



# OPERATIONS COMMITTEE AGENDA

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Operations Committee Meeting  
**Monday, March 17, 2014**  
Tom Davies Square

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**COUNCILLOR JACQUES BARBEAU, CHAIR**

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**Claude Berthiaume, Vice-Chair**

6:00 p.m. or 30 minutes  
after the conclusion of the  
Community Services Meeting,  
whichever is earlier.

OPERATIONS COMMITTEE MEETING  
COMMITTEE ROOM C-11

Council and Committee Meetings are accessible. For more information regarding accessibility,  
please call 3-1-1 or email [clerks@greatersudbury.ca](mailto:clerks@greatersudbury.ca).

## **DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

## **PRESENTATIONS**

1. Report dated March 6, 2014 from the General Manager of Infrastructure Services regarding Pedestrian Lighting Standards for Road Right-of-ways. **5 - 10**  
**(ELECTRONIC PRESENTATION) (RECOMMENDATION PREPARED)**
  - David Shelsted, Director of Roads and Transportation Services

(This report provides a recommendation for lighting standards for pedestrians on road right-of-ways.)

## **CONSENT AGENDA**

(For the purpose of convenience and for expediting meetings, matters of business of repetitive or routine nature are included in the Consent Agenda, and all such matters of business contained in the Consent Agenda are voted on collectively.

A particular matter of business may be singled out from the Consent Agenda for debate or for a separate vote upon the request of any Councillor. In the case of a separate vote, the excluded matter of business is severed from the Consent Agenda, and only the remaining matters of business contained in the Consent Agenda are voted on collectively.

Each and every matter of business contained in the Consent Agenda is recorded separately in the minutes of the meeting.)

## **CORRESPONDENCE FOR INFORMATION ONLY**

- C-1. Report dated March 4, 2014 from the General Manager of Infrastructure Services regarding Winter Control Operations Update - January 2014. **11 - 12**  
**(FOR INFORMATION ONLY)**

(This report provides the projected financial results for winter roads operations during the month of January 2014.)
- C-2. Report dated March 4, 2014 from the General Manager of Infrastructure Services regarding Winter Control Operations Update - 2013. **13 - 14**  
**(FOR INFORMATION ONLY)**

(This report provides the financial results for winter roads operations during 2013.)

## **REGULAR AGENDA**

## **MANAGERS' REPORTS**

- R-1. Report dated March 5, 2014 from the General Manager of Infrastructure Services regarding Parking Restrictions - 1) Michael Street, Rayside Balfour 2) South Bay Road, Sudbury. **15 - 18**  
**(RECOMMENDATION PREPARED)**  
(The Roads and Transportation Services Division has received requests to implement parking restrictions on Michael Street and South Bay Road. The report provides information and recommendations for consideration.)
- R-2. Report dated March 4, 2014 from the General Manager of Infrastructure Services regarding Centre Two-Way Left Turn Lanes - 1) Falconbridge Highway 2) Garson Coniston Road 3) Lasalle Boulevard 4) Long Lake Road 5) Marcus Drive 6) Notre Dame Avenue 7) Old Highway 69 (MR 80) 8) Regent Street. **19 - 28**  
**(RECOMMENDATION PREPARED)**  
(This report provides recommendations to implement Centre Two-Way Left Turn Lanes at eight various locations within the City.)
- R-3. Report dated March 5, 2014 from the General Manager of Infrastructure Services regarding Dual Left Turn Lanes - 1) Intersection of Lasalle Boulevard and Notre Dame Avenue. 2) Intersection of the Kingsway and Silver Hills Drive. **29 - 30**  
**(RECOMMENDATION PREPARED)**  
(This report recommends the implementation of Dual Left Turn Lanes at two locations.)

## **MOTIONS**

### **M-1. Kennedy Street Speed Limit Reduction to 40 km/hr**

As presented by Councillor Belli:

WHEREAS Lasalle Secondary School is situated at the end of Kennedy Street and as a result there is a high volume of pedestrian and vehicular traffic on Kennedy Street;

AND WHEREAS the speed limit on Kennedy Street remains at 50 km/hr;

AND WHEREAS on January 20th, 2014, the Operations Committee passed a recommendation directing staff to fund the change in school speed limits by the 2014 Traffic Calming Budget and complete the changes by the end of 2014;

AND WHEREAS the change in school speed limits will only occur on streets where elementary schools are situated;

THEREFORE BE IT RESOLVED THAT the City of Greater Sudbury direct staff to include Kennedy Street in the change in school speed limits in order that the speed limit on Kennedy Street be reduced to 40 km/hr by the end of 2014.

**ADDENDUM**

**CIVIC PETITIONS**

**QUESTION PERIOD AND ANNOUNCEMENTS**

**NOTICES OF MOTION**

**ADJOURNMENT**

**BRIGITTE SOBUSH, DEPUTY CITY CLERK**

## Request for Decision

### Pedestrian Lighting Standards for Road Right-of-ways

Presented To:	Operations Committee
Presented:	Monday, Mar 17, 2014
Report Date	Thursday, Mar 06, 2014
Type:	Presentations

### Recommendation

THAT the City of Greater Sudbury approve the modified version of the spot street light warrant;

AND THAT the City of Greater Sudbury approve the revised street light standard for municipal right-of-ways in accordance with the report dated March 6, 2014 from the General Manager of Infrastructure Services.

## Background

The current streetlight policy is to light roadways and not sidewalks. Street lights installed on the same side of the road as a sidewalk will also provide lighting on the sidewalk and adjacent properties due to light spilling. This is commonly referred to as “light pollution” and has become a concern and nuisance for some residents. The Dark Skies movement is generally associated with the need to preserve and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting. To address these concerns, Council approved a Light Pollution Policy in 2012.

In 2012, Greater Sudbury Utilities (GSU) completed an upgrade of the hydro infrastructure along Lorne Street from Webbwood Drive to Martindale Road. As part of the upgrade, the hydro infrastructure, including poles with streetlights, was moved from the north side of the roadway to the south side of the roadway. Moving the street lights to the south side of the roadway has resulted in slightly higher lighting levels on the road, however there is no longer any “light pollution” providing light on the sidewalk or adjacent property owners.

Several concerns were raised by residents as a result of the reduced lighting levels along the sidewalk on Lorne Street. Staff was directed by Council “to seek out best practices from other municipalities, develop a policy for sidewalk lighting standards for Council’s consideration, identify the possibility of joint planning policy between Greater Sudbury Hydro Inc. and the City of Greater Sudbury when the poles are being located, and report back to Council or Operations Committee.”

City staff has completed a review of the right-of-way lighting policies of the City of Burlington, City of

#### Signed By

**Report Prepared By**

David Shelsted  
Director of Roads & Transportation  
Services  
*Digitally Signed Mar 6, 14*

**Division Review**

David Shelsted  
Director of Roads & Transportation  
Services  
*Digitally Signed Mar 6, 14*

**Recommended by the Department**

Tony Cecutti  
General Manager of Infrastructure  
Services  
*Digitally Signed Mar 6, 14*

**Recommended by the C.A.O.**

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Mar 6, 14*

Edmonton, City of Hamilton, and City of Ottawa. Except for the City of Edmonton, each municipality has developed their policy using the American National Standard Practice for Roadway Lighting (RP-8) as the basis and making modifications as per their City's requirements. The road and walkway lighting policy for the City of Edmonton is based on the Transportation Association of Canada (TAC) Guide for the Design of Roadway Lighting. It is important to note that TAC's Guide for the Design of Roadway Lighting recommends identical minimum lighting levels as those in RP-8.

RP-8 has been developed by the Illuminating Engineering Society of North America (IESNA). IESNA has been the technical authority on illumination for over 100 years. Its objective has been to communicate information on all aspects of good lighting practices to its members, the lighting community and consumers. Through technical committees, the IESNA correlates research, investigations and discussions to guide the lighting community through consensus-based lighting recommendations. The IESNA Committee on Roadway Lighting has been producing guidelines for roadway lighting since 1928. The current guideline, RP-8, has evolved from earlier documents and considers the latest research, international standards, experience and equipment technology.

RP-8 was originally published in 2000 and was reaffirmed in 2005. The primary purpose of the guideline is to serve as the basis for design of fixed lighting for roadways, adjacent bikeways, and pedestrian ways. As stated within RP-8, the purpose of the guideline is to provide recommended practices for designing new continuous lighting systems for roadways and it is not intended to be applied to existing lighting systems until such systems are redesigned.

It is recommended that the City of Greater Sudbury utilize the most current version of the RP-8 standard, for right-of-way lighting only, with the following modifications:

1. The standard will only be applied to new roadways and capital projects which involve the widening of the roadway. Existing roadway lighting will remain at current lighting levels as recommended by RP-8.
2. Right-of-way lighting will only be provided in areas designated as 'communities' and 'non-urban settlements' in the Official Plan (refer to Exhibit A). For 'rural and waterfront areas,' right-of-way lighting will only be provided at intersections of public roadways, areas with geometric deficiencies (for example, substandard horizontal curves with posted advisory speed) or collision prone locations.
3. The roadway lighting levels will take precedence over sidewalk lighting levels for sidewalks located more than 2.5 m away from the light pole. Therefore, roadways will not be over lit in order that the lighting of sidewalks in distant locations or on the side of the road opposite a single sided lighting installation achieves the average lighting level as outlined in RP-8.
4. The vertical illuminance component of the sidewalk lighting criteria identified in RP-8 may not be practical to implement in some circumstances and therefore is not utilized by this policy.
5. When the installation of a new sidewalk is restrained to a specific side of the roadway by the terrain (for example, rock outcrops or sharp drop-offs beyond the edge of pavement) or other obstruction, and it is not economically feasible to provide additional lighting for the sidewalk, the roadway will not be over lit in order that the lighting of the sidewalk achieves the average lighting level as outlined in RP-8.

