OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, February 10, 2020
Tom Davies Square - Council Chamber

COUNCILLOR DEB MCINTOSH, CHAIR

Mark Signoretti, Vice-Chair

2:00 p.m. OPERATIONS COMMITTEE MEETING
COUNCIL CHAMBER

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DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

REGULAR AGENDA

PRESENTATIONS

1. Operations Committee Outlook 2020
   (ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)

   - Tony Cecutti, General Manager, Growth & Infrastructure

   (This presentation outlines the expected work of the Operations Committee for 2020.)

2. Report dated January 23, 2020 from the General Manager of Growth and Infrastructure regarding Winter Control Operations Update. **4 - 11**
   (ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)

   - Randy Halverson, Director of Linear Infrastructure Services

   (This presentation provides an update regarding the financial results of the 2019 winter roads operations up to and including the month of December 2019.)

MANAGERS' REPORTS

R-1. Report dated January 23, 2020 from the General Manager of Growth and Infrastructure regarding All Way Stop Control - Countryside Drive at Countryside Drive. **12 - 16**
(FOR INFORMATION ONLY)

(This report provides information regarding a request for an All Way Stop at the intersection of Countryside Drive at Countryside Drive.)

R-2. Report dated January 20, 2020 from the General Manager of Growth and Infrastructure regarding Parking Restrictions - Eyre Street. **17 - 21**
(RESOLUTION PREPARED)

(This report provides a recommendation regarding appropriate parking restriction revisions to allow for an increase in the available on-street parking in the vicinity of Spruce Street.)

MEMBERS' MOTIONS

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD

ADJOURNMENT

Presented To:	Operations Committee
Presented:	Monday, Feb 10, 2020
Report Date	Thursday, Jan 23, 2020
Type:	Presentations

For Information Only

Winter Control Operations Update

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

This report provides an overview of winter maintenance activities for the 2019-2020 winter control season up to and including the month of December 2019. The report provides general information and financial results for this period on six major winter service categories namely: • Roadway Snow Plowing/Sanding/Salting • Snow Removal, Sidewalk Winter Maintenance • Roadway Snow Plowing – Graders/Loaders/4x4's • Winter Ditching/Spring Clean Up • Miscellaneous Winter Maintenance

Financial Implications

This report provides the estimated financial results of the 2019 winter roads operations for the City's fiscal year between January and December 2019. The estimated deficit of $6.1 million may differ from actual year end results as certain estimates were necessary to account for outstanding invoices. The actual deficit will be communicated as part of the 2019 Operating Budget Variance Report that will be presented in Q2 2020.

Signed By

Report Prepared By
Kelsi Bernier
Co-ordinator of Finance (Roads)
Digitally Signed Jan 23, 20

Division Review
Randy Halverson
Director of Linear Infrastructure Services
Digitally Signed Jan 23, 20

Financial Implications
Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 23, 20

Recommended by the Department
Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jan 27, 20

Recommended by the C.A.O.
Ed Archer
Chief Administrative Officer
Digitally Signed Jan 29, 20

Winter Control Update - December 2019

Background

The City of Greater Sudbury's winter maintenance service levels are defined in Council approved winter control service policies as well as guidelines within the Minimum Maintenance Standards (MMS), O.Reg. 239-02. Each winter season presents various challenges. For example, significant snow accumulation with minimal melting throughout the season, snow events with mixed precipitation or freezing rain, as well as repetitive freeze thaw cycles that result in increased activity levels in snow removal, snow plowing, and pothole patching.

Weather Statistics

From October to end of December 2019 there has been four major snow events and 3 rain/freezing rain events that has required full deployment of all available City and Contractor snow plowing equipment. Table 1 highlights the statistical information for the 2019 winter season from Environment Canada. Included is the 30 year normal (1981 – 2010) for snowfall for the same months. The total accumulation for the 2019-2020 winter season, up to and including December 2019, is 4.7 feet or 1.43 meters compared to the 30 year normal of 3.2 feet or 0.98 meters. This represents a 46% increase. The annual snow total for the 2019 calendar year is 13.7 feet or 4.17 meters. The 30 year normal for the same period is 7.11 feet or 2.63 meters. This represents a 59.4% increase. Another significant difference seen so far this winter season (season 2019-2020) as compared to the 2018-2019 season is extreme temperature fluctuations above and below freezing, causing melting or freezing periods. While this helps reduce the height of the snowbanks, minimizing sightline issues and snow removal requirements, it causes an increase in maintenance activities for drain opening, sidewalk plowing and sanding, as well as additional plowing and road scraping with a graders and ice blade.

