

As We Heard It Report

Maxime Street Traffic Calming Study

Background

The City's Neighbourhood Traffic Calming Program received complaints from residents about speeding along Maxime Street. As a result, this street was reviewed by collecting and analyzing speed and traffic volume data. The results from the traffic survey concluded that Maxime Street met the criteria for a future traffic calming study to be initiated.

The study request was then added to the City's prioritization list of candidate traffic calming studies. In October 2023, the study moved to the top of the prioritization list and was initiated.

Based on traffic data, a proposed traffic calming plan was developed for Maxime Street. The plan included the following proposed measures:

- Maxime Street between Eugene Street and Ridgebrook Drive
 - 4 speed humps. This section of the street is not an OC Transpo route.
- Maxime Street between Ridgebrook Drive and Cyrville Road
 - 3 speed cushions. Speed cushions are being proposed along this section of the street because it is an OC Transpo route. Speed cushions allow large vehicles like buses and emergency response vehicles to straddle the cushions. No-parking signage is installed within 15m of the speed cushions so large vehicles can straddle the cushions properly.
- Maxime Street/Meadowbrook Road Intersection
 - Corner tightenings (curb radii reductions) and accessibility improvements at all four corners.
- Maxime Street/Cyrville Road Intersection
 - A corner tightening (curb-radii reduction) on the north-east corner.

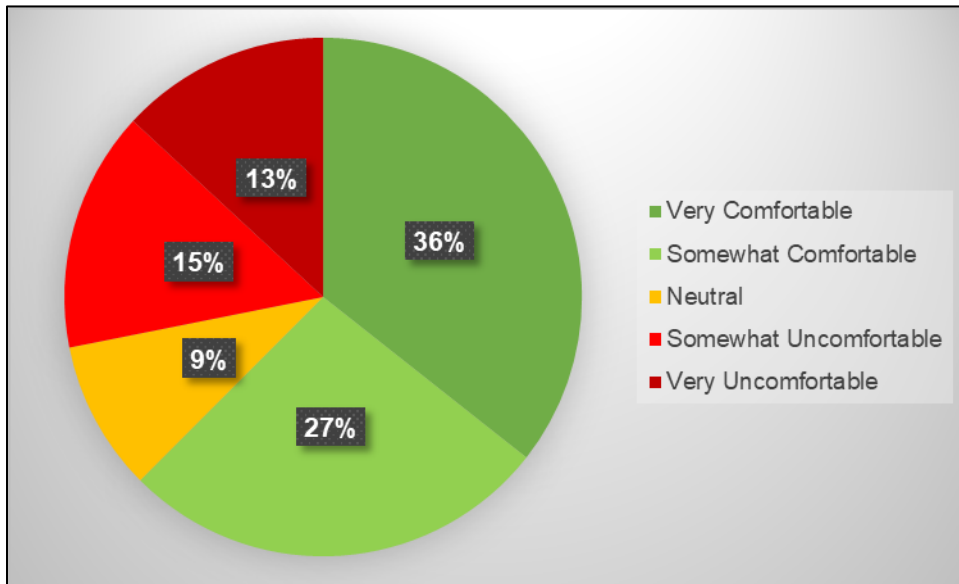
Public Consultation and Online Survey Results

Over the spring of 2024, an online survey was conducted to gather feedback on the proposed traffic calming plan. The following section includes the results from the online survey and summaries of the individual comments received. A total of 160 people completed the online survey. The online survey was available from April 10th to May 17th, 2024.

1. Please indicate your level of comfort for the proposed concept plan.

Response	Total % of responses	Total # of responses
Very Comfortable	36%	57
Somewhat Comfortable	27%	43
Neutral	9%	15
Somewhat Uncomfortable	15%	24
Very Uncomfortable	13%	21

