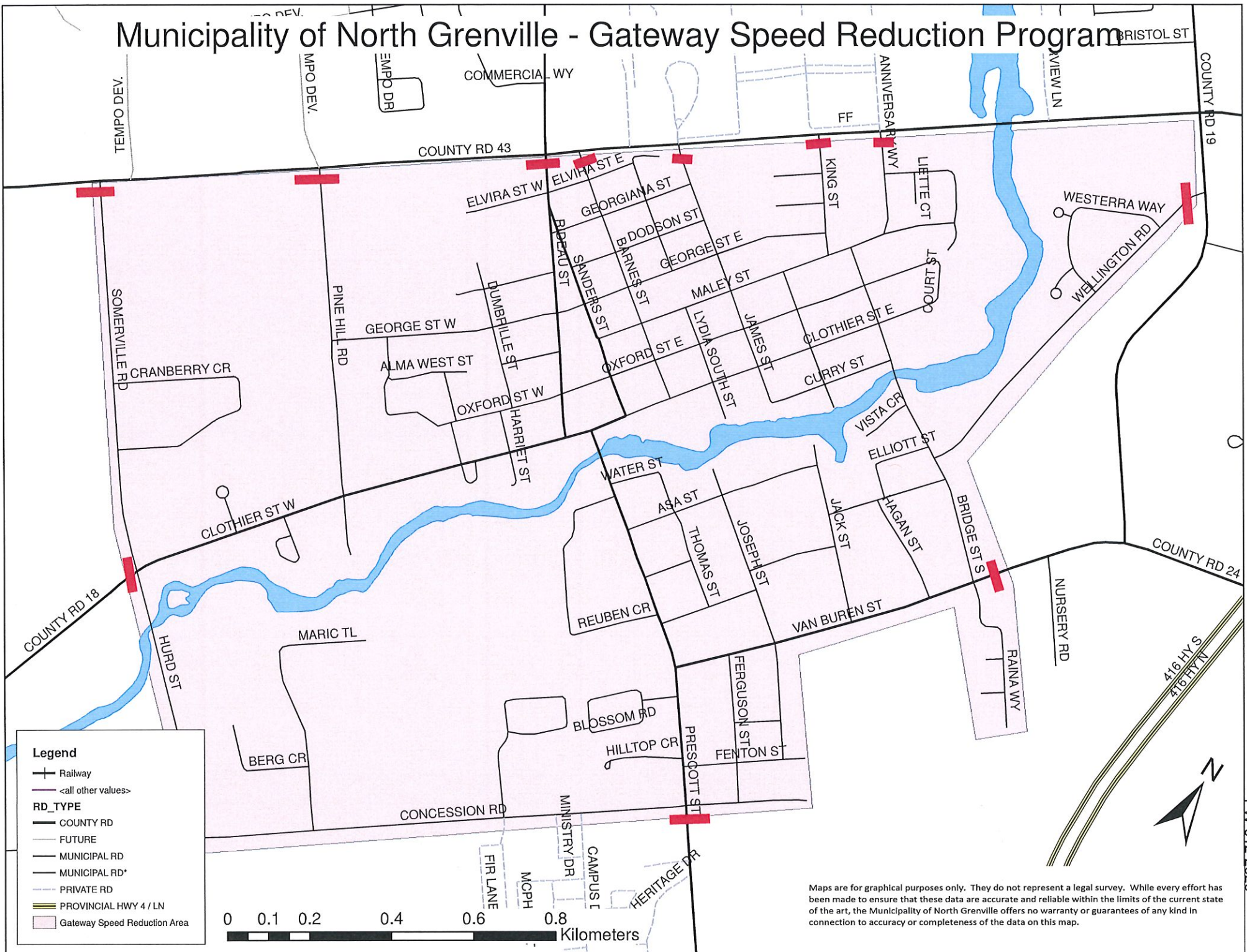
Recommendation submitted for  
Committee of the Whole  
consideration by:

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**Karen Dunlop**  
**Acting CAO**



# Municipality of North Grenville - Gateway Speed Reduction Program





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