Table 1 – Weather Statistics

Month	Snow Accumulation (CMs)	30 Year Normal (CMs)	Percentage Increase/(Decrease) Compared to 30 Year Normal (%)	Snow Event	Rain/Freezing Rain Event
Jan	100.6	59.5	69.1%	4	1
Feb	101.2	51.7	95.7%	5	3
Mar	42.5	34.9	21.8%	1	1
Apr	18.1	16.9	7.1%	-	-
May	12	1.9	531.6%	-	-
Jun-Sep	-	-	0.0%	-	-
Oct	19.4	5.7	240.4%	-	-
Nov	80.8	29.6	173.0%	3	1
Dec	42.5	63.0	-32.5%	1	2
Totals	417.1	261.6	59.4%	14	8

Note: All weather data taken from Environment Canada website for weather station Sudbury A.

Winter Control Service Categories

1) Roadway Snow Plowing/Sanding/Salting

Includes work activities such as plowing, sanding, salting, anti-icing roads and winter stockpile management.

Status Update

For the December 2019 reporting period there was one major snow storm and two rain/freezing rain events coupled with several melting periods that has resulted in an increase in plowing/sanding/salting roadways.

Challenges

Extreme Temperature Fluctuations – Through the month of December temperatures fluctuated by 26.1 degrees, with the high temperatures approaching zero. These warmer temperatures cause the packed snow on the roads to melt, and to become soft and "mealy". When vehicles drive through this soft snow, it creates irregularities and deviations in the surface. This requires additional plowing/sanding/salting to keep the roads traversable for vehicles. This activity must be completed before the colder temperatures set in and freeze the soft/mealy snow, freezing the significant irregularities and deviations in the surface of the roadway. The above average snow accumulation seen in November combined with the weather we experienced in December has made this activity particularly challenging as there is deeper snow pack on the roads so

these deviations and irregularities can be very deep, creating significant rutting. Once the snow pack re-freezes, correcting these issues with a snowplow is limited and graders with ice blades are required to scrape the iced formations down to a smoother surface.

Rain/Freezing rain – There were two significant freezing rain events during the month of December. Staff initiated full deployment of all equipment as soon as possible to ensure that all main roads were addressed and to sand the snow packed residential roads that can become slippery under these conditions. Because of the geographical distance and length of road network, meeting public expectations on these residential roads in a freezing rain event is a challenge.

2) Snow Removal

Includes work activities such as bus stop clearing, snow removal with loaders, snow dump operation and snowbank removal in the downtown centres.

Status Update

Snow removal requirements have been minimal through the month of December. In 2019 Council approved an increase in the snow removal budget of $43,000 for the downtown core. In consultation with the Downtown BIA, and to enhance snowbank removal services, contract services were utilized to remove portions, or "cut-outs" of the snowbanks around high traffic parking stations in the downtown core as well as full snowbank removal along the on-street parking on the south side of Elm Street. This will be completed throughout the season on an "as needed" basis, approximately one occurrence per month, coordinated with the downtown full snow removal efforts. This activity provides residents better access to parking stations from on-street parking locations and will be re-evaluated at the end of the season for its effectiveness.

Challenges

Public expectation – When utilizing on-street parking, residents and downtown local businesses have expressed that they want to have the snowbanks removed more often. The current service level is for snow removal at intersections to improve sightlines, for widening when snowbanks impede the ability for a vehicle to pass safely, at select bus stops and in front of churches at Christmas.

3) Winter Sidewalk Maintenance

Includes work activities such as sidewalk plowing and sanding.

Status Update

For the December 2019 reporting period there was one major snow storm and two rain/freezing rain events coupled with several melting periods that has resulted in an increase in sidewalk maintenance.

Challenges

Extreme Temperature Fluctuations – Through the month of December temperatures fluctuated by 26.1 degrees, with the high temperatures approaching zero. These warmer temperatures cause the packed snow on the sidewalks to melt and to become soft and "mealy". When pedestrian traffic travels through this soft snow, it creates irregularities and deviations in the surface. This requires additional sidewalk plowing to keep the sidewalks traversable. This activity must be completed before the colder temperatures set in and freeze the soft/mealy snow. The above average snow accumulation seen in November has made this activity particularly challenging as there is deeper snow pack on the sidewalks so these deviations and irregularities can be very deep, creating significant rutting. This causes a particular challenge on sidewalks, as the availability of equipment to remove the surface irregularities once the melted snow has frozen again is limited.