It is recommended by staff, that walkways which run between the homes of residents and connect two right-of-ways continue to not be lit. In most cases, poles are not located within these walkways and where poles exist, it is extremely difficult to provide light to the walkway without lighting the backyards of the abutting lands.

It is also recommended that this policy be the minimum lighting requirement for any private road that is to be assumed by the City.

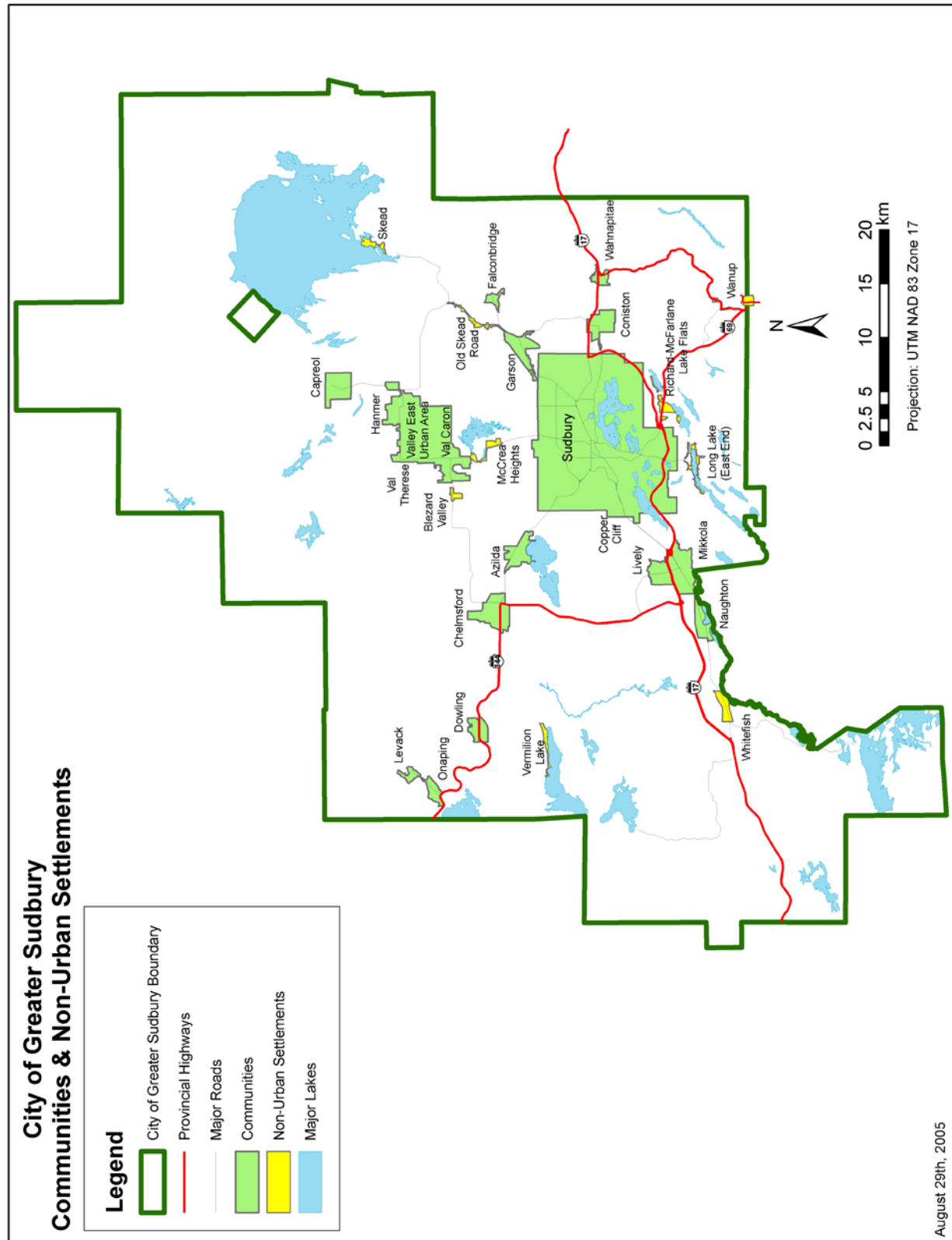
The City also arranges for the installation of street lights through its spot treatment program. Each year a small portion of the Roads capital budget is allocated to this program (\$45,000 in 2014). Through this program, locations requested by residents are put through an initial screening process and then ranked according to a series of factors. Once the final ranking is completed, estimates for the installation of street lights are obtained from GSU. Based on the provided estimates and the annual budget, the highest ranking locations are approved for installation until allocated funds for the year are exhausted. Locations which warrant the installation of a street light but are not installed due to funding limits are carried over to subsequent years and ranked against new requests. In a typical year, the City will receive 50 requests for new installations and will arrange for 10 to 15 street lights to be installed.

The City's Spot Street Light Warrant is a modified version of the warrant for lighting arterial, collector and local roads which is found in TAC's Guide for the Design of Roadway Lighting. It is recommended that the modified RP-8 standard apply to the spot treatment program as well. For example, street lights will only be installed within communities or non-urban settlements as designated by the Official Plan unless the area of concern has a geometric deficiency. See Exhibit B for a copy of the City of Greater Sudbury Spot Street Light Warrant which has been updated to include a screening question related to the modified RP-8 standard. In addition, City staff will work with Greater Sudbury Police Services to provide improved street lighting in identified areas. These projects will also be funded from the Spot Street Light program.

City staff along with GSU staff has investigated possible ways to improve lighting levels on the sidewalk on the north side of Lorne Street. The existing lighting does not meet the above standard for sidewalk lighting. As part of the pole relocation project, a series of poles will remain on the north side of Lorne Street that may be used for the installation of additional lighting for the sidewalk. However, the remaining poles are spaced inconsistently and will result in dark areas and some poles may need to be replaced due to their condition or their proximity to the road. Additional poles would need to be installed to provide uniform lighting. Consistent with this policy, it is proposed to upgrade the lighting of this section of Lorne Street as part of the next capital project. This section of Lorne Street is currently identified in 2016 in the Roads capital budget outlook.

For all future utility pole relocation projects, GSU and City staff will review this lighting policy prior to the relocation of street lights.

## EXHIBIT: A





# City of Greater Sudbury Spot Street Light Warrant

Location: \_\_\_\_\_  
 Number of Lights Requested: \_\_\_\_\_  
 Analyst: \_\_\_\_\_  
 Field Review Date: \_\_\_\_\_  
 Photo Taken? Yes No  
 Warrant Completion Date: \_\_\_\_\_

## Initial Screening

- |   |     |    |
|---|-----|----|
| 1. Is there existing lighting at the requested location?  | Yes | No |
| 2. Is there existing full lighting on the roadway?  | Yes | No |
| 3. Will a new pole be required for the requested location?  | Yes | No |
| 4. Is the requested location outside of a 'community' or 'non-urban settlement' as defined by the Official Plan? (If a geometric deficiency will be addressed, select No) | Yes | No |

If "Yes" to ANY of the above questions, the location does not qualify for a spot street light.  
 If "No" to ALL of the above questions, proceed to the Ranking section below.

## Ranking

	Ranking Factor	Rating Factor					Weight	Rating	Score
		1	2	3	4	5			
1	Classification	Lane	Local	Collector/ Tertiary Arterial	Secondary Arterial	Primary Arterial	1.0		
2	Driveways and Entrances/km	<20	20 to 40	40 to 60	60 to 80	> 80	1.4		
3	Horizontal Curve Speed Reduction (km/h)		<10	10 to 20	20 to 30	>30	5.5		
4	Vertical Grade (%)	<3	3 to 4	4 to 5	5 to 7	>7	0.4		
5	Sight Distance (m)	>210	150 to 210	90 to 150	60 to 90	<60	0.2		
6	Parking	Prohibited	Loading	Off Peak	One Side	Both Sides	0.1		
7	Operating or Posted Speed (km/h)	<=40	50	60	70	>=80	0.6		
8	Pedestrian Nighttime Activity Level (#/peak hour)			Low (<10)	Medium (11 to 99)	High (>=100)	3.2		
9	Percentage of Development Adjacent to Road (%)	nil	nil to 30	30 to 60	60 to 90	>90	0.2		
10	Area Classification	Rural	Industrial	Residential	Commercial	Downtown	0.2		
11	Distance from Development to Roadway (m)	>60	45 to 60	30 to 45	15 to 30	<15	0.2		
12	Ambient (off Roadway) Lighting	Nil	Sparse	Moderate	Distracting	Intense	1.4		
13	Safety (# of nighttime collisions from previous 3 years or GSPS priority rating)	0	1	2	3	>3	5.6		
							<b>Total</b>		

## Field Notes

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## **Review Criteria**

Full Lighting is when the entire roadway width within a defined area has lighting in a uniform manner.

The Horizontal Curve Reduction speed is determined by measuring the comfortable speed of the horizontal curve using a ball bank meter.

Pedestrian Nighttime Activity is estimated using the adjacent land uses.

### **Ambient Lighting Definitions**

Sparse - typically includes rural roadways with little or no development

Moderate - typically includes rural or urban roads with some building lighting and development outside of commercial areas.

