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Traffic Committee AGENDA

FOURTH MEETING *OF THE TRAFFIC COMMITTEE*
TO BE HELD ON ***TUESDAY, SEPTEMBER 23, 2008*** *AT* ***4:00 P.M.***
IN ***COMMITTEE ROOM C-12****, TOM DAVIES SQUARE*

1. Declaration of Pecuniary Interest

MANAGERS' REPORTS **PAGE NO.**

R-1 Report dated September 15, 2008 from the General Manager of Infrastructure Services regarding All-Way Stop Control – Various Intersections. **1 - 31**
(RECOMMENDATION PREPARED)

(The Transportation and Traffic Engineering Services Section has reviewed the need for All-Way Stops at twenty intersections throughout the City of Greater Sudbury. The report will provide a brief description of each intersection and how the traffic volumes and collision information compare to the minimum warrants for All-Way Stop control.)

R-2 Report dated September 15, 2008 from the General Manager of Infrastructure Services regarding Parking Restrictions – Baker Street and Levis Street. **32 - 35**
(RECOMMENDATION PREPARED)

(The report recommends that parking be prohibited on both sides of Baker Street from Mackenzie Street to Mountain Street, and on both sides of Levis Street from Montcalm Street to Tanguay Avenue 8:30 a.m. to 4:30 p.m., Monday to Friday.)

R-3 Report dated September 15, 2008 from the General Manager of Infrastructure Services regarding Stopping and Parking Restrictions:
Elgin Street – Druides Street to Howey Drive
Nelson Street – Elgin Street to North End
Elizabeth Street – South End to North End
Morris Street – Howey Drive to Geneva Street
Howey Drive – Elgin Street to Cartier Avenue
Cartier Avenue – Howey Drive to Lourdes Street **36 - 40**
(RECOMMENDATION PREPARED)

(The report recommends prohibiting parking and stopping in the Morris Street area to improve safety and reduce the occurrence of reduce illegal activity.)

R-4 Report dated September 16, 2008 from the General Manager of Infrastructure Services regarding School Zone Speed Limit – Marier Street and Paquette Street, Azilda. **41 - 45**
(RECOMMENDATION PREPARED)

(The report recommends that the speed limit on Marier Street from Notre Dame Street to Municipal Road 35 and on Paquette Street from Notre Dame Street to 300 metres north of Notre Dame Street be reduced to 40 km/h due to the presence of Ecole Ste. Marie.)

NEXT MEETING DATE

ADJOURNMENT (RESOLUTION PREPARED)

COMMITTEE MEMBERS
Councillor Cimino
Councillor Rivest
Councillor Landry-Altmann

DISTRIBUTION
Mayor and Members of Council
M. Mieto
T. Beadman
G. Clausen
M. Leduc
C. Hallsworth
L. Hayes
C. Matheson
D. Nadorozny
P. Thomson
R. Swiddle
R. Falcioni
D. Kivi
D. Shelsted
A. Haché

LISA OLDRIDGE
DEPUTY CITY CLERK

LIZ COLLIN
PLANNING COMMITTEE SECRETARY

Request for Recommendation
Traffic Committee

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Type of Decision

Meeting Date	September 23, 2008				Report Date	September 23, 2008			
Recommendation		Yes	X	No	Priority	x	High		Low
	Direction Only				Type of Meeting	x	Open		Closed

Report Title

All-Way Stop Control - Various Intersections

Policy Implications + Budget Impact

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

X	Background attached

Recommendation

That the Leslie Street and Mont Adam Street intersection be controlled by an All-Way Stop, and 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 September 23, 2008.

	Recommendation attached

Recommended by the Department Head

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

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

Date: September 23, 2008

Report Authored By	Division Review
Dave Kivi, Coordinator of Transportation and Traffic, Engineering Services	for Robert M. Falcioni, P. Eng. Director of Roads and Transportation

Introduction:

On May 7, 2008, the Traffic Committee approved a new modified warrant for determining the need for All-Way Stops. A copy of the Staff report can be found in Exhibit "A". The modified warrant significantly reduces the minimum vehicle and pedestrian volume thresholds for minor collector roads and local roads. Collision frequency requirements have also been reduced for these roadway classifications.

The new All-Way Stop Policy also states that "Only those intersections that satisfy the requirements for All-Way Stop control will be brought forward to the Traffic Committee for consideration". However, to deal with the numerous requests originating prior to the policy, and to see the effect of the new warrant, it was agreed that both warranted and unwarranted intersections would be brought back to the Traffic Committee.

The City's Transportation and Traffic Engineering Services Section has conducted an All-Way Stop review of 20 intersections throughout the City of Greater Sudbury that includes the three (3) classifications of roadways being arterial/major collectors, minor collectors and local roads. The following report will provide a brief description of each intersection and how the traffic volumes and collision information compare to the minimum warrants for All-Way Stop control. A summary of all the intersections reviewed can be found on the table in Exhibit "B". This table ranks the intersections by their classification and provides a comparison between the new warrant and the old warrant.

Purpose of All-Way Stops:

The purpose of an All-Way Stop is to alternate the right-of-way at an intersection. They can be an effective traffic control device when installed at busy intersections with similar traffic volumes and characteristics. However, All-Way Stops disrupt the flow of traffic and introduce delay to all drivers passing through the intersection. Therefore, they should only be installed when warranted.

Often time, All-Way Stops are requested by residents to slow traffic down on a roadway. Unfortunately, All-Way Stops are not effective as speed control devices. Studies have shown that speeds are only reduced in close proximity to the sign, and mid-block speeds actually increase after stop signs are installed as drivers attempt to make up for lost time. It is a common belief that All-Way Stops will increase safety at an intersection. Stop signs can reduce certain types of collisions such as right angle or turning types if they are prevalent at an intersection. However, the unwarranted installation of an All-Way Stop increases driver frustration, reduces compliance, and creates disrespect for stop signs. This behaviour can spread to other intersections where stop signs are required. The inappropriate use of All-Way Stops can decrease safety for pedestrians and cyclists, especially young children, as they expect drivers to actually stop at the sign.

All-Way stops are relatively inexpensive to install, which is one reason they are requested so often. However, they can greatly increase fuel consumption, noise, and air pollution due to the constant braking and acceleration that occurs. It has been reported that additional gasoline consumed from one (1) stop sign on a typical collector road is 25 litres per day or 9,125 litres per year.

The Ministry of Municipal Affairs and Housing indicates that a typical four-way stop generates the following emissions on a yearly basis:

- 657 kg of Hydro Carbons
- 8,760 kg of Carbon Monoxide
- 675 kg of Nitrogen Oxide
- 65,700 kg of Carbon Dioxide

Arterial/Major Collector Roadways:

1) Martindale Road at Copper Street

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 1, Joe Cimino, to review the traffic control at the intersection of Martindale Road and Copper Street.

Martindale Road at Copper Street is a three legged intersection located three blocks south of Lorne Street (see Exhibit "C"). This intersection contains a sharp horizontal curve on Martindale Road and is part of a Greater Sudbury Transit route. Currently this intersection is controlled with a stop sign facing eastbound traffic on Copper Street.

Applying the data from the turning movement count that was conducted on June 11, 2008 to the Minimum Volume Warrant indicates that the side street volume from Copper Street meets 78% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that one collision that would be susceptible to relief through an All-Way Stop occurred during this three year period. For an Arterial/Major Collector roadway, the Collision Warrant requires a minimum of four collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Martindale Road and Copper Street. Should an All-Way Stop be installed at this intersection, staff recommends that the intersection be reconstructed to reduce Martindale Road to one lane of traffic in each direction. This will improve safety for pedestrians crossing Martindale Road.

2) Kelly Lake Road at Copper Street

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 1, Joe Cimino, to review the traffic control at the intersection of Kelly Lake Road and Copper Street.

Kelly Lake Road at Copper Street is a three legged intersection located approximately one kilometer south of the Lorne Street (see Exhibit "C"). This intersection is part of a Greater Sudbury Transit route. Currently this intersection is controlled with a stop sign facing westbound traffic on Copper Street.

2) Kelly Lake Road at Copper Street - (continued)

Applying the data from the turning movement count that was conducted on June 11, 2008 to the Minimum Volume Warrant indicates that the traffic split between Kelly Lake Road and Copper Street meets 50% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For an Arterial/Major Collector roadway, the Collision Warrant requires a minimum of four collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Kelly Lake Road and Copper Street.

3) Lansing Avenue at Melbourne Street

The City's Traffic and Transportation Engineering Services section received a petition from area residents to install an All-Way Stop at the intersection of Lansing Avenue at Melbourne Street.

Lansing Avenue at Melbourne Street is a four legged intersection located two blocks north of Lasalle Boulevard (see Exhibit "D"). This intersection is part of a Greater Sudbury Transit route. Currently this intersection is controlled with a stop sign facing westbound and eastbound traffic on Melbourne Street.

Applying the data from the turning movement count that was conducted on June 30, 2008 to the Minimum Volume Warrant indicates that the side street volume from Melbourne Street meets 25% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there was one collision that may be susceptible to relief through an All-Way Stop during this three year period. While all collisions are undesirable, the collision experience would not be considered high, and does not show a pattern that could be corrected with an All-Way Stop. For an Arterial/Major Collector roadway, the Collision Warrant requires a minimum of four collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Lansing Avenue and Melbourne Street.

4) Kathleen Street at Bessie Avenue

The City's Traffic and Transportation Engineering Services section received a request from an area business owner to install an All-Way Stop at the intersection of Kathleen Street at Bessie Avenue.

Kathleen Street at Bessie Avenue is a four legged intersection located less than 200 metres east of Frood Road (see Exhibit "E"). The north and south legs of Bessie Avenue are offset where they intersect Kathleen Street. Currently this intersection is controlled with stop signs facing northbound and southbound traffic on Bessie Avenue.

4) Kathleen Street at Bessie Avenue - (continued)

Applying the data from the turning movement count that was conducted on July 30, 2008 to the Minimum Volume Warrant indicates that this intersection meets 23% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For an Arterial/Major Collector roadway, the Collision Warrant requires a minimum of four collisions per year over a three year period.

Based on the traffic volumes, collision history, and the offset of Bessie Avenue, staff does not recommend installing an All-Way Stop at the intersection of Kathleen Street and Bessie Avenue.

Minor Collector Roadways:

5) Leslie Street at Mont Adam Street

The City's Traffic and Transportation Engineering Services section received a request from area residents to review the traffic control at the intersection of Leslie Street and Mont Adam Street due to safety concerns.

Leslie Street at Mont Adam Street is a three legged intersection located two blocks east of Notre Dame Avenue (see Exhibit "E"). Visibility on the northeast corner is restricted due to a Canada Post mailboxes installed in the sight triangle and parked vehicles along Leslie Street. Currently this intersection is controlled with a stop sign facing westbound traffic on Mont Adam Street.

Applying the data from the turning movement count that was conducted on July 4, 2007 to the Minimum Volume Warrant indicates that this intersection meets the new minimum volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period.

Based on the existing traffic volumes, staff recommends installing an All-Way Stop at the intersection of Leslie Street at Mont Adam Street.

6) Dell Street at Bruce Avenue

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 12, Joscelyne Landry-Altmann, to review the traffic control at the intersection of Dell Street and Bruce Avenue.

6) Dell Street at Bruce Avenue - (continued)

Dell Street at Bruce Avenue is a four legged intersection located between Notre Dame Avenue and Frood Road (see Exhibit "E"). Queen Elizabeth Public School is situated on the northeast corner of this intersection. Visibility on the southwest corner is restricted due to a large fence that has been constructed in the sight triangle. This intersection is also part of a Greater Sudbury Transit route. An All-Way Stop is currently installed at the Dell Street and Melvin Avenue/Snowdown Avenue intersection which is less than 150 metres from the subject intersection. Currently this intersection is controlled with Stop signs facing northbound and southbound traffic on Bruce Avenue.

Applying the data from the turning movement count that was conducted on June 12, 2008 to the Minimum Volume Warrant indicates that the side street volume from Bruce Avenue meets 79% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there was one collision that may be susceptible to relief through an All-Way Stop during this three year period. While all collisions are undesirable, the collision experience would not be considered high, and does not show a pattern that could be corrected with an All-Way Stop. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a 3 year period.

