



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, December 2, 2019
Tom Davies Square - Council Chambers

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

PRESENTATIONS

1. Report dated November 18, 2019 from the General Manager of Growth and Infrastructure regarding 2019 Active Transportation Annual Report. **4 - 13**
(ELECTRONIC PRESENTATION) (RESOLUTION PREPARED)

- LyAnne Chenier, Active Transportation Coordinator

(This report provides a recommendation regarding amendments to the Traffic and Parking Bylaw 2010-1 to enable the designation of newly implemented cycling infrastructure.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated November 20, 2019 from the General Manager of Growth and Infrastructure regarding Update to By-law 2017-45; Bridge Load Restriction By-law. **14 - 18**
(RESOLUTION PREPARED)

(This report provides a recommendation regarding amendments to By-law 2017-45 due to the completion of bridge replacement projects and new information regarding load postings.)

- R-2. Report dated November 15, 2019 from the General Manager of Growth and Infrastructure regarding Right of Way Reassignment - Paul Street at Laurier Street West and Hollybrook Crescent. **19 - 22**
(RESOLUTION PREPARED)

(This report provides a recommendation to reassign the right-of-way at the intersection of Paul Street at Laurier Street west and Hollybrook Crescent in order to implement standard uniform systems of traffic control.)

- R-3. Report dated November 15, 2019 from the General Manager of Growth and Infrastructure regarding Right of Way Reassignment - Beatrice Crescent at Hawthorne Drive. **23 - 26**
(RESOLUTION PREPARED)

(This report provides a recommendation to reassign the right-of-way at the intersection of Beatrice Crescent at Hawthorne Drive in order to implement standard uniform systems of traffic control.)

- R-4. Report dated November 15, 2019 from the General Manager of Growth and Infrastructure regarding Parking Restrictions - Maki Avenue. **27 - 29**
(RESOLUTION PREPARED)

(This report provides a recommendation regarding parking restrictions on Maki Avenue.)

MEMBERS' MOTIONS

Request to Accelerate the Retrofit/Replacement of the Sand/Salt Dome

As presented by Councillor McIntosh:

WHEREAS lake water quality is of great importance to the City of Greater Sudbury and the management of road salt is important to minimizing impact to lake water quality;

AND WHEREAS according to the 2018 Salt Optimization Plan the preferred solution to manage road salt storage within the Ramsey Lake intake protection zone is to redevelop the existing site using best management practices, for example, building a dome for the pickled sand and salt storage and provide indoor loading);

AND WHEREAS the Depot Master Plan proposes to build new types of salt/sand domes that will capture salt runoff and divert it from returning to surrounding water bodies and create a more efficient operational environment for handling materials and loading plows;

AND WHEREAS detailed design work of all depot upgrades has commenced;

AND WHEREAS due to its proximity to the Ramsey Lake intake protection zone, the sand/salt dome retrofit or replacement at the Frobisher Depot should be the priority;

THEREFORE BE IT RESOLVED that the City of Greater Sudbury directs staff to provide a report to the Operations Committee by the second quarter of 2020, identifying the requirements to accelerate the retrofit/replacement of the sand/salt dome aspect of the Depot Master Plan and that the facility at the Frobisher Depot be prioritized as part of the process.

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD

ADJOURNMENT

Presented To:	Operations Committee
Presented:	Monday, Dec 02, 2019
Report Date	Monday, Nov 18, 2019
Type:	Presentations

Request for Decision

2019 Active Transportation Annual Report

Resolution

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 “2019 Active Transportation Annual Report”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 2, 2019.

Relationship to the Strategic Plan / Health Impact Assessment

This report supports Council’s Strategic Plan in the area of Create a Healthier Community by investing in Infrastructure to Support Community Recreation with a Focus on Quality of Life. Providing quality multimodal transportation options to connect neighbourhoods and communities within Greater Sudbury will also assist in promoting a quality of life that attracts and retains youth and professionals in our community.

Report Summary

This report highlights 2019 initiatives, events and infrastructure achievements that support walking and cycling in Greater Sudbury and outlines recommended amendments to the Traffic and Parking Bylaw 2010-1 to enable the designation of newly implemented cycling infrastructure.

Financial Implications

There are no financial implications associated with this report.

Signed By

Report Prepared By

LyAnne Chenier
Co-Ordinator of Roads and
Transportation Administration
Digitally Signed Nov 18, 19

Manager Review

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Nov 18, 19

Division Review

Akli Ben-Anteur
Project Engineer
Digitally Signed Nov 19, 19

Financial Implications

Liisa Lenz
Coordinator of Budgets
Digitally Signed Nov 20, 19

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Nov 20, 19

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Nov 20, 19

2019 Active Transportation Annual Report

Purpose:

This report updates Council on the 2019 policies, initiatives, events and infrastructure achievements that support walking and cycling in Greater Sudbury and outlines recommended amendments to the Traffic and Parking Bylaw 2010-1 to enable the designation of newly implemented cycling infrastructure.

Background:

In 2016, the Transportation Master Plan (TMP) was updated to better align with these priorities by taking a sustainability-focused approach to optimizing and enhancing the transportation network. The 2016 TMP outlines a cycling facility network, and recommends a suite of policy options to support the delivery of pedestrian and cycling infrastructure in Greater Sudbury.

In July 2018, City Council approved a Complete Streets Policy for the City of Greater Sudbury. This policy will guide current and future transportation infrastructure planning and delivery to ensure citizens of all ages and abilities, using all modes of transportation, are best accommodated during the planning, design, construction and maintenance of City infrastructure.