Areas with residential and industrial development will typically have moderate ambient lighting.

Distracting - typically is downtown commercial areas with well lighted building exteriors adjacent to the roadway. It can also include commercial development where lighting is used to attract attention to businesses.

Intense - typically is areas with large advertising signs, sports lighting and other intense light sources adjacent to the roadway.

## For Information Only

### Winter Control Operations Update - January 2014

Presented To: Operations Committee

Presented: Monday, Mar 17, 2014

Report Date: Tuesday, Mar 04, 2014

Type: Correspondence for Information Only

### Recommendation

For Information Only

## Background

This report provides the financial results of the 2014 winter roads operations for the month of January 2014. The projected result for the month of January is a \$1.055M over expenditure as shown in Table 1 below. Certain estimates were necessary to account for outstanding invoices.

#### Signed By

##### Report Prepared By

Shawn Turner  
Manager of Financial & Support Services  
*Digitally Signed Mar 4, 14*

##### Division Review

David Shelsted  
Director of Roads & Transportation Services  
*Digitally Signed Mar 4, 14*

##### Recommended by the Department

Tony Cecutti  
General Manager of Infrastructure Services  
*Digitally Signed Mar 4, 14*

##### Recommended by the C.A.O.

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Mar 5, 14*

**Table 1**  
**2014 Winter Control Summary**  
31-Jan-14

	Annual Budget	January		
		Budget	Actual	Variance
Administration & Supervision	2,242,597	378,951	378,549	402
Sanding/Salting/Plowing	6,599,616	1,491,614	2,522,339	(1,030,725)
Snow Removal	670,513	178,803	290,544	(111,741)
Sidewalk Maintenance	858,493	171,696	210,213	(38,517)
Winter Ditching/Spring Cleanup	1,456,862	54,926	45,540	9,386
Miscellaneous Winter Roads	4,092,874	553,190	437,133	116,057
<b>TOTAL</b>	<b>15,920,955</b>	<b>2,829,180</b>	<b>3,884,318</b>	<b>(1,055,138)</b>

## January Winter Control Activities

As shown in Table 2 below, the City received approximately 92 centimetres or 153 percent of the average January snowfall. This snowfall was received on 25 of the 31 calendar days in January. These smaller, more frequent storms required crews to be deployed more often during the month. Additionally, the mean temperature for January was -15.5 C which resulted in the need to use more sand to keep our roads safe. There were 7 general callouts (city crews and contractors) during the month of January, in addition to some partial callouts. Due to the frequency of deployments, sanding/salting/plowing was \$1.03M over budget for the month of January. This large accumulation of snow in December 2013 and January also required increased snow removal to improve sight lines at intersections and improve road width where warranted. Consequently, snow removal was approximately \$110,000 over budget for the month of January. This was partially offset by under expenditures in the miscellaneous winter roads category.

**TABLE 2**  
**2014 Snowfall**

	<b>Jan.</b>	<b>Feb.</b>	<b>Mar.</b>	<b>Apr.</b>	<b>Nov.</b>	<b>Dec.</b>	<b>Total</b>
<b>Normal 30 year avg. (cm)</b>	60	52	35	17	30	63	257
<b>2014 Actual (cm)</b>	92						
<b>% of Actual to Normal</b>	153						

## Summary

In summary, winter roads operations for January 2014 resulted in an over expenditure of approximately \$1.055M. As per the Reserve policy, any annual over expenditure in winter roads operations may be funded from the Roads Winter Control Reserve Fund.

## For Information Only

### Winter Control Operations Update - 2013

Presented To: Operations Committee

Presented: Monday, Mar 17, 2014

Report Date: Tuesday, Mar 04, 2014

Type: Correspondence for Information Only

### Recommendation

For Information Only

### Background

This report provides the financial results of the 2013 winter roads operations up to and including December 2013. The result for the month of December is a \$720,000 over expenditure as shown in Table 1. For the year ended 2013, the result is a \$3M over expenditure.

#### Signed By

##### Report Prepared By

Shawn Turner  
Manager of Financial & Support Services  
*Digitally Signed Mar 4, 14*

##### Division Review

David Shelsted  
Director of Roads & Transportation Services  
*Digitally Signed Mar 4, 14*

##### Recommended by the Department

Tony Cecutti  
General Manager of Infrastructure Services  
*Digitally Signed Mar 4, 14*

##### Recommended by the C.A.O.

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Mar 5, 14*

**Table 1**  
**2013 Winter Control Summary**

31-Dec-13

	Annual	December			2013 YTD		
	Budget	Budget	Actual	Variance	Budget	Actual	Variance
Administration & Supervision	2,147,679	362,435	400,859	(38,424)	2,147,679	2,191,969	(44,290)
Sanding/Salting/Plowing	6,094,072	1,370,402	2,329,722	(959,320)	6,094,072	8,656,732	(2,562,660)
Snow Removal	648,913	126,083	52,900	73,183	648,913	881,827	(232,914)
Sidewalk Maintenance	830,670	182,748	240,744	(57,996)	830,670	871,585	(40,915)
Winter Ditching/Spring Cleanup	1,428,320	19,797	0	19,797	1,428,320	1,511,270	(82,950)
Miscellaneous Winter Roads	3,899,094	548,123	303,286	244,837	3,899,094	3,924,114	(25,020)
<b>TOTAL</b>	<b>15,048,748</b>	<b>2,609,588</b>	<b>3,327,511</b>	<b>(717,923)</b>	<b>15,048,748</b>	<b>18,037,497</b>	<b>(2,988,749)</b>

### December Winter Control Activities

As shown in Table 2 below, the City received approximately 67 centimetres or 106 percent of the average December snowfall. In addition, there was one freezing rain even of 11 mm. There were 4 general callouts (city crews and contractors) during the month of December. The over expenditure for the month is largely attributable to sanding/salting/plowing. This is a result of the above-mentioned precipitation as well as the temperature during the month of December. There were six days where the mean temperature was below -20 degrees. At these temperatures salt will not have the desired melting effect and as a result City and contract crews were required to consistently sand

roads to provide safe passage. This over expenditure was partially offset by under an expenditure in the miscellaneous winter roads category.

<b>TABLE 2</b> <b>2013 Snowfall</b>							
	<b>Jan.</b>	<b>Feb.</b>	<b>Mar.</b>	<b>Apr.</b>	<b>Nov.</b>	<b>Dec.</b>	<b>Total</b>
<b>Normal 30 year avg. (cm)</b>	60	52	35	17	30	63	257
<b>2013 Actual (cm)</b>	81	72	20	24	46	67	310
<b>% of Actual to Normal</b>	127	144	51	133	153	106	121

### Summary

In summary, winter roads operations for the month of December 2013 resulted in an over expenditure of approximately \$720,000. For the year ended 2013, winter control operations are over budget by approximately \$3M. As per policy, any annual over expenditure in winter roads operations may be funded from the Roads Winter Control Reserve Fund.

## Request for Decision

### Parking Restrictions - 1) Michael Street, Rayside Balfour 2) South Bay Road, Sudbury

Presented To: Operations Committee

Presented: Monday, Mar 17, 2014

Report Date: Wednesday, Mar 05, 2014

Type: Managers' Reports

### Recommendation

THAT the City of Greater Sudbury prohibit parking on both sides of Michael Street, from Highway 144 to Monique Street;

AND THAT the City of Greater Sudbury prohibit parking on the north side of South Bay Road, from 300 metres east of Athletic Building Road to Arlington Boulevard;

AND THAT the City of Greater Sudbury prohibit parking on the south side of South Bay Road from 300 metres east of Athletic Building Road to 350 metres east of Athletic Building Road;

AND THAT a by-law be passed by City Council to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Infrastructure Services dated March 4, 2014.

## Background

### Michael Street, Rayside Balfour

The Ward 3 Councillor has forwarded requests from area residents to prohibit parking on both sides of Michael Street. Vehicles from the abutting commercial properties are parking on both sides of the street which restricts access for through traffic.

Michael Street is located south of Highway 144 in the community of Chelmsford (see Exhibit "A"). Michael Street is a local residential road that is only about 100 metres long and is constructed to a rural standard with narrow gravel shoulders. It serves as access to the abutting commercial development and a residential subdivision to the south.

Staff supports prohibiting parking on both sides of Michael Street from Highway 144 to Monique Street. The Ward 3 Councillor has also indicated his support for the recommendation.

#### Signed By

##### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Mar 5, 14*

##### Division Review

David Shelsted  
Director of Roads & Transportation  
Services  
*Digitally Signed Mar 5, 14*

##### Recommended by the Department

Tony Cecutti  
General Manager of Infrastructure  
Services  
*Digitally Signed Mar 5, 14*

##### Recommended by the C.A.O.

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Mar 5, 14*

### **South Bay Road, Sudbury**

The City's Roads and Transportation Services Division has received requests from area residents to extend the existing parking restrictions on South Bay Road further east to improve safety.