4) Roadway Snow Plowing with Graders/Loaders/4x4s

Includes work activities such as snow plowing with graders, 4x4s and loaders, municipal parking lot maintenance and snow fence maintenance.

Status Update

From the beginning of Winter 2019/2020 until the end of December, staff have addressed four major snow storms. In addition to the snow events, the melting periods that have caused the snow on roads and sidewalks to melt, caused irregularities in the surface and requires additional plowing or scraping with graders equipped with ice blades to keep the roads traversable and smooth for vehicular traffic. A typical winter, staff do not have to complete the amount of road scraping that has been seen to date.

Challenges

Contractor availability – When this activity is required and there are extreme temperature fluctuations, this work must be performed quickly. Because of these conditions, additional graders are secured from Contractors. Graders, equipped with ice blades are specialized equipment, and not always readily available as Contractors have other priorities and contracts to fulfill.

Timing and Public Expectations - Road scraping with a grader equipped with an ice blade is a slow task involving multiple passes with a grader. With each pass, the grader removes a small layer of ice. This method removes the ice as small shards to the edge of

the road, and minimizes the creation of large ice chucks that require the City to pick up with a loader. In the month of December, there was a 249% increase in 311 calls regarding snow plowing, including ice blading, as compared to the average amount of calls in December between 2015-2018. With the limited amount of graders available, the length of road network requiring this activity and the slow nature of the work, meeting public expectations remains a challenge.

5) Winter Ditching/Spring Clean Up

Includes work activities such as winter ditch maintenance and spring clean up with sweepers/flushers on roads and sidewalks.

Status Update

There has been no winter ditching/spring clean up during this reporting period. Minor drainage activities have been completed during melting periods.

Challenges

No significant challenges in this reporting period.

6) Miscellaneous Winter Maintenance

Includes work activities such as property restoration (plow damage), pothole patching, winter road patrol, employee standby, equipment standby, health and safety training (snow school), fringe benefits and tool repairs.

Status Update

Pothole patching is the only maintenance activity that has been completed under this category during this reporting period. In the summer of 2019 the City completed a significant large patching program which is anticipated to mitigate pothole patching. Over the coming months, staff will continue to monitor this program closely to ensure the 2020 large patching program addresses the areas of greatest concern.

Challenges

The extreme temperature fluctuations resulted in an increase in freeze thaw cycles, increasing pothole patching requirements. City and Contracting crews are deployed, as required, to address this issue.

Financials

This report provides the estimated financial results of the 2019 winter roads operations for the City's fiscal year between January and December 2019. As depicted in Table 2 below, the estimated result for 2019 is an over expenditure of approximately $6.1 million. The actual year end result may differ from these estimates as certain estimates were necessary to account for outstanding invoices. The actual deficit will be communicated as part of the 2019 Operating Budget Variance Report that will be presented in Q2 2020. The winter control deficit will form part of the year-end position.

Table 2 – Financial Results

2019 Winter Summary As at December 31, 2019					
	Annual	2019 YTD			
	Budget	Budget	Actual	Variance	% Change YTD
Snow Plowing/Sanding/Salting	7,325,549	7,325,549	8,833,982	**(1,508,433)**	121%
Snow Removal	699,111	699,111	2,631,431	**(1,932,320)**	376%
Winter Sidewalk Maintenance	1,069,080	1,069,080	1,242,502	**(173,422)**	116%
Snow Plowing - Graders/Loaders/4x4s	794,962	794,962	1,847,228	**(1,052,266)**	232%
Winter Ditching/Spring Clean Up	2,036,020	2,036,020	2,982,196	**(946,176)**	146%
Miscellaneous Winter Maintenance	6,736,505	6,736,505	7,241,290	**(504,786)**	107%
Totals	18,661,226	18,661,226	24,778,629	**(6,117,403)**	133%

Table 3 – Miscellaneous Winter Maintenance Budget Breakdown

2019 Miscellaneous Winter Maintenance	
Expense Type	**Annual Budget (millions $)**
Employee Benefits	1.47
Asphalt Patching	1.02
Internal Recoveries (HR, Finance, IT)	0.74
Standby (Contractor Services)	0.72
Health & Safety	0.17
Other (Road Patrol, Emergency Response, Tool Repair, Property Restoration, etc.)	0.55
Administration & Supervision	2.08
Total	**$ 6.74**