The Infrastructure Capital Planning division is responsible for the implementation of the Transportation Master Plan, associated policies and programs to support active transportation. Over the last three years, significant strides have been made to deliver on the recommendations of the Transportation Master Plan and staff are continuing to develop new policies and programs to serve the needs of Greater Sudbury citizens who walk or bike as transportation.

Policies and Plans:

Transportation Demand Management Plan Community Grant Program

In May 2018, the final Transportation Demand Management (TDM) Plan for Greater Sudbury was presented to the Operations Committee and was approved by Council in June 2018.

The success of the TDM Plan relies on actively engaging with community partners to participate in or take the lead on delivering TDM programs, initiatives and events. In 2019, the City launched the [Transportation Demand Management Community Grant Program](#), which supports Council's commitment to deliver programs and initiatives to make the highest and best use of transportation infrastructure investments. The goal of the TDM Community Grant Program is to support a robust, non-profit sector program that is designed to provide eligible organizations with funding assistance for community-

based activities that will have a positive city-wide impact and support implementation of the TDM Plan for Greater Sudbury.

The City launched the first intake of the TDM Grant program in June 2019. The program reviewed nine applications of which seven were approved. Based on the approved applications, approximately \$7000 in funding was distributed to community groups to deliver TDM-related programs, initiatives and services.

Approved projects are scheduled to take place within the boundaries of the City of Greater Sudbury within the calendar year in which the application was submitted. Upon completion of the project all participants are required to submit a final report to the City so that staff are able to monitor and track progress on delivering measures outlined in the [Transportation Demand Management Plan for Greater Sudbury](#).

The Transportation Demand Management Community Grant Program introductory report, originally presented to the Operations Committee on June 3, 2019 may be read at:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=6&id=1342>

The Transportation Demand Management Community Grant Program – 2019 Allocations report, originally presented to the City Council on August 13, 2019 may be read at:

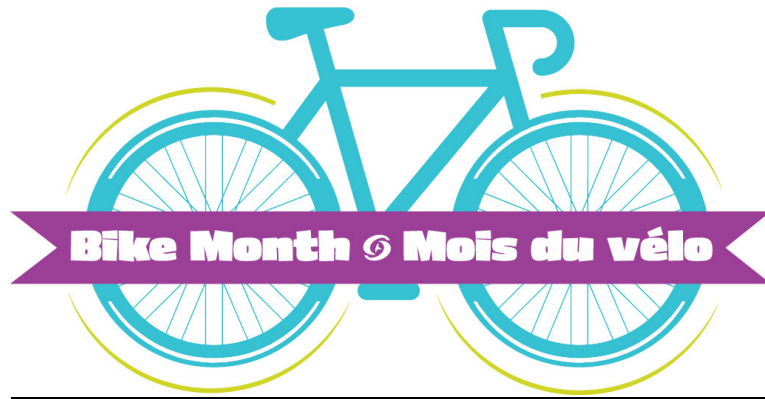
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=27123.pdf>

Initiatives and Events:

Momentum: Moving Forward Together - Digital Newsletter

More than 550 residents receive this newsletter each quarter. Staff also use this list to share upcoming public consultation opportunities or other community events.

#CGSBikeMonth



In 2017, the Provincial Government officially [declared June as Ontario Bike Month](#). Bike Month kicked off on June 1st and continued [all month long](#) with dozens of ways to celebrate, including community rides, skills development courses and free events like the Kids Bike Exchange and Bike to Work Day. On June 12th, 2019, Mayor Bigger officially proclaimed Bike Month in Greater Sudbury in a ceremony held as part of Bike to Work Day.

Bike to Work Day

Greater Sudbury residents were invited to get on their bikes and ride to work on June 12, 2019 for the City's first annual Bike to Work Day as part of Bike Month celebrations that took place throughout the month of June.

People who bike to work that morning were invited to stop by the Commuter Café at the Tom Davies Square Courtyard, where local agencies, not-for-profit organizations and businesses were able to provide information about cycling in Greater Sudbury. Participants enjoyed a grab-and-go breakfast while Mayor Bigger was on hand with remarks.

Second Annual Mayor's Bike Ride with Bike Sudbury

The second annual Mayor's Bike Ride was held on the evening of June 6, 2019. The bike ride, which was hosted by Bike Sudbury in partnership with the City, was 12 km long and provided participants with tips on how to ride their bike safely on a variety of cycling infrastructure types, as well as how to navigate pedestrian crossovers, crosswalks, bike lights, and intersections.

Kids' Bike Exchange

The Kids Bike Exchange program, put on by Bike Sudbury in partnership with the City of Greater Sudbury, Public Health Sudbury & Districts, and Rainbow Routes Association has been running in Greater Sudbury since 2012. Bicycles used for the exchange are donated by members of the community. Volunteers conduct a safety inspection, make minor repairs, and equip them with a new bell and reflective tape. Bikes are then distributed on scheduled bike exchange dates to children and youth 18 years and younger.

The Kids' Bike Exchange took place on June 15, 2019, where 86 bikes were given to the children of the community and an approximately 75 additional bikes were donated at the exchange.

Beat The Traffic – Maley Drive

On Sunday, October 20th, approximately 1,150 residents, some with their furry friends, walked, ran, cycled and rollerbladed down the nearly 3 km of freshly paved asphalt on Maley Drive. The event provided everyone an opportunity to use the new road before it was opened to vehicles and took place between the roundabout at Barry Downe Road and the Notre Dame Avenue overpass.



