

## Southview Drive Traffic Calming Update

### Background:

The City has received numerous complaints in the past about speeding, heavy trucks, high traffic volumes and aggressive driving on Southview Drive and Bouchard Street from Janmar Court to Regent Street.

To address these concerns, Southview Drive became the first roadway in the City of Greater Sudbury to have traffic calming features installed under the newly developed traffic calming policy. The traffic calming plan that was implemented at the time was developed by IBI Group. To develop the plan, IBI Group reviewed traffic data, conducted multiple field visits and held two public meetings to understand the concerns of area residents and present the final traffic calming plan. The plan that was developed included raised median islands, curb extensions, a traffic circle and a road narrowing. Vertical traffic calming measures, such as speed humps, were not considered at the time due to the potential impact they could have to emergency vehicle response times and transit operations. A survey of Southview Drive residents was also conducted to determine if they supported the final traffic calming plan. The survey results showed that 86 percent of residents who responded, supported the plan. In the Fall of 2009, the traffic calming features were constructed along Southview Drive and Bouchard Street.

In 2013, an infrastructure improvement project required the removal of traffic calming features from the east intersection of Cranbrook Crescent to Regent Street. This project provided the opportunity to re-evaluate the traffic calming measures to determine if changes should be made. Residents living near the area of the traffic calming features that were removed were surveyed to determine which of three options they preferred:

Option 1 – Restore the previous traffic calming features

Option 2 - Install a raised intersection at Bouchard Street at Marcel Street and four speed humps (three temporary rubber speed humps and one asphalt speed hump)

Option 3 - Not replace the traffic calming features at all.

Based on the results of the survey the majority of residents preferred to have Option 2 implemented. It was also agreed to at the time that the temporary speed humps would be removed during the fall of 2014 and the asphalt speed hump would remain in place to determine how it would affect winter maintenance activities. Over the past few winters, it was determined that the asphalt speed hump had minimal impacts on winter maintenance activities.

During 2016, Councillor Signoretti and staff met with residents of Southview Drive and hosted an open house to discuss traffic calming options for Southview Drive. Based on the feedback received from residents, a traffic calming plan was developed by staff which included the installation of five asphalt speed humps, two pedestrian crossovers and a bike route with edge lines (see Exhibit A). A survey was sent to residents in Spring 2017 asking if they supported the implementation the new traffic calming plan. Please note, the traffic calming plan indicates Type C PXOs were to be installed. Updated traffic counts were completed since the survey was sent to residents and the current traffic volumes indicate that a Type B PXO be installed instead. <http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=1&id=1001>

Over 50 percent of residents responded to the survey, with 67 percent supporting the implementation of the traffic calming plan. The response and support rate both exceed the minimum requirements of the City's traffic calming policy. The implementation of these traffic calming features is scheduled to be completed during the 2017 construction season. Once implemented, staff will monitor the overall effectiveness of the traffic calming plan.