

## Traffic Calming Update 2024

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Recommended by:	General Manager of Growth and Infrastructure

## Report Summary

This report provides a recommendation regarding the City's Traffic Calming policy, roads where the policy has been applied and the update ranking for 2024.

## Resolution

THAT the City of Greater Sudbury approves the 2024 ranking list for traffic calming eligible roadways as outlined in the report entitled "Traffic Calming Update 2024", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on August 12, 2024.

## Relationship to the Strategic Plan, Health Impact Assessment and Climate Action Plans

The installation of traffic calming measures supports the "providing quality multimodal transportation alternatives for roads, transit, trails, paths, sidewalks, and connecting neighbourhoods and communities within Greater Sudbury" strategic objective of the Create a Healthier Community pillar. This report also supports the "achieve 35% active mobility transportation mode share by 2050" as identified in the City of Greater Sudbury Community Energy and Emissions Plan (CEEP) by reducing vehicle speeds which creates a safer and more inclusive road network for pedestrians and cyclists.

## Financial Implications

The installation of temporary traffic calming bollards at the four new locations is estimated to cost \$10,000 for the first year and \$2,500 for subsequent years and will be funded through the existing road safety budget. Permanent traffic calming measures will be advanced as funding is available through the Road Safety Program and locations which are selected to be constructed will be report to the Operations Committee in Q1 of 2025.

## Background

The City's Transportation and Innovation Support 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**

In 2024, 27 requested locations were evaluated for traffic calming that included requests from 2023. Eight locations met the minimum criteria and have been added to the final ranked list (see Exhibit “E”) while 19 locations did not. See Exhibit “D” for the list of road segments which did not qualify.

Overall, the initial screening process has been completed for 454 road segments on 214 different roads. Of the 454 road segments reviewed, 44 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 44 roadways qualify for traffic calming. Each year the top location in the traffic calming ranked list will be evaluated through the capital prioritization process. 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. 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. Sparks Street and Walford Road are examples of where traffic calming was

incorporated as part of the capital contract.

## **Project Updates**

As part of the Roads Capital Program, Hillcrest Drive was identified for infrastructure improvements in 2024. Hillcrest Drive was on the list of eligible roadways for traffic calming in 2023 and therefore traffic calming is being incorporated into the design and construction. A public consultation meeting was held in June 2024 for residents of Hillcrest Drive in which preliminary details of the traffic calming measures were shared and feedback collected. Staff is reviewing the resident feedback and will share final details of the traffic calming measures at an additional public consultation meeting tentatively scheduled for this fall. Construction is scheduled to be completed in early 2025. As some form of traffic calming measures will be implemented as part of the design, Hillcrest Drive has been removed from the list of eligible roadways in Exhibit "E".

Lina Street in Val Caron was also identified for infrastructure improvements under the Roads Capital Program in 2024. As this roadway is often used as a cut through to avoid the M.R. 80 and M.R. 15 (Main Street) intersection, staff were asked to conduct a traffic study and review it for traffic calming. Lina Street passed the traffic calming warrant and scored a 51, which places it within the top 20 highest ranked locations, and traffic calming measures will therefore be included as part of the design. Public consultation is scheduled for this coming fall/winter and a final traffic calming design will be prepared and presented to residents. Construction is scheduled to be completed in early 2025. Again, as some form of traffic calming measures will be implemented, Lina Street will not be included in the list of eligible roadways in Exhibit "E".

In the 2023 Traffic Calming Update report, a resolution was passed to reduce the volume threshold on local roadways from 900 vehicles per day to 500 vehicles per day. Staff re-evaluated all the local roadways already on the list to revise their score and ranking. This work was completed and updated scores and rankings are included in Exhibit "E".

The 2023 Traffic Calming Update report also passed a resolution to update the scoring criteria within the traffic calming warrant to include additional scoring for roadways which were identified as cycling routes in the Transportation Master Plan. Five points were added to local roadways and 10 points were added to collector and tertiary arterial roadways. This change was made to reflect the growing importance on cycling infrastructure and active modes of transportation within Greater Sudbury. It gives additional priority to roadways which have higher cyclist use to help reduce motorized vehicle operating speeds and increase cyclist comfort levels. This change has been completed and the updated scores and rankings are included in Exhibit "E".

## **Temporary Traffic Calming Measures**

During the 2023 budget process a business case was passed to implement temporary traffic calming on all locations in the traffic calming ranked list in 2023 and 2024. There were 14 remaining locations to be installed in 2024. Two locations were deemed unsuitable for bollard placement (Garson-Coniston Road and Dominion Drive) and one location was excluded due to an ongoing Roads Capital project (Greenbriar Drive). The remaining 11 locations were added to list for installation in 2024. Eight new locations have been added to the list of traffic calming eligible roadways for 2024 and should the list be approved, staff recommend installing bollards at these locations in 2025 along with Greenbriar Drive which is carried over from 2024.

During the 2022 season staff conducted after studies at seven of the previously installed temporary bollard locations and compared the 85th percentile speeds of the roadways prior to the bollards being installed. Staff found an average speed reduction of 3.5 km/h across all seven roadways, with the highest speed reduction on one roadway being nearly 9 km/h.

## **Next Steps**

Speeding on residential roads continues to be one of the most common concerns Traffic and Transportation 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. Staff will continue to monitor roadways for traffic calming eligibility, including locations brought forward through resident requests. As part of the 2024 Budget deliberations, the Road Safety Program business case was approved. This program allocates revenues beyond the overall cost of the Automated Speed Enforcement program to road safety programming, which includes traffic calming. In Q1 of each year, Traffic and Transportation staff will bring forward a report to the Operations Committee detailing if there are excess revenues and how they will be allocated. It will be as part of this report that traffic calming projects that are to be funded will be identified.

## **Resources Cited**

City of Greater Sudbury, 2023 Traffic Calming Policy Update, Accessed online:

[pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=50951](https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=50951)

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

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

City of Greater Sudbury, Transportation Master Plan, Accessed online:

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/road-plans-and-studies/transportation-master-plan/>