

**Vision:** *The City of Greater Sudbury is a growing, world-class community bringing talent, technology and a great northern lifestyle together.*



# Agenda

## Operations Committee

meeting to be held

Monday, August 13<sup>rd</sup>, 2012

**at 11:30 am**

Tom Davies Square

# **OPERATIONS COMMITTEE AGENDA**

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Operations Committee Meeting  
**Monday, August 13, 2012**  
Tom Davies Square

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**COUNCILLOR JACQUES BARBEAU, CHAIR**

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**Claude Berthiaume, Vice-Chair**

11:30 a.m. OPERATIONS COMMITTEE MEETING  
COUNCIL CHAMBER

Council and Committee Meetings are accessible. For more information regarding accessibility,  
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## **DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

## **REGULAR AGENDA**

### **MANAGERS' REPORTS**

- R-1. Report dated August 1, 2012 from the General Manager of Growth and Development regarding Options for Parking on Charette Avenue in Chelmsford. **5 - 10**  
**(RECOMMENDATION PREPARED)**  
(This report provides an analysis of parking requirements for 3299 Errington Avenue in Chelmsford and options for parking on Charette Avenue in Chelmsford.)
- R-2. Report dated August 1, 2012 from the General Manager of Infrastructure Services regarding Intersection of M.R. 80 and M.R. 84 - Traffic Control. **11 - 18**  
**(RECOMMENDATION PREPARED)**  
(Transport Canada has requested that the City alter traffic control at the intersection of M.R. 80 and M.R. 84 in Hanmer to prevent vehicles from having to stop on the CN rail crossing located immediately east of the intersection. This report summarizes various options that were reviewed by staff and makes recommendations to change traffic control at the intersection.)
- R-3. Report dated August 1, 2012 from the General Manager of Infrastructure Services regarding School Zone Speed Limit - École publique Jeanne-Sauvé and Corpus Christi School. **19 - 23**  
**(RECOMMENDATION PREPARED)**  
(The report recommends that the speed limit in the area of École publique Jeanne-Sauvé be reduced to 40 km/h and, due to the closure of Corpus Christi School, the speed limit on Robinson Drive be returned to 50 km/h.)

### **ADDENDUM**

### **CIVIC PETITIONS**

### **QUESTION PERIOD AND ANNOUNCEMENTS**

## **NOTICES OF MOTION**

### **ADJOURNMENT**

**BRIGITTE SOBUSH, DEPUTY CITY CLERK**

**FRANCA BORTOLUSSI, COUNCIL ASSISTANT**

## Request for Decision

### Options for Parking on Charette Avenue in Chelmsford

Presented To: Operations Committee

Presented: Monday, Aug 13, 2012

Report Date Wednesday, Aug 01, 2012

Type: Managers' Reports

### Recommendation

That Council direct staff to proceed with Option 1 in this report described herein as Status Quo.

## Background

On April 2, 2012 Compliance and Enforcement Services received a request for service to enforce the Parking and Traffic By-law, 2010-1 as amended on Charette Avenue in Chelmsford. The request was from a resident who was concerned that the employees of North West Lumber are parking vehicles in excess of 4 hours on Charette Avenue across from his/her house. The request was recorded as ACR Case 391583.

Staff conducted an inspection on April 16, 2012 and found no vehicles parking on Charette Avenue. On April 23, 2012, the requester called back and advised that there were 5 cars parking in this area, believed to be employees of Northwest Lumber. The vehicles were parked there from 8 o'clock am not moving until approximately 4 o'clock pm. On April 26, 2012 a by-law officer attended the site and issued warnings on the vehicles that were parking on Charette Avenue. The warnings advised the operators of the vehicles that the maximum time for parking on any street in the City is 4 hours, pursuant to section 3(n) of the CGS Traffic and Parking By-law.

The owner of North West Lumber located at 3299 Errington Avenue in Chelmsford has requested through Councillor Berthiaume that this report be prepared to consider options for parking on Charette Avenue to allow the employees of the business to park longer than the 4 hour maximum as regulated in the Traffic By-law.

#### Signed By

##### Report Prepared By

Darlene Barker  
Manager of Compliance and  
Enforcement  
*Digitally Signed Aug 1, 12*

##### Division Review

Guido Mazza  
Director of Building Services/Chief  
Building Official  
*Digitally Signed Aug 1, 12*

##### Recommended by the Department

Bill Lautenbach  
General Manager of Growth and  
Development  
*Digitally Signed Aug 1, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Aug 1, 12*

## Analysis

This report will provide an analysis of the regulations in the Traffic By-law and site specifics of North West Lumber business located at 3299 Errington Avenue in Chelmsford.

### **Traffic and Parking By-law 2010-1**

Parking and stopping regulations in the by-law are established for the purpose of maintaining safety of motorists and pedestrians, enable operational work on roads and boulevards and to set out procedures for equitable public parking in areas of high supply and demand. Parking offences are set out in the by-law for parking on any boulevard and parking on any roadway for a longer period than 4 consecutive hours. There are no specific provisions currently in the by-law to permit parking on any street longer than 4 hours except through the issuance of a parking permit and for emergency vehicles and City vehicles.