Based on the traffic volumes, collision history, and the close proximity to the Dell Street and Melvin Street/Snowdown Avenue intersection, staff does not recommend installing an All-Way Stop at the intersection of Dell Street at Bruce Avenue. Staff has advised the By-Law department of the fence that was constructed in the sight triangle.

7) Lillian Boulevard at Holland Road

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 12, Joscelyne Landry-Altmann, to review the traffic control at the intersection of Lillian Boulevard and Holland Road.

Lillian Boulevard at Holland Road is a three legged intersection located two blocks west of Barry Downe Road (see Exhibit "D"). This intersection is part of a Greater Sudbury Transit route. Currently this intersection is controlled with a yield sign facing northbound traffic on Holland Road.

Applying the data from the turning movement count that was conducted on February 20, 2007 to the Minimum Volume Warrant indicates that the side street volume from Holland Road meets 71% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a 3 year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Lillian Boulevard and Holland Road. While sight lines are good, staff has no objection to changing the existing yield sign on Holland Road to a stop sign.

8) Montee Rouleau at St. Laurent Street

The City's Traffic and Transportation Engineering Services section received a request from the Ward 4 Councillor, Evelyn Dutrisac, to review the traffic control at the intersection of Montee Rouleau and St. Laurent Street.

Montee Rouleau at St. Laurent Street is a four legged intersection located east of Municipal Road 15 (see Exhibit "F"). Visibility on the southwest corner is restricted due to a large tree that has grown in the sight triangle. Currently this intersection is controlled with stop signs facing eastbound and westbound traffic on St. Laurent Street.

Applying the data from the turning movement count that was conducted on June 12, 2008 to the Minimum Volume Warrant indicates that the side street volume from St. Laurent Street meets 70% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were two collisions that may be susceptible to relief through an All-Way Stop during this three year period. While all collisions are undesirable, the collision experience would not be considered high, and does not show a pattern that could be corrected with an All-Way Stop. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a 3 year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Montee Rouleau and St. Laurent Street. Staff noted that the total vehicle volume at this intersection has increased to 366 vehicles during the four peak hours in 2008 from 184 vehicles during the four peak hours in 2003. This increase in traffic volumes is likely due to construction on Municipal Road 15 and Municipal Road 80. However, staff will perform an additional count at this intersection in the spring of 2009 to ensure that the increased traffic volume is not due to growth in the area.

9) Algonquin Road at Tuscany Trail/Trailridge Drive

The City's Traffic and Transportation Engineering Services section received a request from area residents to review the traffic control at the intersection of Algonquin Road and Tuscany Trail/Trailridge Drive due to safety concerns.

Algonquin Road at Tuscany Trail/Trailridge Drive is a four legged intersection located one block east of the Algonquin Road at Countryside Drive intersection (see Exhibit "G"). This intersection is part of a Greater Sudbury Transit route. Currently this intersection is controlled with Stop signs facing northbound traffic on Tuscany Trail and southbound traffic on Trailridge Drive.

Applying the data from the turning movement count that was conducted on May 6, 2008 to the Minimum Volume Warrant indicates that the side street volume from Tuscany Trail and Trailridge Drive meets 62% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period.

9) Algonquin Road at Tuscany Trail/Trailridge Drive - (continued)

Based on the traffic volumes and collision history staff does not recommend installing an All-Way Stop at the intersection of Algonquin Road and Tuscany Trail/Trailridge Drive.

10) Woodbine Avenue at Agincourt Avenue

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 12, Joscelyne Landry-Altmann, to review the traffic control at the intersection of Woodbine Avenue and Agincourt Avenue.

Woodbine Avenue at Agincourt Avenue is a three legged intersection located four blocks west of Barry Downe Road (see Exhibit "D"). An All-Way Stop is installed at the intersection of Woodbine Avenue and Beaumont Avenue/Abigail Court which is located less than 200 metres west of the subject intersection. Currently this intersection is controlled with a stop sign facing southbound traffic on Agincourt Avenue.

Applying the data from the turning movement count that was conducted on June 13, 2008 to the Minimum Volume Warrant indicates that the side street volume on Agincourt Avenue meets 55% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there was one collision that may be susceptible to relief through an All-Way Stop during this three year period. While all collisions are undesirable, the collision experience would not be considered high, and does not show a pattern that could be corrected with an All-Way Stop. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Woodbine Avenue and Agincourt Avenue.

11) Roy Avenue at Lamothe Street

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 12, Joscelyne Landry-Altmann, to review the traffic control at the intersection of Roy Avenue and Lamothe Street.

Roy Avenue at Lamothe Street is a four legged intersection located two blocks north of Lasalle Boulevard (see Exhibit "D"). This intersection is part of a Greater Sudbury Transit route and Carl A. Nesbitt Public School is situated on the southwest corner of this intersection. Currently this intersection is controlled with Stop signs facing eastbound and westbound traffic on Lamothe Street.

11) Roy Avenue at Lamothe Street - (continued)

Applying the data from the turning movement count that was conducted on June 12, 2008 to the Minimum Volume Warrant demonstrates that the side street volume from Lamothe Street meets only 48% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there was one collision that may be susceptible to relief through an All-Way Stop during this three year period. While all collisions are undesirable, the collision experience would not be considered high, and does not show a pattern that could be corrected with an All-Way Stop. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Roy Avenue and Lamothe Street.

12) St. Charles Lake Road at Brenda Drive/Wayne Road

The City's Traffic and Transportation Engineering Services section received a request from area residents to review the traffic control at the intersection of St. Charles Lake Road and Brenda Drive/Wayne Road due to safety concerns.

St. Charles Lake Road at Brenda Drive at Wayne Road is a four legged intersection located less than 100 metres west of the Long Lake Road and St. Charles Lake Road traffic control signals (see Exhibit "G"). Brenda Drive and Wayne Road are offset from one another when they intersect St. Charles Lake Road. Currently this intersection is controlled with a Stop sign facing southbound traffic on Brenda Drive and northbound traffic on Wayne Road.

Applying the data from the turning movement count that was conducted on August 22, 2008 to the Minimum Volume Warrant indicates that the total vehicle volume from all of the approaches meets only 48% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of St. Charles Lake Road and Brenda Drive/Wayne Road.

13) Third Avenue at Highgate Road

The City's Traffic and Transportation Engineering Services section received a request from area residents to review the traffic control at the intersection of Third Avenue and Highgate Road.

Third Avenue at Highgate Road is a three legged intersection located two blocks south of the Kingsway (see Exhibit 'H'). This intersection is part of a Greater Sudbury Transit route. Currently this intersection is controlled with a stop sign facing eastbound traffic on Highgate Road.

13) Third Avenue at Highgate Road - (continued)

Applying the data from the turning movement count that was conducted on July 23, 2008 to the Minimum Volume Warrant indicates that the side street volume from Highgate Road meets only 22% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Third Avenue and Highgate Road.

14) Lamothe Street at Prestige Place

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 8, Ted Callaghan, to review the traffic control at the intersection of Lamothe Street and Prestige Place.

Lamothe Street at Prestige Place is a three legged intersection located two blocks north of Lasalle Boulevard (see Exhibit "D"). This intersection is part of a Greater Sudbury Transit route and an All-Way Stop is installed at the intersection of Lamothe Street and Paquette Street which is located 200 metres west of the subject intersection. Currently this intersection is controlled with a Stop sign facing northbound traffic on Prestige Place.

Applying the data from the turning movement count that was conducted on February 28, 2007 to the Minimum Volume Warrant indicates that the side street volume from Prestige Place meets only 12% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Lamothe Street and Prestige Place.

15) Third Avenue North at School Street

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 3, Claude Berthiaume, to review the traffic control at the intersection of Third Avenue North at School Street due to safety concerns.

Third Avenue North at School Street is a four legged intersection located four blocks west of Municipal Road 8 (see Exhibit 'I'). The Levack Estates Subdivision will be constructed on the southwest corner of the intersection. Currently this intersection is controlled with a Stop sign facing northbound and southbound traffic on School Street.

15) Third Avenue North at School Street - (continued)

Applying the data from the turning movement count that was conducted on August 29, 2008 to the Minimum Volume Warrant indicates that the side street volume from School Street meets only 11% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Third Avenue North and School Street. Staff was also informed by area residents that traffic volumes are heavier at 6:30 AM and 6:30 PM due to shift change at the local mines. While these times are outside of our normal count periods, due to the low traffic volumes, staff does not recommend recounting the intersection.

Local Roadways:

16) Greenbriar Road at Scarlett Road

The City's Traffic and Transportation Engineering Services section received a request from area residents to review the traffic control at the intersection of Greenbriar Road at Scarlett.

Greenbriar Road at Scarlett Road is a three legged intersection located two blocks east of Second Avenue (see Exhibit "H"). This intersection is part of a Greater Sudbury Transit route. Currently this intersection is controlled with stop signs facing northbound and southbound traffic on Greenbriar Road which is not a standard form of traffic control at this type of intersection.

Applying the data from the turning movement count that was conducted on May 21, 2008 to the Minimum Volume Warrant indicates that the total vehicle volume from all of the approaches meets 57% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Local roadway, the Collision Warrant requires a minimum of two collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Greenbriar Road and Scarlett Road.

17) Corsi Hill at Gemma Street

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 1, Joe Cimino, to review the traffic control at the intersection of Corsi Hill at Gemma Street.

Corsi Hill at Gemma Street is a three legged intersection located three blocks east of Kelly Lake Road (see Exhibit "C"). Currently this intersection is controlled with a stop sign facing northbound traffic on Gemma Street.

Applying the data from the turning movement count that was conducted on July 19, 2007 to the Minimum Volume Warrant indicates that the total vehicle volume from all of the approaches meets only 46% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Local roadway, the Collision Warrant requires a minimum of two collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Corsi Hill and Gemma Street.

18) Meehan Avenue at Coulson Street

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 7, Russ Thompson, to review the traffic control at the intersection of Meehan Avenue and Coulson Street due to a recent collision.

Meehan Avenue at Coulson Street is a four legged intersection located one block east of Municipal Road 84 (see Exhibit "J"). The Capreol Community Centre and the Capreol Arena are situated on the southwest corner of the intersection. There is an existing All-Way Stop installed at the intersection of Hanna Avenue and Meehan Avenue which is located less than 150 metres east of the subject intersection. Currently this intersection is controlled with stop signs facing northbound and southbound traffic on Coulson Street.

Applying the data from the turning movement count that was conducted on December 11, 2007 to the Minimum Volume Warrant indicates that the total vehicle volume from all of the approaches meets only 43% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there was one collision that may be susceptible to relief through an All-Way Stop during this three year period. While all collisions are undesirable, the collision experience would not be considered high, and does not show a pattern that could be corrected with an All-Way Stop. For a Local roadway, the Collision Warrant requires a minimum of two collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Meehan Avenue and Coulson Street.

19) Lamothe Street at Lincoln Road

The City's Traffic and Transportation Engineering Services section received a request from the Councillor for Ward 12, Joscelyne Landry-Altmann to review the traffic control at the intersection of Lamothe Street and Lincoln Road.

Lamothe Street at Lincoln Road is a four legged intersection located one block west of Barry Downe Road (see Exhibit "D"). There is an existing All-Way Stop installed at the intersection of Lamothe Street and Holland Road which is located 100 metres west of the subject intersection. Currently this intersection is controlled with stop signs facing eastbound and westbound traffic on Lamothe Street.

Applying the data from the turning movement count that was conducted on February 28, 2007 to the Minimum Volume Warrant indicates that the total vehicle volume from all of the approaches meets only 29% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Local roadway, the Collision Warrant requires a minimum of two collisions per year over a three year period.

Based on the traffic volumes, collision history and the close proximity to the Lamothe Street at Holland Road All-Way Stop, staff does not recommend installing an All-Way Stop at the intersection of Lamothe Street and Lincoln Road.

20) Rheal Street at Donald Street

The City's Traffic and Transportation Engineering Services section received a request from area residents to review the traffic control at the intersection of Rheal Street at Donald Street due to the increased traffic from the new Moonlight Ridge subdivision being built.