Infrastructure Improvements:

Leading Pedestrian Interval

Pedestrian safety has been and remains a primary focus of the City's Transportation and Innovation Section. A Leading Pedestrian Interval (LPI) is a pedestrian signal timing option in which the "walk" interval starts several seconds before the adjacent traffic signal turns green for vehicular traffic. By giving pedestrians a head start, they can establish the right-of-way, which increases their visibility to motorists and ultimately

reduces potential conflicts with turning vehicles. The first LPI was activated at the intersection of Notre Dame Avenue at Kathleen Street as a pilot project in 2017. Following the success of that pilot project, a total of 8 (eight) LPIs were activated at various intersections including Paris Street at York Street and Paris Street at Centennial Drive in 2019.

The Leading Pedestrian Interval Policy report, presented to the Operations Committee on January 15, 2018 may be read at

<https://agendasonline.greatersudbury.ca/?pg=agenda&action=navigator&lang=en&iid=1251&itemid=14364>

New Pedestrian Crossover Locations

In 2018, staff received six requests for pedestrian crossovers to be installed throughout the community. Staff completed the warrant process for these requested crossings to determine whether they met the guidelines outlined in Book 15 of the Ontario Traffic Manual. Analysis concluded that one of the requested pedestrian crossovers was warranted which was installed in 2019 at Loach's Road at Windle Drive. Westmount Ave at William Street was also constructed in 2019 as it was deferred from the 2018 construction season.

Engineering Design of Paris-Notre Dame Bikeway

Work is continuing on The Paris-Notre Dame Bikeway. This 9 km cycling route, is planned to be a physically separated cycling facility on Paris Street and Notre Dame Avenue that will act as a spine to connect the City's cycling network from Regent Street in the south to Turner Avenue in the north end.

The first segment of the Bikeway between York Street to Walford Road was completed in 2017. A portion of funds obtained from the Ontario Municipal Commuter Cycling Program has been used to retain a consultant to undertake the engineering design of the physically-separated cycling facility of the remainder of the 9 km project, which will be completed in two phases. The design of the South Phase extends from Walford Road to Regent Street while the North Phase focuses on the segment from York Street to Turner Avenue (Figure 1).



Figure 1. Paris – Notre Dame Bikeway projec limits.

Design work on the Paris – Notre Dame Bikeway will incorporate the feedback received from both rounds of consultation that were held on November 20, 2018 and May 15, 2019. The design of South Phase of the project is anticipated to be completed by the end of 2019, while the design of the North Phase of the Bikeway is planned to be completed in first quarter of 2020.

A report presenting the final design of the Paris – Notre Dame Bikeway will be brought before the Operations Committee in the first quarter of 2020. Part of this forthcoming report will present options to move forward with the construction of a segment of the Bikeway using the remaining funds from the Ontario Municipal Commuter Cycling (OMCC) Fund, which is required to be completed by December 2020.

At a later date in 2020, staff will bring forward an additional report to the Operations Committee presenting an implementation and funding strategy for the Bikeway.

Bike Parking Program

To address existing community infrastructure deficiencies and increase the availability of both public and private secure bike parking in Greater Sudbury, the City requested

funds to implement a Bicycle Parking Program from the Ontario Municipal Commuter Cycling Program.

The Bike Parking Program will be delivered in two parts:

- 1) Upgrading public bike parking across the town centres and at municipally-owned facilities; and
- 2) Introducing a 'Bike Racks for Businesses' program to incentivize private sector businesses to invest in bike parking for their properties.

Staff is working with the Parking Services section to identify opportunities for increasing the supply of public bike parking in the Downtown and in other town centres throughout the community. The removal of parking meters in the Downtown core presents an opportunity to install bike racks and increase the supply of conveniently located racks in Downtown, thereby supporting the ability of residents to frequent the area without a vehicle.

The City has also launched the "Bike Racks for Businesses" program which will offer high quality and secure bike parking for businesses at a discount rate. The Bike Racks for Businesses program will have three (3) intake periods, where the City will be accepting pre-orders for bike racks. The program intake periods will be, spring 2020, summer 2020 and fall 2020. After the final intake period in fall 2020, the program will no longer be available and businesses will be required to provide bike parking at their own effort and expense.



Summary of Cycling Facilities Installed in 2019

In 2019, the City of Greater Sudbury installed 7.2 centreline kilometers of cycling infrastructure.

Road	From	To	Facility Type	Segment Length
York Street	Paris Street	Regent Street	Bike Lanes	2 km
Elm Street	Ethelbert Street	Regent Street	Bike Lanes	1 km
Auger Avenue	Falconbridge Road	LaSalle Boulevard	Edgeline	2.6 km
Dominion Drive	Municipal Road 80	Elmview Drive	Multituse Path (north Side)	1.6 km
TOTAL				7.2 km

A description of the different types of cycling facilities that are used in Greater Sudbury can be found at www.greatersudbury.ca/cycling.

Summary of New Sidewalk Installed in 2019

In 2019, the City of Greater Sudbury installed 1.3 kilometers of new sidewalk.

