3 November 2009

The Council of the City of Ottawa, at its meeting of 28 October 2009, adopted the following resolution:

WHEREAS the Province of Ontario's *Highway Traffic Act*, R.S.O. 1990, is a consolidated statute governing traffic regulations;

AND WHEREAS Section 128(1)(a) establishes a default speed limit (without signs) by providing that no person shall drive a motor vehicle at a rate of greater than 50 km/h on a highway within a local municipality or within a built-up area;

AND WHEREAS legislation does not allow municipalities in Ontario the right to create and apply an unsigned default city-wide speed limit of other than 50 km/h;

AND WHEREAS legislation does allow municipalities in Ontario to establish speed limits other than the Provincial default speed limit through a by-law, provided that those municipal speed limits are signed in accordance with existing requirements;

AND WHEREAS the City of Ottawa would like the ability to set its own unsigned default speed limit on local roads in residential communities;

AND WHEREAS it is anticipated that other municipalities in Ontario may be experiencing similar issues now or in the future;

AND WHEREAS there are benefits to having a co-ordinated approach to the Ministry of Transportation of Ontario asking for legislation to allow Ontario municipalities to set their own unsigned default speed limit on local roads in residential communities;

THEREFORE BE IT RESOLVED that City Council approve the following:

(1) That the City of Ottawa ask municipalities in Ontario with a population over 50,000 and the Association of Municipalities of Ontario for their support for an amendment to the *Highway Traffic Act*, R.S.O. 1990 to permit municipalities, on local roads in residential communities:

   (a) to set their own default speed limits (unsigned); or

   (b) in the alternative, to set alternative default speed limits with limited signage (gateway signs) at the entrances to these residential communities;

(2) That municipalities in Ontario who support the request as shown in (1) respond, via Council resolution, to the City of Ottawa by 28 February 2010; and

(3) That following the receipt of responses from municipalities in Ontario, staff petition the Ministry of Transportation of Ontario for amendments to *Highway Traffic Act* as shown in (1) and report back to Council on progress made on this issue by the end of Q2 2010.

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