

2021 Traffic Calming – 2021 Ranking

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Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report provides recommendations regarding the City's Traffic Calming Policy, roads where the policy has been applied and the updated traffic calming ranking for 2021.

Resolution

Resolution 1

THAT the City of Greater Sudbury approves the 2021 ranking list for traffic calming eligible roadways;

AND THAT the City of Greater Sudbury initiates the public support component of the traffic calming process based on the ranking order;

AND THAT the City of Greater Sudbury provides the results of the associated traffic studies to the Greater Sudbury Police Services, and requests increased enforcement on roadways identified with speeding concerns, as outlined in the report entitled "2021 Traffic Calming – 2021 Ranking", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on July 12, 2021.

Resolution 2

THAT the City of Greater Sudbury substitutes Auger Avenue and Riverside Drive with Brenda Drive and Lansing Avenue for the final year of the two year pilot project to measure the effectiveness of temporary traffic calming bollards, as outlined in the report entitled "2021 Traffic Calming – 2021 Ranking", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on July 12, 2021.

Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

The implementation of traffic calming supports the achievement of strategic objectives under the Create a Healthier Community strategic initiative.

The implementation of traffic calming has no direct connection to the Community Energy and Emissions Plan.

Financial Implications

Recommendations of this report will be carried out within the existing approved budget and staffing resources. The cost to implement the two year pilot project to install temporary traffic calming measures is estimated at \$25,000 and is being funded from the Traffic Calming capital account.

Background

The City's Transportation and Innovation Services section receives numerous requests each year to install traffic calming measures such as speed humps, pavement markings and additional signage to reduce speeding and improve safety on its roadways. In February 2008, the City of Greater Sudbury retained IBI Group to develop a traffic calming policy to aid staff in evaluating requests and the application of traffic calming devices. This policy was adopted by City Council on May 12, 2010.

What is Traffic Calming?

The Institute of Transportation Engineering defines traffic calming as "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users."

Traffic Calming Warrant

The City's traffic calming warrant is based upon the review of the best practices of over twenty (20) jurisdictions throughout North America. In addition, public input was solicited through surveys posted on the City's website and at the Citizen Services Centres. Two (2) stakeholder workshops were also held with City departments and agencies including City Councillors, Greater Sudbury Police Service, Fire Services, Paramedic Services, Planning Services, Roads and Transportation and Engineering Services.

The traffic calming warrant consists of an initial screening where a combination of requirements must be met for a site to be eligible for traffic calming. The threshold criteria and screening process can be found in the attached Exhibits "A" and "B".

Sites that pass the initial screening are then ranked against each other using a weighted point criteria based on the classification of the road. Each eligible site is awarded points based on its score for each factor, with a maximum score of 100 points. A score of 30 points has been established as a minimum threshold to qualify for traffic calming consideration. The scoring criteria for local and collector roads is outlined in the attached Exhibit "C".

Initial Screening and Ranking of City of Greater Sudbury Roads

Due to the ongoing Covid-19 pandemic, a traffic calming update was not presented in 2020 and no locations have been evaluated since 2019. In 2019, four requested locations were evaluated for traffic calming. Three locations met the minimum criteria and have been added to the final ranked list (see Exhibit “E”) while one location did not. See Exhibit “D” for the list of road segments, which did not qualify.

Overall, the initial screening process has been completed for 324 road segments on 193 different roads. Of the 324 road segments reviewed, 34 qualified for the ranking process and scored more than 30 points to qualify for traffic calming consideration. As part of the final ranking process, any abutting road segments that each scored greater than 30 points were combined into one segment and assigned the higher score of the two abutting road segments.

Final Ranking

As indicated in the attached Exhibit “E”, a total of 34 roadways qualify for traffic calming. Depending on the calming devices chosen and the length of the project, the approximately \$200,000 allocated to the traffic calming budget should be enough to complete one major roadway, similar in size to Southview Drive or Attlee Avenue. This cost would only cover the proposed traffic calming measures.

In addition to the eligible roadways, Exhibit “E” shows the project length and indicates whether the road is a transit route or primary emergency services route. It is noted that the cost estimates may vary greatly depending on the devices preferred by the residents. For example, on a 1 km road, you could add pavement markings for bicycle infrastructure for \$10,000 or construct physical devices for \$150,000. Roadways that are not transit routes or primary emergency service routes may qualify for vertical traffic calming measures such as speed humps. Speed humps are not only effective in reducing vehicle speed but are also less expensive to construct than many other calming devices.

Roadways that are eligible for traffic calming and are also identified under the Roads Capital Program for infrastructure improvements will have the recommended traffic calming measures incorporated as part of the design and construction. Kathleen Street and Churchill Avenue are examples of where traffic calming was incorporated as part of the capital contract.

Status of Traffic Calming Requests 2020-21

Due to the Covid-19 pandemic all traffic studies, including traffic calming requests, were suspended in 2020. As a result, there is a backlog of over 80 traffic calming requests that need to be evaluated. This backlog of over 80 traffic calming requests is detailed in Exhibit ‘F’. For 2021, staff will prioritize requests that have come through a petition or a request through City Council. The remainder of the requests will be completed over the next two to three years.