Rheal Street at Donald Street is a three legged intersection located two blocks south of the Kingsway (see Exhibit "H"). Currently this intersection is controlled with a stop sign facing southbound traffic on Donald Street.

Applying the data from the turning movement count that was conducted on July 18, 2008 to the Minimum Volume Warrant indicates that the total vehicle volume from all of the approaches meets only 23% of the volume requirements. A review of the City's collision information from 2003 to 2005, inclusive, revealed that there were no collisions that would be susceptible to relief through an All-Way Stop during this three year period. For a Local roadway, the Collision Warrant requires a minimum of two collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an All-Way Stop at the intersection of Rheal Street and Donald.

EXHIBIT: A

Request for Recommendation
Traffic Committee

Greater | Grand Sudbury
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Type of Decision

Meeting Date	May 7, 2008					Report Date	April 30, 2008			
Recommendation		X	Yes		No		Priority	x	High		Low
			Direction Only				Type of Meeting	x	Open		Closed

Report Title

All-Way Stop Policy

Policy Implications + Budget Impact

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

X	Background attached

Recommendation

That the City of Greater Sudbury approve the modified warrant for determining the need for all-way stops. The modified warrant reduces the minimum volume and collision threshold as described in the report dated April 30, 2008 from the General Manager of Infrastructure Services.

That only those requests for all-way stops that satisfy the minimum warrants be brought forward for Council's consideration.

	Recommendation attached

Recommended by the Department Head

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

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

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Revised: January 8, 2003

Title: All-Way Stop Policy **Page:** 1
Date: April 30, 2008

Report Authored By	Division Review
Dave Kivi, Coordinator of Transportation and Traffic, Engineering Services	Robert M. Falcioni, P. Eng. Director of Roads and Transportation

Introduction

At the Traffic Committee meeting held on September 18, 2007, staff was requested to survey other municipalities regarding their All-Way Stop policies and recommend an All-Way stop policy for the City of Greater Sudbury.

In late November 2007 a survey was sent to over 30 Ontario municipalities requesting information regarding their policies and procedures related to All-Way stops and number of other traffic related issues. As of February 2008, a total of 12 surveys have been returned to us. In addition to these, we were able to find All-Way stop policies for a number of other municipalities through an internet literature review. A summary of the survey questions and responses received are contained in Exhibit "A".

Background

It is a common perception that All-Way stops are the answer to neighborhood traffic problems. People often believe that they reduce speeding and improve safety. The purpose of an All-Way stop is to alternate right-of-way at an intersection. All-Way stops can be an effective traffic control device when installed at busy intersections with similar traffic volumes and characteristics. All-Way stops disrupt the flow of traffic and introduce delay to all drivers within the intersection. Therefore, they should only be installed at intersections based on the vehicle and pedestrian volumes or at intersections having a high collision frequency.

Speed Control

Often times, All-Way stops are requested by residents to slow traffic down on a roadway. Unfortunately, All-Way stops are not effective as speed control devices. Studies have shown that speeds are only reduced in close proximity to the sign, and mid-block speeds actually increase after stops signs are installed as drivers attempt to make up for lost time.

Safety

It is common belief that All-Way stops will increase safety at an intersection. Stop signs can reduce certain types of collisions such as right angle or turning types if they are prevalent at an intersection. However, the unwarranted installation of All-Way stops increases driver frustration, reduces compliance, and creates disrespect for stop signs. This behavior can spread to other intersection where stop signs are required. The inappropriate use of All-Way stops can decrease safety for pedestrians and cyclists, especially young children, as they expect drivers to actually stop at the sign.

Environment and Economic Impact

All-Way stops are relatively inexpensive to install, which is one reason they are requested so often. However, they can greatly increase fuel consumption, noise, and air pollution, due to constant braking and acceleration

that occurs. It has been reported that additional gasoline consumed from one stop sign on a typical collector road is 25 litres per day or 9,125 litres per year.

The Ministry of Municipal Affairs and Housing indicates that a typical four-way stop generates the following emissions on a yearly basis:

657 kg of Hydro Carbons
8,760 kg of Carbon Monoxide
675 kg of Nitrogen Oxide
65,700 kg of Carbon Dioxide

All-Way Stop Warrant

As previously mentioned, All-Way stops can be an effective means of traffic control when installed under the proper circumstances. Currently, the City of Greater Sudbury follows Provincial Warrants published in the "Ontario Traffic Manual" for determining the need for All-Way stop control. This warrant is used by five (5) of the twelve (12) municipalities surveyed and is the most commonly used warrant in Ontario. The use of standard criteria, or warrants, is very important for determining the need for All-Way stops and other traffic control devices. Warrants provide a method of analysis that is based on engineering principles which can be applied consistently at intersections throughout the City of Greater Sudbury.

The following is some of the criteria that is used in the Provincial Warrant:

Minimum Volume Warrant

1) **Arterial and Major Collector Roads:**

   a) Total vehicle volume on all approaches exceeds 500 vehicles per hour for an eight (8) period, and

   b) A combined vehicle and pedestrian volume from the minor street is more than 200 per hour for the same eight (8) hours, and

   c) The traffic volume on the intersecting streets is similar and does not exceed a split of 70/30.

2) **Minor and Local Streets**

   a) Total vehicle volume for all approaches exceeds 350 vehicles for the highest hour, and the volume split does not exceed 75/25 for three-way control and 65/35 for four-way control.

Collision Warrant

For both major and minor roadways, All-Way stops are warranted when there is an average of four (4) or more collisions per year over a three (3) year period. Only those collisions that are susceptible to correction, though multi-way stop control must be considered, such as angle and turning movement collisions.

Other Considerations

The Ontario Traffic Manual states that all-way stops should not be used under the following conditions.

- As a speed control device
- Solely to protect pedestrians, especially school aged children
- Where traffic would be required to stop on grades
- At offset intersections, or intersections with poor geometry or more than four (4) legs
- On multi-lane approaches
- Higher speed roadways (speed limit greater than 60 km/h)
- Where visibility of the sign is hampered by curves
- Within 250 metres of traffic signals or another stop sign
- On truck or bus routes, except in industrial areas where two such routes cross

Modified Warrant

Based on the comments of the Traffic Committee that the Provincial All-Way Stop Warrants are too restrictive; staff has developed an alternative warrant based on the survey results and policies used by other Ontario municipalities. This Warrant is based on the same principles contained in the Ontario Traffic Manual. The main difference is that the traffic volume and collision warrants have been reduced for lower volume collector roads and residential roadways. If approved, the proposed warrant would be similar to the warrants used in the cities of Toronto and Oakville. A summary of this warrant is shown in Exhibit "B", and described below.

Minimum Volume Warrant

1) **Arterial and major collector roadways with Annual Average Daily Traffic volume (AADT) greater than 5,000.**

   a) Traffic volume and collision warrant remains as per the Ontario Traffic Manual.

2) **Minor collector roads with an AADT between 1,000 and 5,000.**

   a) Total vehicle volume on all approaches reduced from 500 vehicles per hour for eight (8) hours to 350 vehicles per hour for only four (4) hours.

   b) The combined vehicle and pedestrian volume on the minor approach reduced from 200 per hour for eight (8) hours to 140 per hour for only four (4) hours.

   c) The volume split remains at a ratio of 70/30.

   d) Collision frequency is reduced from four (4) per year to three (3) per year over a three (3) year period. Only collisions that may be corrected with an all-way stop are to be considered.

3) **Local roads with an AADT less than 1,000.**

   a) The total vehicle volume on all approaches reduced from 350 vehicles in the highest hour to 250 vehicles per hour for a four (4) hour period.

b) Simplify the volume split at a ratio of 70/30 for all conditions where a split of 75/25 for the three-way control and 65/35 for four-way control are currently required.

c) Collision frequency is cut in half from four (4) collisions per year to two (2) collisions per year for a three (3) year period. Only collisions that may be corrected with an all-way stop are to be considered.

Other Considerations

Remain as per the Ontario Traffic Manual.

Procedures

In order to ensure that all-way stops serve their intended purpose and make the best use of staff time, it is recommended that the following procedures be followed.

1) Requests for all-way stops related to a speeding problem will be referred to the City's Speed Watch Program and the Traffic Calming Policy, which is currently being developed.

2) Requests for all-way stops related to right of way control or to correct a collision problem will be analyzed based on the approved all-way stop policy.

3) Only those intersections that satisfy the requirements for all-way stop control will be brought forward to the Traffic Committee for consideration.

EXHIBIT: A

TRAFFIC SURVEY
ALL-WAY STOP

Municipality	All-Way Stop Warrant	Detailed Engineering Analysis	Council or Committee Report
City of Waterloo	OTM Book 5	Review traffic count, collisions, geometrics and operational constraints	Only those that meet the warrants.
City of Barrie	OTM Book 5	Review traffic count, collisions, geometrics and operational constraints	All of the requests.
City of Windsor	Minimum vehicle volumes on all approaches Collector & local = 250 veh per hour Minimum vehicular + Pedestrian volume Collector & Local = 150 veh per hour	Review traffic count, collisions, geometrics and operational constraints. Speed concerns are refered to the traffic calming policy.	Only those that meet the warrants.
City of Brockville	OTM Book 5	Review traffic count, collisions, geometrics and operational constraints	Only those that meet the warrants.
City of Oakville	Minimum vehicle volumes on all approaches Major collector = 400 veh per hour Minor collector = 350 veh per hour Local = 300 veh per hour Minimum vehicular + Pedestrian volume Major collector = 160 veh per hour Minor collector = 140 veh per hour Local = 120 veh per hour Collision history Arterial & Major collector 5 per year over a 3 year period	Review traffic count, collisions, geometrics and operational constraints	All of the requests.
City of Cambridge	OTM Book 5 (Modified) Minimum vehicle volumes on all approaches Local = 250 veh per hour	Review traffic count, collisions, geometrics and operational constraints. Speed concerns are referred to the traffic calming policy.	Report is prepared when the request is volume based or when the request is pushed forward by a Councilor.
City of Vaughan	OTM Book 5	Review traffic count, collisions, geometrics and operational constraints	All of the requests.
City of London	Minimum vehicle volumes on all approaches Minor Collector = 350 veh per hour	Review traffic count (5 peak hours), collisions, geometrics and operational constraints	Only 10% of the major issues are reported to Council.
City of Niagara Falls	Minimum vehicle volumes on all approaches Minor collector & Local = 350 veh per hour Minimum vehicular + Pedestrian volume Minor collector & Local = 160 veh per hour	Assess speed to determine if there is a speeding problem (speed study). Assess whether an all way stop is warranted based on collisions, visibility problems and 8 hour TMC. Petition households within 75 m of the intersection preference.	Reports are only prepared for intersections which meet the warrant, unless it is a specific request from committee or council. If it is not warranted, a letter would be typically sent to residents within the 75 m of the intersection to advise of the decision.
Town of Newmarket	Modified OTM Book 5 warrant without the directional splits but an increased emphasis on pedestrian activity.	Review TMC and all-way stop warrant analysis.	All of the requests.

Municipality	All-Way Stop Warrant	Detailed Engineering Analysis	Council or Committee Report
City of Guelph	OTM Book 5	Review traffic count, collisions, geometrics and operational constraints. When a local road intersects another local road only the peak hour volume is looked at initially.	No, unless directed specifically by Council to report back on the matter.
Region of Niagara	OTM Book 5	Review traffic count, collisions, geometrics and operational constraints	No, only respond back to the individual request.

