

Traffic Study – Soloy Drive

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Type:	Correspondence for Information Only
Prepared by:	Mofor Augustine Linear Infrastructure Services
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report provides information regarding the findings for a traffic study done on Soloy Drive.

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

This report refers to operational matters.

Financial Implications

There are no financial implications associated with this report.

Background

A request for traffic study was brought forth by Councillor Leduc through resolution number OP2023-34 which stated;

WHEREAS residents of Soloy Drive are concerned about unsafe driver behaviors, including excessive speeds along that roadway;

AND WHEREAS residents of the area believe pedestrians are not safe to walk along this road due to excessive speeding;

AND WHEREAS Soloy Drive is used as a cut through between Attlee Avenue and Beatrice Crescent leading to the Adanac Ski Hill and Rotary Park;

THEREFORE BE IT RESOLVED that the City of Greater Sudbury directs staff to conduct a traffic study of Soloy Drive, and present the results of that study together with any proposed recommendations to the Operations Committee once it is completed.

Soloy Drive is a two-lane east-west collector road that spans a length of 475 meters and pavement width of nine meters curb-to-curb. It is constructed to an urban standard with no sidewalks and connects to Beatrice Crescent in the west and Downland Avenue in the east. On Beatrice Crescent are the Adanac Ski Hill and the Rotary Park (with several soccer fields), which are both trip generators that funnel traffic to the area. (Figure 1). This area of Ward 11 was also selected to be included in the Gateway Speed Limit pilot project which has reduced the speed limit of Soloy Drive from 50 km/h to 40 km/h.

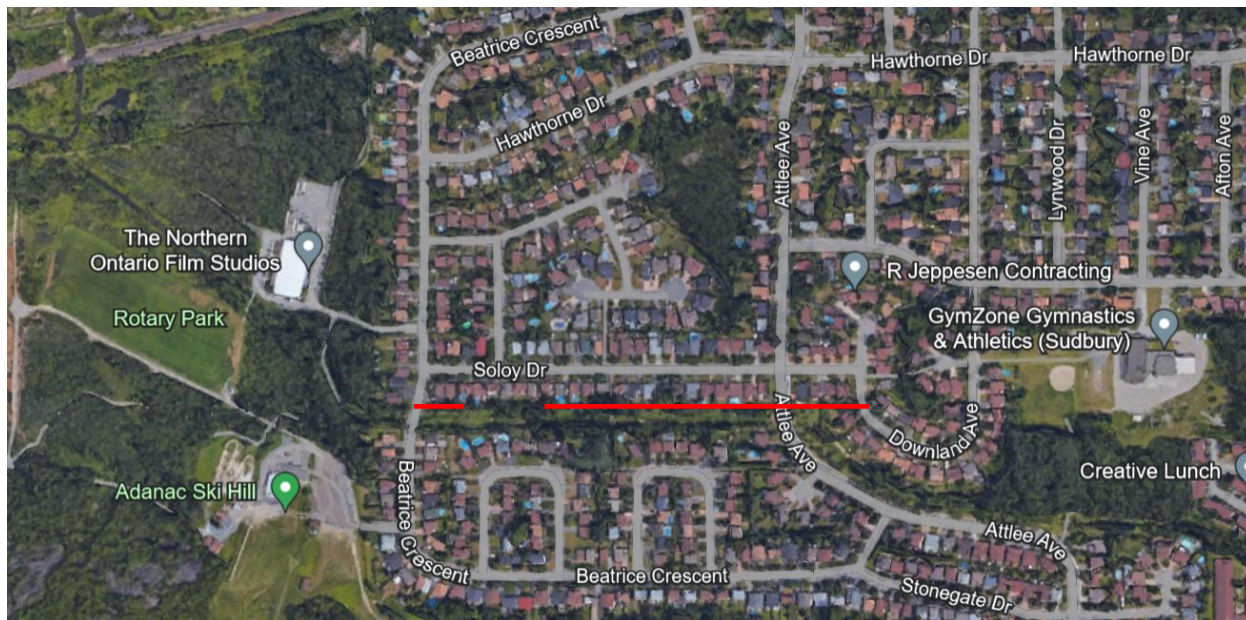


Figure 1: Soloy Drive

Analysis

Sidewalk Priority Index

In August of 2017, the Sidewalk Priority Index (SPI) was adopted. The SPI looks at the City's Road network and identifies where pedestrians are travelling and there are gaps in pedestrian infrastructure and then prioritize investments in the sidewalk network. Soloy Drive was assessed using the SPI and the results are as follows:

