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*TENTH MEETING OF THE TRAFFIC COMMITTEE  
TO BE HELD ON THURSDAY, DECEMBER 3, 2009 AT 4:00 P.M.  
IN COMMITTEE ROOM C-11, TOM DAVIES SQUARE*

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**DECLARATION OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

**PRESENTATIONS**

1. New Video Detection System at the Intersection of Lasalle Boulevard and Notre Dame Avenue, Sudbury.
  - Dave Kivi, Coordinator Traffic and Transportation Engineering Services

**REFERRED AND DEFERRED ITEMS**

**PAGE NO.**

2. Report dated July 28, 2008 from the General Manager of Infrastructure Services regarding One-way Street Designation - William Street, Garson. **1 - 6**  
**(RECOMMENDATION PREPARED)**

**MANAGERS' REPORTS**

3. Report dated November 25, 2009 from the General Manager of Infrastructure Services regarding Overnight Parking - Winter Months. **7 - 9**  
**(RECOMMENDATION PREPARED)**
4. Report dated November 25, 2009 from the General Manager of Infrastructure Services regarding Traffic Signals - Advanced Left Turn Phase Requests. **10 - 12**  
**(RECOMMENDATION PREPARED)**
5. Report dated November 25, 2009 from the General Manager of Infrastructure Services regarding Traffic Control - Various Intersections. **13 - 18**  
**(RECOMMENDATION PREPARED)**
6. Report dated November 25, 2009 from the Executive Director, Administrative Services regarding Requests for Traffic Studies. **19 - 20**  
**(FOR DIRECTION ONLY)**

**NEXT MEETING DATE**

**ADJOURNMENT (RESOLUTION PREPARED)**

**COMMITTEE MEMBERS**

Councillor Cimino  
Councillor Rivest  
Councillor Landry-Altman

**DISTRIBUTION**

Mayor and Members of Council  
D. Nadorozny  
T. Beadman  
G. Clausen  
M. Leduc  
C. Hallsworth  
L. Hayes  
C. Matheson  
B. Lautenbach  
K. Fowke

E. Labelle  
R. Falcioni  
D. Kivi  
D. Shelsted  
A. Haché  
L. Oldridge

**LISA OLDRIDGE  
DEPUTY CITY CLERK**

**LIZ COLLIN  
PLANNING COMMITTEE SECRETARY**

# Request for Recommendation Traffic Committee



## Type of Decision

Meeting Date	August 26, 2009				Report Date	July 28, 2009			
Recommendation		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

## Report Title

One-way Street Designation  
William Street, Garson

## Policy Implications + Budget Impact

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified

Background attached

## Recommendation

That William Street be designated as a "One-Way" street for southbound traffic between Birch Street and Falconbridge Road (MR 86) and;

That the by-law be passed by City Council to amend Traffic and Parking By-Law 2001-1 in the City of Greater Sudbury to implement the recommended change all in accordance with the report from the General Manager of Infrastructure Services, dated August 26, 2009.

Recommendation attached

## Recommended by the Department Head

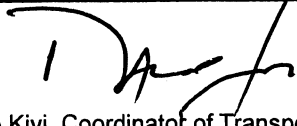
Greg Clausen, P. Eng.  
General Manager of Infrastructure Services

## Recommended by the C.A.O.

Doug Nadorozny  
Chief Administrative Officer

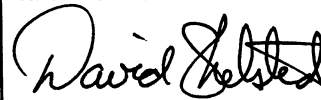
Date: July 28, 2009

**Report Authored By**



Dave Kivi, Coordinator of Transportation and Traffic,  
Engineering Services

**Division Review**



for

Robert M. Falcioni, P. Eng.  
Director of Roads and Transportation

**Background:**

At the City Council meeting of June 10, 2009, Councillor Thompson submitted a petition that William Street be made a "One-way" street (see Exhibit "A"). The petition requests that William Street be designated as "One-Way" in the southbound direction to improve safety near St. John School due to the presence of school buses, parent parking and pedestrian activity.

William Street is a local residential road located in the community of Garson that provides a connection between Falconbridge Highway (MR 86) and Birch Street (see Exhibit "B"). William Street is constructed to an urban standard with an asphalt surface width of eight (8) metres and a sidewalk along the east side.

St. John's Elementary School is located near the north end of the street. Due to the lack of on-site parking, school buses currently use the west side of William Street to load and unload children. Parents also use the east side of the street to pick up and drop off children making it very difficult for vehicles travelling in opposite directions to by-pass each other.

Changing William Street to "One-Way" in the southbound direction will improve traffic operations near St. John School. In addition, left turns which currently occur at the intersection of Falconbridge Highway and William Street, without the benefit of a left turn lane, will move to the signalized intersection of Falconbridge Highway and Church Street which has a left turn lane and advanced left turn signal phase. It will also be relatively easy to sign William Street for "One-Way" traffic as there are no intersections along it other than at each end.