EXHIBIT: B

Greater Grand Sudbury

CITY OF GREATER SUDBURY
ALL-WAY STOP WARRANTS

Location: _____ Date: _____
Date of TM Count: _____ Analyst: _____
Type of Intersection: _____

All-Way Stop Warrant Summary			
Warrant #1	Minimum Vehicle Volume		%
Warrant #2	Collision History		%
Warrant #3	Traffic Control Signals		Y/N
	All-Way Stop Warranted?		Y/N

Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr		
Veh + Pedestrian volumes from side street is ≥	200/hr	140/hr	N/A		
Traffic Split	70/30	70/30	70/30	/	**Y/N**

Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Number of Collisions per year	Percent Compliance
Collisions per Year over 3 year period	4*	3*	2*		

Warrant #3	**Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.**		**Y/N**

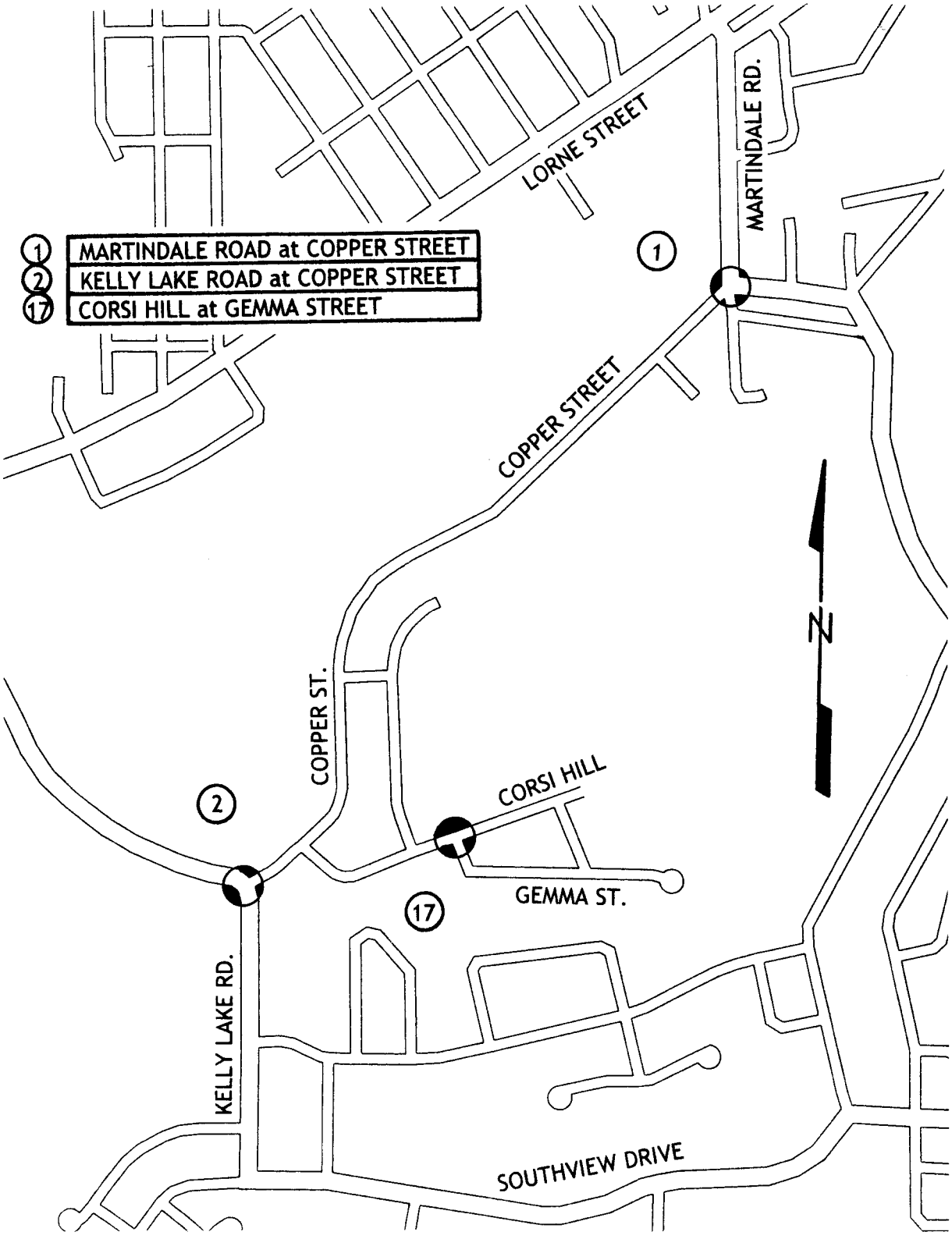
* Only those collisions susceptible to relief through multi-way stop control must be consider (i.e. right angle and turning types).

- If the intersection meets warrant # 1, then the all-way stop is recommended regardless of the remaining warrants.
- If the intersection does not meet warrant #1 and does not meet warrant #2, then the all-way stop is not recommended.
- If the intersection does not meet warrant #1 and does meet warrant #2, then the all-way stop is recommended.

All-Way Stops Warrant Summary

#	Location	Warrant #1 - Minimum Volume Summary								Warrant #2 - Collision Warrant	All-Way Stop Warranted? (CGS Warrant)
		New CGS All-Way Stop Warrant					Ontario Traffic Manual All-Way Stop Warrant				
		Total Vehicle Volume From All Approaches (#/hour)	Vehicle and Pedestrian Volume From Side Street (#/hour)	Traffic Split	Percent Compliance	Rank	Total Vehicle Volume From All Approaches (#/hour)	Vehicle and Pedestrian Volume From Side Street (#/hour)	Percent Compliance	Number Of Collisions Over 3 Year Period	
Arterial/Major Collector											
	Minimum Required	**500**	**200**	**70/30**			**500**	**200**		**12**	
1	Martindale Road at Copper Street	577	157	73/27	78	1	577	157	78	1	No
2	Kelly Lake Road at Copper Street	868	127	85/15	50	2	868	127	50	0	No
3	Lansing Avenue at Melbourne Street	460	50	89/11	25	3	460	50	25	1	No
4	Kathleen Street at Bessie Avenue	313	46	91/9	23	4	63	23	23	0	No
Minor Collector											
	Minimum Required	**350**	**140**	**70/30**			**500**	**200**		**9**	
5	**Leslie Street at Mont Adam Street**	**410**	**176**	**58/42**	**100**	**1**	410	172	82	0	**Yes**
6	Dell Street at Bruce Avenue	280	111	72/28	79	2	280	111	55	1	No
7	Lillian Boulevard at Holland Road	283	99	67/33	71	3	283	99	49	0	No
8	Montee Rouleau at St. Laurent Street	366	98	73/27	70	4	268	79	40	2	No
9	Algonquin Road at Tuscany Trail/Trailridge Drive	278	86	75/25	62	5	278	86	43	0	No
10	Woodbine Avenue at Agincourt Avenue	477	77	84/16	53	6	381	32	32	1	No
11	Roy Avenue at Lamothe Street	206	68	70/30	48	7	206	68	34	1	No
12	St. Charles Lake Road at Brenda Drive/Wayne Road	169	76	58/42	48	8	169	76	34	0	No
13	Third Avenue at Highgate Road	106	31	72/28	22	9	106	31	15	0	No
14	Lamothe Street at Prestige Place	241	17	94/6	12	10	241	17	9	0	No
15	Third Avenue North at School Street	76	15	86/14	11	11	76	15	8	0	No
Local											
	Minimum Required	**250**	**N/A**	**70/30**			**350**	**N/A**		**6**	
16	Greenbriar Road at Scarlett Road	142		46/54	57	1	168		48	0	No
17	Corsi Hill at Gemma Street	116		83/17	46	2	126		36	0	No
18	Meehan Avenue at Coulson Street	107		59/41	43	3	124		35	1	No
19	Lamothe Street at Lincoln Road	71		81/19	29	4	85		24	0	No
20	Rheal Street at Donald Street	57		86/14	23	5	61		17	0	No