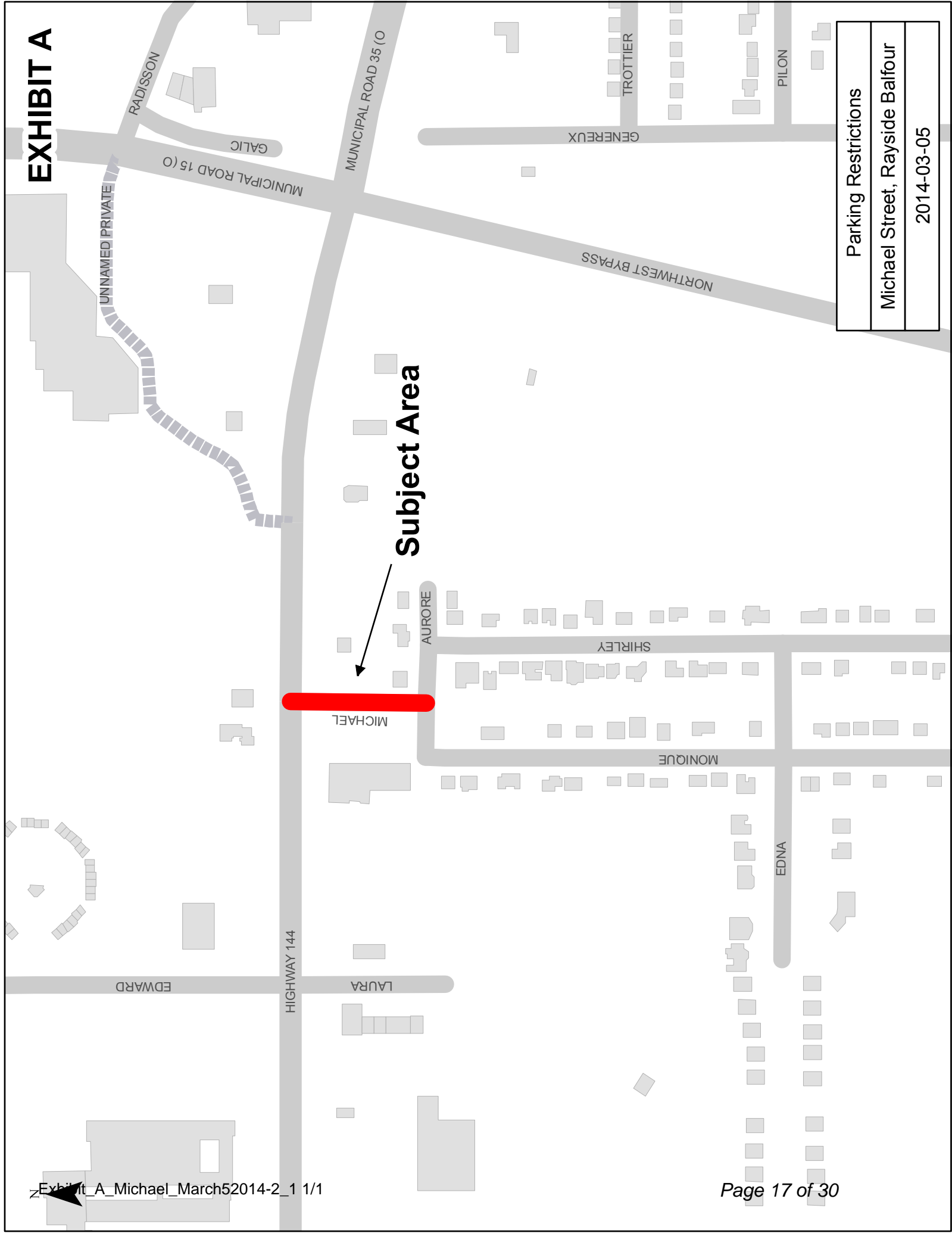
South Bay Road is a collector roadway located in Sudbury and provides a connection between Ramsey Lake Road and the Lake Laurentian Conservation Area (see Exhibit "B"). It is constructed to a rural standard with an asphalt surface width of 7.8 metres. It has paved shoulders from Ramsey Lake Road to Athletic Building Road and gravel shoulders from Athletic Building Road to the east end.

Currently, parking is prohibited on both sides of the roadway from Ramsey Lake Road to 300 metres east of Athletic Building Road. Parking was originally prohibited on South Bay Road to prevent students who attend classes at Laurentian University from parking on the roadway. With the addition of the Northern Ontario School of Medicine, parking restrictions were extended to the current limits in 2011. However, students have started parking beyond the prohibited area.

To improve safety, staff recommends that the parking restrictions on the south side of South Bay Road be extended by 50 metres to improve sight lines near a vertical crest curve. It is also recommended that parking on the north side of South Bay Road be extended to Arlington Boulevard. The Ward 10 Councillor has indicated her support for the recommendation.



# EXHIBIT A



Parking Restrictions
Michael Street, Rayside Balfour
2014-03-05

Subject Area

MICHAEL

AUORE

SHIRLEY

MONIQUE

EDNA

LAURA

EDWARD

HIGHWAY 144

RADISSON

GALIC

UNNAMED PRIVATE

MUNICIPAL ROAD 35 (O)

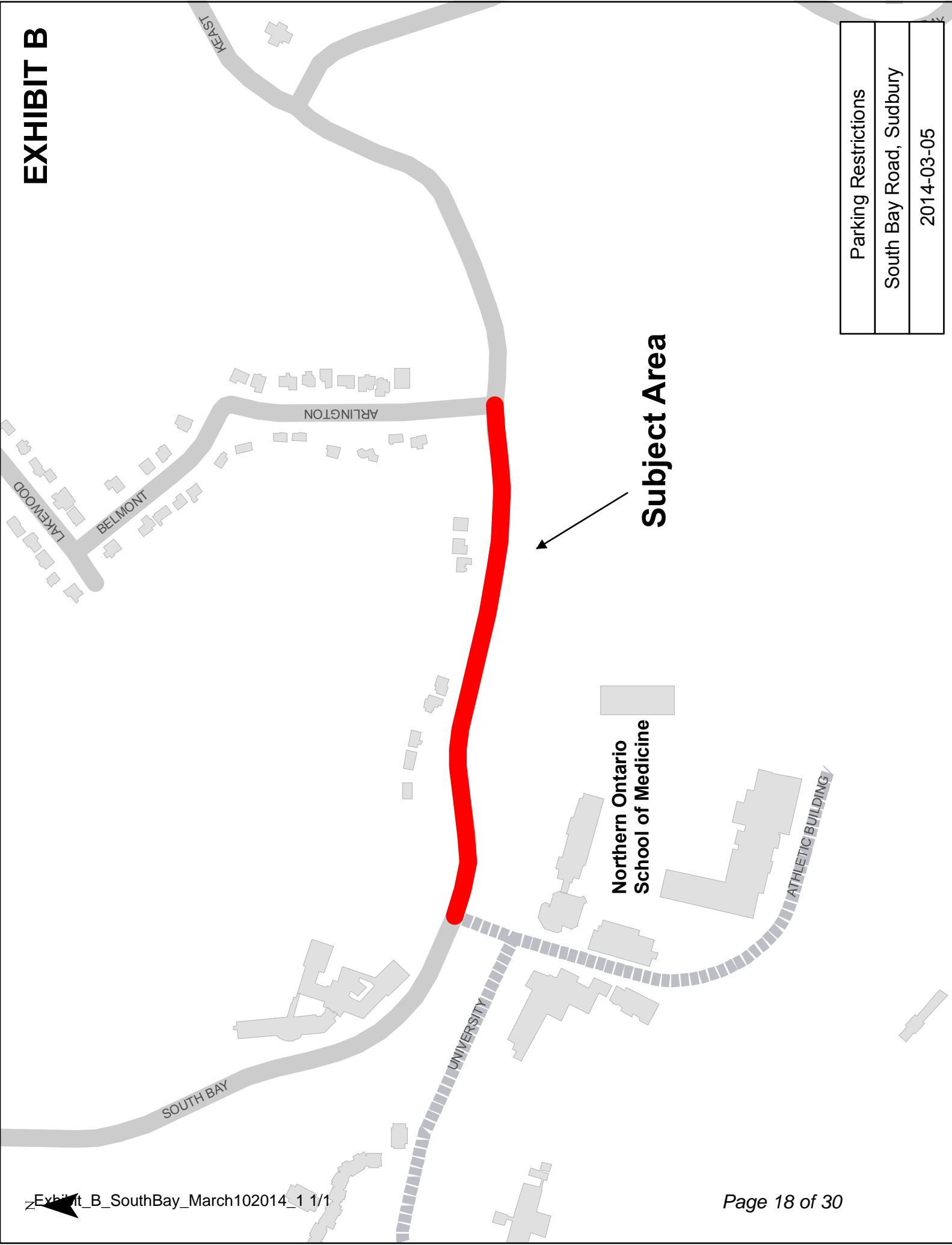
MUNICIPAL ROAD 15 (O)

GENEROUX

TROTTIER

PILON

NORTHWEST BYPASS



Parking Restrictions
South Bay Road, Sudbury
2014-03-05

Presented To:	Operations Committee
Presented:	Monday, Mar 17, 2014
Report Date	Tuesday, Mar 04, 2014
Type:	Managers' Reports

## Request for Decision

**Centre Two-Way Left Turn Lanes - 1) Falconbridge Highway 2) Garson Coniston Road 3) Lasalle Boulevard 4) Long Lake Road 5) Marcus Drive 6) Notre Dame Avenue 7) Old Highway 69 (MR 80) 8) Regent Street**

### Recommendation

THAT the City of Greater Sudbury designate the centre lane of Falconbridge Highway from Racicot Drive to Penman Avenue for left turns only;

AND THAT the City of Greater Sudbury designate the centre lane of Garson-Coniston Road from O'Neil Drive East to Paul Street for left turns only;

AND THAT the City of Greater Sudbury designate the centre lane of LaSalle Boulevard from Notre Dame Avenue to Crescent Park Road for left turns only;

AND THAT the City of Greater Sudbury designate the centre lane of Long Lake Road from Gateway Drive to Ester Street for left turns only;

AND THAT the City of Greater Sudbury designate the centre lane of Marcus Drive from Barry Downe Road to Silver Hills Drive for left turns only;

AND THAT the City of Greater Sudbury designate the centre lane of Notre Dame Avenue from LaSalle Boulevard to Turner Avenue for left turns only;

AND THAT the City of Greater Sudbury designate the centre lane of lane of Old Highway 69 North (Municipal Road 80) from Frost Street to Glenn Street for left turns only;

AND THAT the City of Greater Sudbury designate the centre lane of Regent Street from Telstar Avenue to Bouchard Street for left turns only;

AND THAT a by-law is passed by City Council to amend Traffic and Parking Bylaw 2010-1 in the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Infrastructure Services dated March 4, 2014.