While there are a number of advantages to making William Street "One-Way", there are also a number of disadvantages. Travel distance will increase, especially for residents who live near the south end of the street. Traffic volumes will also increase at the north end of the street. In addition, some residents may chose to travel in the wrong direction to save time, and unfamiliar drivers may go the wrong way by mistake.

Staff supports the petition, which has been signed by the majority of the residents, to change William Street to "One-Way" in the southerly direction. The change will improve traffic operations and safety near St. John School. The Sudbury Student Services Consortium have also indicated their support for the One-Way Designation.



**INTEROFFICE MEMO**

**DATED:** June 17, 2009  
**TO:** G. Clausen, General Manager of Infrastructure Services  
**FROM:** A. Haché, City Clerk  
**RE:** Petition – William Street, Garson

Greater Sudbury  
Roads/Transportation  
JUN 25 2009  
Director's Office

At the City Council meeting of June 10, 2009, Councillor Thompson submitted a petition to the City Clerk requesting that William Street be made a one-way street signed by approximately 34 residents.

Attached is a copy of the cover page of the petition and the first page of signatures. The complete petition is available in the Clerk's Office if you wish to review it.

*A. Haché*

Angie Haché  
City Clerk

/fb

Attachment

cc: R. Falcioni, Director of Roads & Transportation

PETITION FOR WILLIAM STREET

GARSON, ONTARIO

William street in the winter can be very frustrating. The street is very narrow and the sidewalk does not get cleaned. There is barely enough room for two vehicles to go by. In the morning and afternoon when school busses are out, the vehicles must try and pull to the side to let them go by; if you meet a school bus on the corner you have to back up. Pedestrians must walk on the road. There is more traffic on this road due to the daycare at the school. Cars park in front of the school to pick up their children and with the buses there also, sometimes you cannot get by. The only solution to this problem would be to keep the street and sidewalk clean or make the street a one way. Enter off Birch St. and exit on to Falconbridge Hwy.

Harvey Quack ~~on~~ 107 William St.

Leslie + Stuart Vallier 57 William.

⊙ Marianne Shendan

Janet Tait 104 William St.

Supremend 110 William St

Kevin Senenik ~~Open~~ 149 William St.

Lorraine + Denis Moss-Desloges 141 William St.

Robin Gunn ~~152~~ 152 William

William Rorison 120 William.

Mary McLean 159 William St

Dorothy Dunlop 184 William St.

D. MacEanis 176 William St

PETITION FOR WILLIAM STREET

GARSON, ONTARIO

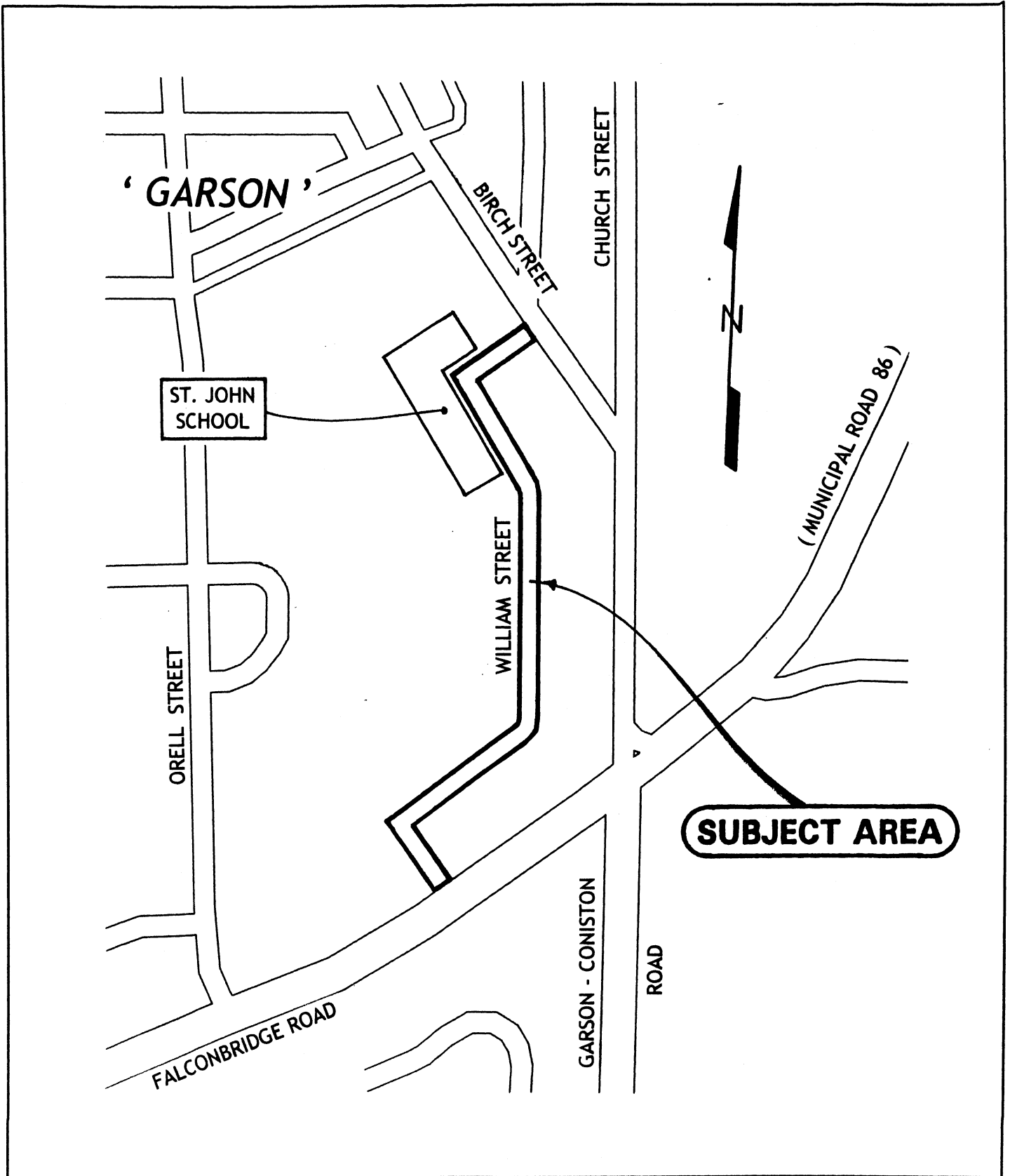
William street in the winter can be very frustrating. The street is very narrow and the sidewalk does not get cleaned. There is barely enough room for two vehicles to go by. In the morning and afternoon when school busses are out, the vehicles must try and pull to the side to let them go by; if you meet a school bus on the corner you have to back up. Pedestrians must walk on the road. There is more traffic on this road due to the daycare at the school. Cars park in front of the school to pick up their children and with the buses there also, sometimes you cannot get by. The only solution to this problem would be to keep the street and sidewalk clean or make the street a one way. Enter off Birch St. and exit on to Falconbridge Hwy.