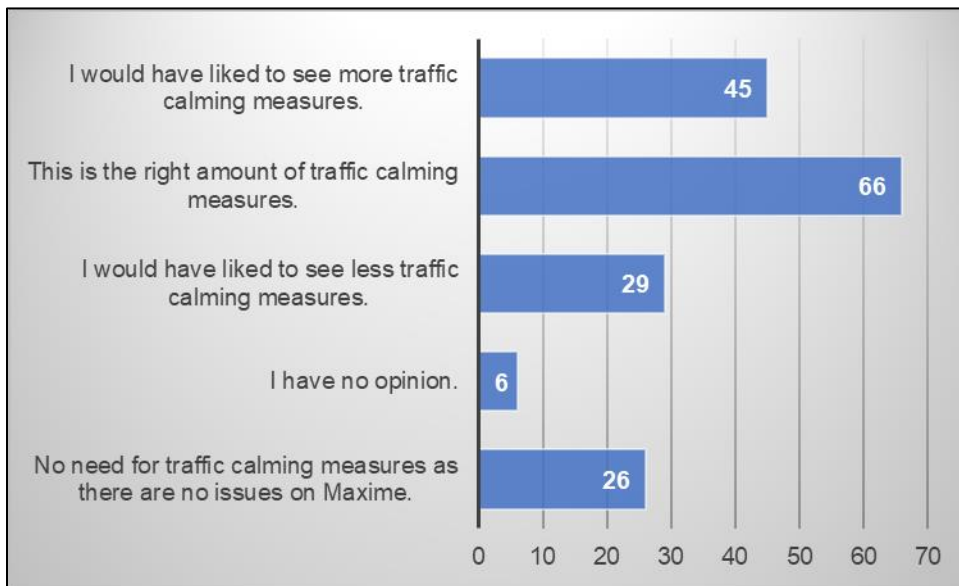
*Total Number of Respondents – 160



2. Please indicate your observations (check all that apply).

Response	Total # of responses
I would have liked to see more traffic calming measures.	45
This is the right amount of traffic calming measures.	66
I would have liked to see less traffic calming measures.	29
I have no opinion.	6
No need for traffic calming measures as there are no issues on Maxime.	26

*Total Number of Responses – 172

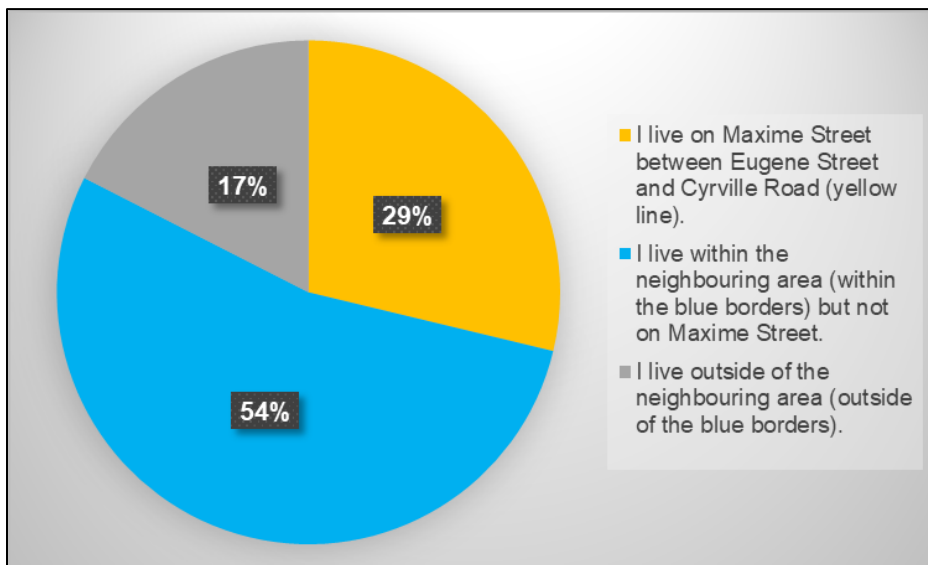


3. Where do you live in relation to this project's study area? This information will be used to help determine the general geographical distribution of respondents who complete the survey.



Response	Total % of responses	Total # of responses
I live on Maxime Street between Eugene Street and Cyrville Road (yellow line).	29%	46
I live within the neighbouring area (within the blue borders) but not on Maxime Street.	54%	86
I live outside of the neighbouring area (outside of the blue borders).	17%	28

*Total Number of Respondents – 160



4. Do you have any general comments regarding the overall proposed traffic calming concept plan or any comments about specific proposed measures at particular locations? (the following comments are not in any particular order).

Speeding
Vehicles speed along Maxime.
Drivers speed around the corner just north of Cyrville Road.
There is no speeding along Maxime.
Most drivers speed between Cyrville and Ridgebrook.
There is street racing along Maxime.
Vehicles speed through the Maxime and Meadowbrook intersection.
Auto garage at Cyrville plaza test drive vehicles along Maxime after they service them. They speed up and down Maxime.
Commercial vehicles speed.
There is no speeding along Maxime between Meadowbrook and Eugene.
Make Maxime a one-way street to reduce speeding.
Signage restricting the speed is needed.
Vehicles speed in school zones and signage is needed.
Drag strip between Ridgebrook and Meadowbrook.
Permanent Traffic Calming Measures
Add traffic calming between Cyrville and the first speed cushion.
Maxime needs traffic calming measures.
Supports / implement speed humps.
The corner tightening at Cyrville is already tight. Making it tighter will make it dangerous.
The corner tightening at Cyrville will force vehicles turning right into opposing lane / oncoming traffic.
Maxime does not need traffic calming measures.
Prefers narrowings.
Opposed to the curb radii reduction at Maxime and Cyrville. Buses already have difficulty turning right from Cyrville to Maxime. They sometimes encroach into the opposing traffic lane. The curb radii reduction will make it worse.
Install the traffic calming measures now.
Traffic calming measures will increase safety in the neighbourhood.
Traffic calming measures will reduce through traffic that use Maxime as a shortcut.
Traffic calming measures will increase comfort of children walking to / from school.
Speed humps / cushions will cause noise and vibrations.
Traffic calming measures will affect emergency response times.
Large vehicles will mount the curb if the corners are tightened.
Corner tightenings will reduce the amount of drivers that do not stop when turning right.
Traffic calming measures will enforce stop sign violations.