### Signed By

#### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Mar 4, 14*

#### Division Review

David Shelsted  
Director of Roads & Transportation  
Services  
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#### Recommended by the Department

Tony Cecutti  
General Manager of Infrastructure  
Services  
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Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Mar 5, 14*

## Background

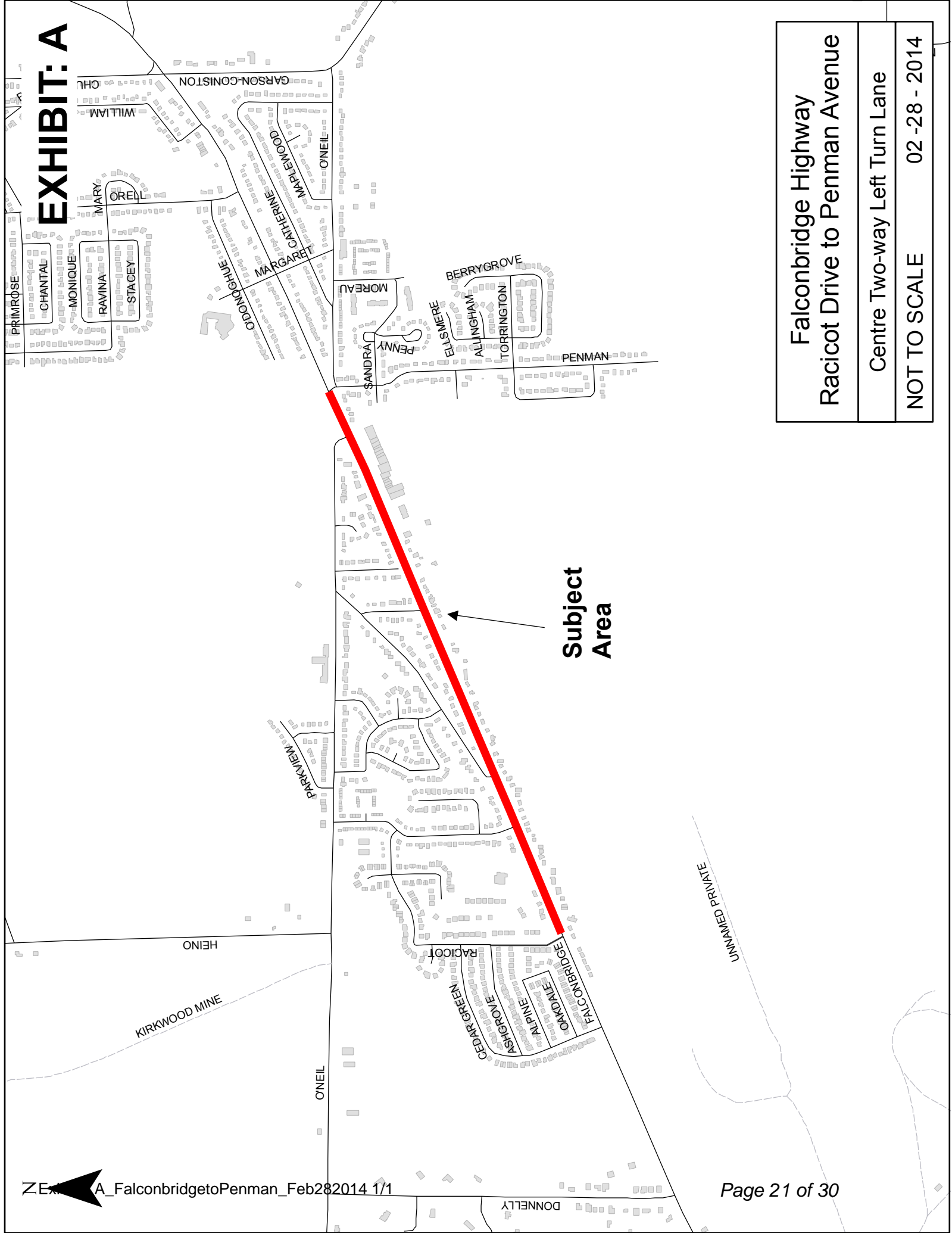
Traffic congestion often occurs along major arterial roadways in areas of strip commercial development where there is left turn demand in both directions of the roadway. To keep traffic flowing safely and efficiently, while still providing access to properties abutting these major roads, a centre two-way left turn lane is required. It is designed to remove turning vehicles from the through traffic lanes and allow for simultaneous left turns by vehicles travelling in both directions.

The City of Greater Sudbury has reconstructed numerous major roadways throughout the City in the past few years that incorporated a two-way centre left turn lane, such as Notre Dame Avenue; and Garson Coniston Road. While reviewing the Traffic and Parking By-Law 2010-1 as part of the Transportation Master Plan it was noted that a number of other roadways have been improved with two way centre left turn lanes since the last update to the By-Law. These include:

- (1) Falconbridge Highway between Racicot Drive and Penman Avenue (see Exhibit "A")
- (2) Garson Coniston Road between O'Neil Drive East and Paul Street (see Exhibit "B")
- (3) LaSalle Boulevard Between Notre Dame Avenue and Crescent Park Road (see Exhibit "C")
- (4) Long Lake Road between Gateway Drive and Ester Street (see Exhibit "D")
- (5) Marcus Drive between Barry Downe Road and Silver Hills Drive (see Exhibit "E")
- (6) Notre Dame Avenue between LaSalle Boulevard and Turner Avenue (see Exhibit "F")
- (7) Old Highway 69 North (MR 80) between Frost Avenue and Glenn Street (see Exhibit "G")
- (8) Regent Street between Telstar Avenue and Bouchard Street (see Exhibit "H").

It is required that the Traffic and Parking By-Law 2010-1 be amended to designate the centre lane for each of the areas listed above for left turn movements only. It has been the City's practice to designate the centre lane for left turns upon completion of construction.

# EXHIBIT: A



Falconbridge Highway  
 Racicot Drive to Penman Avenue  
 Centre Two-way Left Turn Lane  
 NOT TO SCALE 02 -28 - 2014