EXHIBIT: C



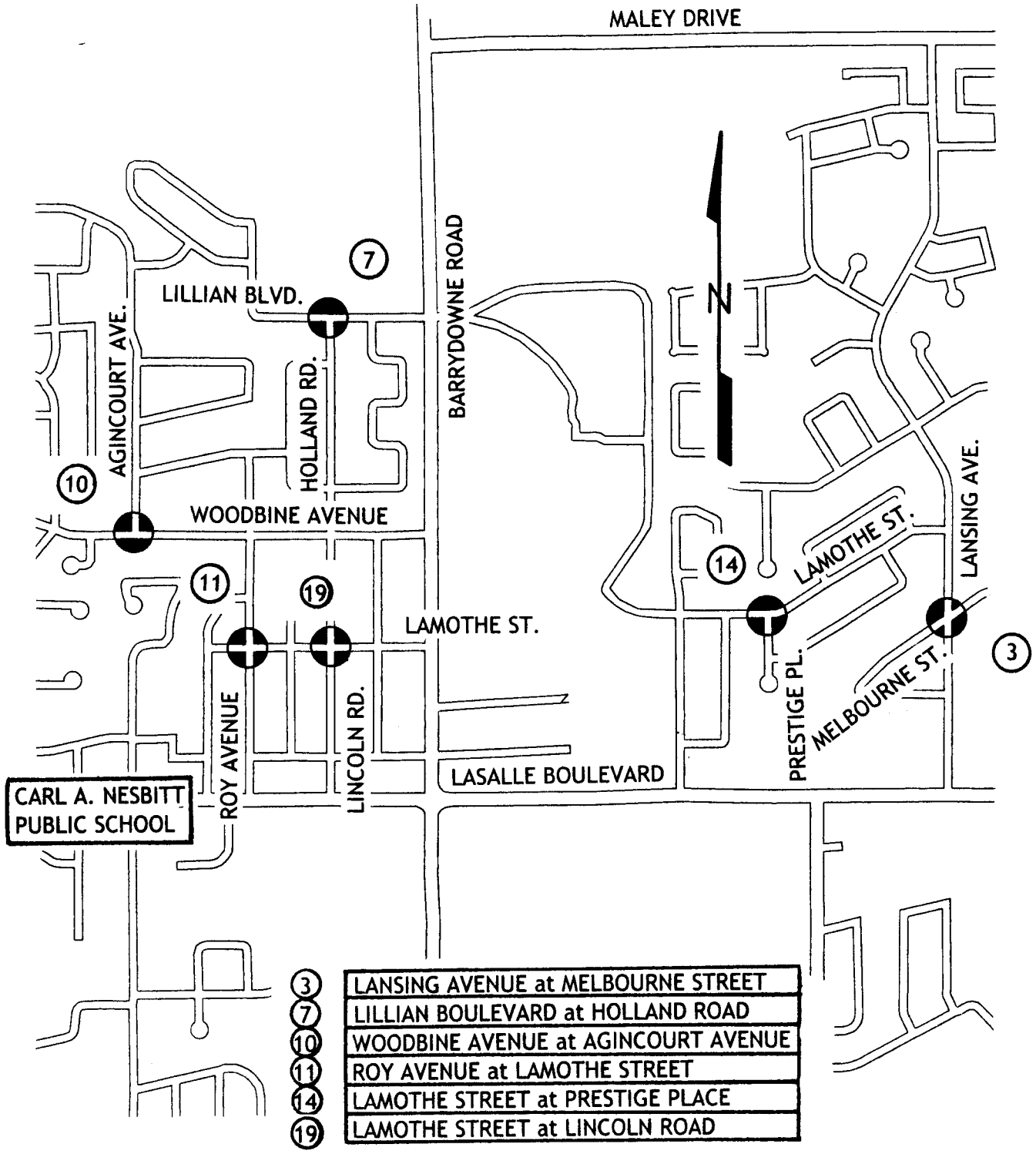
Sudbury

ALL-WAY STOP CONTROL-
VARIOUS INTERSECTIONS

INTERSECTION #s 1, 2 and 17

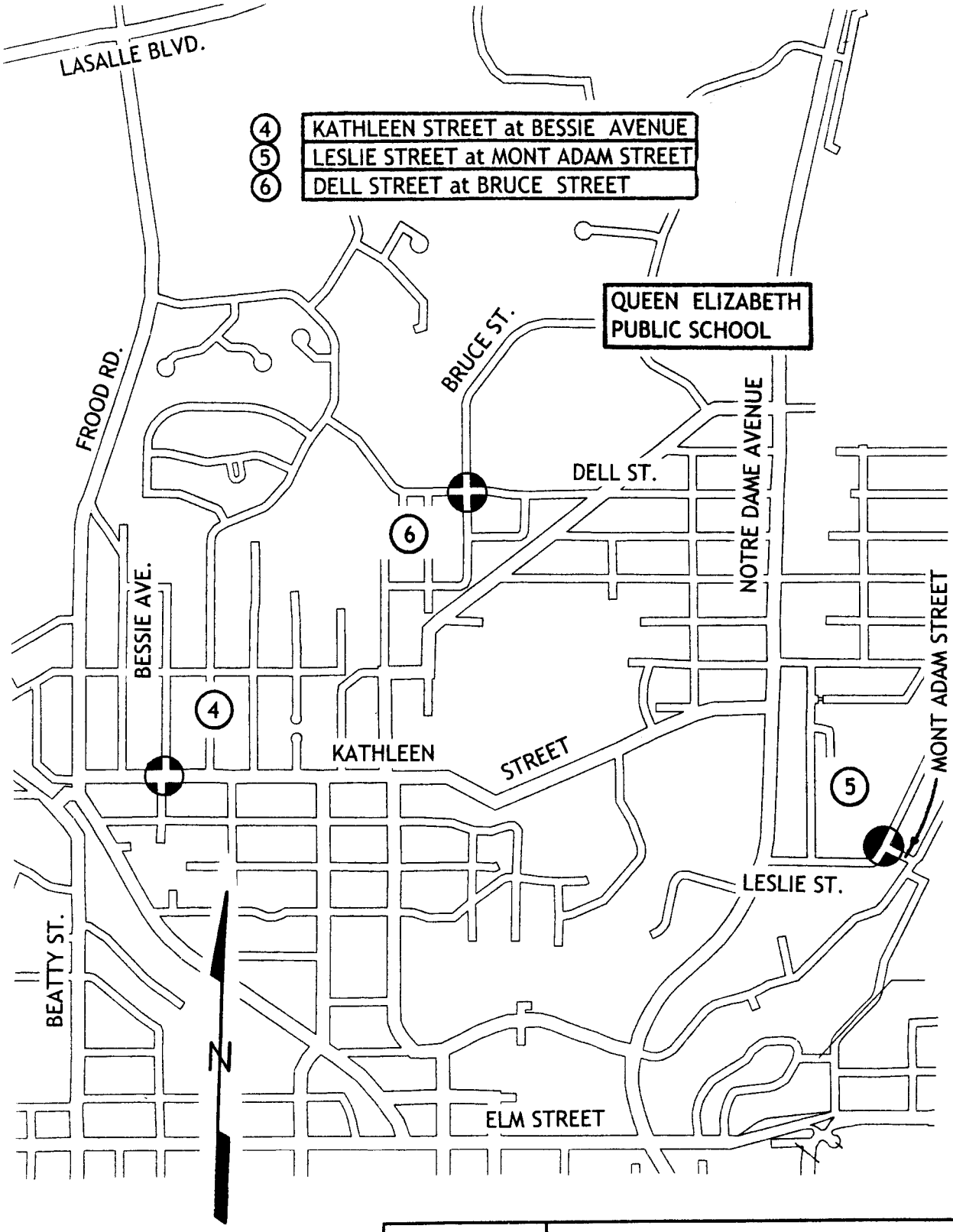
NOT TO SCALE | | 2008-09-03

EXHIBIT: D



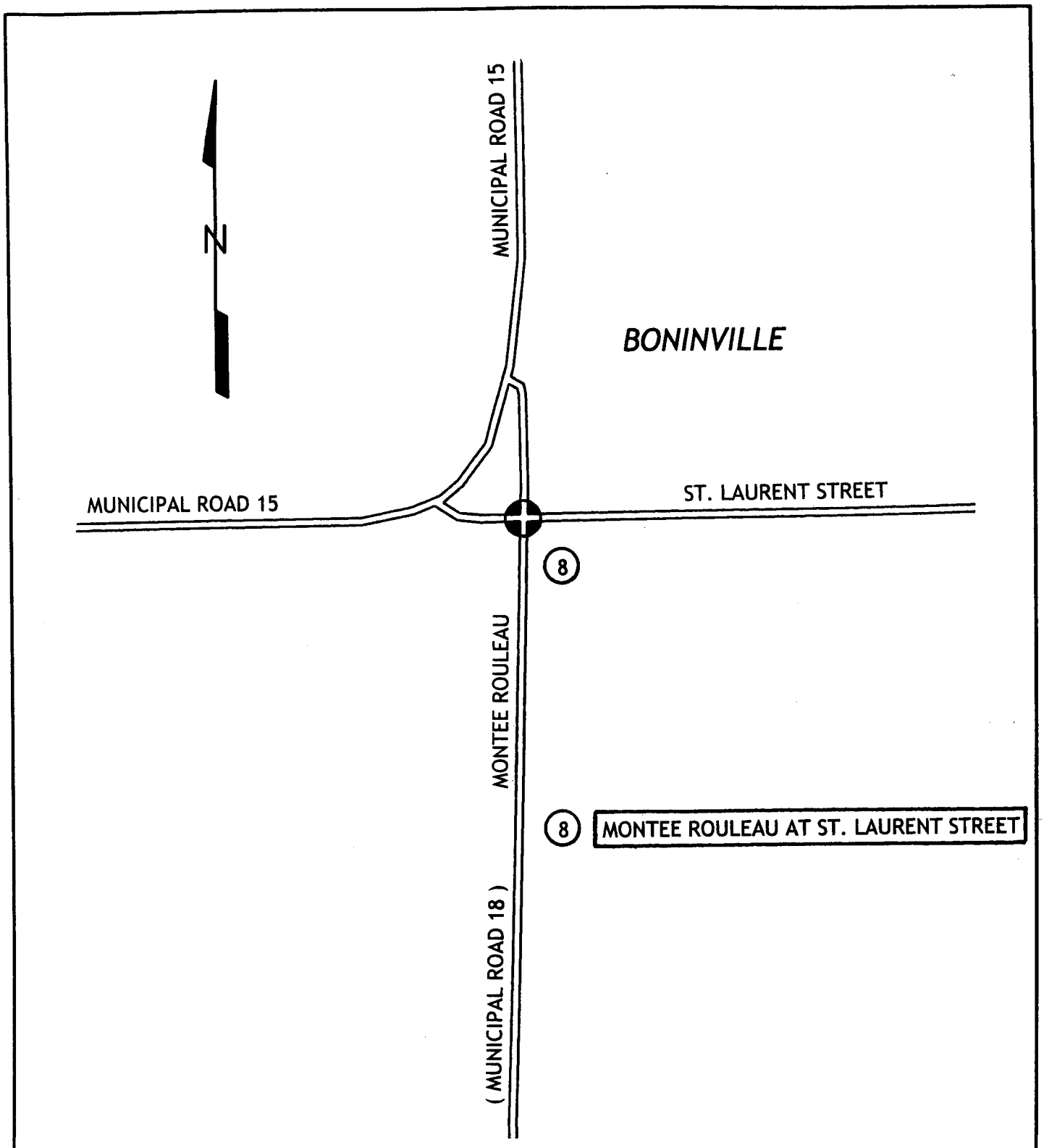
Sudbury	ALL-WAY STOP CONTROL- VARIOUS INTERSECTIONS
	INTERSECTION #s 3, 7,10,11,14 and 19
	NOT TO SCALE | 2008-09-03

EXHIBIT: E



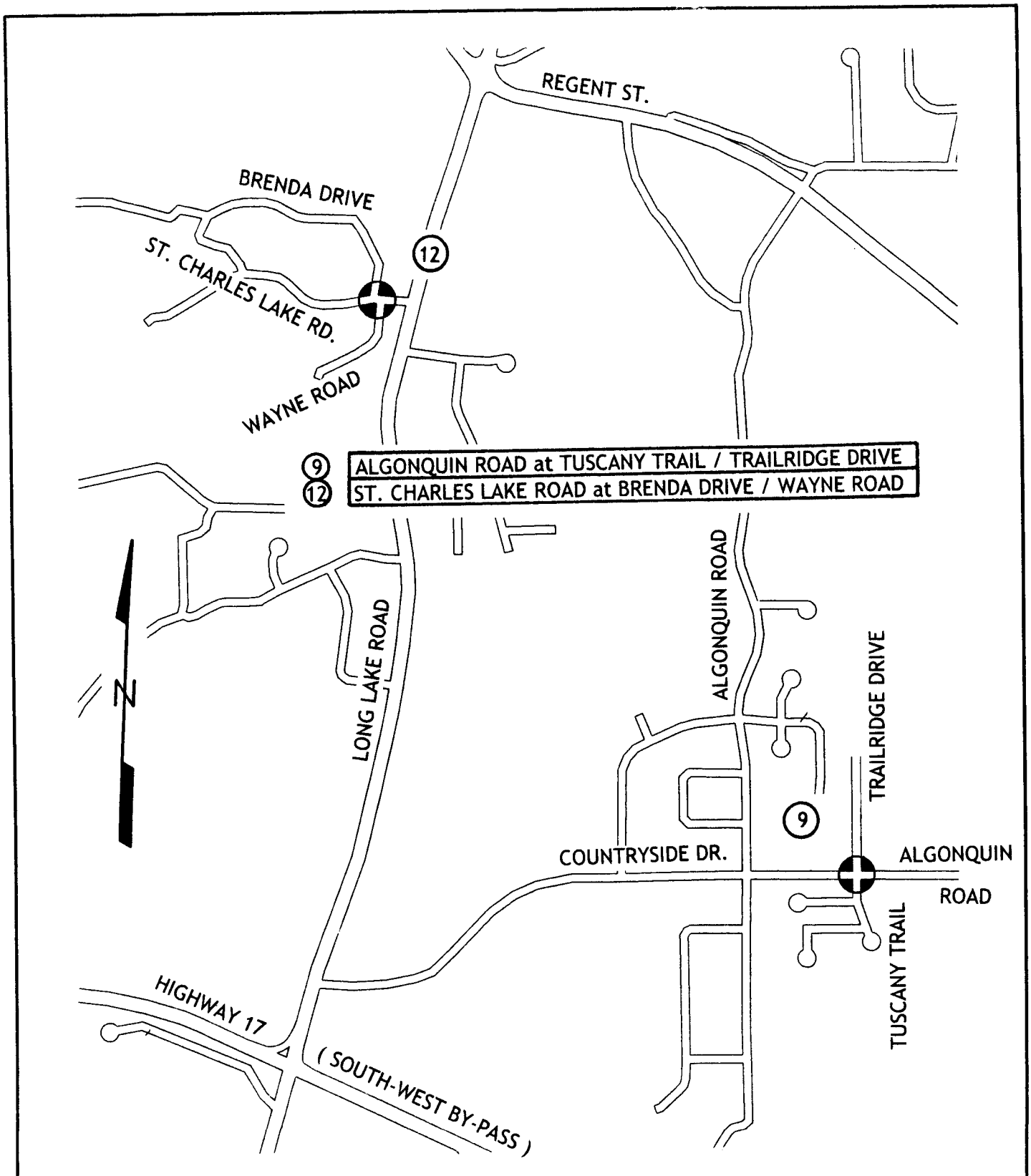
Sudbury	ALL-WAY STOP CONTROL- VARIOUS INTERSECTIONS
	INTERSECTION #s 4, 5, and 6
NOT TO SCALE	2008-09-03

