

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

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Your File/V/Réf.	
DATE	16 March 1998
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	HUNT CLUB ROAD (REGIONAL ROAD 32) - SPEED ZONING UPDATE

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee receive this report for information.

BACKGROUND

At its meeting of 12 March 1997, Council approved changes to the posted speed limit on Hunt Club Road as illustrated in Annex A. Council also directed staff to return to Transportation Committee with a review of the impact of these changes.

On 17 April 1997, 80 km/h was implemented on Hunt Club Road except for the road section from a point 660 m east of Bowesville Road to 110 m east of Cahill Drive, which is posted at 60 km/h.

A primary concern expressed by members of the public opposed to an increase in the speed limit on Hunt Club Road was that motorists would travel faster and create more noise for adjacent residents if the speed limit was raised. Departmental comments, expressed in the speed zone report, stated that the changes proposed would not have an effect on operating speeds. Therefore, there would be no change in existing noise levels due to an increased speed limit.

DISCUSSION

Before and after speed surveys were conducted at the locations shown in Annex B. These surveys were conducted at the same locations, under the same roadway conditions, within two weeks of the change in the speed limit signing and again approximately six months after the change. The results (Annex B) confirm the Department's expectation that operating speeds would not change significantly when the recommended speed limits were put in place. What has happened is that the majority of drivers are, for the first time, driving within the legal speed limit. The exception to this is the portion of Hunt Club Road between Bowesville Road and Cahill Drive where less than 10% of the traffic is travelling at or below the legal limit.

The following details the results of the surveys, including any signing changes resulting from the review.

Cedarview Road to a Point 660 m East of Bowesville Road (80 km/h)

1. Cedarview Road to Merivale Road

This portion of Hunt Club Road was previously posted at 70 km/h. Speed surveys conducted prior to the increase to 80 km/h indicated 85th percentile speeds of 87 to 95 km/h and motorist compliance rates (i.e. those that were obeying the speed limit) of 9% to 16%. After the speed zone change the 85th percentile speeds ranged from 90 to 95 km/h with compliance rates increasing to between 22% and 51%.

Additional "School Area" signs were installed on the approaches to the pedestrian activated signal east of Woodroffe Avenue to provide motorists with advance warning that pedestrians might be present in this area. The adjacent land development on the westbound approach to this signal consists primarily of forest.

2. Merivale Road to Bowesville Road

The 60 km/h speed limit was increased to 80 km/h. Prior to the increase, the 85th percentile speeds varied between 81 and 88 km/h with compliance rates of 0.5% to 11%. After the change, 85th percentile speeds were found to be 78 to 86 km/h with compliance of 52% to 91%.

Warning signs were installed on the approaches to the CNR overpass west of Antares Drive indicating "Limited Sight Distance" with 60 km/h advisory speed tabs. In addition, heavy truck entrance signs were installed on the east and west approaches to the Canada Coastal Petroleum access west of the CNR overpass as well as the approaches to Sunderland Street. Although sight distance measurements are acceptable at both locations, it was felt that the installation of these signs provided additional warning for motorists in light of the presence of trucks turning at these locations.

A Point 660 m East of Bowesville Road to a Point 110 m East of Cahill Drive (60 km/h)

1. Bowesville Road to the Airport Parkway

The previously posted 50 km/h was increased to 60 km/h. Prior to the increase, 85th percentile speeds varied between 81 and 88 km/h with a compliance rate of 0%. After the increase to 60 km/h, there was very little change with 85th percentile speeds from 82 to 85 km/h with a compliance rate varying between 3% to 6%.

A speed limit of 70 km/h was recommended.

2. Airport Parkway to Cahill Drive

The 60 km/h speed limit was not changed, although 70 km/h was recommended from a point 110 m east of Albion Road to a point 110 m east of Cahill Drive.