Road	From	To	Facility Type	Segment Length
York Street	Paris Street	Regent Street	Sidewalk	1 km
Regent Street	Long Lake Road	Old Burwash Road	Sidewalk	270 m
Second Avenue	Bancroft Drive	Approximately 0.5 m south	Sidewalk	0.5 km (east side only)

Amendments to Traffic and Parking By-law 2010-1:

When new cycling-only facilities are installed as part of a roads capital projects or as part of operational improvements, an amending by-law to the Traffic and Parking By-law 2010-1 must be passed to appropriately designate facilities and devices for use by only people on bicycles. Staff recommend that cycling facilities be designated on York

Street, from Paris Street to Regent Street, Elm Street from Ethelbert Street to Regent Street, and a multiuse Path on the North side of Dominion Drive from Municipal Road 80 (Old Highway 69) to Elmview Drive.

Request for Decision

Update to By-law 2017-45; Bridge Load Restriction By-law

Presented To: Operations Committee

Presented: Monday, Dec 02, 2019

Report Date: Wednesday, Nov 20, 2019

Type: Managers' Reports

Resolution

THAT the City of Greater Sudbury directs staff to prepare a by-law to amend Bridge Load Restriction By-law 2017-45 to implement the recommended changes as outlined in the report entitled "Update to By-law 2017-45; Bridge Load Restriction By-law", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 2, 2019.

Relationship to the Strategic Plan / Health Impact Assessment

The update to the bridge load restriction bylaw advances City Council's strategic goal related to Asset Management and Service Excellence as outlined in City Council's adopted 2019-2027 Strategic Plan.

Report Summary

As a result of capital investment into bridge replacements, load restrictions on Finland Creek Bridge on Balsam Street in Copper Cliff and Romford Creek Bridge on William Avenue in Coniston are no longer required. Additionally, as the result of a recommended structural analysis by an Engineer retained by the City to perform bridge inspections, High Falls Road Bridge on High Falls Road in Worthington requires a load restriction, as outlined in the resolution above. This report will recommend appropriate revisions to the Bridge Load Restriction bylaw 2017-45.

Financial Implications

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

Signed By

Report Prepared By

Chris Cornell
Project Manager
Digitally Signed Nov 20, 19

Manager Review

Akli Ben-Anteur
Project Engineer
Digitally Signed Nov 20, 19

Division Review

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Project Engineer
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Financial Implications

Liisa Lenz
Coordinator of Budgets
Digitally Signed Nov 20, 19

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Nov 20, 19

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Nov 20, 19

Update to Bridge Load Restriction Bylaw 2017-45

Purpose

This report seeks Council approval to update the Bridge Load Restriction Bylaw to reflect the current state of the City's bridges. In 2016, there were several individual bylaws setting loading restrictions that were consolidated into one bylaw, 2017-45. Since then, two load posted bridges have been replaced and another bridge has been evaluated and determined to require a load posting, thus necessitating an update to bylaw 2017-45.

Overview/Executive Summary

As a result of capital investment into bridge replacements, load restrictions on Finland Creek Bridge on Balsam Street in Copper Cliff and Romford Creek Bridge on William Avenue in Coniston are no longer required. Additionally, as the result of a recommended structural analysis by an Engineer retained by the City to perform bridge inspections, High Falls Road Bridge on High Falls Road in Worthington requires a load restriction, as outlined above. In the interest of the City's bylaw accurately reflecting the existing condition of our bridge inventory and ensuring the new load posting is enforceable, this report will recommend appropriate revisions to the Bridge Load Restriction Bylaw 2017-45.

Background

The City retains a Structural Engineer to perform biennial inspections of all City bridges and large culverts as required by Ontario Regulation 104/97 Standards for Bridges. The Engineer recommended a structural analysis of the Finland Creek Bridge on Balsam Street in Copper Cliff, the Romford Creek Bridge on William Avenue in Coniston and the High Falls Road Bridge on High Falls Road in Worthington.

The load restrictions for Romford Creek Bridge and Finland Creek Bridge had been incorporated into bylaw 2017-45, which consolidated several bridge load restriction bylaws into one bylaw. Since this consolidation, a structural analysis was recommended for High Falls Road Bridge, which resulted in the load restriction noted in the resolution above. The load restriction signs have been posted at this location. Additionally, the Romford Creek Bridge and Finland Creek Bridge have been replaced since the creation of bylaw 2017-45, making the load restriction no longer necessary for these bridges. The load restriction signs have been removed at these locations.