EXHIBIT: F



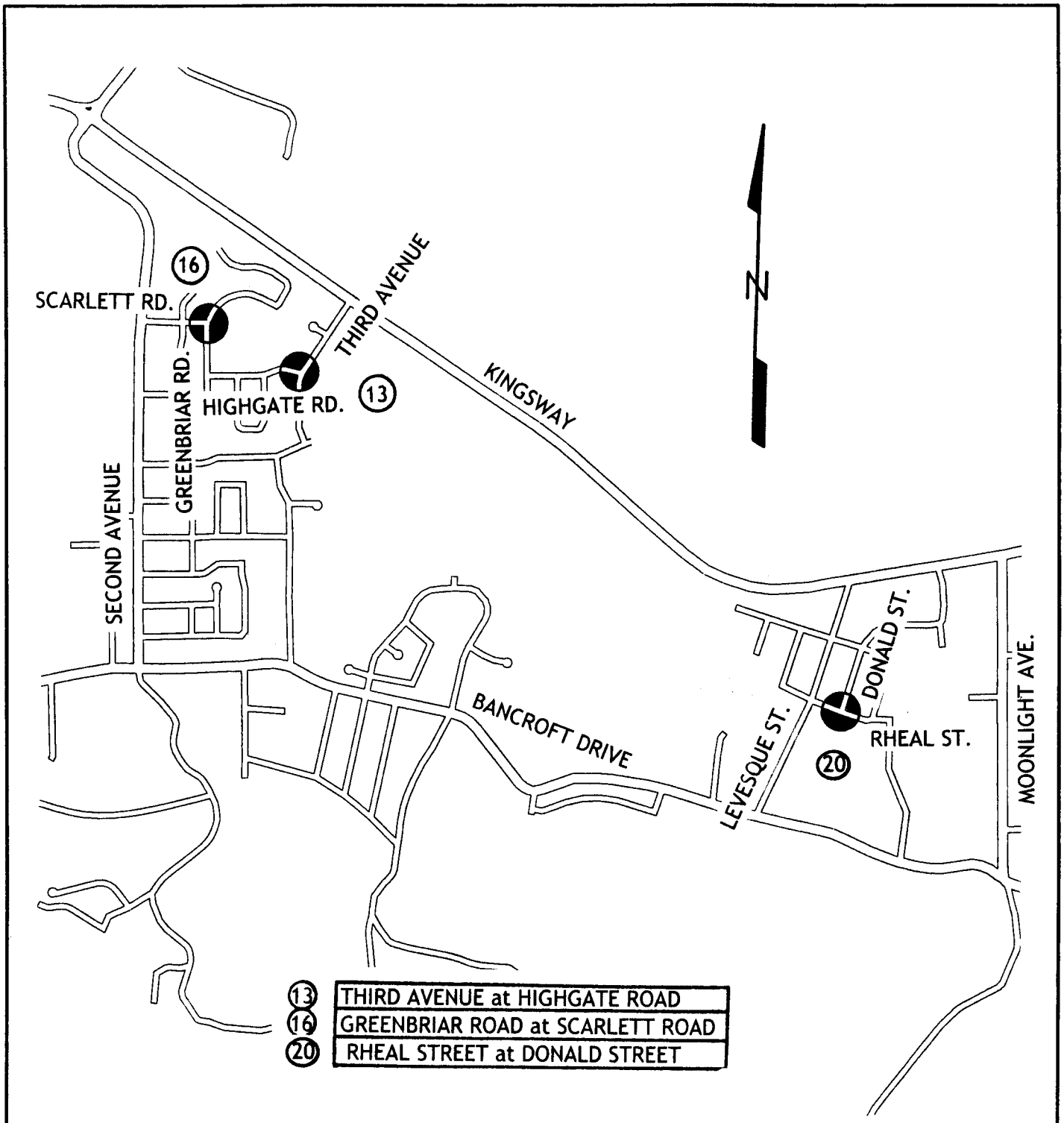
Sudbury	ALL-WAY STOP CONTROL- VARIOUS INTERSECTIONS
	INTERSECTION # 8
NOT TO SCALE	2008-09-03

EXHIBIT: G



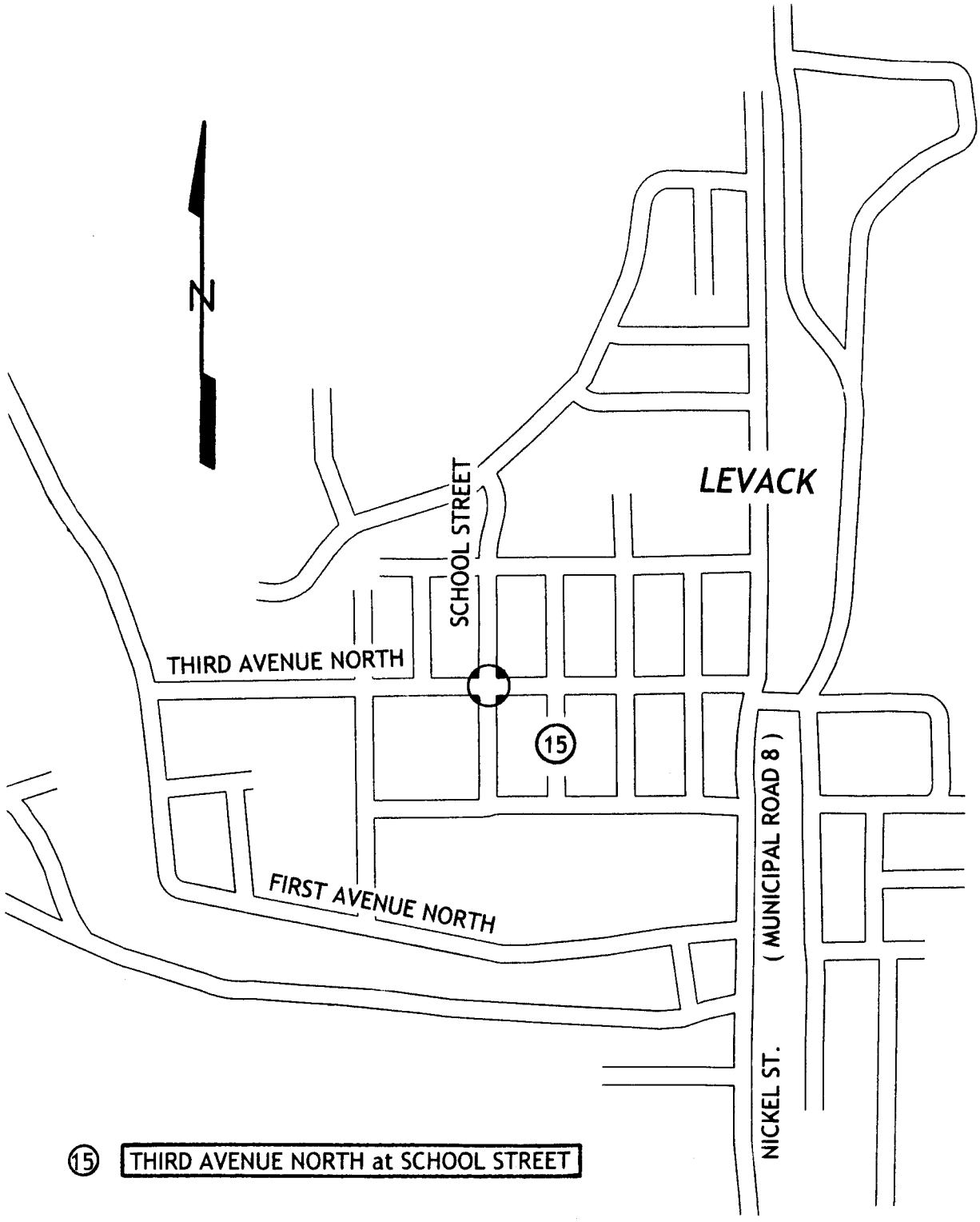
Sudbury	ALL-WAY STOP CONTROL- VARIOUS INTERSECTIONS
	INTERSECTION #s 9 AND 12
NOT TO SCALE	2008-09-03

EXHIBIT: H



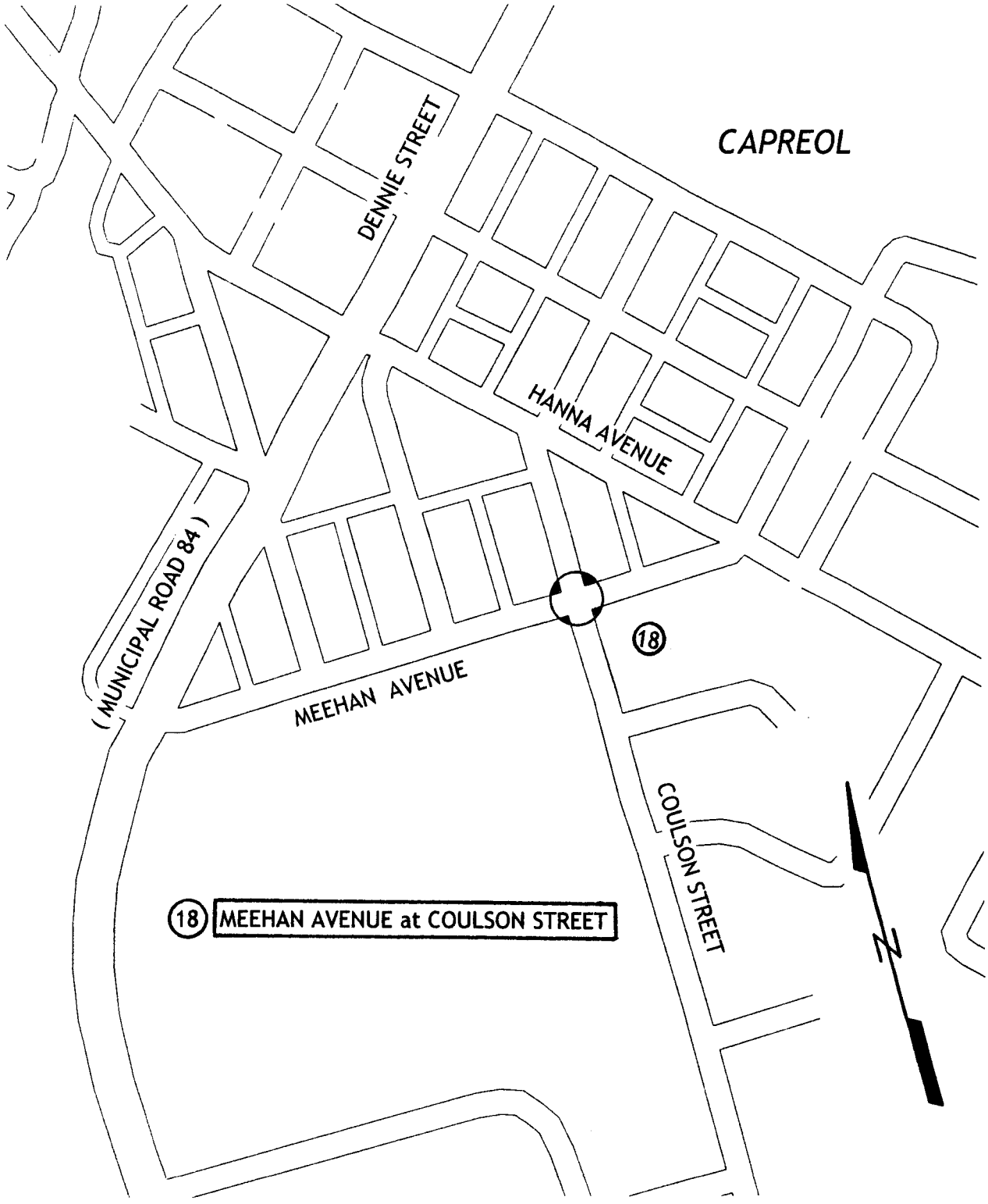
Sudbury	ALL-WAY STOP CONTROL- VARIOUS INTERSECTIONS	
	INTERSECTION #s 13, 16 and 20	
NOT TO SCALE		2008-09 03

EXHIBIT: I



Sudbury	ALL-WAY STOP CONTROL- VARIOUS INTERSECTIONS	
	INTERSECTION # 15	
NOT TO SCALE		2008-09-03

EXHIBIT: J



Sudbury	ALL-WAY STOP CONTROL VARIOUS INTERSECTIONS	
	INTERSECTION # 18	
NOT TO SCALE		2008-09-03

CITY OF GREATER SUDBURY

SCHEDULE "O" TO BY-LAW 2001-1

STOPS AT INTERSECTIONS

(1) Intersection	(2) Direction of Travel
ADD:	
Leslie Street – Mont Adam Street (Sudbury)	North and South on Leslie Street West on Mont Adam Street

Request for Recommendation
Traffic Committee

Greater | Grand Sudbury
www.city.greatersudbury.on.ca

Type of Decision

Meeting Date	September 23, 2008					Report Date	September 15, 2008			
Recommendation			Yes	X	No		Priority	x	High		Low
		Direction Only					Type of Meeting	x	Open		Closed

Report Title

Parking Restrictions - Baker Street and Levis Street

Policy Implications + Budget Impact

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

X	Background attached

Recommendation

That parking be prohibited on both sides of Baker Street from MacKenzie Street to Montcalm Street between the hours of 8:00 a.m. to 4:30 p.m., Monday to Friday, inclusive, and;

That parking be prohibited on both sides of Levis Street from Montcalm Street to Tanguay Avenue between the hours of 8:00 a.m. to 4:30 p.m., Monday to Friday, inclusive, and;

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 changes all in accordance with the report from the General Manager of Infrastructure Services dated September 15, 2008.