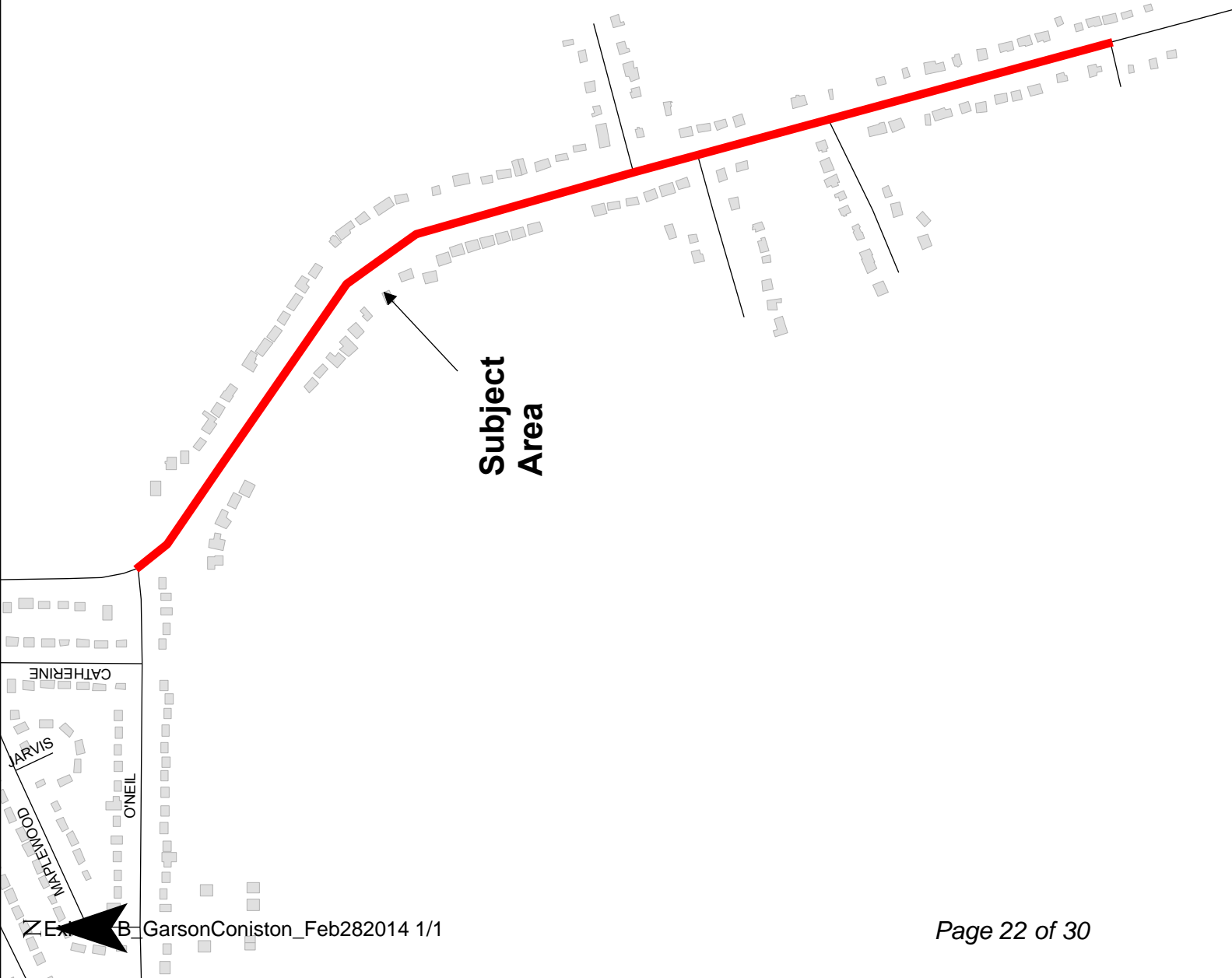
Subject  
 Area

# EXHIBIT: B

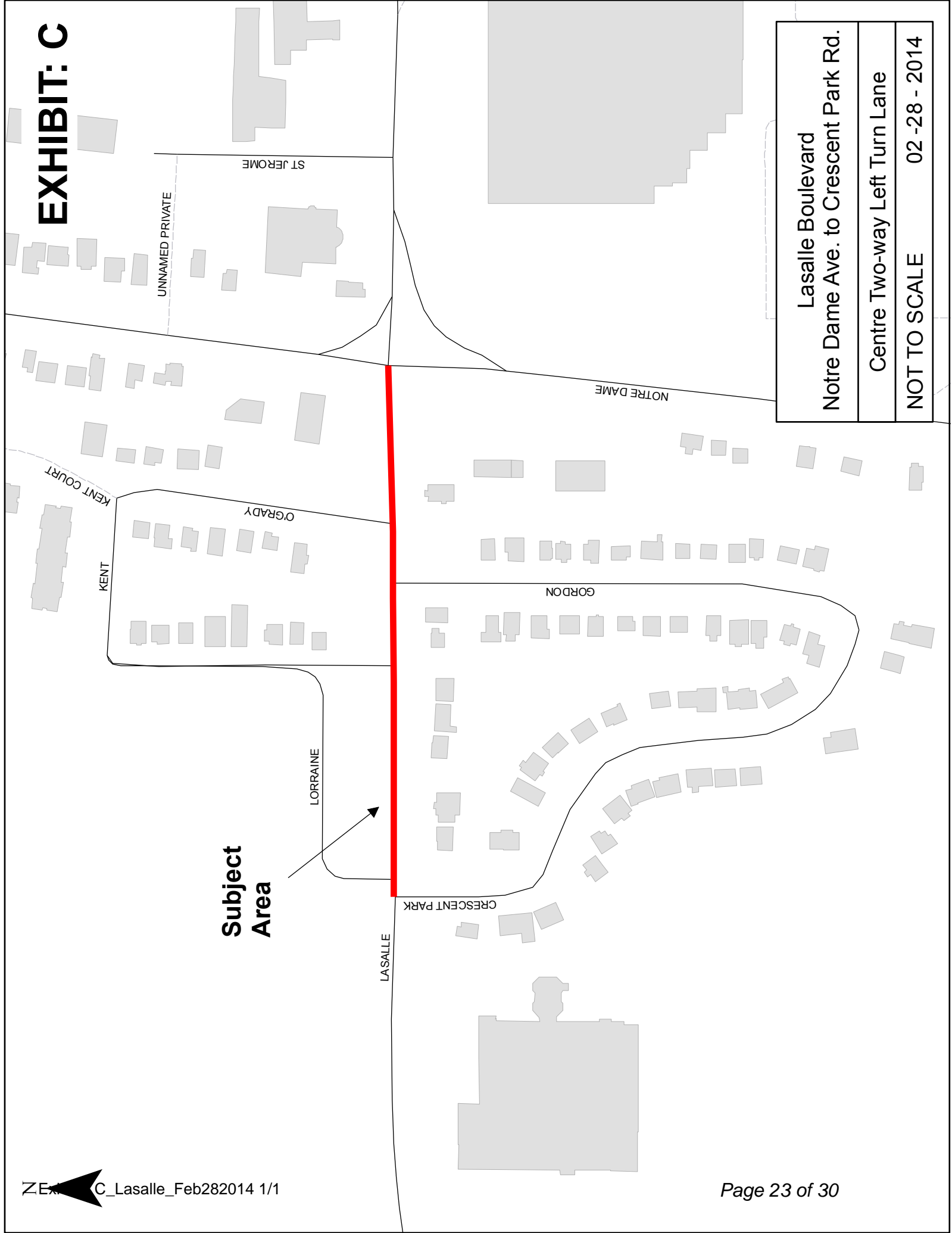
Garson-Coniston Road  
O'Neill Drive East to Paul Street

Centre Two-way Left Turn Lane

NOT TO SCALE      02 -28 - 2014



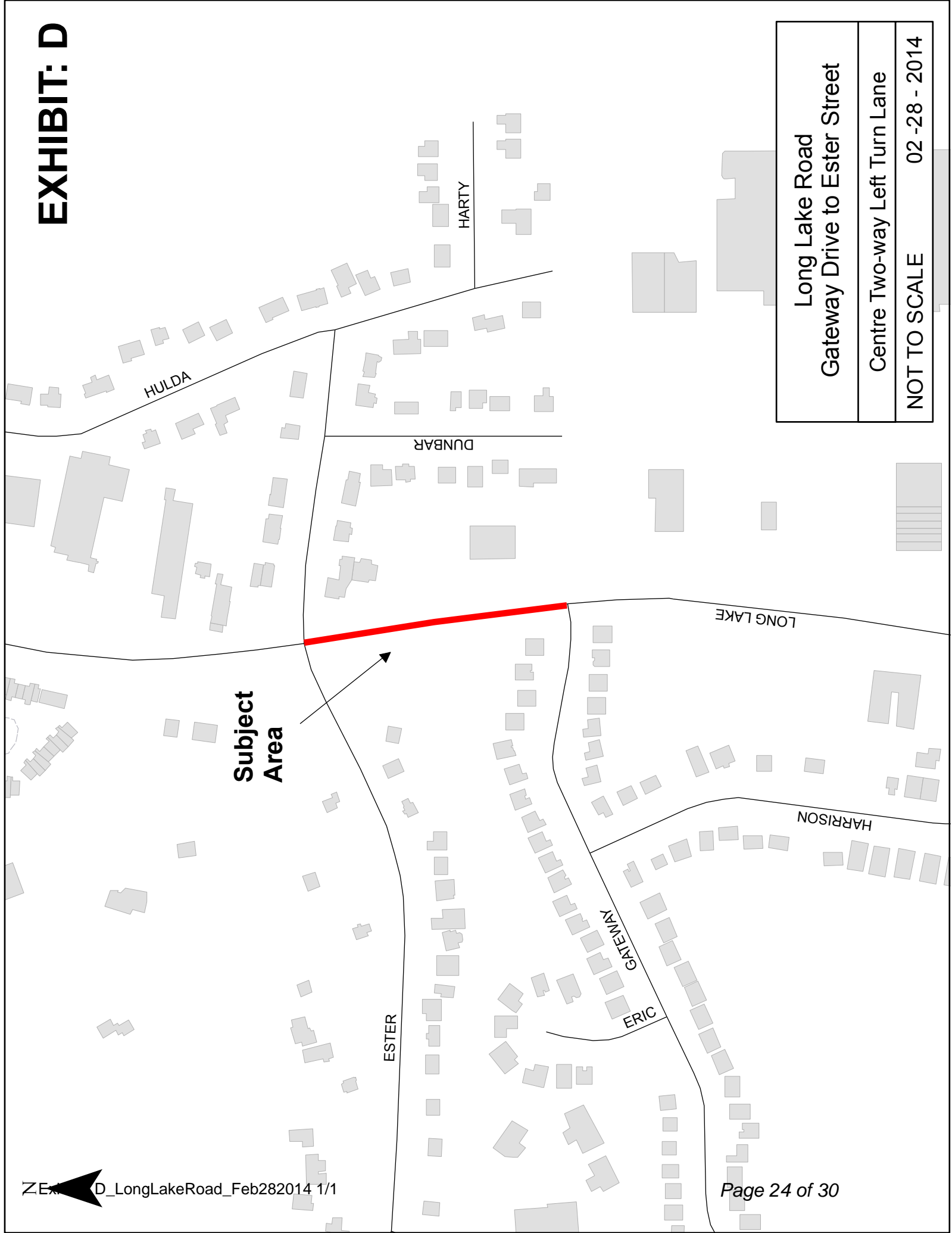
# EXHIBIT: C



Lasalle Boulevard	
Notre Dame Ave. to Crescent Park Rd.	
Centre Two-way Left Turn Lane	
NOT TO SCALE	02 -28 - 2014

