

**Maple Grove Road Speed Limit Reduction**

**Réduction de la limite de vitesse sur le chemin Maple Grove**

**Committee Recommendation**

**That Council approve that the posted speed limit along Maple Grove Road be reduced from 50 km/h to 40 km/h from Huntmar Drive to Alon Street.**

**Recommandation du comité**

**Que le Conseil approuve la limite de vitesse affichée de 50 km/h à 40 km/h sur le tronçon du chemin Maple Grove se trouvant entre la promenade Huntmar et la rue Alon.**

**DOCUMENTATION / DOCUMENTATION**

Councillor's report, dated 27 January 2020 (ACS2020-OCC-TRC-0002)

Rapport du conseiller, daté le 27 janvier 2020 (ACS2020-OCC-TRC-0002)

**Transportation Committee  
Report 8  
12 February 2020**

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**Comité des transports  
rapport 8  
le 12 février 2020**

**Report to  
Rapport au:**

**Transportation Committee  
Comité des transports  
5 February 2020 / 5 février 2020**

**and Council  
et au Conseil  
12 February 2020 / 12 février 2020**

**Submitted on January 27, 2020  
Soumis le 27 janvier 2020**

**Submitted by  
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**Ward: STITTSVILLE (6)**

**File Number: ACS2020-OCC-TRC-0002**

**SUBJECT: Maple Grove Road Speed Limit Reduction**

**OBJET: Réduction de la limite de vitesse sur le chemin Maple Grove**

#### **REPORT RECOMMENDATION**

**That the Transportation Committee recommend to Council that the posted speed limit along Maple Grove Road be reduced from 50 km/h to 40 km/h from Huntmar Drive to Alon Street.**

## RECOMMANDATION DU RAPPORT

**Que le Comité des transports recommande au Conseil de faire passer la limite de vitesse affichée de 50 km/h à 40 km/h sur le tronçon du chemin Maple Grove se trouvant entre la promenade Huntmar et la rue Alon.**

## BACKGROUND

In 2009, City Council approved the City of Ottawa Speed Zoning Policy which defines the process for establishing speed limits along City roadways. The existing 50 km/h speed limit along Maple Grove Road was appropriate when it was first evaluated based on the process for establishing speed limits as outlined in the Council-approved Speed Zoning Policy. Ongoing safety concerns in the community have led to this re-evaluation and recommendation.

## DISCUSSION

Maple Grove Road is designated as a 'Major Collector' roadway. It runs through the developing Fairwinds and Poole Creek communities and provides a connection to Huntmar Drive. It is constructed as a two-lane urban cross-section with sidewalks provided on both sides for the majority of the street. The surrounding land use along Maple Grove Road between Huntmar Drive and Alon Street currently consists of residential properties and parks. Anticipated future development in the area will include residential properties and will likely include elementary schools.

During the Spring, Summer and Fall seasons, centreline flex posts are installed on the following segments of Maple Grove Drive as a traffic calming measure:

- Alon Street to Santolina Street; and,
- Montserrat Street/Warmstone Drive to Leveche Way.

The speed limit reduction along Maple Grove Road between Huntmar Drive and Alon Street is being requested to create a larger 40km/h speed limit gateway area in the Fairwinds and Poole Creek community that includes this section of Maple Grove Road. This aligns with a broader strategy in the ward to create more consistency for posted speed limits in residential neighbourhoods.

Over the past several years, the Fairwinds-Poole Creek Community Association and individual residents have advocated for continued enhancements to road safety in the

neighbourhood including traffic calming, road design, and enforcement. People who live on Maple Grove Road, as well as residents on adjacent streets, are generally supportive of the lower speed limit in their community and several have contacted the Councillor's office directly to request the speed limit reduction.

## **RURAL IMPLICATIONS**

There are no rural implications associated with this report or its recommendations.

## **CONSULTATION**

### **Transportation Services Comment:**

Industry best practices support that it is important to maintain consistent, uniform speed limits on any roadway to provide all users including pedestrians, cyclists, adjacent residents and motorists with a correct representation of the actual speed of traffic on that roadway. The provision of speed limits considers the roadway function and its design. Implementing a speed limit that does not align with these considerations may result in challenges to enforcement and to increases in traffic hazard. Lowering the speed limits on City streets without consideration of the physical configuration of the road will have minimal impact on driver behaviour. In such cases where a posted speed limit is below operating speeds, most motorists will continue to drive at speeds they feel are reasonable and prudent unless continual police enforcement is present. The visual and physical cues a driver uses to determine the appropriate travel speed should be consistent with the posted speed limit.

Furthermore, the Council-approved City of Ottawa Speed Zoning Policy states that the speed limit along a collector roadway, such as Maple Grove Road, should be based on the actual 85th percentile speed (i.e. the speed at or below which 85% of all the vehicles travel) of the free-flowing traffic on the street. A speed survey conducted on Maple Grove Road on August 30th, 2017, between Montserrat Street and Leveche Way showed an operating speed of 53 km/h (the 85th percentile speed).