Table 4 – 2019/2020 Winter Season Financial Summary

2019/2020 Winter Season Summary October to December, 2019			
	Season Budget	**Season Actual**	**Variance**
Snow Plowing/Sanding/Salting	2,498,570	3,617,453	**(1,118,883)**
Snow Removal	229,171	160,088	**69,083**
Winter Sidewalk Maintenance	374,178	460,030	**(85,852)**
Snow Plowing - Graders/Loaders/4x4s	216,185	608,078	**(391,894)**
Winter Ditching/Spring Clean Up	23,397	114,059	**(90,662)**
Miscellaneous Winter Maintenance	2,206,789	1,959,960	**246,828**
Totals	5,548,289	6,919,669	**(1,371,380)**

Presented To:	Operations Committee
Presented:	Monday, Feb 10, 2020
Report Date	Thursday, Jan 23, 2020
Type:	Managers' Reports

For Information Only

All Way Stop Control - Countryside Drive at Countryside Drive

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

Transportation and Innovation Services staff received a request for an all-way stop at the intersection of Countryside Drive and Countryside Drive. The report provides information regarding traffic control at the intersection.

Financial Implications

This report has no financial implications.

Signed By

Report Prepared By
Ryan Purdy
Traffic and Transportation Engineering Analyst
Digitally Signed Jan 23, 20

Manager Review
Joe Rocca
Traffic and Asset Management Supervisor
Digitally Signed Jan 23, 20

Division Review
David Shelsted
Director of Infrastructure Capital Planning Services
Digitally Signed Jan 23, 20

Financial Implications
Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 23, 20

Recommended by the Department
Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jan 27, 20

Recommended by the C.A.O.
Ed Archer
Chief Administrative Officer
Digitally Signed Jan 28, 20

All-Way Stop Control
Countryside Drive at Countryside Drive, Sudbury

Transportation and Innovation Services staff received direction at the November Operations Committee meeting to review the intersection of Countryside Drive at Countryside Drive for an all-way stop. The intersection forms a four-leg intersection controlled with two stop signs facing southeast bound traffic on Countryside Drive and northeast bound traffic from the Gerry McCrory Countryside Sports Complex.

In 2008, City Council adopted an all-way stop policy for the City of Greater Sudbury. The policy is based on a jurisdictional scan of Ontario municipalities and reduces the requirements to have all-way stops installed. Staff conducted a turning movement count on August 7, 2019 at this intersection and applied the data to the City's minimum

volume warrant. Based on the average annual daily traffic volumes on Countryside Drive, this intersection would be classified as Minor Collector. As shown in Exhibit A, the total volume meets 68% of the volume requirements.

A review of the City's collision information from 2015 to 2019 year to date revealed that there were no collisions during this period. For a minor collector roadway, the collision warrant requires a minimum of three collisions per year over three-year period.

Based on approved future development, Staff also reviewed how a veterinary clinic and dog park would impact the results of the all-way stop warrant. The veterinary clinic is proposed to be constructed within the cul-de-sac portion of Countryside Drive and the dog park will be constructed northwest of the arena with access being provided from the arena driveway.

The Institute of Transportation Engineers Trip Generation Handbook estimates the number of trips for a veterinary clinic based on building area. These estimates are based on historical traffic studies conducted throughout North America and submitted to the ITE. The size of the proposed veterinary clinic is approximately 730 square metres or approximately 7,858 square feet. Based on this size, the clinic is estimated to generate 37 trips in the afternoon peak hour.

Since the ITE Trip Generation Handbook does not have studies for a dog park, staff used the Second Avenue dog park as a comparative location. The counts collected indicate there were 14 trips in the afternoon peak hour.

Staff used a conservative approach and added these estimated trips to all four peak hours for the all-way stop warrant. As shown in Exhibit B, the total volume meets 82% of the volume requirements.

Based on the current and projected traffic volume and collision history, staff does not recommend installing an all-way stop at the intersection of Countryside Drive and Countryside Drive. With the ongoing development in the area, staff will continue to monitor the traffic volumes to the intersection to determine if an all-way stop will be warranted.

EXHIBIT A

CITY OF GREATER SUDBURY
ALL-WAY STOP WARRANTS

Location:	Countryside Dr at Countryside Dr	Date:	January 14, 2020
Date of TM Count:	January 14, 2020	Analyst:	RP
Type of Intersection:	Cross		
Roadway Type	Minor Collector		
AADT of Main Road:	2086		

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	68	%
Warrant #2	Collision History	0	%
Warrant #3	Traffic Control Signals	No	Y/N

All-Way Stop Warranted? **No** 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	**236**	**68%**
Veh + Pedestrian volume from side street is ≥	200/hr	**140/hr**	N/A	**101**	**72%**
Traffic Split	70/30	**70/30**	70/30	**58/42**	**100%**

Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	**Minor Collector**	Local	Total Number of Collisions	Percent Compliance
Total Collisions over a 3 year period	12*	**9***	6*	**0**	**0%**

Warrant #3	**Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.**	**No**	**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.