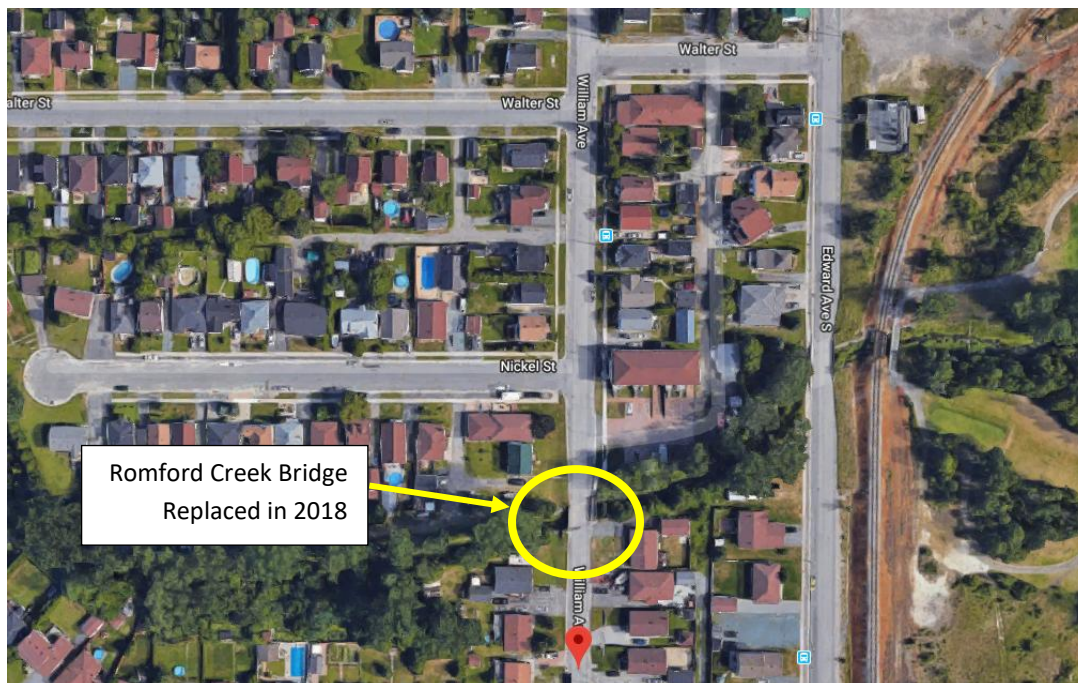


Image 1 – Romford Creek Bridge Location

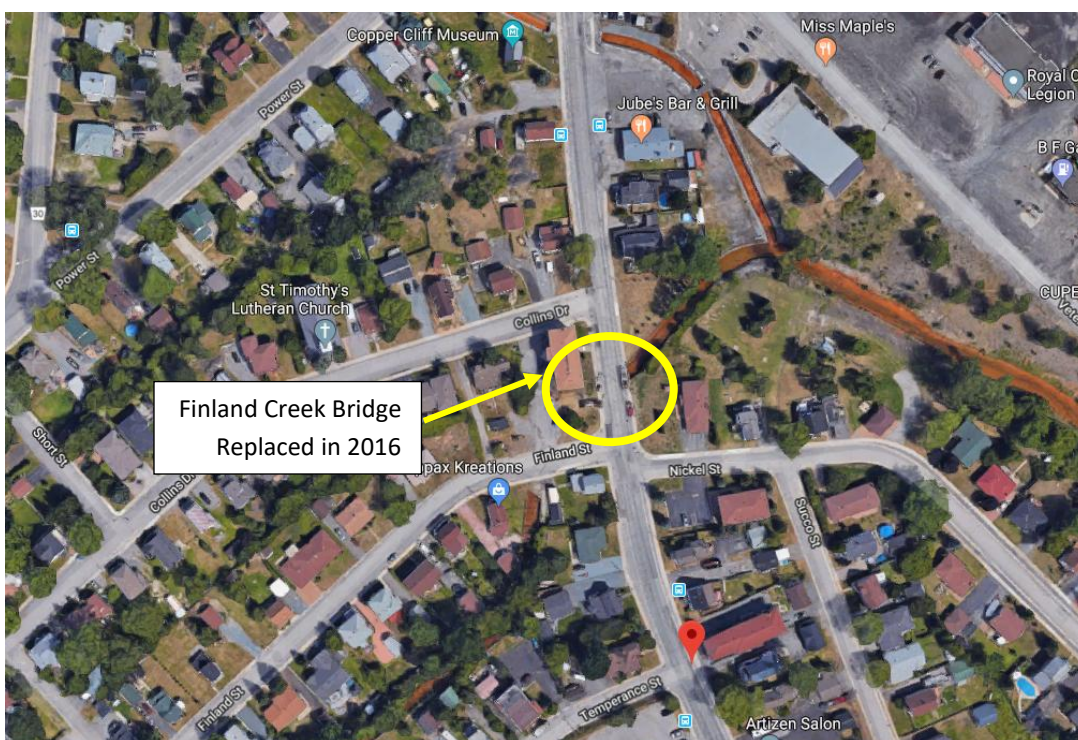


Image 2 – Finland Creek Bridge Location



Image 3 – High Falls Road Bridge Location

Analysis

The City is mandated to have all bridges and large culverts inspected by a Structural Engineer at least once every two years under Ontario Regulation 104/97. The inspection results highlight bridges structural condition and make recommendations on upgrades and rehabilitation work that need to be carried out by the City. These recommendations are the basis for the City's capital investment in bridges. In addition, part of these recommendations include having a structural analysis/evaluation performed to determine if a particular bridge has the capacity outlined in the latest version of the Canadian Highway Bridge Design Code (CHBDC). If the result of the evaluation is that full capacity is not present in the bridge, then a load restriction is determined, based on the CHBDC.

Next Steps

To ensure that the bridge load restrictions are enforceable and accurately reflect the existing condition of the bridge inventory, it is staff's recommendation to update Bylaw 2017-45 as follows:

- High Falls Road Bridge (1004) on High Falls Road in Worthington be load restricted with a triple load posting (18 tonnes for Single Vehicle Unit, 33 tonnes for Two Vehicle Unit, 46 tonnes for Three Vehicle Unit);

- The existing load posting for the Finland Creek Bridge (1019) on Balsam Street in Copper Cliff be removed;
- The existing load posting for the Romford Creek Bridge (5014) on William Avenue in Coniston be removed;

Schedule 'B' of the By-law 2017-45 be amended accordingly to reflect the above changes.