Posting a 40 km/h speed limit on a roadway where the operating speed is much greater, such as in the case of Maple Grove Road, may increase the crash risk. Some drivers will choose to comply with the 40 km/h speed limit while others will continue to drive the higher speed at which they feel comfortable. The varying difference in operating speeds

between individual vehicles may increase the risk of collision as the potential for interactions or conflicts between vehicles is greater.

The Transportation Services Department does not expect the existing operating speeds of Maple Grove Road to be significantly reduced because of the implementation of 40 km/h speed limit signs unless considerable police enforcement occurs on an on-going basis.

Furthermore, on August 29, 2018, City Council approved the [Gateway Speed Limit Signage in Residential Areas Report \(2018-TSD-PLN-0008\)](#), and the Gateway Speed Limit Signage By-law. As such, the Transportation Services Department now has the authority to install Gateway Speed Limit Signage for speeds lower than 50 km/h in residential areas that meet the required criteria. In areas where the necessary criteria are met, gateway speed limit signs are posted on the perimeter of the defined residential area. Gateway Speed Limit Signs are regulatory signs.

Gateway speed limit signs are posted at each entry and exit point to a community where lower speeds are in effect. The Entry Gateway Speed Limit Sign identifies the beginning of a legal speed limit that applies to all roadways within an area. The Exit Gateway Speed Limit Sign marks the end of the lower speed limit. All streets that fall within the posted entry sign and exit sign are designated with the same speed limit identified on the gateway signs. Should Maple Grove Road receive approval for a posted 40 km/h speed limit, this major collector roadway will meet the necessary criteria to be included as part of a 40 km/h Speed Limit Gateway area.

Upon Council approval of the report recommendation, the Transportation Services Department will initiate the work necessary to implement a 40 km/h Gateway Speed Limit area covering the communities of Fairwinds and Poole Creek. The boundaries for this new area are identified in Document 1 – Fairwinds / Poole Creek 40 km/h Gateway Speed Limit Area. The cost of the implementation of this Gateway Speed Limit Sign area in Ward 6 will be covered by Transportations Services. The estimated cost for its implementation is \$5,860.00.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Road safety is the number one resident concern in our ward, and the Fairwinds community where Maple Grove Road is located is no exception.

Conceived approximately 15 years ago, the Fairwinds subdivision was designed to be a walkable suburban community. The neighbourhood features a grid-like street pattern, multiple pathway links, sidewalks on local streets, and proximity to the retail area on Hazeldean Road that includes a grocery store, drug store, coffee shop, banking, and other day-to-day services that are easily reachable by foot.

Maple Grove Road is a major collector that splits the north and south parts of the Fairwinds community. Optimized for Level of Service, Maple Grove Road was designed to prioritize east-west vehicle movement between Alon and Huntmar. As a result, the road is a barrier for pedestrians trying to travel north-south, and prevents this neighbourhood from living up to its intended purpose as a walkable 15-minute neighbourhood.

Resident expectations around road safety and walkability are changing, and the City's new Official Plan policy directions reflect this change. Maple Grove Road will remain a collector, however we need to shift our mindset to make walkability the primary performance measure.

A speed limit change alone will not achieve this balance, but we have an opportunity to implement this change as part of a neighbourhood area speed limit program. The reduction to 40km/h will provide car drivers with a correct representation of the expectations of residents for safer speeds.

Slowing down traffic on Maple Grove will compromise its Level of Service, but as we move towards the new OP and 15 minute neighbourhoods – Level of Service can no longer be the leading performance measure for road design. We must work towards new road performance measures that reflect and support the community's desire for safe, sustainable and healthy transportation.

My office is taking action to slow down vehicles on Maple Grove through infrastructure improvements such as flex stakes, bulb-outs, narrower lane markings, strategic on-street parking placement, pedestrian cross-overs, etc. We are also working with the Planning Department and home builders to make sure that roads are designed with pedestrian safety in mind and that roadway modifications enhance the overall walkability on Maple Grove and surrounding streets.

Road safety is a key component of healthy neighbourhoods and I would like to thank staff from the Transportation department for their advice and support in these initiatives.

### **ADVISORY COMMITTEE(S) COMMENTS**

**This has not been considered by Advisory Committees.**

### **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the recommendation as outlined in this report.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with this report or its recommendations.

### **FINANCIAL IMPLICATIONS**

There is no financial implication associated with this report. The cost would be funded from Capital Project # 909856 Road Safety Action Plan.

### **ACCESSIBILITY IMPACTS**

There are no impacts to accessibility associated with this report or its recommendations.

### **TERM OF COUNCIL PRIORITIES**

The Councillor has not identified a specific link with the 2019-2020 Term of Council Priorities.

### **SUPPORTING DOCUMENTATION**

Document 1 – Fairwinds / Poole Creek 40 km/h Gateway Speed Limit Area

### **DISPOSITION**

The Transportation Services Department will take appropriate action based on the recommendations made by the Committee and Council.