- Theresa Passoll 115 William St.
- Jeanne Desjardins 89 William St.
- Mel Hrytoak 71 William St
- Tina Houlet 65 William St.
- Al Benhonne 53 William St
- Bary Kew ~~103~~ 103 William St.
- Sylvia Larocque 76 William
- H. Boivin 82 William Street
- J. Deever 92 William
- Dennis B. Rule 123 William St Garson
- Jeanne Schmitt 134 William St.
- J. E. 133 William St.
- D. White 156 William St.
- Cindy Lachance 153 William St.
- Ana Dundt 147 William St
- Sylvia Bedard 198 William Str
- A. Beaupen 226 William St

For Lachie 88 William St.

MONDAY 15th

# EXHIBIT: B



	ONE - WAY STREET DESIGNATION		
	WILLIAM STREET, GARSON 6		
	NOT TO SCALE		2009-08-12



# Request for Recommendation Traffic Committee



## Type of Decision

Meeting Date	December 3, 2009			Report Date	November 25, 2009				
Recommendation		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only			Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed	

## Report Title

Overnight Parking - Winter Months

## Policy Implications + Budget Impact

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified

Background attached

## Recommendation

That the overnight parking prohibition during winter months that currently ends on March 31<sup>st</sup> be extended to and including May 15<sup>th</sup> of each year, and;

That the by-law be passed by City Council to amend Traffic and Parking By-Law 2001-1 in the City of Greater Sudbury to implement the recommended change all in accordance with the report from the General Manager of Infrastructure Services, dated November 25, 2009.

Recommendation attached

## Recommended by the Department Head

Greg Clausen, P. Eng.  
General Manager of Infrastructure Services

## Recommended by the C.A.O.

Doug Nadorozny  
Chief Administrative Officer

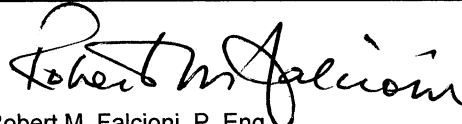
Date: December 3, 2009

**Report Authored By**



Dave Kivi, Coordinator of Transportation and Traffic,  
Engineering Services

**Division Review**



Robert M. Falcioni, P. Eng.  
Director of Roads and Transportation

**Background:**

The City's Traffic and Parking By-Law 2001-1 currently prohibits the parking of vehicles on any highway during the hours of 12:00 midnight to 7:00 a.m., from December 1<sup>st</sup> to March 31<sup>st</sup>. These restrictions are in place to facilitate the clearing and removal of snow during the winter months. The Roads and Transportation's Operation's Division has identified a significant problem with parked vehicles on the road during spring street sweeping operations. To facilitate this operation they have requested that the overnight parking restrictions be extended to from March 31<sup>st</sup> to May 15<sup>th</sup>.

In recent years, April snow storms have become a more common occurrence. Once snow and ice has melted, the City undertakes a comprehensive street sweeping operation on all roadways to remove the winter sand that has accumulated during the winter months. The street sweeping operation involves the deployment of thirteen (13) street sweepers and several sidewalk sweepers and takes approximately six (6) weeks to complete. The presence of parked cars on the street hampers this operation resulting in having to go around the parked cars and having to return to the street at a later time for a second pass. This results in additional cost, and delays the completion of the program. Extending the overnight parking restriction will greatly reduce the problems that are currently encountered. As spring clean up proceeds and each area of the city is completed, the enforcement of the bylaw will be suspended.

