

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2018
Report Date	Tuesday, Apr 03, 2018
Type:	Managers' Reports

Request for Decision

Pedestrian Traffic Signals - Regent Street at Junction Creek Crossing

Resolution

THAT the City of Greater Sudbury install mid-block traffic signals on Regent Street, 90 metres north of Wembley Drive;

AND THAT the City of Greater Sudbury directs staff to prepare a by-law to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury;

AND THAT the City of Greater Sudbury utilizes the Cycling Infrastructure capital account to fund the balance of the construction costs for the mid-block traffic signals and trail realignment as outlined in the report entitled "Pedestrian Traffic Signals - Regent Street at Junction Creek Crossing", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on April 16, 2018.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to "providing quality multimodal transportation alternatives for roads, transit, trails, paths, sidewalks and connecting neighborhoods and communities within Greater Sudbury" which is identified in the Strategic Plan under the key pillar of Sustainable Infrastructure.

Report Summary

At the December 2016 Operations Committee meeting, the City of Greater Sudbury endorsed the installation of a protected pedestrian crossing and directed staff to develop a recommended style of crossing and implementation plan in partnership with the Connect-the Creek Partnership. This report provides details on the recommended protected crossing and a brief overview of how the crossing will be implemented.

Signed By

Report Prepared By

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Apr 3, 18

Health Impact Review

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Apr 3, 18

Manager Review

Stephen Holmes
Director of Infrastructure Capital
Planning
Digitally Signed Apr 3, 18

Division Review

Stephen Holmes
Director of Infrastructure Capital
Planning
Digitally Signed Apr 3, 18

Financial Implications

Jim Lister
Manager of Financial Planning and
Budgeting
Digitally Signed Apr 3, 18

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Apr 3, 18

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Apr 3, 18

Financial Implications

The cost to implement the mid-block traffic signals and modify the trail alignment is estimated at \$250,000. Greater Sudbury Utilities is contributing \$50,000 to the project. An additional \$50,000 will be funded from the Junction Creek Waterway Park capital account. This protected crossing is seen as an important link to help complete the Junction Creek Waterway Park and has the potential to create a new commuter cycling route to the downtown core. Based on the potential for commuter cyclists to utilize this route, staff recommend the remainder of the construction costs be funded from the Cycling Infrastructure capital account.

Pedestrian Traffic Signals - Regent Street at Junction Creek Crossing

The City of Greater Sudbury received a proposal from the Rainbow Routes Association requesting mid-block pedestrian signals be installed on Regent Street where it crosses Junction Creek to help provide a safe passage for users of the Junction Creek Waterway Park and employees of Greater Sudbury Utilities who utilize the parking lot on the west side of Regent Street and must cross the road to access the Greater Sudbury Utilities offices. The proposal was submitted on behalf of the Rainbow Routes Association, Connect the Creek Partnership and Greater Sudbury Utilities (GSU).

At the December 5, 2016 Operations Committee meeting, the following resolution was passed:

THAT the City of Greater Sudbury endorse a protected pedestrian crossing on Regent Street, between Ontario Street and McLeod Street,

AND THAT staff be directed to develop a recommended style of crossing and implementation plan, in consultation with the Connect the Creek Partnership,

AND THAT it be brought back to the April 2017 Operations Committee meeting.

The December 5, 2016 reported entitled "Pedestrian Traffic Signal Request – Regent Street at Junction Creek Crossing" may be read at <http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1035&itemid=12329>

Since that meeting, City staff have worked closely with the Connect the Creek Partnership and GSU to determine the trail and crossing alignment which maximizes the benefit to users of the Junction Creek Waterway Park (JCWP).

Recommended Style of Crossing

In the province of Ontario, there are two options available to municipalities to provide a protected crossing at a mid-block location; a pedestrian crossover or a mid-block traffic signal. A pedestrian crossover is an area of the roadway, indicated by signs and pavement markings, for the exclusive use of pedestrians to cross the roadway. Cyclists are not permitted to ride through a pedestrian crossover and can be fined \$85 for failing to dismount and walk their bike through a pedestrian

crossover. A mid-block traffic signal can be used to provide a protected crossing for both pedestrians and cyclists.

Staff conducted a pedestrian and cyclist count in the area of the GSU parking lot and found that over 55% of the JCWP users were cyclists. This percentage is expected to rise once a protected crossing is installed as more commuters utilize the JCWP to access the downtown core. Due to the volume of cyclists who are expected to use this protected crossing, staff recommend the installation of a mid-block traffic signal.

A concern that was raised at the December 2016 Operations Committee meeting was the impact a protected crossing will have on the capacity of Regent Street in this area. A mid-block traffic signal will provide the flexibility to set specific crossing times based on whether a cyclist or pedestrian is crossing the road and will provide the ability to coordinate traffic signal timing with the adjacent traffic signals.

A drawing showing the preferred trail alignment and traffic signal layout can be found in Exhibit A.

