

CITY OF HAMILTON

MOTION

Council Date: April 8, 2013

MOVED BY COUNCILLOR S. MERULLA

SECONDED BY COUNCILLOR

9.1 Speed Reduction Kenilworth Avenue

Whereas the Kenilworth Avenue South Neighbourhood Association has submitted a petition (attached hereto) with 109 signatures asking for a speed reduction from 50 km/h to 40 km/h from Main Street to the Kenilworth Access Traffic circle; and

Whereas a speed reduction on Kenilworth Avenue South is not supported by City Policy;

Therefore be it resolved,

- (a) That the speed limit on Kenilworth Avenue South between Main Street and the Kenilworth Access Traffic Circle be reduced to 40km/h;
- (b) That the appropriate amending by-law be passed.

Kenilworth Ave South Neighbourhood Assoc

Our mission is: reclaiming and improving our neighbourhood

Sam Merulla
Councillor Ward 4
Hamilton City Hall
2nd floor - 71 Main St. West
Hamilton, Ontario
L8P 4Y5

January 8th 2013

RE: Kenilworth Ave South Safety Petition

Dear Councillor Merulla:

As you are aware the residents of Kenilworth Ave S are experiencing ongoing safety concerns with hi-speeds of vehicular traffic on our roadway.

Transient motorists pay little regard to the current 50km speed limit, and often are observed accelerating off of the light, and traveling at high rates of speed. Also late at night there are car/motorcycle racing in this residential neighbourhood. In fact many residents have had their vehicles damaged while parked on our roadway, while others have experienced property damage.

Hamilton already has other arterial roadways which have 40km limits. To name a few, parts of Concession St., Lake Ave N, and Hester Ave, etc. (please see attached list) Also other arterial streets such as Crockett and Gage Ave N have employed different types of traffic calming measures such as bump outs and stop signs to reduce speeds.

On behalf of the residents who have signed the attached petition we are requesting the following action be taken:

1/ that the speed limit be reduced from the current 50km to 40km on Kenilworth Ave S from Main Street to the Kenilworth Access Traffic circle.

2/ that the Hamilton Police be requested to provide periodic enforcement during the following time periods a/ 7pm to 3am, traffic moving in North/South bound traffic, b/ Monday to Friday 7am to 9am and 4pm to 6pm.

3/ that City staff be directed to meet with residential committee to develop a joint agreed plan with options for traffic calming and report back to yourself no later than April 30th 2013.

There are several safety reasons why traffic calming speed reduction measures are introduced in neighbourhoods such as:

- accident and casualty savings, a reduction of speed from 50km o 40km lowers pedestrain mortality rate from 85% to 25%. (ie, Winnipeg article)
- improvement to the environment.
- improvement in conditions and facilities for vulnerable roadway user, such as children and the elderly. This stretch of roadway already has a school crossing guard at a signalized intersection which demonstrates an increased risk for pedestrain collisions.
- reduction in public anxiety
- increased journey times for motorized traffic, which would move traffic to the Red Hill Expressway as it was intended.

Also attached are our petition and several articles on the safety issues of speeding, and the benefits of lowering speed limits from 50km to 40km in the respect of public safety and saving lives.

Thanks you in advanced for you consideration in this matter and if you have any question please feel free to contact Mr. Vern Arnold, Co-Chair.

Yours truly,

Vern Arnold, Co-Chair
87 Kenilworth Ave South
Hamilton, Ontario
905-296-0351

Clinton Sickles, Co-Chair
87 Kenilworth Ave South
Hamilton, Ontario
289-389-4659

Petition to lower speed limit to 40kph on Kenilworth Ave South, Hamilton Ontario

Attention Councillor Sam Merulla

Councillor Merulla: We the undersigned abutting residents of **Kenilworth Ave South** hereby petition the City of Hamilton to lower the existing speed limit from 50kph to 40kph. As you are aware there has been a ongoing speeding problem on this roadway which most recently has resulted in a parked car being hit and two teenagers taking out a telephone pole while speeding. This roadway is also used for racing all hours of the evening. It is only a matter of time when someone it either killed or seriously injured.