Resources Cited

City of Greater Sudbury, *Operations Committee – Item R-3*, January 18, 2016

Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=997&itemid=min>

Presented To:	Operations Committee
Presented:	Monday, Dec 02, 2019
Report Date	Friday, Nov 15, 2019
Type:	Managers' Reports

Request for Decision

Right of Way Reassignment - Paul Street at Laurier Street West and Hollybrook Crescent

Resolution

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 "Right of Way Reassignment – Paul Street at Laurier Street West and Hollybrook Crescent", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 2, 2019.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

This report will provide a recommendation to reassign the right-of-way at the intersection of Paul Street at Laurier Street West and Hollybrook Crescent in order to implement a standard uniform system of traffic control.

Financial Implications

Recommendations of this report may be carried out within the existing approved operating budget.

Signed By

Report Prepared By

Soutsay Boualavong
Traffic/Trans Eng Analyst
Digitally Signed Nov 15, 19

Manager Review

Joe Rocca
Traffic and Asset Management
Supervisor
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Division Review

Akli Ben-Anteur
Project Engineer
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Financial Implications

Liisa Lenz
Coordinator of Budgets
Digitally Signed Nov 18, 19

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Nov 18, 19

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Nov 18, 19

Right of way Reassignment

Paul Street at Laurier Street west and Hollybrook Crescent

The City's Transportation and Innovation Services section received requests from area residents to review the intersection of Paul Street at Laurier Street West and Hollybrook Crescent where a non-standard system of traffic control was implemented. The requests were received in response to the City recently assuming Hollybrook Crescent and no traffic control being present for vehicles approaching the intersection from the west.

Paul Street, Laurier Street West and Hollybrook Crescent intersect forming a cross intersection. Currently there are two stop signs installed at the intersection; one facing westbound traffic on Laurier Street West and one facing southbound traffic on Paul Street (see Figure 1 below). This is not a standard form of traffic control at a cross intersection and may result in some confusion, especially for the drivers who are not familiar with the area.

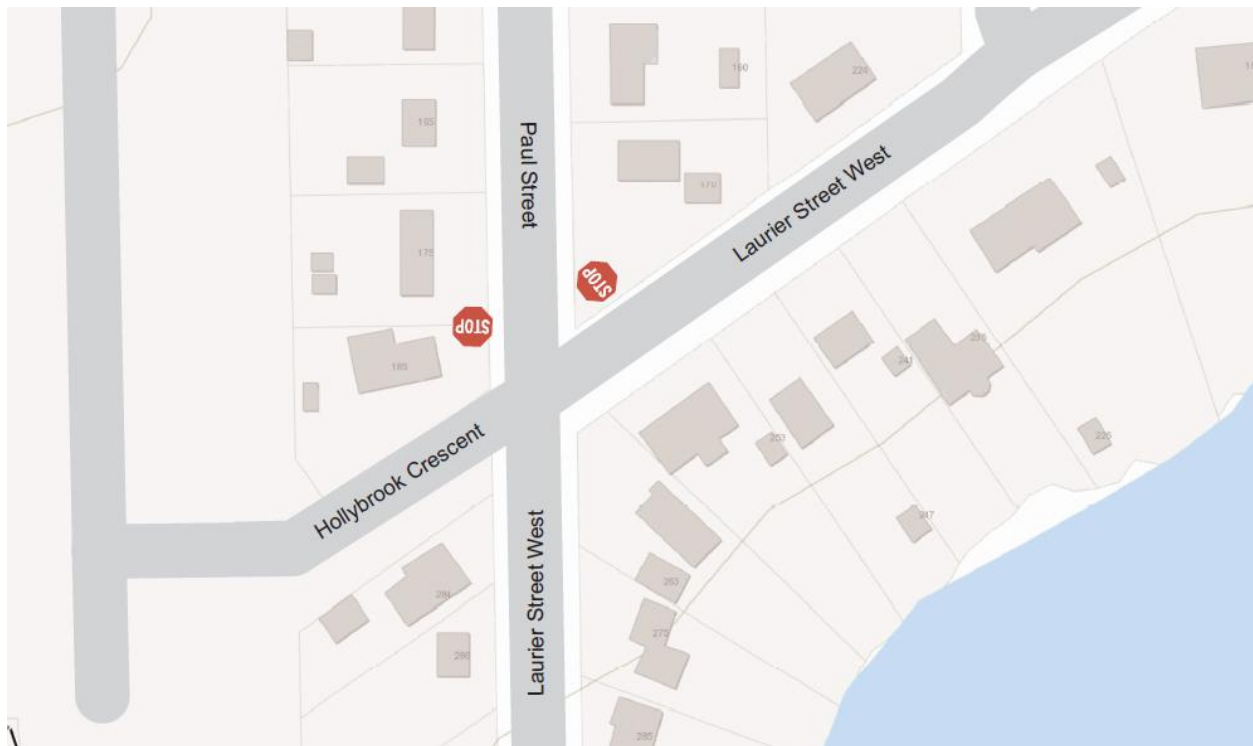


Figure 1 – Existing traffic control at the subject intersection

Staff first reviewed whether an all-way stop was warranted at this intersection. A turning movement count was completed at the intersection on July 11, 2019. Applying the data to the City's minimum vehicle volume warrant indicates that the total vehicle

volume meets only 47% of the minimum volume requirements (see Exhibit A). A review of the City's collision data from 2015 to 2019 year to date revealed that there were no reported collisions at the intersection during this period.

Based on traffic volume and collision history, an all-way stop is not warranted at this intersection. However, in order to improve safety and to implement a standard uniform system of traffic control, it is recommended that traffic be controlled with a Stop sign facing eastbound traffic on Hollybrook Crescent and westbound traffic on Laurier Street West. It is recommended that a by-law be passed to amend the Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury, to implement this change.