Prior to the changes implemented on the other sections of Hunt Club Road, the measured 85th percentile speed in this area was 88 km/h with a compliance rate of less than 2%. After the change in the speed limit but prior to the implementation of the traffic signals at Cahill Drive and Hunt Club Road, the 85th percentile speed varied between 84 and 85 km/h with a compliance rate of between 2% to 3%.

Traffic signals were installed at Cahill Drive in November 1997. A speed survey conducted after the installation indicated a modest change with an 85th percentile speed of 81 km/h and a compliance rate of 8%.

A point 110 m East of Cahill Drive and Hawthorne Road (80 km/h)

The speed limit was increased from 50 km/h to 60 km/h in 1993. The 85th percentile speed (50 km/h posted) was 87 km/h with 0% motorist compliance. After the increase to 60 km/h, speeds varied from 85 to 89 km/h with compliance rates from 2% to 3%. After the final increase to 80 km/h, 85th percentile speeds were found to be almost the same at 85 to 87 km/h; however, the compliance rates were 56% to 71%.

Several residents in this particular area have expressed concerns that, since the increase in the posted speed limit to 80 km/h, there has been both an increase in noise and difficulty in accessing Hunt Club Road. They cite the problem as being the increase in the speed limit and subsequent higher vehicular speeds.

As noted above, vehicle speeds have not noticeably changed. Any increase in noise levels cannot, therefore, be attributed to the speed limit change.

With respect to accessing Hunt Club Road, since the completion of Hunt Club Road, the Walkley overpass to Highway 417, and the northern section of Highway 416 vehicle volumes on Hunt Club Road have increased. For instance, from 1995 to 1997 westbound volumes on Hunt Club Road at Conroy Road have increased by up to 37%, and eastbound volumes, 40%. Heavy vehicle volumes have increased up to 61%. Hunt Club Road is performing exactly as Regional Council intended drawing large volumes of east-west traffic away from areas to the north and putting them on a high quality arterial.

These increases would reduce the number of gaps in traffic making it harder to cross or enter Hunt Club Road when exiting non-signalized side streets or driveways.

No complaints have been received by staff concerning this section since traffic signals were installed at Cahill and Hunt Club in November 1997.

SUMMARY

Despite an increase in the posted speed limit of 20 km/h (30 km/h over 1992 levels east of Cahill Drive), there has been essentially no change in the operating speeds on Hunt Club Road. Raising the speed limit has simply allowed more of the drivers, driving in a safe and reasonable manner, to be within the legal limit. Having speed limits that reflect a safe and reasonable operating speed enhances driver compliance and allows enforcement to target the small number of motorists who are truly reckless and a danger to us all.

CONSULTATION

This report is simply an information report of before and after vehicle speeds along Hunt Club Road. As the review had indicated little or no change in vehicle speeds, the Department is not recommending any change to Regional Council's decision of 12 March 1997 and therefore no further consultation was undertaken.

If the Committee wishes to direct the Department to undertake a further consultation programme, we will put it on the Department's work plan.

