

2024 Gateway Speed Limit Pilot Project Update

Presented To:	Operations Committee
Meeting Date:	September 9, 2024
Type:	Managers' Reports
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Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report provides a recommendation regarding the 2024 Gateway Speed Limit Pilot Project.

Resolution

THAT the City of Greater Sudbury extends the Gateway Speed Limit Pilot Project until 2025 as outlined in the report entitled “2024 Gateway Speed Limit Pilot Project Update”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on September 9, 2024.

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

This report refers to the Create a Healthier Community strategic initiatives as identified in the Strategic Plan and Goal 8: Achieve 35% active mobility transportation mode share by 2050 in the Community Energy and Emissions Plan. Reducing operating speeds on residential roads will make residents more comfortable using active modes of transportation and sharing the road with motorized vehicles.

Financial Implications

Recommendations of this report may be carried out within the existing approved operating budget and staffing resources.

Background

At the May 2022 Operations Committee meeting, Transportation and Innovation Support staff brought a report outlining an estimate of cost and scope for a pilot project to implement a Gateway Speed Area in each ward in the city. Based on the report resolution OP2022-14 was passed. The resolution stated:

THAT the City of Greater Sudbury directs staff to prepare a business case for consideration during

the 2023 Budget process to fund the Gateway Speed Limit pilot project, as outlined in the report entitled “Gateway Speed Limits in Residential Areas”, from the General Manager of Growth and Infrastructure, as presented at the Operations Committee meeting on May 16, 2022;

AND FURTHER THAT an option be presented in the business case that updates the 2019 estimates to provide the cost to introduce Gateway Speed Limits across the Municipality;

AND BE IT FURTHER RESOLVED THAT the City of Greater Sudbury directs staff to proceed with a pilot project in 2022, in 1 area to be identified by staff which differs from those identified in the report so they can capture as many of the different factors (school zone, permanent traffic calming and temporary flexible bollards) as possible, to be funded from the existing operating budget;

AND THAT the City of Greater Sudbury directs staff to prepare a by-law to amend the Traffic and Parking By-law 2010-1 in the City of Greater Sudbury to implement the Gateway Speed Limit pilot project.

In response to resolution OP2022-14 staff completed a business case entitled “Implement Gateway Speed Limits in Residential Areas” that outlined the costs and scope for two options, one to install signs in one area for each ward and the second was to install signs across the entire city. That business case was submitted for the 2023 Budget process and the option to install signs in one area for each ward was passed during budget deliberations.

Analysis

Following the approved business case staff worked with each Ward Councillor to finalize the location of the Gateway Speed Limits areas within each ward and the Gateway Speed Limit signs were erected during the summer of 2023. Since installation, staff have been monitoring the effectiveness of the Gateway Speed Limit areas to see what effect the signs had on the operating speeds of the roadways within these areas. The data demonstrates that the impact to operating speeds is inconsistent between locations. Several roadways have seen significant reductions in operating speeds while others have seen increases. Roadways which had ASE units deployed on a nearby roadway or existing traffic calming features have also yielded varying results. It should be noted that the speed studies conducted were done so prior to the installation of the seasonal temporary traffic calming bollards and their impacts to the operating speeds of the roadways is not captured within the data. Table 1 below summarizes the before and after speeds for a sample of roadways within each ward.

Location	Pre sign Installation 85th Percentile Speed (km/h)	Post Sign Installation 85th Percentile Speed (km/h)	Change in Speed (km/h)	ASE on Road or Adjacent	Traffic Calming on Road
Ward 1					
Kelly Lake Rd	59	58	-1	No	No
Martindale Rd	57	49	-8	No	No
Robinson Dr	57	58	1	No	No
Ward 2					
Hillcrest Dr	56	39	-17	Yes, on road	No
Ward 3					
Errington Ave	58	56	-1	No	No
Ward 4					
Notre Dame St E	67	56	-11	No	No
Notre Dame St W	68	66	-2	No	No
Marier St	59	66	7	No	No
Ward 5					
Herve St	46	46	0	No	No
Lina St	48	49	1	No	No
Ward 6					
Jeanne D'Arc St	49	51	1	No	No
Frost Ave	54	56	2	No	No
Ward 7					
Ravina Ave	50	49	-1	No	No
Ward 8					
Auger St	59	57	-1	No	No
Westmount Ave	49	58	9	No	No
Ward 9					
Algonquin Rd	60	38	-22	Yes, on road	No
Algonquin Rd (340m from ASE unit)	62	51	-10	Yes, adjacent	No
Countryside Dr	53	57	4	Yes, adjacent	No
Ward 10					
Boland St	50	50	-1	No	No
Wembley Dr	53	47	-6	No	No
Ward 11					
Attlee St	56	57	1	No	Yes
Dublin St	46	45	-1	No	No
Soloy Dr	51	49	-1	No	No
Ward 12					
Holland Rd	55	54	-1	No	No
Lamothe St	45	50	5	No	No

Table 1 – Gateway Speed Limit Area Speed Statistics

As noted in previous reports, only changing the speed limit sign has a limited impact on the operating speeds of roadways. Additional measures such as speed enforcement or traffic calming are required to have a lasting impact on operating speeds. With the deployment of the Automated Speed Enforcement (ASE) program by the City in 2024, this measure offers an effective way at reducing vehicle speeds on the roadway in which they are placed. However, seeing as Gateway Speed Limits are in affect for an entire neighbourhood, placing an ASE unit on every roadway is not practical.

Staff will continue to monitor the effect the ASE units have on adjacent roadways. Seeing as the ASE program is new to Greater Sudbury and only a limited number of roadways have had an ASE unit placed on them thus far, a fulsome picture of the halo effect they are having is not yet seen. Extending the pilot project until 2025 would allow staff to complete additional data collection in these areas and better determine the effect the ASE units are having.

Lowering the posted speed limit without having a reasonable expectation that there will be adequate motorist compliance with the new posted speed limit, or the additional measures put in place to achieve compliance should be cautioned. Lower posted speed limits change resident expectations to what is seen as an acceptable operating speed of a roadway. A roadway which had an operating speed at or near the original posted speed would now be operating at 10km/h over the limit. As a result, increased requests for speed reduction measures such as traffic calming, and speed enforcement would be expected from area residents. These requests will impact the availability of staff resources and budget available for road safety as more roadways become eligible for speed reduction measures. Staff have already started to see this trend in areas within the pilot project.

Next Steps

If approved, in addition to conducting before and after speed studies on roadways which have an ASE unit placed, staff will also conduct before and after speed studies on adjacent roadways within the Gateway Speed Limit area. These studies will better determine if a halo effect is seen on the adjacent roadways to the ASE unit and if so, how far that effect is seen from the unit. Staff will bring forward a report in Q4 of 2025 outlining the findings of the continued traffic studies and the impact of the Gateway Speed Limit Pilot Project.

Resources Cited

City of Greater Sudbury, Gateway Speed Limits in Residential Areas, Accessed online:

pub-greatersudbury.escrimemeetings.com/filestream.ashx?DocumentId=44306