



City of
Peterborough

To: **Members of the General Committee**

From: **Cynthia Fletcher**
Commissioner of Infrastructure and Planning Services

Meeting Date: **September 3, 2019**

Subject: **Report IPSTR19-015**
Lansdowne Street East Speed Limit Reduction

Purpose

A report to recommend that the existing 50 km/h speed limit on Lansdowne Street East be extended from Ashburnham Drive to a point 100 meters east of Willowcreek Boulevard.

Recommendations

That Council approves the recommendations outlined in Report IPSTR19-015 dated September 3, 2019, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That a 50 km/h speed limit be implemented on Lansdowne Street E. between Ashburnham Drive and a point 100 metres east of Willowcreek Boulevard.
- b) That By-law 04-089 be amended to support implementation of recommendation a).

Budget and Financial Implications

Implementation of the recommended 50 km/h speed limit on Lansdowne Street East between Ashburnham Drive to a point 100 metres east of Willowcreek Boulevard will cost approximately \$500.00, funds for which are available in the 2019 annual new sign budget.

Background

Lansdowne Street, east of Ashburnham Drive, is a four-lane high capacity arterial road carrying approximately 15,500 vehicles per day. The posted speed limit on Lansdowne Street, between Television Road and a point 300 metres east of Ashburnham Drive is 60km/h, creating a transition zone between the 80 km/h speed limit on Highway 7 and the 50 km/h speed limit within the City. A transition zone is a section of roadway where a gradual reduction in the speed limit is used in order to facilitate a transition for motorists to adjust between high speed rural operating conditions and urban operating conditions. Abrupt changes in the speed limit are not typically effective in lowering motorists' speeds if the drivers do not immediately perceive the need to slow down; thus matching the speed limit to the level of urbanization and activity along a roadway typically results in improved compliance with the lower posted limits.

In 2013, City Council approved the reconstruction of Lansdowne Street from Consumers Place to Willowcreek Boulevard. The work included a sidewalk and a road widening on the south side of the road to facilitate the implementation of left-turn lanes and traffic signals at the intersection of Willowcreek Boulevard and Lansdowne Street.

In the fall of 2016, a multi-use trail was constructed on the south side of Lansdowne Street from Ashburnham Drive to Consumers Place completing the connection between the Trans-Canada Trail and the Willowcreek residential development.

Discussion

Vehicle speeds are primarily influenced by the operating environment along the roadway. Where roadways are urbanized and there are increased conflicts due to busy entrances, pedestrian activity, and closely spaced intersections drivers tend to naturally slow down. Lansdowne Street E, formally Highway 7, was designed and constructed to a provincial semi-urban cross-section, with mountable curbs and paved shoulders. Over the years, lands along Lansdowne Street, east of Ashburnham Drive, have developed with new commercial and residential developments. As such, the City has gradually developed the roadway to a full urban cross-section with full curb and gutter, sidewalks and an off-street multi-use trail connecting to the Trans-Canada Trail.

Today, this section of Lansdowne Street has developed into a busy and active transportation corridor supporting all users and modes of travel. To improve safety, staff recommend extending the existing 50 km/h speed limit from Ashburnham Drive to 100 m east of Willowcreek Boulevard in order to better reflect the growing urbanization and level of activity in this section of roadway. The remaining section of Lansdowne Street is still long enough to provide approximately 360-400 m of transition zone for motorists to adjust from the high-speed operating conditions on Highway 7 to the start of the new 50km/h speed limit as they approach Willowcreek Boulevard, as shown in Appendix A.

Timelines

If the recommendations are approved, implementation would commence immediately, and it is anticipated that it would be complete in the late fall 2019.

Summary

Taking into consideration the urbanization of Lansdowne Street east of Ashburnham Drive, and the recent implementation of pedestrian and cycling facilities, it is recommended that the existing 50 km/h posted speed limit on Lansdowne Street be extended from Ashburnham drive to a point 100 metres east of Willowcreek Boulevard.

Submitted by,

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Commissioner of Infrastructure and Planning Services

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Attachments:

Appendix A: Lansdowne Street Proposed 60 km/h Transition Zone

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