The process for reassigning the right-of-way at an intersection is a multiple step process which can be confusing to drivers. To try and minimize the risk of a collision, the Ontario Traffic Manual (OTM) has provided a procedure that is to be followed to safely carry out the transition. The intent of the procedure is to change driver expectation and behavior by alerting drivers to a state of operational change. The following is a summary of the required procedure:

- i. The process will begin by installing new stop signs facing northbound traffic on Laurier Street West and eastbound traffic on Hollybrook Crescent with appropriate tabs to create an all-way stop at the intersection. The all-way stop is to remain in effect for at least 15 days.
- ii. At the same time, large signs will be installed facing eastbound traffic on Hollybrook Crescent and westbound traffic on Laurier Street west indicating "cross traffic does not stop". Below this sign, a tab sign is installed stating "After", with the month and day indicating when the stop sign will be removed.
- iii. After minimum of 15 days, the stop signs facing both northbound traffic on Laurier Street west and southbound traffic on Paul Street will be removed. The tab signs with the month and day are also removed.
- iv. After an additional period of a minimum of 15 days, the "cross traffic does not stop" signs are removed.

Besides utilizing the above sign installation procedure, staff will issue a public service announcement to advise the public of the change in traffic control at the intersection. Greater Sudbury Police Services will also be requested to increase the level of enforcement at the intersection during the transition period.

Resources Cited:

Ontario Traffic Manual, Book 5 – Regulatory Signs, March 2000.



Exhibit A CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location: Paul St - Laurier St. - Hollybrook Cr Date: 9/24/2019
 Date of TM Count: 7/11/2019 Analyst: SB
 Type of Intersection: Cross

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	47%	%
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	350	250	164	47%
Veh + Pedestrian volumes from side street is ≥	200/hr	140/hr	N/A		
Traffic Split	70/30	70/30	70/30	70/30	100%

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*	0	0%

Warrant #3	Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.	NO	Y/N
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* 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, Dec 02, 2019
Report Date	Friday, Nov 15, 2019
Type:	Managers' Reports

Request for Decision

Right of Way Reassignment - Beatrice Crescent at Hawthorne Drive

Resolution

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 "Right of Way Reassignment – Beatrice Crescent at Hawthorne Drive", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 2, 2019.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters

Report Summary

This report will provide a recommendation to reassign the right-of-way at the intersection of Beatrice Crescent at Hawthorne Drive in order to implement standard uniform systems of traffic control.

Financial Implications

Recommendations of this report may be carried out within existing approved operating budget.

Signed By

Report Prepared By

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Recommended by the C.A.O.

Ed Archer
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Right of way Reassignment Beatrice Crescent at Hawthorne Drive

The City's Transportation and Innovation Services section received requests from area residents to review the intersection of Hawthorne Drive at Beatrice Crescent where a non-standard system of traffic control is currently implemented.

Hawthorne Drive intersects Beatrice Crescent forming a "T" intersection. Currently, traffic at this intersection is controlled by Yield signs facing both northbound and southbound traffic on Beatrice Crescent (see Figure 1 below). This is not a standard form of traffic control at a "T" intersection. Typically at a "T" intersection, vehicles on the intersecting road are required to stop or yield to vehicles on the through road. Intersections with a non-standard system of traffic control may create driver confusion and conflicts between various turning movements.

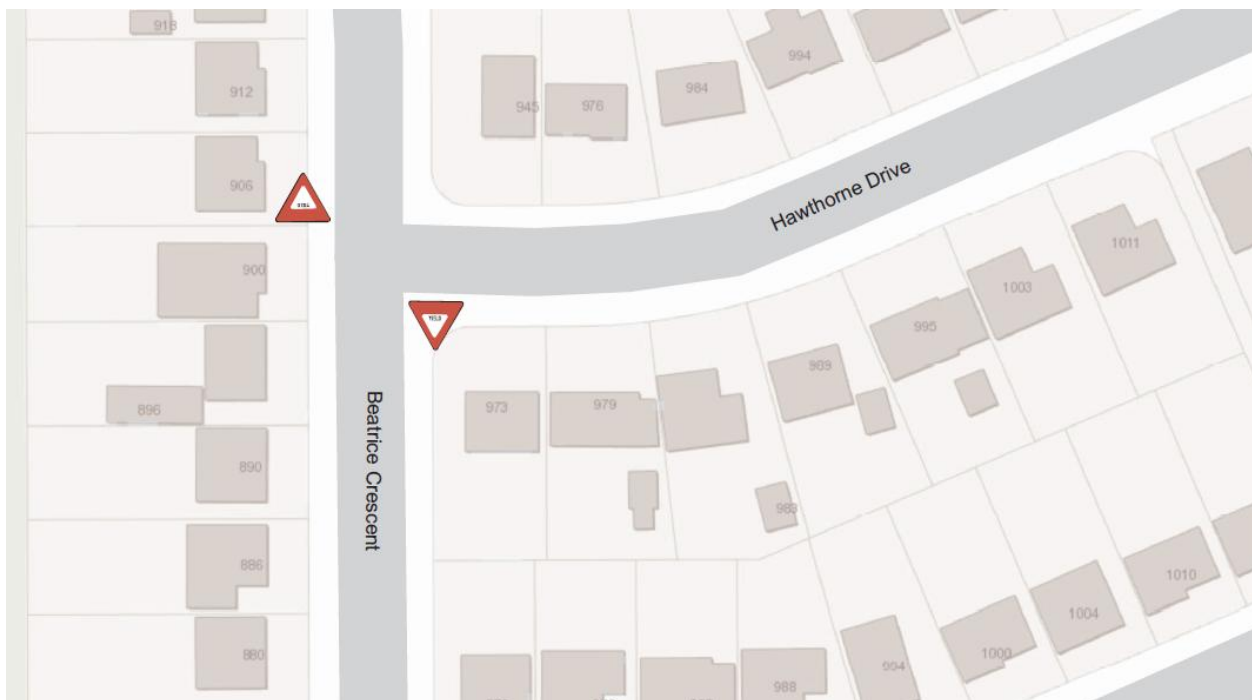


Figure 1 – Existing Traffic Control at the intersection of Beatrice Crescent and Hawthorne Drive