Corner tightenings will push larger vehicles into opposing lane / oncoming traffic or mount the curbs.
Consider roundabout at Maxime and Meadowbrook.
Implement roundabouts at all intersections.
No not implement speed humps.
Corner tightenings at Maxime and Cyrville will not solve the issue.
Speed humps / cushions can be disturbing to cyclists. The hump / cushion should not extend to the curb.
Speed cushions may make it more unsafe due to vehicles not slowing down.
Curb-radii reduction at Maxime and Cyrville will not be effective in helping vehicles turn left onto Cyrville from Maxime. It will impede.
Proposed measures between Cyrville and Ridgebrook are insufficient. Need to modify the road itself.
Traffic calming measures needed at Maxime and Cyrville.
Install speed humps between Ridgebrook and Meadowbrook.
Narrow the intersections at Ridgebrook and Meadowbrook.
Something more needs to be done at Maxime and Meadowbrook.
Speed humps are expensive.
Implement more speed humps near the intersection of Maxime and Ridgebrook.
Traffic calming measures for both sides of the road is key.
More traffic calming measures should be installed near schools.
Speed humps get damaged by snowplows.
Implement a roundabout at Maxime and Cyrville with crosswalks / traffic calming.
Speed humps are not effective because you can speed between them.
Speed cushions will be well served.
Fully support the traffic calming measures.
Traffic calming measures will help slow down vehicles and drivers are familiar on how to navigate them.
Supports the curb radii reductions.
Favours speed cushions because there are buses and emergency vehicles that use Maxime.
Speed humps should only be implemented near parks and schools. Not on Maxime.
Speed humps will not be effective in reducing speeds.
Speed humps / cushions will damage vehicles and make issues for snow clearing.
Prefers speed humps over speed cushions.
Speed cushions may cause noise.
Number of speed humps seems excessive (two in a short segment).
Speed humps annoy drivers.
Speed humps are a waste.
Vehicles will find a way to avoid the speed cushions and continue speeding.
Extend the measures to Ridgebrook because there is a school on Ridgebrook.

Speed cushions will be easily avoided.
Too many traffic calming measures.
Corner tightenings will cause accidents.
Implement speed cushions along Cyrville before Maxime.
A tragedy will occur if real measures are not implemented.
Temporary Traffic Calming Measures (flex stakes, speed boards, pavement markings)
Add speed board between Cyrville and first speed cushion.
Flex stakes between Cyrville and Ridgebrook were poorly placed making navigation difficult.
Four-way stop needs better pavement markings.
Road paint and flex stakes didn't work and made traffic worse because drivers didn't know how to use them. Signage on how to use them would have been helpful.
Speed board on Maxime and Meadowbrook helps but many drivers still speed.
Flex stakes were like playing a game of chicken.
Flex stakes lead to slaloming when vehicles were parked on the street.
Install speed boards.
Previous traffic calming measures didn't work.
Traffic Volume
Lots of vehicle volume along Maxime.
Block commercial traffic from using Eugene which will force them to use Meadowbrook instead.
Implement a road closure at Ridgebrook.
Traffic calming measures on Maxime will divert traffic to other streets such as Meadowbrook which has a large park. Traffic calming measures will have to be implemented on Meadowbrook as well.
Drivers will use Meadowbrook instead of Maxime if traffic calming measures are implemented along Maxime.
No commercial traffic signage is needed.
The volume of traffic is not commensurate with the number of residents in the area.
Through traffic is minimal.
Implement limitations at Maxime and Ridgebrook to stop cut through traffic.
Pedestrian / Cyclist Safety
Parents do not feel safe letting their children walk to school.
Children are at risk due to speeding vehicles.
There are lots of children in the neighbourhood, daycares, and schools.
The intersection of Maxime and Meadowbrook is especially dangerous for children.
Maxime is an important spine through the community that keeps cyclists off of Blair and Ogilvie.
Don't slow down and inconvenience alternatives to motoring.
Implement a demand activated crossing at Cyrville.
Put a crossing guard at Maxime and Meadowbrook.