Initiated Projects

Since 2010, staff has initialized several traffic calming projects throughout the City, some of which were stand-alone projects and others, which were incorporated into other infrastructure improvements carried out under the Roads capital program. The April 2016 report entitled “[Traffic Calming – 2015 Ranking](#)” contains more information on completed projects. In addition, the report entitled “[Southview Traffic Calming Update](#)” contains a history of traffic calming on Southview Drive and how the current traffic calming plan was created and implemented.

Project Updates

In April 2021, staff began the public consultation process for Riverside Drive, which was the top priority in 2019 on the traffic calming ranking list.

In accordance with the traffic calming policy, staff polled residents on Riverside Drive to see if there was support for traffic calming. Due to the Covid-19 pandemic, staff initiated an online public consultation strategy, which included a page on the City's Over To You site for information and to collect feedback. In addition, a public information session was held virtually to inform and consult with residents instead of an in person public information session.

As per the traffic calming policy, in order for a traffic calming plan to be developed, a minimum 50% response rate was required from residents, with a minimum 60% support rate of all respondents. In the case of Riverside Drive, less than 20% of residents responded which meant staff will not proceed with developing a traffic calming plan for this location and Riverside Drive will not be considered for traffic calming measures for a minimum of two years.

Public Consultation Strategies

Due to the low response rate from Riverside Drive and past public information sessions, Transportation and Innovation Services staff and Communications and Community Engagement staff reviewed the current strategies for public engagement. The methods that are currently used are similar to those in other communities and to other City initiatives including capital projects. Staff from both divisions are continuing to work together to develop new ways to engage residents on traffic calming projects.

Temporary Traffic Calming Measures



Figure 1: Temporary Traffic Calming Bollards Installed on Auger Avenue

In 2019, a two year pilot project was initiated to install temporary traffic calming bollards on Riverside Drive, Michelle Drive and Auger Avenue. These bollards were installed for a portion of the summer and removed in the fall. Due to the Covid-19 pandemic, the pilot project was temporarily paused and the bollards were not installed in 2020. The results from the speed studies completed in 2019 show mixed results for the pilot project.

Road	85 th Percentile Speed (km/h)		Difference (km/h)
	Before Bollards Installed	While Bollards Installed	
Auger Avenue	56 km/h	51 km/h	- 5 km/h
Michelle Drive	56 km/h	59 km/h	+3 km/h
Riverside Drive	56 km/h	58 km/h	+ 2 km/h

For 2021, staff will be implementing a different bollard pattern on Michelle Drive. Area residents indicated to staff that some vehicles were using the gravel shoulder to more comfortably travel around the bollards that were installed. Staff will be implementing a staggered bollard pattern that will make it difficult for vehicles to use the shoulder, which in turn is expected to slow down these more aggressive drivers.

Staff are also recommending to substitute Auger Avenue and Riverside Drive with the next two highest ranked roads on the traffic calming ranking in Exhibit E. Auger Avenue is currently being rehabilitated so it is not possible to install the traffic calming bollards and as detailed earlier in the report, the residents of Riverside Drive did not support the development of traffic calming plan for their road.

The second and third ranked roads on the 2021 traffic calming ranking are Brenda Drive and Lansing Avenue. Similar to Auger Avenue and Riverside Drive, these roads are both classified as collector roads and built to an urban cross section (curb, gutter and sidewalk). However, the combined length of Brenda Drive and Lansing Avenue is approximately 1 km longer than the combined length of Auger Avenue and Riverside Drive. This will result in the need for additional bollards to maintain the recommended spacing between sets of bollards. Further, at the June 15th, 2021 City Council meeting, City Council passed a motion presented by Councillor Sizer asking for a report with recommendations regarding the installation of temporary traffic calming measures on Lansing Avenue.

The cost for the pilot project was estimated at \$25,000 in 2019; however, the installation and maintenance costs were less than expected for the first year of the pilot project. If the recommended substitution is approved, staff anticipate the additional costs to still be within the initial \$25,000 estimate.

Next Steps

Speeding on residential roads continues to be one of the most common concerns Transportation and Innovation Services staff receive. Traffic calming offers a long term solution to these concerns by modifying roads in a way that makes it less comfortable to drive a vehicle above the speed limit.

As described in the report, staff will resume the temporary traffic calming bollard pilot project in 2021 and recommend that Auger Avenue and Riverside Drive be substituted by the next two highest ranked roads on the traffic calming ranking, Brenda Drive and Lansing Avenue.

Over the next year, staff will also initiate the public support component of the traffic calming process for the highest ranked road, Michelle Drive.

Resources Cited

Canadian Institute of Transportation Engineers and Transportation Association of Canada, Canadian Guide to Neighbourhood Traffic Calming, 1998

City of Greater Sudbury, Traffic Calming Policy, Accessed online:

<https://pub-greatersudbury.escribemeetings.com/filestream.ashx?documentid=27780>

City of Greater Sudbury, Traffic Calming – 2019 Ranking, Accessed online:

<https://pub-greatersudbury.escribemeetings.com/filestream.ashx?documentid=3081>