Also once the speed limit has been lowered, we are requesting increased Police presence during the evening hours.

Name (Please Print)	Address	Telephone No.	Signature	Agree	Opposed
VERNON ARNOLD	87 Kenilworth Av S		<i>[Signature]</i>	X	
Joy Arnold	87 Kenilworth Av S		<i>[Signature]</i>	X	
Clinton Sickles	80 Kenilworth Av S		<i>[Signature]</i>	X	
Tanya Barnade	80 Kenilworth Av		<i>[Signature]</i>	X	
WALLACE GILMOUR	76 Kenilworth S.		<i>[Signature]</i>	X	
MICHAEL GILMOUR	76 Kenilworth S.		<i>[Signature]</i>	X	
MICHELLE MILLAR	76 KENILWORTH AVE		<i>[Signature]</i>	X	
Kim Biggs	88 Kenilworth		<i>[Signature]</i>	X	
MIKE EASTMAN	118 KENILWORTH S		<i>[Signature]</i>	X	

Belinda Falls 94 Kenilworth
 Donald Falls 94 Kenilworth-

Belinda Falls X
 Donald Falls X

Name (Please Print)	Address	Telephone No.	Signature	Agree	Opposed
Marc Smith	88 Kenilworth S		Marc Smith	X	
ALICE REECE	92 KENILWORTH S		Alice Reece	X	
HENRY BARR	92 KENILWORTH S			X	
William Young	84 Kenilworth S		William Young	X	
Melanie Young	84 Kenilworth Ave		Melanie Young	X	
Patrick Young	84 Kenilworth Ave		Patrick Young	X	
Kyle Young	84 Kenilworth Ave			X	
ANN-MARIE COOPER	95 KENILWORTH AVE		Ann Marie Cooper	X	
TOM COOPER	95 Kenilworth Ave		Tom Cooper	X	
CHERYL DURANT	101 KENILWORTH AVE		Cheryl Durant	X	
Peter J Durant	101 Kenilworth Ave		Peter J Durant	X	
Raymond GEORGETT	103 Kenilworth Ave		Raymond Georgett	X	
Jason Heinecker	111 Kenilworth Ave		Jason Heinecker	X	
Carla Patriguin	122 Kenilworth S		Carla Patriguin	✓	
Kristin LaCroix	Jeromeville Crescent		Kristin LaCroix	✓	
Merry Bushy	41 Kenilworth S		Merry Bushy	✓	
Ken Fapp	48 ✓		Ken Fapp	✓	

Name (Please Print)	Address	Telephone No.	Signature	Agree	Opposed
Ken Cooper	58 Kenilworth		<i>[Signature]</i>	✓	
COURTNEY PASCOE	43 KENILWORTH		<i>[Signature]</i>	✓	
MICHAEL PASCOE	43 KENILWORTH.		<i>[Signature]</i>	✓	
Michael May	117 Rothsay Ave		<i>[Signature]</i>	✓	
Courtney Ellis	225 Northmanhurst		<i>[Signature]</i>	✓	
Adamo Mandelino	77 Kenilworth AVE S		<i>[Signature]</i>	✓	
Sean Vaccarello	78 Kenilworth S		<i>[Signature]</i>	✓	
Daniello Shaw	78 Kenilworth S		<i>[Signature]</i>	✓	
DAVE TAYLOR	66 Kenilworth AVE S		<i>[Signature]</i>	✓	
Irene Taylor	46 Kenilworth Av. S.		<i>[Signature]</i>	✓	
Martha Klapachova	54 KENILWORTH AVE S.		<i>[Signature]</i>	✓	
Patricia Beaudry	46 Kenilworth Ave		<i>[Signature]</i>	✓	
Tom KERR	46 KENILWORTH AVE		<i>[Signature]</i>	✓	
Patricia Nino	9 Kenilworth Ave		<i>[Signature]</i>	✓	
DIANE PERCY	25 Kenilworth		<i>[Signature]</i>	✓	
DOUG MOORE	29 Kenilworth S		<i>[Signature]</i>	✓	
Corinna MacDonald	33 Kenilworth		<i>[Signature]</i>	✓	