	Recommendation attached

Recommended by the Department Head

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

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

Title: Parking Restrictions - Baker Street and Levis Street **Page: 1**

Date: September 15, 2008

Report Authored By	Division Review
Dave Kivi, Coordinator of Transportation and Traffic, Engineering Services	for Robert M. Falcioni, P. Eng. Director of Roads and Transportation

Background:

The Sudbury Student Services Consortium (SSSC) has requested that parking be prohibited on both sides of Baker Street and Levis Street, during school hours to improve safety for school busses travelling this route.

Baker Street and Levis Street provide a connection between MacKenzie Street and Tanguay Street and are part of a school bus route that serves College Notre Dame, Marymount Academy and Sudbury Secondary High School (see Exhibit "A").

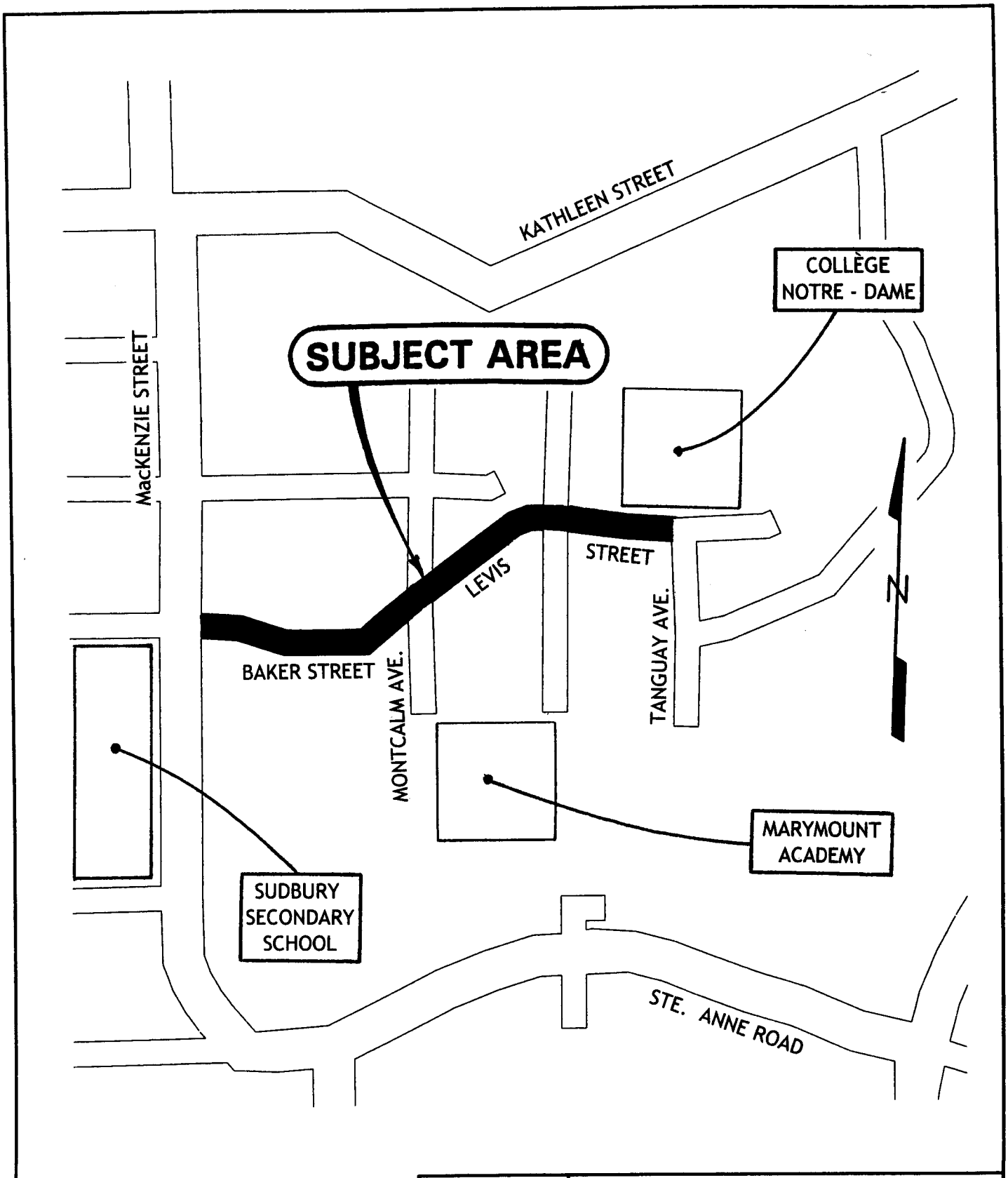
Both streets are local residential streets that are constructed to an urban cross section with an asphalt surface width of approximately 10 metres and a sidewalk along the south side. There are a number of sharp horizontal curves and a downgrade between Tanguay Street and MacKenzie Street. Currently, parking is prohibited on the south side of Baker Street from 8:30 a.m. to 4:30 p.m., Monday to Friday inclusive. The same parking restrictions are also posted along the north side of Baker Street, although they are not supported by the By-Law. Parking is prohibited on the north side of Levis Street from Montcalm Street to Tanguay Street during the same time period.

The SSSC has indicated that during the morning bus runs, busses are having difficulty negotiating Baker Street with vehicles parked on both sides of the street. Difficulties greatly increase in the winter under slippery conditions with the road more narrow due to snow banks.

To improve safety, it is recommended that parking be prohibited on both sides of Baker Street from MacKenzie Street to Montcalm Street between 8:00 a.m. and 4:30 p.m., Monday to Friday inclusive. The earlier start time for the parking restriction will help during the morning bus run while still allowing some on street parking for area residents. It is also recommended that the same restrictions be applied to both sides of Levis Street from Montcalm Street to Tanguay Street.

The Councillor for Ward 12, Joscelyne Landry-Altmann has indicated her support for the recommendation.

EXHIBIT: A



Sudbury	PARKING RESTRICTIONS
	BAKER STREET and LEVIS STREET
NOT TO SCALE	2008-09-17

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

Parking Prohibited In Specified Places at Stated Times

(1) Highway	(2) Side	(3) From	(4) To	(5) Days or Times or Both
Delete:				
Baker Street (Sudbury)	South	College Street	Levis Street	8:30 a.m. - 4:30 p.m. Monday to Friday Both Inclusive
Levis Street(Sudbury)	North	Baker Street	Tanguay Avenue	8:30 a.m. - 4:30 p.m. Monday to Friday Both Inclusive
Add:				
Baker Street (Sudbury)	South	College Street	MacKenzie Street	8:30 a.m. - 4:30 p.m. Monday to Friday Both Inclusive
Baker Street (Sudbury)	Both	MacKenzie Street	Montcalm Street	8:00 a.m. - 4:30 p.m. Monday to Friday Both Inclusive
Levis Street (Sudbury)	Both	Montcalm Street	Tanguay Avenue	8:00 a.m. - 4:30 p.m. Monday to Friday Both Inclusive

Request for Recommendation
Traffic Committee

Greater | Grand Sudbury
www.city.greatersudbury.on.ca

Type of Decision

Meeting Date	September 23, 2008					Report Date	September 15, 2008			
Recommendation		x	Yes		No	Priority	x	High		Low
			Direction Only			Type of Meeting	x	Open		Closed

Report Title

Stopping and Parking Restrictions
1) Elgin Street - Druides Street to Howey Drive
2) Nelson Street - Elgin Street to the North End
3) Elizabeth Street - South End to North End
4) Morris Street - Howey Drive to Geneva Street
5) Howey Drive - Elgin Street to Cartier Avenue
6) Cartier Avenue - Howey Drive to Lourdes Street

Policy Implications + Budget Impact

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

X	Background attached

Recommendation

That stopping and parking be prohibited on both sides of the following streets:

1) Elgin Street - Druides Street to Howey Drive
2) Nelson Street - Elgin Street to the North End
3) Elizabeth Street - South End to North End
4) Morris Street - Howey Drive to Geneva Street
5) Howey Drive - Elgin Street to Cartier Avenue
6) Cartier Avenue - Howey Drive to Lourdes 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 changes all in accordance with the report from the General Manager of Infrastructure Services dated September 15, 2008.

	Recommendation attached

Recommended by the Department Head

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

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

Title: Stopping and Parking Restrictions

Date: September 15, 2008

Report Authored By	Division Review
for Dave Kivi, Co-ordinator of Transportation and Traffic, Engineering Services	for Robert M. Falcioni, P. Eng. Director of Roads and Transportation

Background:

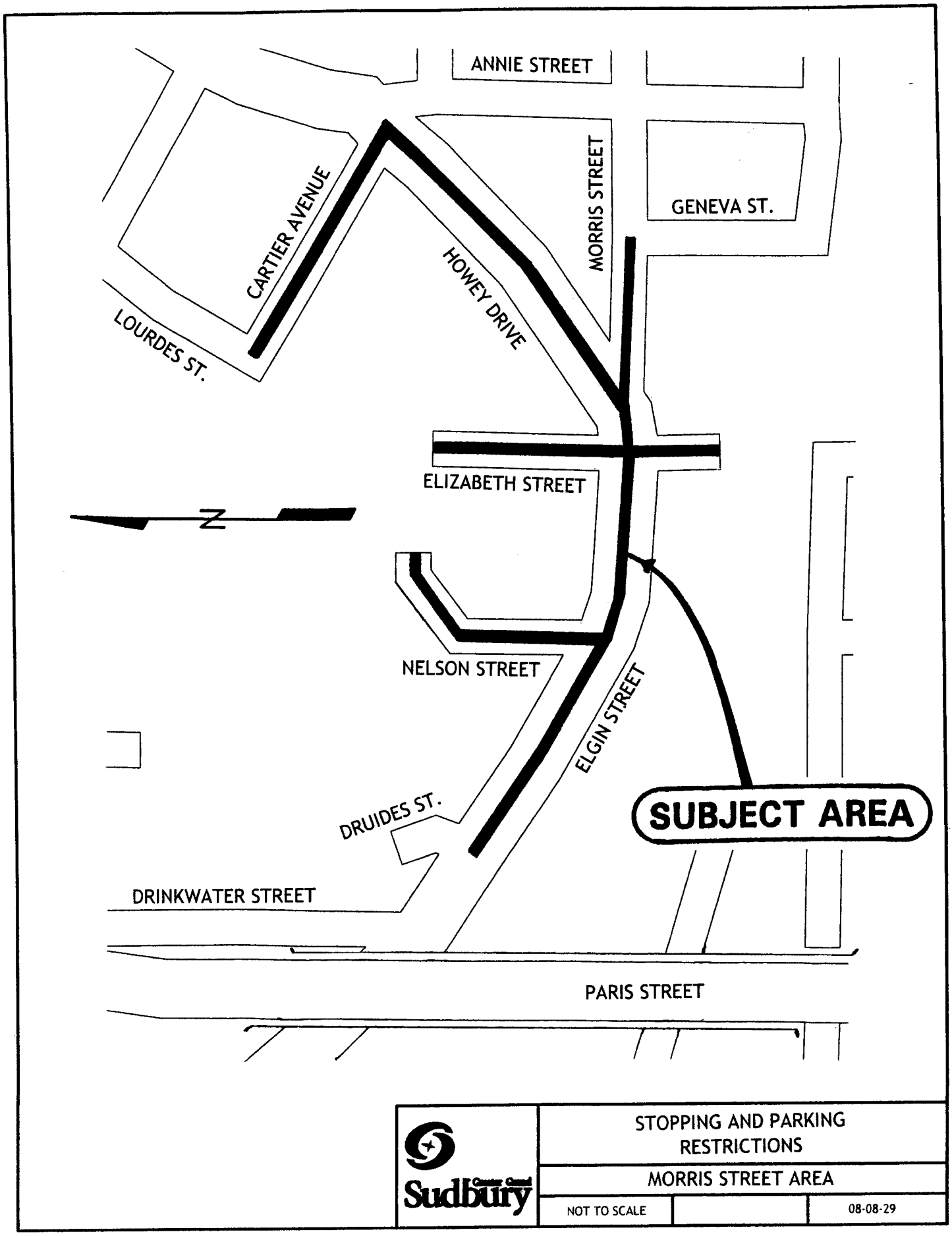
The City's Roads and Transportation Section has received a request through the Councillor for Ward 10, Frances Caldarelli, to prohibit parking and stopping on a number of streets in the Morris Street area. The request originated out of public meetings dealing with prostitution and drug use that is occurring in the area.