EXHIBIT B

CITY OF GREATER SUDBURY
ALL-WAY STOP WARRANTS

Location:	Countryside Dr at Countryside Dr	Date:	January 14, 2020
Date of TM Count:	January 14, 2020	Analyst:	RP
Type of Intersection:	Cross	Note:	Includes trips generated by proposed veterinary clinic and dog park.
Roadway Type	Minor Collector		
AADT of Main Road:	2086		

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	82	%
Warrant #2	Collision History	0	%
Warrant #3	Traffic Control Signals	No	Y/N

All-Way Stop Warranted? **No** 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	**287**	**82%**
Veh + Pedestrian volume from side street is ≥	200/hr	**140/hr**	N/A	**115**	**82%**
Traffic Split	70/30	**70/30**	70/30	**58/42**	**100%**

Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	**Minor Collector**	Local	Total Number of Collisions	Percent Compliance
Total Collisions over a 3 year period	12*	**9***	6*	**0**	**0%**

Warrant #3	**Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.**	**No**	**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.

Presented To:	Operations Committee
Presented:	Monday, Feb 10, 2020
Report Date	Monday, Jan 20, 2020
Type:	Managers' Reports

Request for Decision

Parking Restrictions - Eyre Street

Resolution

THAT the City of Greater Sudbury removes the parking restriction on the east side of Eyre Street from 9 metres south of Spruce Street to 31 metres south of Spruce Street.

AND THAT the City of Greater Sudbury directs staff to prepare a by-law to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes as outlined in the report entitled “Parking Restrictions – Eyre Street” from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on February 10, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters

Report Summary

Transportation and Innovation Services staff received a request from a business owner on Eyre Street asking that the existing on-street parking restrictions in the area be reviewed to see if on-street parking could be permitted. This report will recommend appropriate parking restrictions for Eyre Street.

Financial Implications

Recommendations of this report may be carried out within existing approved budget and staff complement.

Signed By

Report Prepared By
David Knutson
Traffic and Transportation Technologist
Digitally Signed Jan 21, 20

Manager Review
Joe Rocca
Traffic and Asset Management Supervisor
Digitally Signed Jan 21, 20

Division Review
David Shelsted
Director of Infrastructure Capital Planning Services
Digitally Signed Jan 21, 20

Financial Implications
Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jan 22, 20

Recommended by the Department
Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jan 22, 20

Recommended by the C.A.O.
Ed Archer
Chief Administrative Officer
Digitally Signed Jan 28, 20

Parking Restrictions - Eyre Street

Transportation and Innovation Services staff received a request to permit on-street parking in front of 60 & 62 Eyre Street which is located just south of the Spruce Street intersection. These addresses do not have off-street parking and as such, patrons of the business are required to use on-street parking. Eyre Street is a paved residential roadway with an operating width of approximately 9.5 metres, curb and gutter, sidewalk and a posted speed limit of 50km/h (Figure 1 & 2). Parking is currently prohibited on the east side of the roadway from Albert Street to Pine Street.