Name (Please Print)	Address	Telephone No.	Signature	Agree	Opposed
Andrew Briggs	214 Kenilworth Ave. Sat		<i>Andrew Briggs</i>	<input checked="" type="checkbox"/>	
MARY ELEYANICH	196 Kenilworth S.		<i>Mary Eleyanich</i>	<input checked="" type="checkbox"/>	
VIVIAN ELEYANICH	202 Kenilworth S		<i>Vivian Eleyanich</i>	please	
Raiko LeL	186 Kenilworth S		<i>Raiko LeL</i>	please	
Nathan Faulks	186 Kenilworth S		<i>Nathan Faulks</i>	Yes	
CHARLES STICURELLA	176 Kenilworth S		<i>Charles Sticurella</i>	Yes	
Noella Steinhauer	164 Kenilworth S		<i>Noella Steinhauer</i>	Yes	
JEFF SANDERSON	126 Kenilworth S.		<i>Jeff Sanderson</i>	YES	
MARC HENRI	114 Kenilworth		<i>Marc Henri</i>	Yes	
Carole Viers	114 Kenilworth		<i>Carole Viers</i>	Yes	
ELAINE KAY	110 Kenilworth		<i>Elaine Kay</i>	Yes.	
Row TOMAN	"		<i>Row Toman</i>	Yes	
Sue Darling	106 Kenilworth Ave		<i>Sue Darling</i>	Yes	
Wes Dice	102 Kenilworth		<i>Wes Dice</i>	Yes	
Wendy Jahn	67 Kenilworth S		<i>Wendy Jahn</i>	Yes	
Tiffany Olmsted	73 Kenilworth S.		<i>Tiffany Olmsted</i>	Yes.	
Lisa Johnson	75 Kenilworth S		<i>Lisa Johnson</i>	Yes	

Name (Please Print)	Address	Telephone No.	Signature	Agree	Opposed
MIKE HARRELL	67 KENILWORTH			YES	
Brett Moore	79 Kenilworth			Yes	
Bill Wark	87 Kenilworth			yes	
Sarah Waite	83 Kenilworth			Yes	
FRIP NORMAN	125 KENILWORTH			YES	
Tanya Jankevicius	165 Kenilworth			Yes	
PAWE KRZYWICKI	165 1/2 Kenilworth S			YES	
Norman Jankevicius	165 1/2 Kenilworth S			YES	
Rob Snook	167 KENILWORTH			YES	
CYNTHIA BASS	169 KENILWORTH			YES	
Krzysztof	171 Kenilworth			YES	
HENRY FLUIM	173 KENILWORTH AV			YES	
Stella Kay	183 KENILWORTH			yes	
Kent Campbell	187 KENILWORTH			Yes	
Kate Campbell	87 KENILWORTH AVE			YES	
John Kerron	14 NORMANBY RD			YES	
John	199 Kenilworth			YES	

Name (Please Print)	Address	Telephone No.	Signature	Agree	Opposed
Kevin Johnson	75 Kenilworth Ave		<i>[Signature]</i>	yes	
M Arnold	121 Kenilworth Ave		<i>[Signature]</i>	yes	
Kevin Huff	189 Kenilworth Ave		<i>[Signature]</i>	yes	
Shelley Huff	189 Kenilworth Ave		<i>[Signature]</i>	Yes	
Tiffany Tompkins	189 Kenilworth Ave		<i>[Signature]</i>	yes.	
Kevin Tompkins	189 Kenilworth Ave		<i>[Signature]</i>	yes	
Charlene Falls	226 Kenilworth Ave		<i>[Signature]</i>	yes	
J. Anderson	168 Kenilworth		<i>[Signature]</i>	yes	
Jason MacLeod	134 Kenilworth		<i>[Signature]</i>	yes	
Randy York	22 Kenilworth S		<i>[Signature]</i>	yes	
Janet Randall	21 Kenilworth		<i>[Signature]</i>	yes	
Carol Johnson	21 Kenilworth		<i>[Signature]</i>	YES	
Scott Arnold	91 Kenilworth		<i>[Signature]</i>	Yes	
MARISOL MARTINEZ	18 Kenilworth S		<i>[Signature]</i>	yes	
Erica Juarez	18 Kenilworth Ave		<i>[Signature]</i>	Yes	