It is recommended that the Traffic and Parking By-law be amended to extend the overnight parking restrictions to May 15<sup>th</sup> each year and that the change become effective upon passing of this By-law. Should Council approve the recommendation, Staff will readvertise the change to keep the public informed. Staff will also arrange to change the regulatory signs that are posted at entry points into the local community.

## CITY OF GREATER SUDBURY

### BY-LAW 2001-1

#### ADD:

##### Part III – Parking and Stopping

4. - (4) 14. Notwithstanding the contents of Column 2 of Schedule "C-1", and notwithstanding item 15 below, from December 1<sup>st</sup> to May 15<sup>th</sup>, night-time permit parking between the hours of 6:00 p.m. and 7:00 a.m. shall be on alternate sides of the street each day, as indicated by the parking permit issued, and no person shall allow a vehicle to be or parked on the side of a highway so designated and indicated on the parking permit issued.

5. - (2) No person shall park a vehicle on any highway during the hours of 12:00 midnight to 7:00 a.m. from December 1<sup>st</sup> in one year, to May 15<sup>th</sup> of the following year, inclusive, except physicians on emergency calls and operators of authorized emergency vehicles.

#### DELETE:

##### Parking Prohibited

4. - (4) 14. Notwithstanding the contents of Column 2 of Schedule "C-1", and notwithstanding item 15 below, from December 1<sup>st</sup> to March 31<sup>st</sup>, night-time permit parking between the hours of 6:00 p.m. and 7:00 a.m. shall be on alternate sides of the street each day, as indicated by the parking permit issued, and no person shall allow a vehicle to be or parked on the side of a highway so designated and indicated on the parking permit issued.

##### Parking Restricted

5. - (2) No person shall park a vehicle on any highway during the hours of 12:00 midnight to 7:00 a.m. from December 1<sup>st</sup> in one year, to March 31<sup>st</sup> of the following year, inclusive, except physicians on emergency calls and operators of authorized emergency vehicles.

# Request for Recommendation Traffic Committee



## Type of Decision

Meeting Date	December 3, 2009				Report Date	November 25, 2009			
Recommendation		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

## Report Title

Traffic Signals - Advanced Left Turn Phase Requests

## Policy Implications + Budget Impact

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified

Background attached

## Recommendation

- 1) That an advanced left turn phase be installed at the intersection of Barry Downe Road at Westmount Avenue facing southbound traffic on Barry Downe Road. The work can be included as part of the 2010 Capital program within the existing budget.
- 2) That an advance left turn phase be installed at the intersection of Regent Street and Walford Road, facing southbound traffic on Regent Street. Due to the high cost and duct work that is required, it is recommended that the work be included as part of the Capital Road Project for the area which is scheduled for 2012.

Recommendation attached

## Recommended by the Department Head

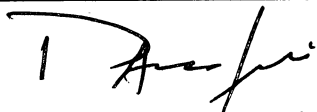
Greg Clausen, P. Eng.  
General Manager of Infrastructure Services

## Recommended by the C.A.O.

Doug Nadorozny  
Chief Administrative Officer

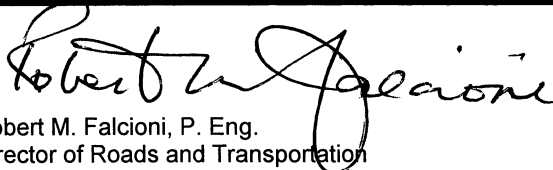
Date: December 3, 2009

**Report Authored By**



Dave Kivi, Coordinator of Transportation and Traffic,  
Engineering Services

**Division Review**



Robert M. Falcioni, P. Eng.  
Director of Roads and Transportation

**Background**

The City's Transportation and Traffic Engineering Section received numerous requests to install advance left turn phases at various intersections throughout the City. Staff has analyzed the need for left turn phases at seventeen (17) intersections, and the results of the review are summarized in Table 1 below.

An advanced left turn phase is required when the volume of left turning traffic is greater than the capacity of the left turn lane. The capacity of a left turn lane is calculated, based on traffic volumes, signal timing, and intersection geometry. While a left turn phase will provide a benefit to left turning traffic, they increase delay for all other movements of traffic, and should only be installed when needed.

Table 1 indicates the intersection, direction of travel, the number of peak hour left turns; the capacity of the left turn lane; the number of collisions involving left turning vehicles and whether the left turn phase is warranted. Table 1 also indicates the estimated cost to install the phase which ranges from \$1,700.00 to \$21,300.00. The work involved in adding a left turn phase can include new signal heads and new detector loops. Some of the intersections may also require a new controller cabinet, new conduit, and new cables.