Staff first reviewed whether an all-way stop was warranted at this intersection. A turning movement count was completed on August 20, 2019 at this intersection. Applying the data to the City's minimum vehicle volume warrant indicates that the total vehicle volume meets 74% of the minimum volume requirements (see Exhibit A). A review of the City's collision data from 2015 to 2019 year to date revealed that there were no

reported collisions at this intersection during this period. Based on traffic volume and collision history, an all-way stop is not warranted at this intersection.

In order to improve safety and to implement a standard uniform system of traffic control, it is recommended that traffic be controlled with a STOP sign facing westbound traffic on Hawthorne Drive. It is recommended that a by-law be passed to amend the Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury, to implement this change.

The process for reassigning the right-of-way at an intersection is a multiple step process which can be confusing to drivers. To try and minimize the risk of a collision, the Ontario Traffic Manual (OTM) has provided a procedure that is to be followed to safely carry out the transition. The intent of the procedure is to change driver expectation and behavior by alerting drivers to a state of operational change. The following is a summary of the required procedure:

- i. The process will begin by replacing existing yield signs with stop signs on Beatrice Crescent and installing a new stop sign on Hawthorne Drive with appropriate tabs to create an all-way stop at the intersection. The all-way stop is to remain in effect for at least 15 days.
- ii. At the same time, large signs will be installed on Hawthorne Drive indicating "cross traffic does not stop". Below this sign, a tab sign is installed stating "After", with the month and day indicating when the stop sign will be removed.
- iii. After minimum of 15 days, remove the stop signs facing both northbound and southbound on Beatrice Crescent. The tab signs with the month and day are also removed.
- iv. After an additional period of a minimum of 15 days, the "cross traffic does not stop" signs are removed.

Besides utilizing the above sign installation procedure, staff will utilize the media to advise the public of the change in traffic control at the intersection. Greater Sudbury Police Services will also be requested to increase the level of enforcement at the intersection during the transition period.

Resources Cited:

Ontario Traffic Manual, Book 5 – Regulatory Signs, March 2000.



EXHIBIT A CITY OF GREATER SUDBURY ALL-WAY STOP WARRANT

Location: Beatrice Crescent at Hawthorne Drive Date: 9/27/2019
 Date of TM Count: 8/20/2019 Analyst: SB
 Type of Intersection: T

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	74%	%
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	350	250	260	74%
Veh + Pedestrian volumes from side street is ≥	200/hr	140/hr	N/A		
Traffic Split	70/30	70/30	70/30	70/30	100%

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*	0	0%

Warrant #3	Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.	NO	Y/N
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* 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, Dec 02, 2019
Report Date	Friday, Nov 15, 2019
Type:	Managers' Reports

Request for Decision

Parking Restrictions - Maki Avenue

Resolution

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 – Maki Avenue", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 2, 2019.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

Transportation and Innovation Services staff received a request to review the operation and sight distances of Maki Avenue due to vehicles being parked on both sides of the road. This report will recommend parking restrictions on Maki Avenue.

Financial Implications

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

Signed By

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Ed Archer
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Parking Restrictions – Maki Avenue, Sudbury

Background

Transportation and Innovation Services staff received a request to review the operation and sight distances of Maki Avenue due to vehicles being parked on both sides of the road.

The section of Maki Avenue under review is from Paris Street to 350 metres East of Paris Street (see Figure 1 below). This area of Maki Avenue has an operating width of 7 metres with a sidewalk on the south side of the street and a posted speed limit of 40 km/h. In 2018, parking was restricted on both sides of Maki Avenue at all times of day from 480 metres east of Paris Street to 654 metres east of Paris Street due to reduced sight lines related to a hill in the area. The 2018 report to the Operations Committee may be read at

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1255&itemid=15075&lang=en>



Figure 1 – Location of Recommended Parking Restrictions

Staff completed an on-site visit to review the concerns raised. The area identified contains a series of curves and hills which restrict sight lines and make it difficult to see an oncoming vehicle when there is a need to pass a parked vehicle. In addition, there were several instances of vehicles parked on sidewalks through this area during staff's on-site visit. Staff also completed a review of the collision history for this area between January 1, 2016 and December 31, 2018 and found no collisions related to sight lines for the area.

The primary function of a public road is for the safe and efficient movement of traffic. On-street parking is usually permitted when this criteria is met. Due to the geometry of the road, motorists' sight distance lines are significantly reduced and the risk of collision is higher when vehicles are parked on the street.

To improve safety, it is recommended that parking be restricted at all times of the day on both sides of Maki Avenue from Paris Street to 350 metres east of Paris Street. This recommendation will leave a 130 metre area where parking will continue to be permitted. This area is relatively flat and provides adequate sight distance to allow vehicles to pass a parked vehicle.