Name (Please Print)	Address	Telephone No.	Signature	Agree	Opposed
Becky Whiteaw	119 Kenilworth Ave S		<i>Becky Whiteaw</i>	X	
Thomas Bossert (Hit by car on Kenilworth Ave S)	119 Kenilworth Ave S		<i>Thomas Bossert</i>	X	
Zlatka Furec	222 Kenilworth Ave		<i>Zlatka Furec</i>	X	
KRIAN ANDERSON	206 Kenilworth Ave S		<i>Krian Anderson</i>	✓	
NO Collins	180 Kenilworth Ave S		<i>NO Collins</i>	✓	
TCALDWELL	16 Carlisle St.		<i>TCaldwell</i>	X	
T. McGRATH	180 Kenilworth S.		<i>T. McGrath</i>	✓	
V. Pless	Kenilworth S.		<i>V. Pless</i>	✓	
C. MacFarlane	50 Kenilworth S.		<i>C. MacFarlane</i>	✓	
R. OSBORNE	50 Kenilworth S.		<i>R. Osborne</i>	✓	
G.F. WEEMES	35 Kenilworth S.		<i>G.F. Weemes</i>	✓	
Ann A. Kavanagh	37 Kenilworth S.		<i>Ann A. Kavanagh</i>	✓	
Michelle Boucher	30 Kenilworth Ave		<i>M. Boucher</i>		
Barb Matthews	53 Kenilworth Ave		<i>B. Matthews</i>	✓	

The Canadian Press Wed Sep 19 2012 11:59:00 3 Comments 0 Recommend

Ont. coroner urges city speed limit be cut to 40 km/h

A new report from the office of Ontario's chief coroner recommends a lower default speed limit on residential streets

The report recommends the limit be 40 kilometres an hour, down from 50, unless otherwise posted.

The recommendation is part of a review into pedestrian deaths.

About 100 pedestrians are killed in the province annually.

More than one third of pedestrians killed are seniors -- even though they account for about 13 per cent of the popul

The report also calls for a provincial "walking strategy" and "complete streets strategy."



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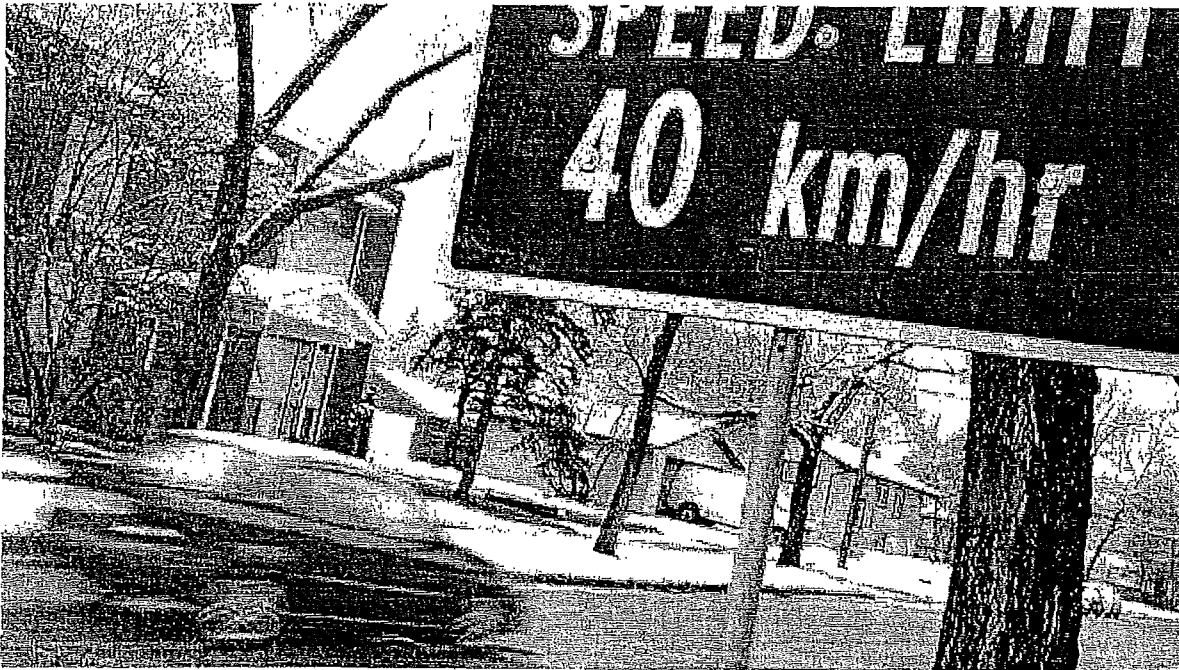
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Saving lives by slowing down on city streets