**Table 1 Advanced Left Turn Phase Warrant Analysis**

Intersection	Direction	Actual Left Turn Volume (Veh/hr)	Design Capacity of Left Turn Lane (Veh/hr)	Number of Collisions Involving Subject Left Turn	Warrant	Rank	Cost
Regent St at Walford Rd	S/B	71	35	2	Yes	100%	\$21,300 plus conduit
Barry Downe Rd at Westmount Ave	S/B	42	36	1	Yes	100%	\$3,200
Barry Downe Rd at Gemmell St	S/B	60	86	0	NO	70%	\$3,200
MR 24 at Cavarzan St	N/B	148	225	0	NO	66%	\$5,100
Notre Dame Ave at Cambrian Heights Dr	N/B	80	136	1	NO	59%	\$3,200
Paris St at Boland Ave	N/B	15	36	0	NO	42%	\$3,500

Date: December 3, 2009

Intersection	Direction	Actual Left Turn Volume (Veh/hr)	Design Capacity of Left Turn Lane (Veh/ hr)	Number of Collisions Involving Subject Left Turn	Warrant	Rank	Cost
Lasalle Blvd at Frood Rd	E/B	84	230	0	NO	37%	\$5,100
Paris St at Walford Rd	S/B	71	200	3	NO	36%	\$1,700
Regent St at York St	W/B	75	290	1	No	26%	\$3,200
Notre Dame Ave at King St	N/B	29	136	1	NO	21%	\$21,300
MR 80 at Dominion Dr	N/B	31	155	1	NO	20%	\$1,700
Lasalle Blvd at Gary St	E/B	80	530	1	NO	15%	\$1,700
Notre Dame Ave at Leslie St	N/B	7	46	3	NO	15%	\$21,300
Paris St at John St	N/B	5	36	0	NO	14%	\$1,700
Lasalle Blvd at Attlee Ave	E/B	13	130	0	NO	10%	\$1,700
Brady St at Minto St	W/B	24	305	0	NO	8%	\$21,300
Lasalle Blvd at Lasalle Court Mall	W/B	9	130	0	NO	7%	\$1,700

Requests for advanced left turn phases often indicate that safety is a major concern. Advance left turn phases can reduce the number of collisions involving left turning vehicles when there is a pattern of these collisions at an intersection. A detailed review of the collision information at these intersections, for 2008 revealed that the number of collisions which involved left turning vehicles was between zero (0) and three (3). While all collisions are undesirable, only the intersections of Paris Street at Walford Road and Notre Dame Avenue at Leslie Street exhibit a pattern of collisions that could be reduced with the addition of a left turn phase. It is noted that both of these intersections were located in close proximity to road construction projects in 2008. The higher than normal collisions may be due to the unusual temporary conditions. It is recommended that Staff monitor the collision experience to ensure that the pattern does not continue.

The above analysis indicates that only two (2) signalized intersections have an actual left turning volume greater than the designed capacity of left turn lane. Therefore, an advanced left turn phase is warranted for the following intersections:

- (1) Barry Downe Road at Westmount Avenue - facing southbound traffic on Barry Downe Road
- (2) Regent Street at Walford Road - facing southbound traffic on Regent Street

The remainder of the intersections in Table 1 have been placed in order of priority from top to bottom.

# Request for Recommendation Traffic Committee



## Type of Decision

Meeting Date	December 3, 2009				Report Date	November 25, 2009			
Recommendation		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

## Report Title

Traffic Control: 1) Albany Street  
2) Henri Street at Cawthorpe Street  
3) Normand Avenue at Dana Street

## Policy Implications + Budget Impact

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified

Background attached

## Recommendation

That traffic at the intersection of Albany Street and Severn Street be controlled with a Stop sign facing westbound traffic on Severn Street.

That traffic at the intersection of Henri Street and Cawthorpe Street be controlled with a Stop sign facing southbound traffic on Henri Street.

That traffic at the intersection of Normand Avenue and Dana Street be controlled with a Stop sign facing eastbound traffic on Dana Street.

That a by-law be passed by City Council to amend Traffic and Parking By-law 2001-1 in the City of Greater Sudbury to implement the recommended change all in accordance with the report from the General Manager of Infrastructure Services dated November 25, 2009.

Recommendation attached

## Recommended by the Department Head

Greg Clausen, P. Eng.  
General Manager of Infrastructure Services

## Recommended by the C.A.O.

Doug Nadorozny  
Chief Administrative Officer

**Report Authored By**



Dave Kivi, Coordinator of Transportation and Traffic,  
Engineering Services

**Division Review**



Robert M. Falcioni, P. Eng.  
Director of Roads and Transportation

**Background**

The City's Transportation and Traffic Engineering Services Section has received requests to install Stop or Yield signs at uncontrolled intersections.

An uncontrolled intersection has no Stop or Yield Signs and operates using the right-of-way rule. Under this rule, the driver on the left yields the right-of-way to the vehicle on the right. Uncontrolled intersections are becoming less common in urban areas, and unnecessary conflicts may be created.

1. Albany Street and Severn Street

The subject intersection is located in the Donovan area of the City (see Exhibit A). At this location, Severn Street intersects with Albany Street forming a "T" intersection, and currently, there is no traffic control. At this location, there are bushes obstructing the sight lines in the southeast corner; therefore, it is recommended that traffic be controlled with a "Stop" sign facing westbound traffic on Severn Street.