Soloy Drive (between Attlee Avenue and Marlborough Drive): SPI Score = 57, Ranked 252 out of 4014

Soloy Drive (between Marlborough Drive and Beatrice Crescent): SPI Score = 49, Ranked 764 out of 4014

Traffic Calming

For a site to be eligible for traffic calming, it must undergo a screening process, where it is assessed on five requirements. The table below defines the screening criteria and the associated thresholds.

Criteria	Threshold		Notes
	Local Road	Collector / Tertiary Arterial	
Grade	< 8%		If the grade is equal to or greater than 8%, traffic calming is not permitted
Collision History	≥ 6	≥ 12	Number of collisions within the last three years involving vulnerable road users and/or which may potentially be corrected by traffic calming measures
Volume	≥ 500 vpd	≥ 3,000 vpd (Collector) ≥ 5,000 vpd (Tertiary Arterial)	Two-way ADT volume
Speeds	≥ posted speed limit		85 th percentile speed
Non-Local Traffic	≥ 30%		'Cut-through traffic'

Table 1: Criteria & Thresholds

Soloy Drive is at level grade and has no geometric deficiencies, and a review of the collision data for that segment indicates that there have been no reported collisions during the three-year period from January 2021 to present.

In February 2024 during the winter season as the Adanac Ski Hill was operating and July 2024 during the summer season as the Rotary Park soccer fields were in use, vehicle speeds along with the AADT (Average Annual Daily Traffic) were collected on Soloy Drive between Beatrice Crescent and Attlee Avenue and analyzed. The study periods were for 24 hours except for the February 2024 study, which was conducted from Thursday February 1 to Wednesday February 7. The analyzed data revealed that the highest traffic volume in February was recorded on Sunday.

It was noted in tables 2&3 that the gateway speed limits had come into effect and the 85th percentile speeds were higher than the posted speed of 40km/h, by approximately 10 km/h.

Location		Date	AADT	85 th Percentile	Location	Time of operation	
Soloy Dr	Sun	02/04/2024	805	50	Adanac Ski Hill	9am - 4pm	N/A
	Thurs	07/04/2024	465	49	Rotary Park	10am - 4pm	6pm - 9:30pm

Table 2: July 2024 Volume and Speed study results

On Thursday July 4 and July 11, 2024, a Cut-Through study was conducted on Soloy Drive to determine the percentage of non-local traffic accessing the Adanac Ski Hill/Rotary Park for activities, including youth soccer night. Both studies were conducted in the PM peak periods between the hours of 5:30 pm and 6:30 pm. The cut-through study revealed that 25% of the traffic using Soloy Drive was non-local traffic accessing the Rotary Park soccer fields.

The data collected indicates that traffic volumes and speeds are highest on Sundays during the winter season while Adanac Ski Hill is in operation. Based on the Sunday data collected, Soloy Drive does not meet the minimum requirements to qualify for traffic calming measures.

Conclusion

The studies completed demonstrate that while a portion of the traffic utilizing Soloy Drive is non-local, overall traffic volumes are low and operating speeds would be in line with the posted speed if not for the ongoing Gateway Speed Limit pilot project.

While Soloy Drive does not qualify for traffic calming measures, staff will continue to monitor traffic volumes and operating speeds on this road and re-evaluate for traffic calming measures in the future.

Resources Cited

City of Greater Sudbury, Traffic Calming Update, 2023

pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=50951

City of Greater Sudbury, Sidewalk Priority Index, 2022

pub-greatersudbury.escribemeetings.com/FileStream.ashx?DocumentId=44067