**Subject  
Area**

# EXHIBIT: D



Long Lake Road  
Gateway Drive to Ester Street

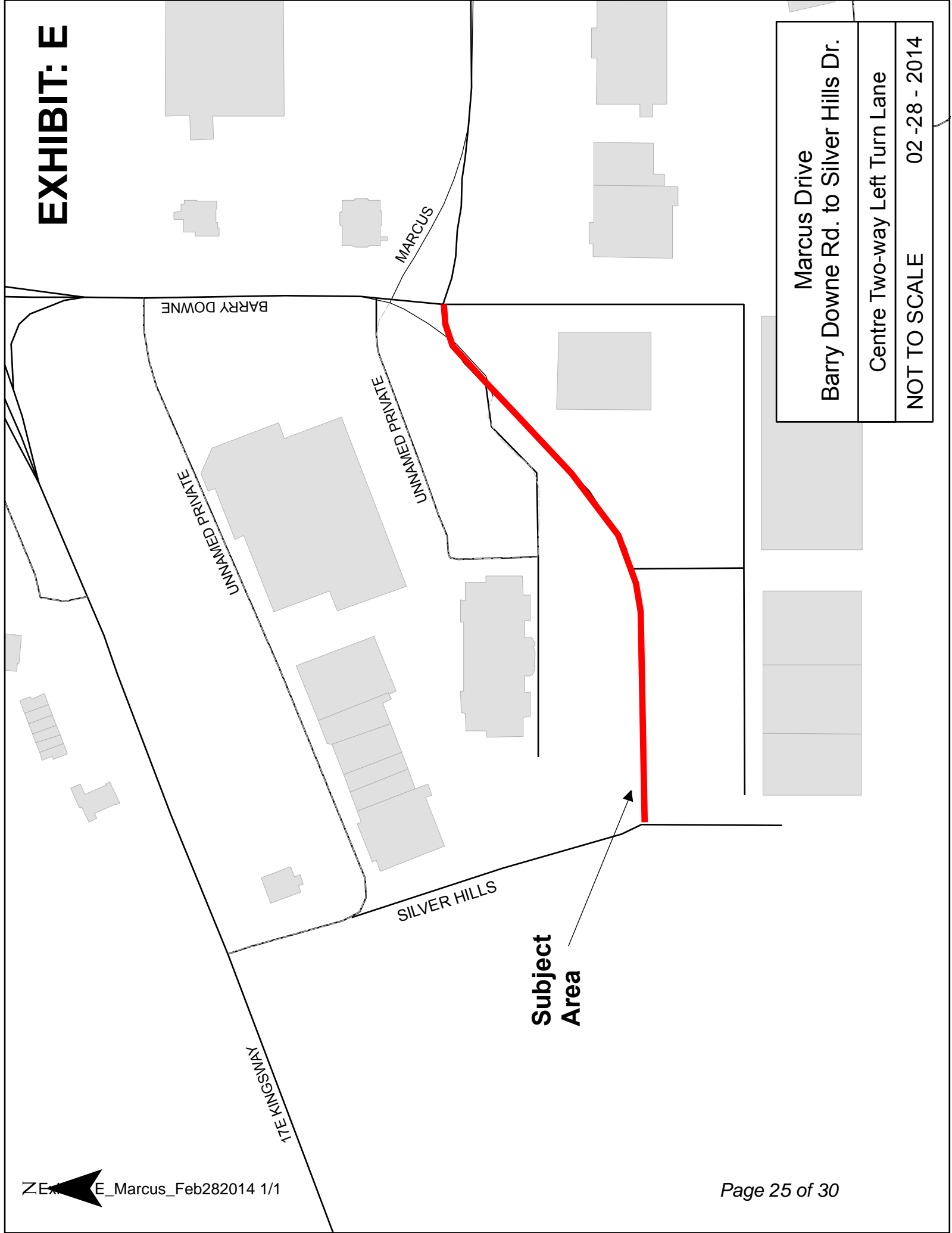
Centre Two-way Left Turn Lane

NOT TO SCALE 02 -28 - 2014

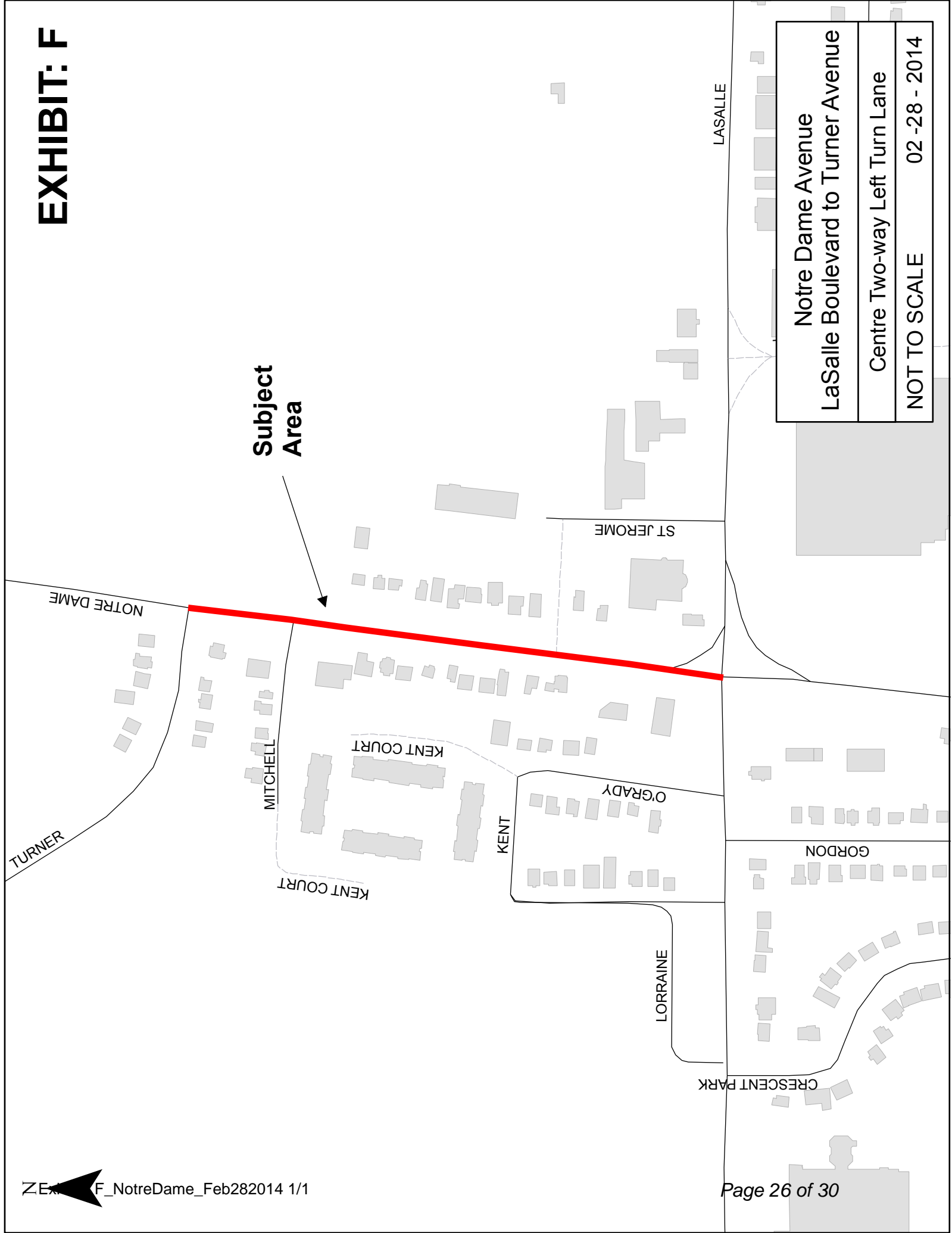
**Subject  
Area**



# EXHIBIT: E



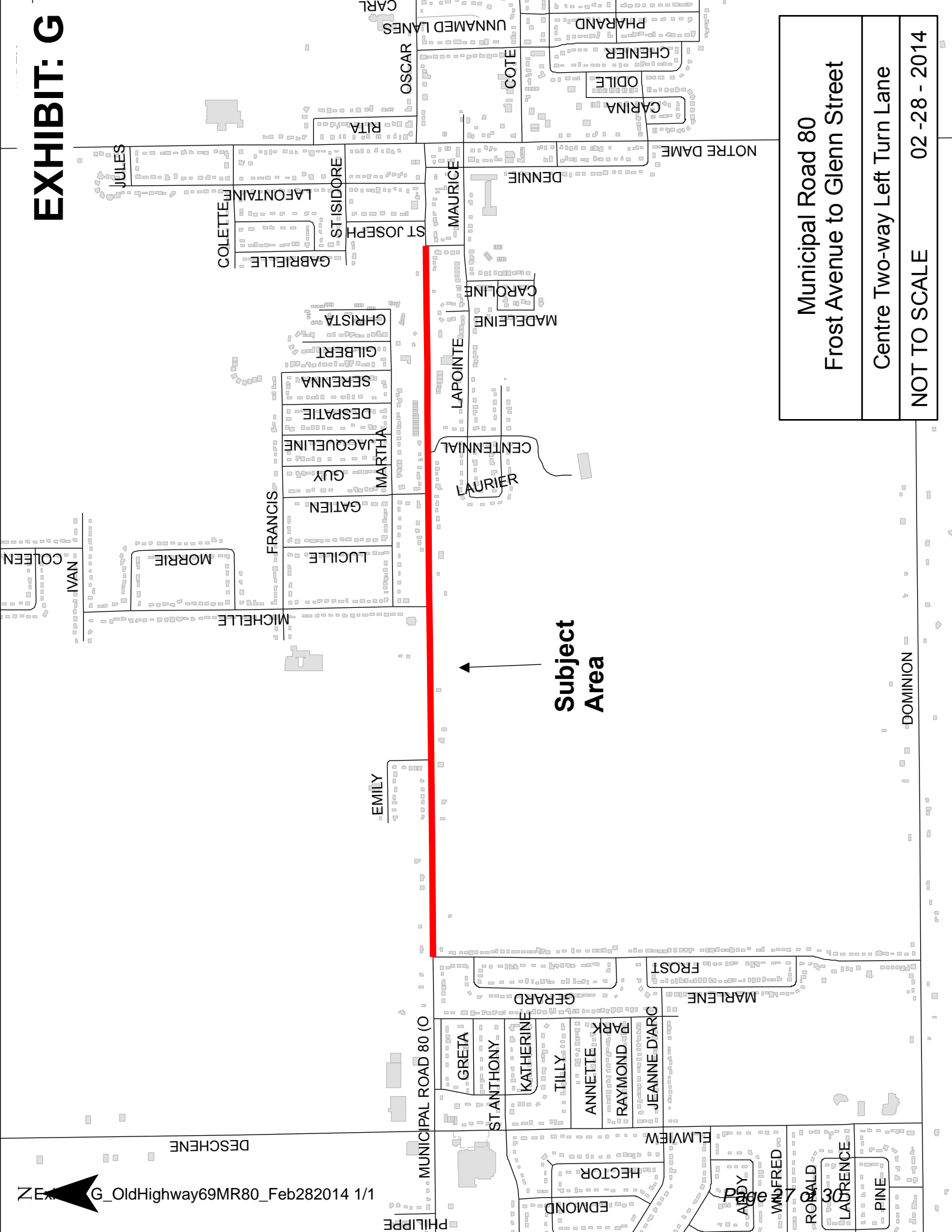
Marcus Drive		
Barry Downe Rd. to Silver Hills Dr.		
Centre Two-way Left Turn Lane		
NOT TO SCALE	02 -28 - 2014	



Notre Dame Avenue LaSalle Boulevard to Turner Avenue	
Centre Two-way Left Turn Lane	
NOT TO SCALE	02 -28 - 2014



DESCHENE



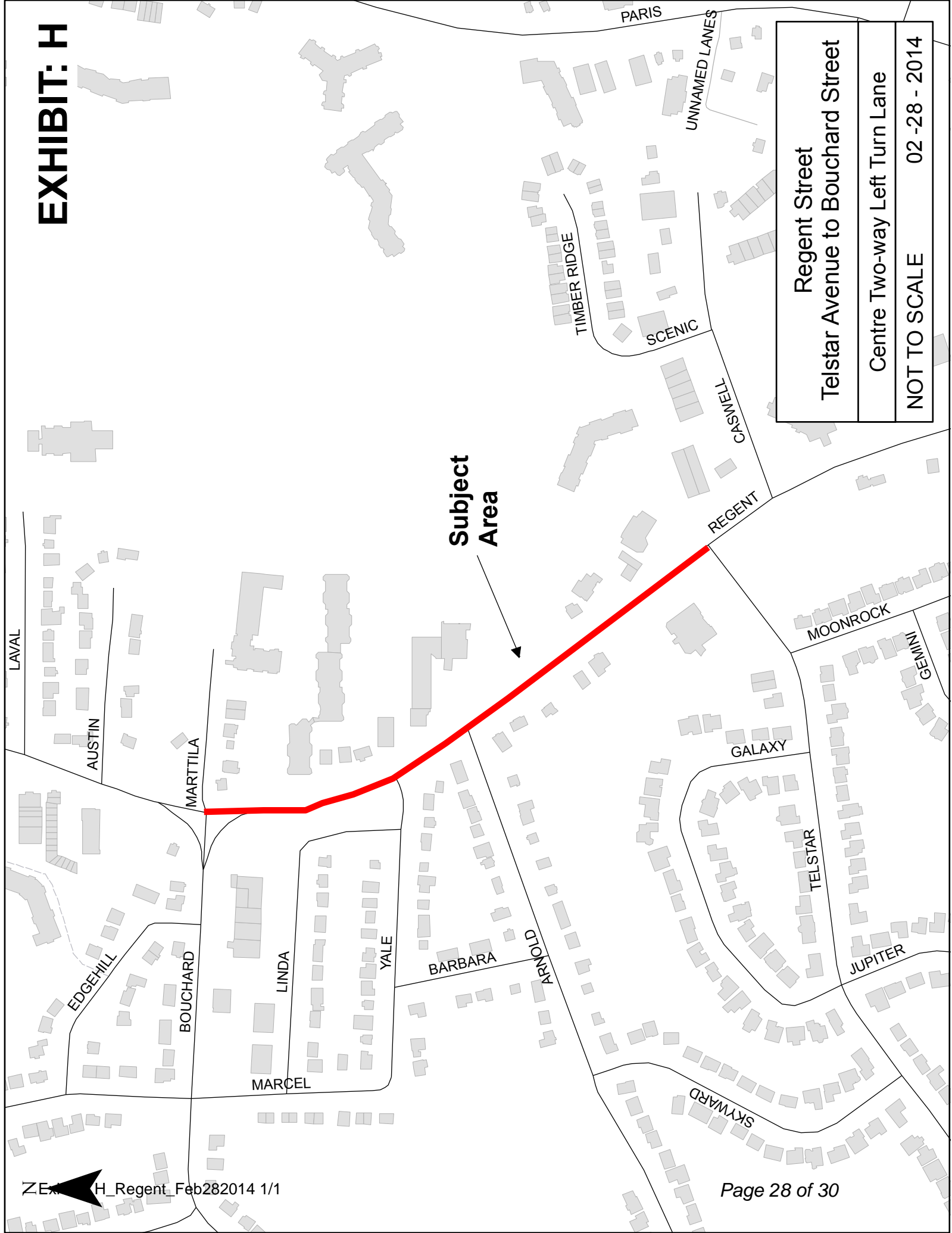
# EXHIBIT: G

Municipal Road 80  
Frost Avenue to Glenn Street

Centre Two-way Left Turn Lane

NOT TO SCALE 02 -28 - 2014

# EXHIBIT: H



Regent Street
Telstar Avenue to Bouchard Street
Centre Two-way Left Turn Lane
NOT TO SCALE
02 -28 - 2014

## Request for Decision

**Dual Left Turn Lanes - 1) Intersection of LaSalle Boulevard and Notre Dame Avenue. 2) Intersection of the Kingsway and Silver Hills Drive**

Presented To: Operations Committee

Presented: Monday, Mar 17, 2014

Report Date: Wednesday, Mar 05, 2014

Type: Managers' Reports

### Recommendation

THAT the City of Greater Sudbury designate the dual left turn lanes to accommodate the eastbound to northbound traffic movement from LaSalle Boulevard onto Notre Dame Avenue;

AND THAT the City of Greater Sudbury designate the dual left turn lanes to accommodate the westbound to southbound traffic movement from LaSalle Boulevard onto Notre Dame Avenue;

AND THAT the City of Greater Sudbury designate the dual left turn lanes to accommodate the southbound to eastbound traffic movement from Notre Dame Avenue onto LaSalle Boulevard;

AND THAT the City of Greater Sudbury designate the dual left turn lanes to accommodate the northbound to westbound traffic movement from Silver Hills Drive onto The Kingsway;

AND THAT a by-law is passed by City Council to amend Traffic and Parking Bylaw 2010-1 in the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Infrastructure Services dated March 5, 2014.