2. Henri Street and Cawthorpe Street

The subject intersection is located in the City's South End (see Exhibit B). At this location, Henri Street intersects with Cawthorpe Street forming a "T" intersection, and currently, there is no traffic control. At this location, there are bushes obstructing the sight lines in the northwest corner; therefore, it is recommended that traffic be controlled with a "Stop" sign facing southbound traffic on Henri Street.

3. Normand Avenue and Dana Street

The subject intersection is located in Dowling. (see Exhibit C). Currently, there is a stop sign facing eastbound traffic on Dana Street at this "T" intersection. An amendment is required to the Traffic and Parking By-law to legalize the existing traffic control.



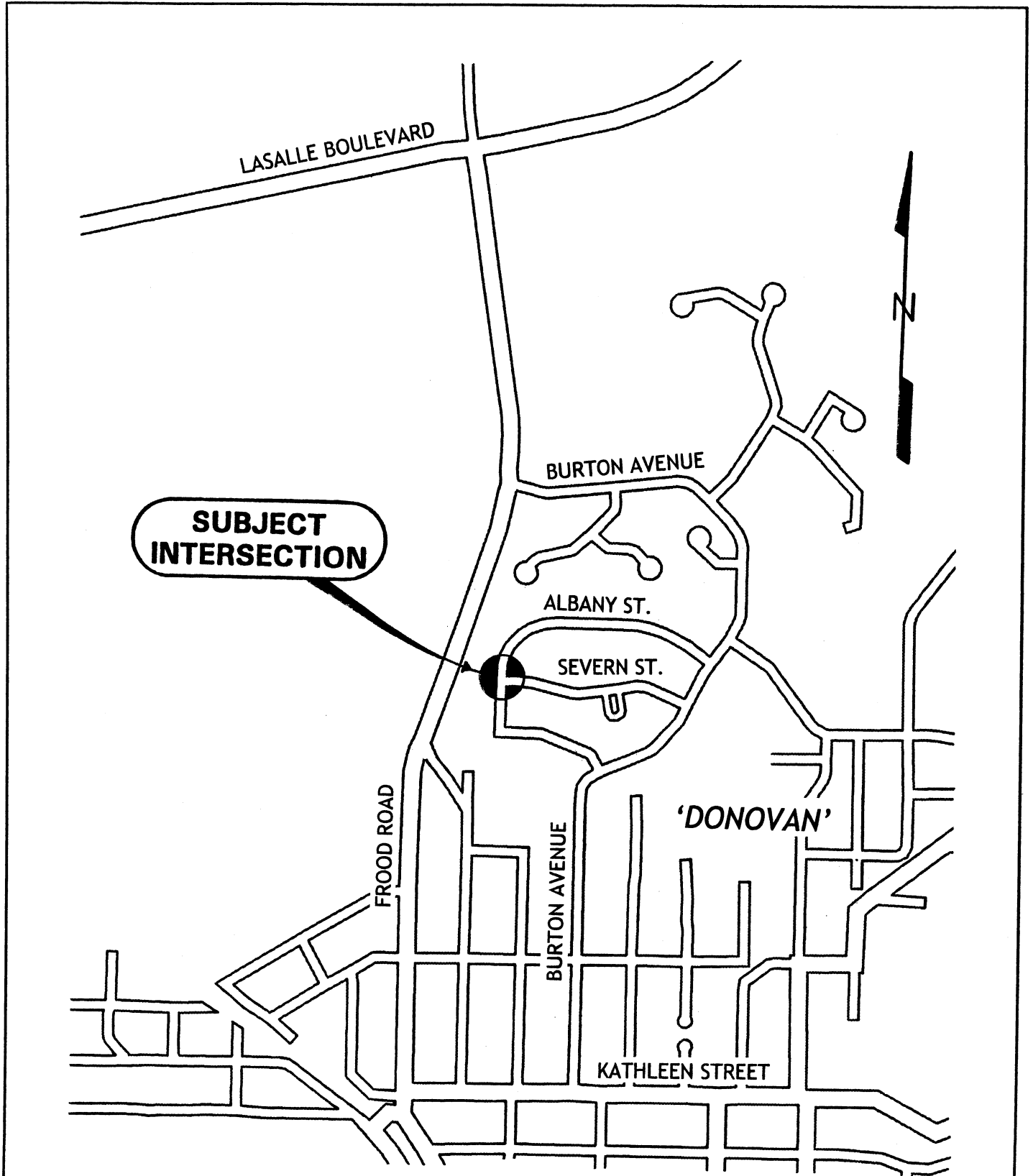
**THE CITY OF GREATER SUDBURY  
SCHEDULE "O" TO BY-LAW 2001-1**