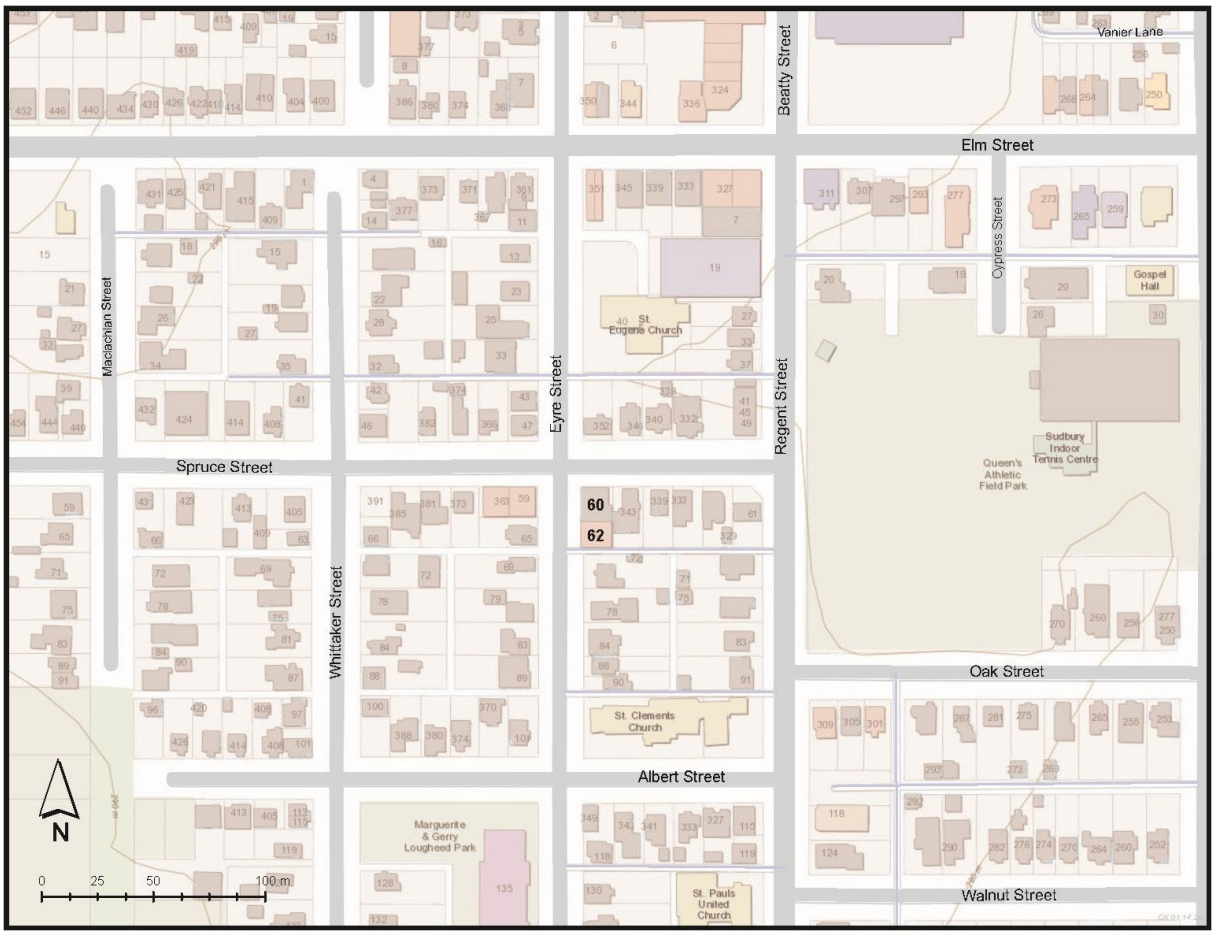

Figure 1 – Eyre Street Overview

Figure 2 – Eyre Street Street View

The primary function of a public road is for the safe and efficient movement of traffic. On-street parking may be considered when this criteria is met.

In order to determine if on-street parking could be safely provided in front of 60 & 62 Eyre Street, staff reviewed the stopping sight distances in the area. The stopping sight distance is calculated based on the speed limit of the road, the amount of time it takes a person to see the hazard and realize they need to take action (commonly referred to as the Perception and Reaction time) and how quickly a vehicle can brake to come to a complete stop. Staff reviewed the vertical sight lines on Eyre Street from Spruce Street to Albert Street, using the stopping sight distance as outlined in the TAC Geometric Design Guide for Canadian Roads, and found the vertical sight lines to be sufficient from Spruce Street to 31 metres south of Spruce Street. Beyond this area, the sight lines are insufficient to allow motorists to see vehicles, parked or otherwise, in the roadway at a sufficient distance to be able to avoid a potential collision. Due to the sufficient sight lines, staff recommend removing the parking restriction on the east side of Eyre Street from 9 metres south of Spruce Street to 31 metres south of Spruce Street. By allowing

parking in this area, approximately 3 additional on-street parking spaces will be created. Figure 3, below, shows an overview of where parking is recommended to be permitted.

Figure 3 – Eyre Street Parking Recommendations

Resources Cited:

Transportation Association of Canada, *Geometric Design Guide for Canadian Roads,* June 2017

CITY OF GREATER SUDBURY

SCHEDULE "B" TO BY-LAW 2010-1

(1) Highway	(2) Side	(3) Between
REMOVE:		
Eyre Street (Sudbury)	East	Albert Street – Pine Street
ADD:		
Eyre Street (Sudbury)	East	Albert Street - 31m South of Spruce Street
Eyre Street (Sudbury)	East	Spruce Street – Pine Street