#### Signed By

##### **Report Prepared By**

Dave Kivi  
Co-ordinator of Transportation & Traffic Engineering Services  
*Digitally Signed Mar 5, 14*

##### **Division Review**

David Shelsted  
Director of Roads & Transportation Services  
*Digitally Signed Mar 5, 14*

##### **Recommended by the Department**

Tony Cecutti  
General Manager of Infrastructure Services  
*Digitally Signed Mar 5, 14*

##### **Recommended by the C.A.O.**

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Mar 5, 14*

## Background

### (1) Intersection of LaSalle Boulevard at Notre Dame Avenue

In 2013, the City of Greater Sudbury reconstructed the intersection of LaSalle Boulevard and Notre Dame Avenue (see Exhibit "A"). This intersection services more than 50,000 vehicles a day and is one of the City's busiest. Before the reconstruction, the intersection was operating at full capacity with long delays on each approach during the peak periods. As part of the reconstruction, dual left turn lanes were built for eastbound and westbound traffic on LaSalle Boulevard, as well as southbound traffic on Notre Dame Avenue.

An amendment to the City's Traffic and Parking By-Law 2010-1 is required to designate the added lanes for left turn movements as described above. It has been the City's practice to designate dual

left turn lanes upon completion of construction.

(2) Intersection of the Kingsway at Silver Hills Drive

Silver Hills Drive intersects with the Kingsway west of Barry Downe Road and serves as a collector roadway, which provides access to the large commercial development south of the Kingsway (see Exhibit "B"). The increased traffic generated by this commercial development resulted in the need for the developer to upgrade the intersection of the Kingsway and Silver Hills Drive. The upgrade of this intersection included a dual left turn lane to accommodate the northbound to westbound traffic movement from Silver Hills Drive onto The Kingsway.

It is required that the Traffic and Parking By-Law 2010-1 be amended to designate the lane for left turn movements as described above.