**STOPS AT INTERSECTIONS**

**Add:**

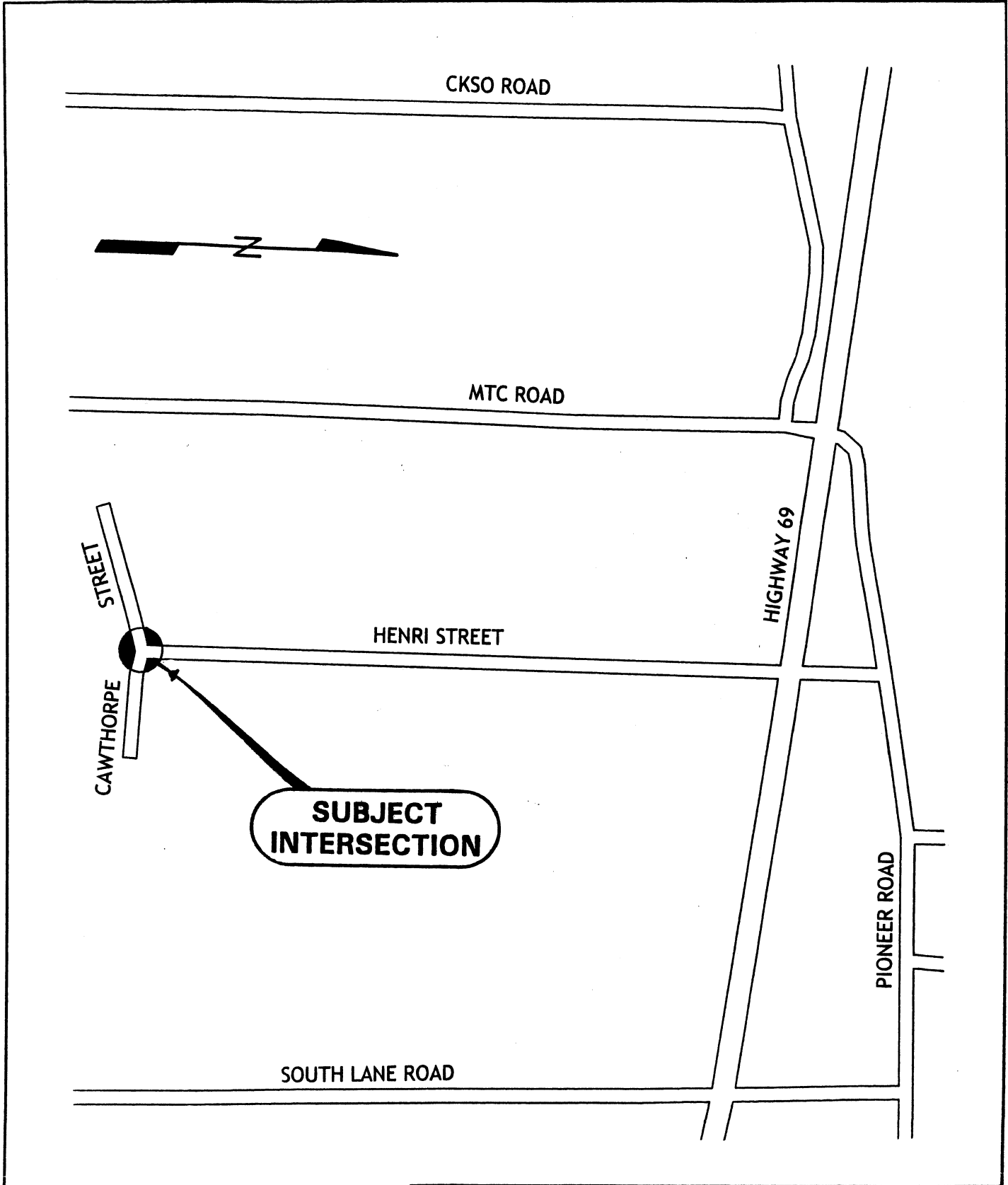
(1) Intersection	Direction of Travel
Albany Street – Severn Street (Sudbury)	West on Severn Street
Cawthorpe Street – Henri Street (Sudbury)	South on Henri Street
Normand Avenue – Dana Street (Dowling)	East on Dana Street