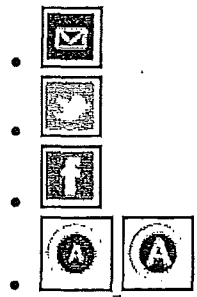
Kelly Grant

The Globe and Mail

Last updated Thursday, Sep. 06 2012, 12:50 PM EDT



A lowered speed limit sign is shown in a neighbourhood of Edmonton. This is part of the pilot reduced speed-limit zones that have taken place in six neighbourhoods. (Jason Franson for The Globe and Mail./Jason Franson for The Globe and Mail.)



Toronto's top doctor wants speed limits in Canada's largest city reduced by 10 to 20 kilometres an hour, an idea that'll be a tough sell when he pitches it to the Board of Health on Monday.

When Medical Officer of Health David McKeown revealed his proposal last week, it was panned faster than the speed of a car on one of Toronto's 60 km/h arterial roads.

- The faster you drive, the further it takes to brake
- Your probability of death compared to your speed
- Probability of injury compared to speed

Mayor Rob Ford dismissed it as "nuts, nuts, nuts, nuts," while the head of the public works committee urged Dr. McKeown to "stick to his knitting," unless he's after a job in the transportation department.

But Dr. McKeown's proposal isn't outrageous. Other major cities around the world are experimenting with lowering speed limits as part of their efforts to keep pedestrians, cyclists and drivers safe, something supporters hope will nudge urban dwellers out of their cars.

New York implemented its first "slow speed" 20-mph (about 32 km/h) zone in the heart of the Bronx last fall. Edmonton recently wrapped up a pilot project testing a 10 km/h reduction – to 40 km/h from 50 – in six neighbourhoods, three of which have elected to retain the lower speed caps. And Portsmouth, England, has received calls from across the globe about its decision to implement a nearly city-wide speed limit of 20 mph.

These interventions go beyond traditional traffic-calming measures, such as speed bumps.

"I'm not surprised that on first blush, some people might be concerned about the recommendation," Dr. McKeown said in an interview. "[But]the evidence of the relationship between speed and mortality and fatality is very strong."

Pedestrians are eight times more likely to die when hit by cars travelling 50 km/h than when struck by vehicles travelling 30 km/h, according to the World Health Organization.

Strong as it may be, the science supporting lower speed limits isn't exactly surprising. Slowing down saves lives.

However, municipal leaders must balance safety with the need to get from point A to point B in a reasonable time. That's why most of the cities testing lower speed limits are using neighbourhood streets, not arterial roads, as their petri dishes.

Take New York. In a bid to cut traffic fatalities in half by 2030, the Big Apple has implemented a raft of measures to persuade motorists to slow down, including cheeky commercials reminding New Yorkers there actually *is* a speed limit in the city, and it's 30 mph.

New York's Department of Transportation has taken a particularly aggressive step in the Claremont section of The Bronx.

Often abused as a shortcut, the quarter-mile residential neighbourhood saw 46 people killed or seriously injured in motor-vehicle crashes from 2006 to 2010, prompting the city to make Claremont its first 20-mph zone.

The zone is marked with 14 distinctive gateway entrances, 28 posted speed limit signs and nine speed humps.

"It sends a clear message to those drivers that neighbourhood streets are not shortcuts, they are not speedways," said New York Transportation commissioner Janette Sadik-Khan.

She said residents were "wildly supportive" of the new zone. "People were happy because they were tired of seeing their streets used as speedways."