The subject area is located near the southeast section of the Central Business District (see Exhibit "A"). In December, 2007, City Council approved a by-law prohibiting parking and stopping on Elgin Street in the area underneath the Paris Street Bridge. The stopping prohibition allows for regular enforcement by the Greater Sudbury Police Service to reduce the illegal activity. Since the by-law was passed, area residents have reported that prostitution and drug use has moved further to the east into the residential area.

While the parking and stopping restrictions will have an impact on the abutting residential and commercial properties, they are considered necessary to help reduce the problems currently being experienced. Therefore, to improve safety and reduce illegal activity, staff has no objection to prohibiting parking and stopping on both sides of the following streets:

1) Elgin Street - Druides Street to Howey Drive
2) Nelson Street - Elgin Street to the North End
3) Elizabeth Street - South End to North End
4) Morris Street - Howey Drive to Geneva Street
5) Howey Drive - Elgin Street to Cartier Avenue
6) Cartier Avenue - Howey Drive to Lourdes Street

EXHIBIT: A


ANNIE STREET
CARTIER AVENUE
MORRIS STREET
GENEVA ST.
HOWEY DRIVE
LOURDES ST.
ELIZABETH STREET
NELSON STREET
ELGIN STREET
SUBJECT AREA
DRUIDES ST.
DRINKWATER STREET
PARIS STREET
Sudbury
STOPPING AND PARKING RESTRICTIONS
MORRIS STREET AREA
NOT TO SCALE
08-08-29

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

Parking Prohibited At Any Time

(1) Highway	(2) Side	(3) Between
Delete:		
Elgin Street (Sudbury)	Northwest	Nelson Street - 18m Northwest of Nelson Street
Add:		
Elgin Street (Sudbury)	Northwest	Druides Street - Nelson Street
Nelson Street (Sudbury)	Both	Elgin Street - North End
Elizabeth Street (Sudbury)	Both	South End - North End
Cartier Avenue (Sudbury)	Both	Howey Drive - Lourdes Street
Morris Street (Sudbury)	North	Howey Drive - Geneva Street

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

Stopping Prohibited in Specified Places at Stated Times

(1) Highway	(2) Side	(3) From	(4) To	(5) Times
Add:				
Cartier Ave.(Sudbury)	Both	Howey Dr.	Lourdes St.	Anytime
Elgin St. (Sudbury)	Both	Druides St.	Howey Dr.	Anytime
Elizabeth St. (Sudbury)	Both	South End	North End	Anytime
Howey Dr. (Sudbury)	Both	Elgin St.	Cartier Ave.	Anytime
Morris St. (Sudbury)	Both	Howey Dr.	Geneva St.	Anytime
Nelson St. (Sudbury)	Both	Elgin St.	North End	Anytime

Request for Recommendation
Traffic Committee

Greater | Grand Sudbury
www.city.greatersudbury.on.ca

Type of Decision

Meeting Date	September 23, 2008					Report Date	September 16, 2008			
Recommendation			Yes	X	No	Priority	x	High		Low
		Direction Only				Type of Meeting	x	Open		Closed

Report Title

School Zone Speed Limit - Marier Street and Paquette Street, Azilda

Policy Implications + Budget Impact

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

X	Background attached

Recommendation

That the speed limit on Marier Street from Notre Dame Street to Municipal Road 35, and the speed limit on Paquette Street from Notre Dame Street to 300 metres north of Notre Dame Street be reduced to 40 km/h due to the presence of Ecole Ste-Marie, and;

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 September 16, 2008.

	Recommendation attached

Recommended by the Department Head

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

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

Report Authored By	Division Review
Dave Kivi, Coordinator of Transportation and Traffic, Engineering Services	for Robert M. Falcioni, P. Eng. Director of Roads and Transportation

Background:

The City's Traffic and Transportation Engineering Section has received a request from the Principal and School Council for École Ste-Marie to reduce the speed limit on Marier Street and Paquette Street to 40 km/h (see Exhibit A).

Marier Street south of Municipal Road 35 is a residential collector road that is constructed to an urban standard with an asphalt surface width of 10 metres and an asphalt sidewalk along the west side. Paquette Street is a local residential road that is constructed to a rural standard with an asphalt surface width of 7 metres and gravel shoulders. The existing maximum speed limit on both Marier Street and Paquette Street is 50 km/h.

École Ste-Marie is a primary grade aged school located on the northwest corner of the intersection of Notre Dame Street at Marier Street/Montcalm Street (see Exhibit B). This intersection is currently controlled with an all-way stop.

To deal with numerous requests to reduce the speed limit near schools, City Council adopted a school zone speed reduction policy in 2001. The approved policy states the following:

- That staff be directed to bring to the attention of City Council request for speed reduction zones adjacent to schools based on the following considerations:
- That a school speed zone be installed at schools with primary grade aged students.
- That the school speed zone be limited to residential streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 50 km/h.
- That the request for the reduction be brought forward by both the Transportation Officer for the School Board, the Principal of the school and the Parent School Council.
- That only those requests that meet the above four criteria be brought forward by staff to City Council for consideration.

As the request from school officials is in keeping with the City's policy, staff recommends that the speed limit on Marier Street from Notre Dame Street to Municipal Road 35 and the speed limit on Paquette Street from Notre Dame Street to the 300 metres north of Notre Dame Street be reduced to 40km/h.

CITY OF GREATER SUDBURY

SCHEDULE "T" TO BY-LAW 2001-1

HIGHER OR LOWER RATES OF SPEED THAN THAT PRESCRIBED BY THE REGIONAL ACT OF THE HIGHWAY TRAFFIC ACT

(1)	(2)	(3)	(4)
Highway	From	To	Maximum Rate of Speed in Kilometres Per Hour
ADD:			
Marier Street	Notre Dame Street	Municipal Road 35	40
Paquette Street	Notre Dame Street	300 m North of Notre Dame Street	40

EXHIBIT: A

École Ste-Marie
25, rue Marie,Azilda (ONP0M 1B0
Téléphone: (705) 983-4254 Télécopieur (705) 983-5023

Raymond Joanisse, directeur | Gilbert Chartrand, directeur adjoint | Jeannette Massicotte, secrétaire

Monday July 28th 2008,

Mr. Dave Kivi,
City of Greater Sudbury

On behalf of the school community of École Ste-Marie situated at 25 Marier in Azilda, I'm requesting your assistance in reducing the speed limit in our school area.

Presently the speed limit in our school area is set at 50 km per hour. The school is surrounded by Marier Street, Paquette Street and Notre Dame Avenue. Many of our students walk or take their bicycle to come to school. In regards for their safety we ask that you please study this request.

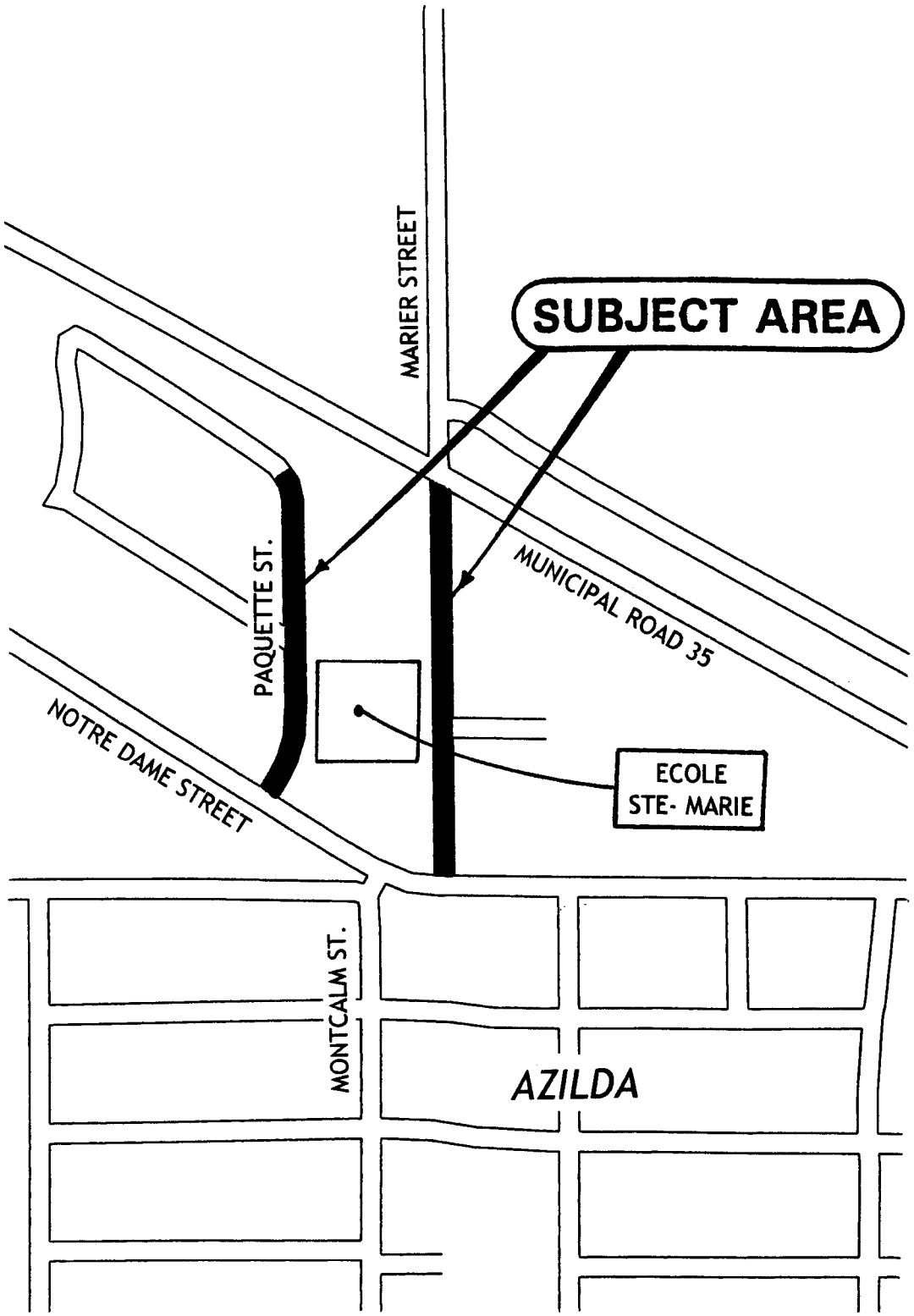
The school board Conseil scolaire catholique du district catholique du Nouvel Ontario is presently investing in improving the parking area of the school to better insure the safety of the students. Our school council has discussed this issue on many occasions and have asked that I take proper action to have the speed limit reduced.

The parents, the school council and the staff of École Ste-Marie would greatly appreciate your support in reducing the speed limit to 40 km per hour as is the norm in most school area in the Greater City of Sudbury.

If you need more information feel free to contact me at the school (705) 983-4254 or by e-mail during the summer months at raymond.joanisse@nouvelon.ca.

Thanking you for your help in this matter.
Raymond Joanisse, principal

EXHIBIT: B



Sudbury

MARIER STREET and PAQUETTE STREET
AZILDA

SCHOOL ZONE SPEED LIMIT

NOT TO SCALE		2008-09-17