Vehicles pass each other during school hours on Maxime between Ridgebrook and Meadowbrook.
Convert sidewalk to multi use (bike and pedestrians).
Keep plan as cycle friendly as possible.
Crossing the street as a pedestrian at Maxime and Cyrville can be difficult.
Add sidewalks along Maxime where there are currently none.
Corner tightenings will put pedestrians lives at risk.
Children's safety is at risk.
The areas that were blocked off to create barriers on the sides of the road were dangerous and not friendly to cyclists.
Pedestrians jaywalk near the intersection of Maxime and Cyrville.
Vehicles pass each other during school hours on Maxime between Ridgebrook and Meadowbrook.
Stop Controls
Vehicles roll through or do not stop at Maxime and Meadowbrook.
Vehicles do not stop at stop controlled intersections.
Vehicles roll through stop controlled intersections when children are crossing.
Intersection Safety
Traffic lights are needed at Maxime and Cyrville.
Intersection of Maxime and Cyrville is hazardous / dangerous.
Turning onto Cyrville from Maxime is dangerous (especially left turns).
Vehicles speed along Cyrville from Innes making it impossible to turn onto Cyrville from Maxime (especially left turns).
Maxime and Cyrville is a melting pot.
Witnessed close calls at Maxime and Cyrville.
Vehicles speed through the intersection of Maxime and Meadowbrook.
Enforcement
More enforcement is needed.
Enforcement is needed at Maxime and Meadowbrook.
More enforcement is needed at stop controlled intersections.
Speed trap might help.
Parking enforcement is rare / needed.
More police presence is needed.
Install speed cameras.
Speed camera would be more effective.
Parking
Lack of on-street parking for multi-dwelling units.
Traffic calming measures will remove needed on-street parking.
Implement more on-street parking.
Prevent vehicles from parking close to stop controls.
Poorly parked vehicles due to sporadic signage.

No need for on-street parking because every house has their own parking (driveway / garage/ carport).
On-street parking creates blind spots which is dangerous for pedestrians and reduces the road to one lane where drivers continue to speed through.
On-street parking slows down traffic. The street is not wide enough for three vehicles. One vehicle has to wait to pass when there are two vehicles parked across from each other.
No-parking should be implemented if the traffic calming measures are implemented.
Limit the amount of on-street parking.
Currently too much parking / double parking. Makes the street hard to navigate.
On-street parking is a form of traffic calming.
Speed humps will affect the already limited amount of on-street parking between Eugene and Meadowbrook.
Visibility
Turning left from Maxime onto Cyrville is dangerous due to low visibility / blind spots / traffic volumes.
Limited visibility at Maxime and Cyrville especially in the wintertime because of the snowbanks. Can't see vehicles travelling westbound on Cyrville from Innes.
Many close calls at Maxime and Cyrville due to low visibility.
Signage and vehicles from the businesses at Maxime and Cyrville obstruct view of oncoming traffic.
Signage from the businesses signs at Maxime and Cyrville should be moved.
Vehicles parked along plaza block the view of oncoming traffic.
Improve visibility at the north-east corner of Maxime and Cyrville.
Curve hides traffic when on Maxime looking left onto Cyrville.
Miscellaneous
Road is too wide.
There are no issues along Maxime.
Traffic calming study is valuable and long overdue.
The traffic calming study is unnecessary.
The traffic calming study is being conducted based on the vocal minority.
Funding should go towards line painting / repairing roads / fixing potholes.
Waste of taxpayers money.
Traffic calming study is a waste of time.
Traffic calming plan does not consider the needs of the community.
Bus stop 8672 is difficult to get to.
Bus stop 1510 is hazardous.
Commercial traffic is damaging the asphalt.
Funding for this project could be spent better elsewhere.
Maintenance of the traffic calming measures will be costly (signage, pavement markings, additional winter maintenance).

Other Streets / Areas of Concern

Meadowbrook.

Cyrville.

Corner of Meadowbrook and Aurèle.

Foxwell Street after the corner at Meadowbrook and Ridgebrook.
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Traffic calming needed in front of parks on Meadowbrook / Cyrville.

Ridgebrook between Telesat and Maxime.
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Ridgebrook.

Ridgebrook between Maxime and Meadowbrook.
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Aurèle Street.

Meadowbrook from Blair to Cyrville.

Pave Innes.

Bortolotti Crescent.

Meadowbrook from Cyrville to Ridgebrook.
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