Now more than 100 New York neighbourhoods have applied for slow-speed zones, she added.

"I think that you're starting to see cities all over the country look for these kinds of interventions. There's a big hue and cry to have safer streets," she said.

It's still an open question whether reducing the posted speed limit alone actually compels motorists to ease off the gas.

Claremont's experience is still too fresh to have produced useful data. In any case, the neighbourhood's slow zone includes speed bumps, making it difficult to separate their effects from those of a lower posted speed limit.

Edmonton, on the other hand, has the hard numbers to show that a reduced speed limit is little match for road design.

Beginning on May 1, 2010, the Alberta capital reduced speed limits in six very different neighbourhoods to 40 km/h from 50, using only signs and enforcement, including photo radar.

Overall, operating speeds fell by 7 per cent or about 3.5 km/h. The number of serious crashes dropped slightly in all but one of the test areas, where severe collisions actually increased.

Sounds promising, until you look at the actual speeds logged during the six-month experiment. In two older neighbourhoods, operating speeds fell to 51 km/h from about 53; in two grid-patterned areas, speeds dropped to 53 km/h from 55; and in two newly built pockets, speeds fell to 57 km/h from 60.

In other words, next to nobody respected the 40 km/h limit. Road design mattered. Motorists drove slower on older, narrow streets lined with parked cars, and faster on new, wider thoroughfares with little parking.

"One of the things about reducing the speed limit on any given road is that it needs to make sense to the public," said Scott McDonald, senior speed management co-ordinator for Edmonton's Office of Traffic Safety.

That's one of the reasons Dr. McKeown's recommendations have taken such a beating.

Right now, Toronto's speed limit, unless otherwise posted, is 50 km/h. Some wide arterial roads are 60 km/h, most residential streets are 40 km/h, and streets with speed bumps are 30 km/h.

The Medical Officer of Health favours reducing the residential limit to 30 km/h and the default speed limit to 40 km/h.

In a city strangled by gridlock, the thought of pattering along at 40 km/h on an arterial road isn't likely to be embraced. At least not by Toronto city council, which has the final say on speeds within city limits.

That doesn't discourage Dr. McKeown. Slower speeds are just a small – if controversial – part of the report he'll be championing on Monday.

"We are facing a significant burden of illness associated with obesity and diabetes and cardiovascular disease, and being more active in our day-to-day activities is a very important way of combatting those major health threats," Dr. McKeown said.

Lower speeds, higher savings

One English city has found that the slow way can also be the safe and cheap way.

There hasn't been a single fatality on the roads of Portsmouth since the island city of 207,000 on the south coast of England implemented a 20 mph (or 32 km/h) speed limit in 2007-2008. The cap applies to 1,245 streets, or 94 per cent of Portsmouth's roads.

Unlike most cities that try to slow down motorists, Portsmouth's limit isn't reinforced with speed bumps or other physical changes to the road.

"We decided to do it because we had a triple fatality on a residential road and, obviously, we had members of the public that were extremely concerned," said Adam Bunce, an assistant traffic engineer and project manager for Portsmouth's 20-mph project.

Reaction to lowering the speed limit by 10 mph was mixed at first.

Residents doubted that signs and the occasional police blitz would compel drivers to take their foot off the gas. (Drivers nabbed breaking the 20-mph rule are slapped with a £60 (\$95) fine and three-point loss on their licences, unless they agree to attend a one-hour safety seminar, complete with videos of horrible car crashes.)

But a 2010 interim evaluation found the lower limits worked – for the most part.

Average speeds dropped by just 0.9 mph overall. On blocks where the average "before" speed was higher than 24 mph, the average speed fell by seven mph.

Total injuries for pedestrians, passengers and drivers, though, was down 22 per cent.

The biggest knock on the plan is that serious injuries actually increased by six per cent, a result Mr. Bunce dismissed as statistically insignificant because the city has so few auto accidents.

In other words, Portsmouth's motorists were already taking it slow.

The city's narrow residential streets, lined with Victorian homes and parked cars, aren't conducive to speeding. The 20-mph limit doesn't apply on the major motorways and distributor roads that carry most commuters.