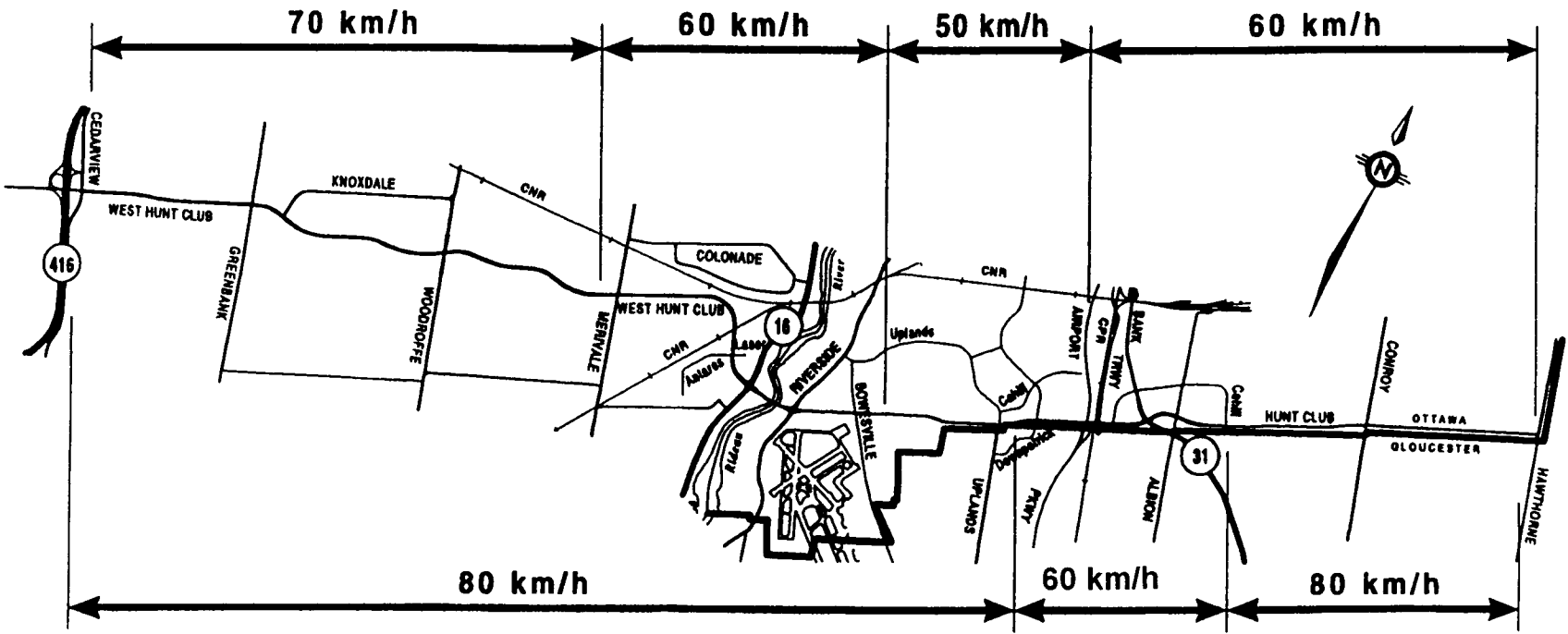
Approved by
Doug Brousseau

TWC/JAF/sc

Attach. (2)

(Hunt Club Road)

PREVIOUS SPEED LIMITS



IMPLEMENTED SPEED LIMITS

ANNEX 'A'

HUNT CLUB / WEST HUNT CLUB ROAD
 (REGIONAL ROAD 32)
 PREVIOUS AND IMPLEMENTED SPEED LIMITS

SCALE N.T.S.	DRAWN BY G.P.	CHECKED BY
3479s1	DATE MAR. '98	APPROVED BY



MOBILITY SERVICES
 Environment & Transportation Department

Hunt Club Road/West Hunt Club Road
BEFORE/AFTER SPEED SURVEYS
Motorist Compliance with an Increase in the Posted Speed Limit