# EXHIBIT: A



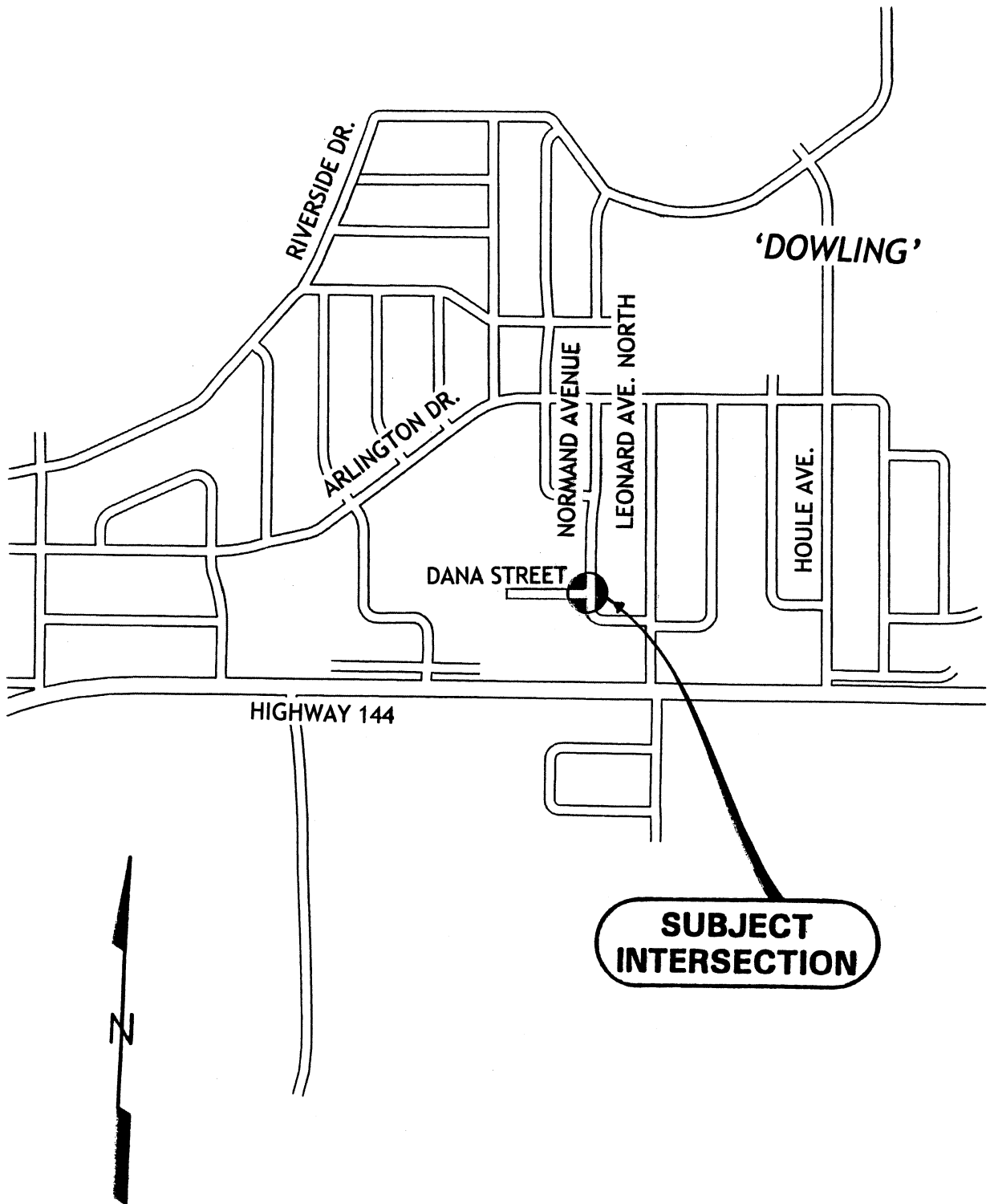
	ALBANY STREET and SEVERN STREET	
	TRAFFIC CONTROL	16
	NOT TO SCALE	2009 -11-03


# EXHIBIT: B



	HENRI STREET and CAWTHORPE STREET	
	TRAFFIC CONTROL 17	
	NOT TO SCALE	2009 - 11 - 03

# EXHIBIT: C



	NORMAND AVENUE and DANA STREET	
	TRAFFIC CONTROL 18	
	NOT TO SCALE	2009 - 11 - 03

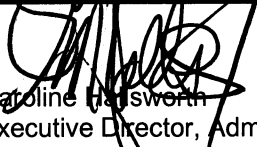
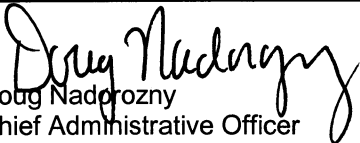
# Request for Recommendation Traffic Committee





Type of Decision									
Meeting Date	December 3, 2009			Report Date	November 25, 2009				
Decision Requested	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only		<input checked="" type="checkbox"/>	x	Type of Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title
Requests for Traffic Studies

Budget Impact/Policy Implication	Recommendation
<p>This report has been reviewed by the Finance Division and the funding source has been identified.</p>	For Direction Only
<p><b>Background Attached</b></p>	<p><b>Recommendation Continued</b></p>

Recommended by the Department	Recommended by the C.A.O.
 Caroline Haisworth Executive Director, Administrative Services	 Doug Nadrozny Chief Administrative Officer

Report Prepared By	Division Review
 Lisa Oldridge Deputy City Clerk	 Angie Haché City Clerk

## Background

Requests have been received for various changes to the Traffic and Parking By-law. The Traffic and Transportation Division have determined that preparation of each study and report will require more than two hours of staff time. Therefore in accordance with By-law 2009-177, the Procedure By-law, consent of the majority of members is required.

The following requests have been received.

- Stop Signs on Gateway Drive
- Speed Limit Reduction on Garson-Coniston Road - 80km/h to 50 km/h
- All-Way Stop at the intersection of Byng Street and Haig Street
- All-Way Stop at the intersection of Simcoe Street and Spruce Street (West End)

Staff is looking for direction regarding each study.