Implementation Plan

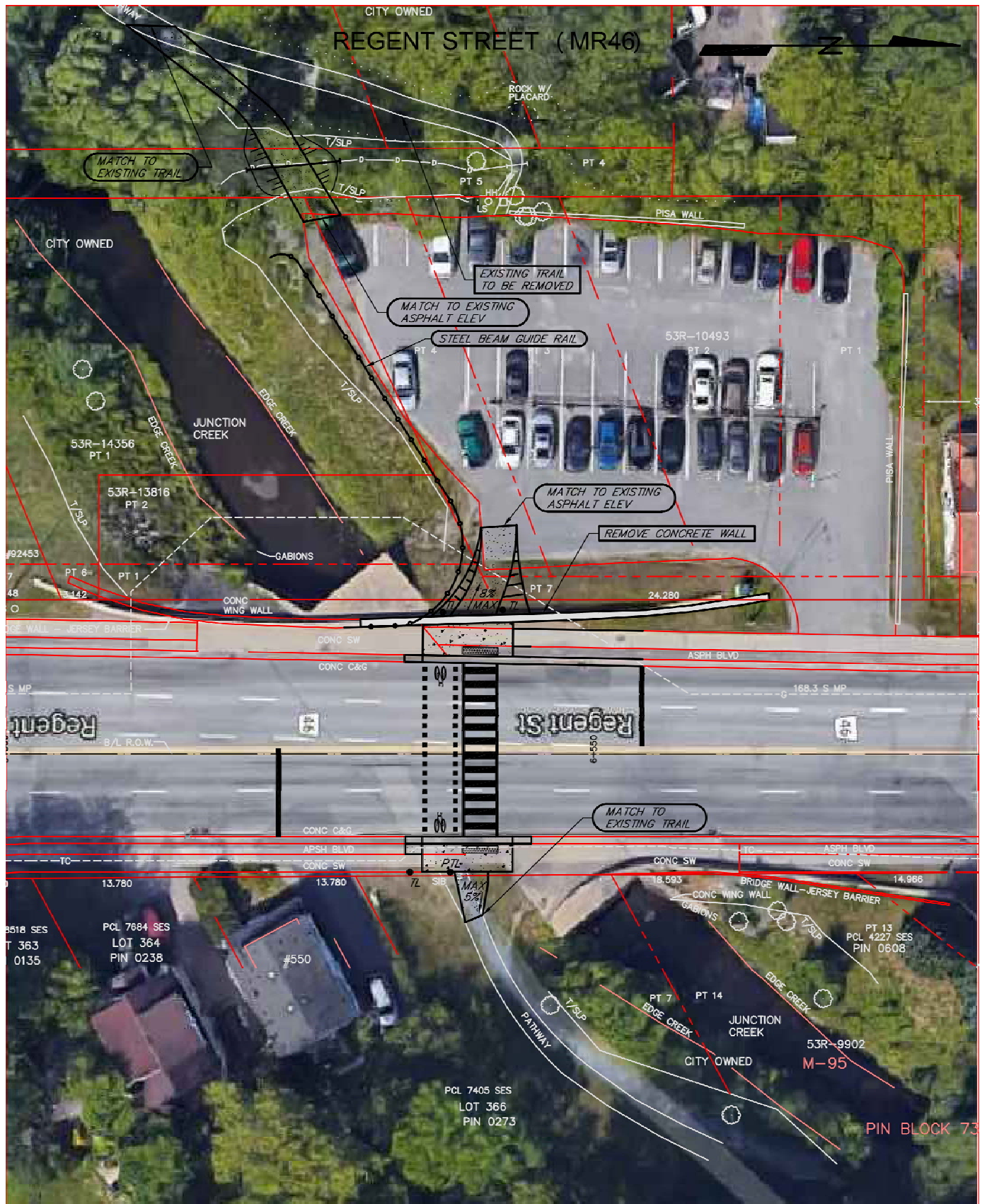
The preferred trail alignment crosses through the southerly portion of the GSU parking lot. The City currently has an easement for the trail along the northerly portion. In order to complete the work shown in Exhibit A, the City is required to secure an easement from GSU. The City will continue to negotiate with Greater Sudbury Utilities in order to secure the easement along the southerly portion of their property for the purposes of a pedestrian and cyclist path. Once the easement is secured, the City's existing easement along the northerly portion will be released.

Upon securing the easement, the construction of the traffic signals and the trail realignment would be completed.

Communication Plan

Prior to implementation the City will issue a Public Service Announcement and inform the public via social media of the new traffic signal and when it will be activated. In addition, staff will work with the Connect the Creek Partnership to organize a media event surrounding the activation of the new traffic signals.

EXHIBIT A



PEDESTRIAN TRAFFIC SIGNALS - REGENT STREET AT JUNCTION CREEK CROSSING
APRIL 3, 2018