Speed Survey Location	Survey Date			Posted Speed Limit			Average Speed			85th Percentile Speed					Motorist Compliance Rate		
	Before	After1	After2	Before	After1	After2	Before	After1	After2	Before	After1	% Chg	After2	% Chg	Before	After1	After2
Cedarview to Greenbank	12/10/95	22/04/97	16/09/97	70 km/h	80 km/h	80 km/h	83 km/h	86 km/h	86 km/h	95 km/h	95 km/h	0.0%	95 km/h	0.0%	13.4%	24.2%	28.7%
Knoxdale to Woodroffe	08/01/96	02/05/97	22/09/97	70 km/h	80 km/h	80 km/h	81 km/h	83 km/h	85 km/h	90 km/h	92 km/h	+2.2%	92 km/h	+2.2%	9.2%	21.6%	20.0%
East of Ped. Signal	16/12/94	30/04/97	22/09/97	70 km/h	80 km/h	80 km/h	78 km/h	81 km/h	84 km/h	87 km/h	90 km/h	+3.4%	90 km/h	+3.4%	16.0%	51.3%	25.9%
East of Sunderland	27/10/94	30/04/97	22/09/97	60 km/h	80 km/h	80 km/h	77 km/h	77 km/h	80 km/h	85 km/h	84 km/h	-1.1%	86 km/h	+1.2%	3.9%	70.2%	51.5%
East of Canada Coastal	10/02/97	30/04/97	01/10/97	60 km/h	80 km/h	80 km/h	79 km/h	77 km/h	76 km/h	88 km/h	84 km/h	-4.5%	85 km/h	-3.4%	0.5%	70.2%	68.8%
CNR Overpass	08/03/96	24/04/97	01/10/97	60 km/h	80 km/h	80 km/h	71 km/h	70 km/h	72 km/h	81 km/h	79 km/h	-3.7%	84 km/h	+3.7%	11.0%	90.6%	84.2%
Riverside to Lindberg	08/01/96	22/04/97	02/10/97	60 km/h	80 km/h	80 km/h	75 km/h	72 km/h	73 km/h	84 km/h	81 km/h	-3.6%	82 km/h	-2.4%	5.7%	84.5%	80.0%
H.C. PL to Paul Anka	08/03/96	22/04/97	17/09/97	50 km/h	60 km/h	60 km/h	79 km/h	73 km/h	76 km/h	88 km/h	83 km/h	-5.7%	85 km/h	-3.4%	0.0%	3.1%	3.6%
Paul Anka to Uplands	08/01/97	29/04/97	02/10/97	50 km/h	60 km/h	60 km/h	75 km/h	73 km/h	76 km/h	84 km/h	82 km/h	-2.4%	85 km/h	+1.2%	0.0%	5.9%	2.6%
Uplands to McCarthy	10/02/97	29/04/97	17/09/97	50 km/h	60 km/h	60 km/h	74 km/h	74 km/h	73 km/h	83 km/h	82 km/h	-1.2%	82 km/h	-1.2%	0.0%	4.7%	6.0%
McCarthy to Airport	11/03/96	07/05/97	03/10/97	50 km/h	60 km/h	60 km/h	72 km/h	73 km/h	73 km/h	81 km/h	82 km/h	+1.2%	82 km/h	+1.2%	0.0%	7.5%	5.6%
Albion to Cahill	07/03/96	21/05/97	28/07/97	60 km/h	80 km/h	80 km/h	79 km/h	76 km/h	75 km/h	88 km/h	85 km/h	-3.5%	84 km/h	-4.5%	1.5%	2.7%	2.9%
Conroy to Malak	07/03/96	24/04/97	28/07/97	60 km/h	80 km/h	80 km/h	76 km/h	78 km/h	79 km/h	86 km/h	87 km/h	+1.2%	88 km/h	+2.3%	2.6%	64.1%	57.5%
Malak to Esson*	26/08/93	23/04/97	21/07/97	60 km/h	80 km/h	80 km/h	76 km/h	78 km/h	79 km/h	85 km/h	87 km/h	+2.4%	89 km/h	+4.7%	2.8%	63.2%	56.0%
Esson to Blohm	20/10/95	23/04/97	28/07/97	60 km/h	80 km/h	80 km/h	78 km/h	76 km/h	77 km/h	89 km/h	85 km/h	-4.5%	88 km/h	-1.1%	1.7%	70.9%	64.2%

Speed zone in which Regional Council amended the Hunt Club Rd. speed zone report resulting in 60 km/h posted speed limit (70 km/h rec. & 80 km/h technically warranted.)

* Speed survey in 1993 conducted when Hunt Club Road was a two lane roadway.