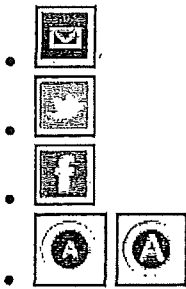
Toronto and the majority of Canadian cities, especially those built out after the Second World War,

don't enjoy the same advantages of urban form.

However, if any do decide to follow Portsmouth's lead, they'll find one advantage applies as much here as it does across the pond: A sweeping speed-limit reduction is cheaper than traditional traffic-calming measures.

Portsmouth was preparing to dole out £2-million (\$3.2-million) over five years, mostly on speed bumps, when it switched gears to lowering the speed limit almost everywhere.

"Implementing a city-wide speed limit at £623,000 (\$993,000), we saved ourselves £1.5-million (\$2.4-million)," Mr. Bunce said.



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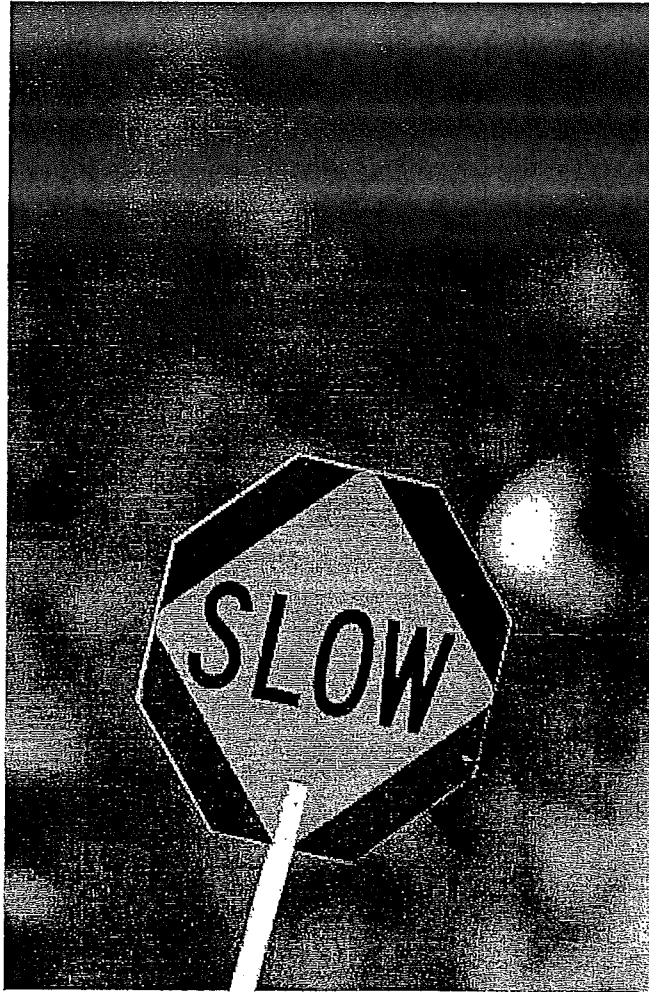
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City to explore reduced speed limits

Motion clears hurdle at city hall

BY JOYANNE PURSAGA, WINNIPEG SUN

FIRST POSTED: THURSDAY, SEPTEMBER 27, 2012 03:42 PM CDT



Some Winnipeg city councillors said on Wednesday, July 18, 2012 they would like to reduce the speed limit on residential streets, not just those in school zones. Councillors Harvey Smith and Ross Eadie raised a motion to reduce the residential speed limit from 50 km/h to 40 km/h.

A motion to reduce the speed limit on residential streets from 50 km/h to 40 km/h throughout Winnipeg passed through one more council hurdle Thursday.

City council approved a plan to ask city staff to explore the idea and report back to council. A report is due before the council's public works committee in less than three months.

Supporters of the proposal say it could save lives. One study found a pedestrian hit by a vehicle travelling at 50 km/h has an 85% risk of death, which drops to 25% at 40 km/h and 5% at 30 km/h.

neighbourhoods was credited with a 25% drop in severe collisions. WiseUp Winnipeg questioned those results. Three of the test neighbourhoods have since returned to a 50 km/h speed limit.

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