The Traffic By-law contains a schedule that sets out streets that are designated as permit parking zones and procedures for the General Manager of Infrastructure Services for the issuance of parking permits. The GM may set out eligibility criteria for permit applicants and conditions on the permit for parking in the applicable zones. Currently parking permits are available for the following fees and time periods; \$12 per month and \$75 per year. The only parking permit zone designated in the by-law is for Drinkwater Street to accommodate residents with limited or no off street available parking. The applicant for a permit must prove they are residents and conditions of the permit are that they alternate parking on the opposite sides of the street to accommodate snow removal in winter.

### **North West Lumber - 3299 Errington Avenue, Chelmsford**

The property is zoned C2 pursuant to the current CGS Zoning By-law, 2010-100Z and defined as a Home Improvement Centre pursuant to that by-law. It is located on east side of Errington Avenue, north of Hill Street, with Charette Avenue adjacent to the east limit of the property. See Appendix 1 for an aerial photo. There are currently 11 angled parking spaces on the property accessed from Errington Avenue, and an additional 2 spaces dedicated to persons with accessible parking permits. There are also approximately 9 spaces established on an improved portion of the boulevard along Hill Street immediately east of Errington Avenue adjacent to the building on the property.

Staff has found 2 previous Committee of Adjustment decisions related to this property, dated August 26, 1974 and September 27, 1976. The application in 1974 was to enlarge the legal non-conforming use of the property as a lumber yard and home centre by constructing four warehouses and the addition of a garden center onto the existing home center building. The variances of By-law 70-22 in effect at the time were numerous, but included parking in the front yard and insufficient parking. The subsequent report heard by the Committee of Adjustment on September 27, 1976 regarding improvements to the property included a decision whereby the owner of the North West Lumber Company was to provide 2 rows of angled parking; not less than 14 spaces to the north of the Home Centre building, and 6 spaces in tandem along the front of the building on Errington Avenue; a total of 20 spaces.

Staff has estimated the net floor area of the buildings to determine that the parking requirements on the property according to the current Zoning By-law 2010-100Z, are a minimum of 22 spaces, including one reserved and designed as accessible parking.

Staff met with the owner of North West Lumber who advises that there are approximately 10 employees in

the store during store hours. He would like to utilize approximately 250 feet of curbside parking adjacent to the property on Charette Avenue and a portion of Charette Avenue that is south of Hill Street for staff parking. The areas on Charette Avenue utilized by employees of North West Lumber for parking have residential dwellings adjacent to one side of the street. He would prefer to utilize the off street parking on his property for the convenience of his customers. He indicated that the street would be used only in the summer and spring for parking of approximately 10 vehicles owned by employees. As this time is the busy season, his available off street parking is decreased due to storage of product and demand is increased due to more customers and required staff resources. He advises that he would be able to accommodate staff parking on his property during the winter months and not require the street for parking, ensuring the street is unhindered for snow clearing purposes. Hours of operation of the store year round are Mon to Wed, 8 am until 6 pm; Thurs and Fri, 8 am until 8 pm; Sat 8 am until 5 pm; and Sun 9 am until 5 pm.

Pictures of the parking utilized by employees and customers of the North West Lumber Company on Charette Avenue, the boulevard on Hill Street and the angled parking on the property of 3299 Errington Avenue north of the Home Centre are detailed in Appendix 2 of this report.

## **Options**

The options for a solution to the parking on Charette Avenue in this report are detailed below. The option explained as Status Quo maintains the current parking by-law and enforcement procedures, but requires the business owner and employees to find alternative off street parking solutions. This is the recommended option as it is consistent with the current practices and fair use of the street for parking for all motorists in the area.

Another option provided in this report is to amend the Traffic and Parking By-law to designate a portion of Charette Avenue as a permit parking zone and provide conditions for issuance and use of the parking permit. This option is not recommended because it will set precedence for authorizing on street parking that benefits a private business use. If Council decides on this option it is recommended that Traffic Engineering report to the Operations Committee on the standard process of a feasibility study to amend the Traffic and Parking By-law that will involve public input and consideration of all traffic safety concerns in a cost effective manner.

### **Status Quo**

All parking regulations except metered and permit parking are enforced on a complaint basis only. Enforcement of the 4 hour restriction is accomplished through an officer attending first to identify the vehicles parking on the street then returning after 4 hours to determine if the vehicles have moved. Enforcement of this regulation is a challenge given the resources available for enforcement and the working hours of the officer, especially if the vehicles are moved. The by-law is most effective when education is provided to the vehicle operators and an alternative parking solution is sought out.

More particular to this situation, the employees may be asked to find off street parking on other properties in the area, car pools, or move their vehicles after 4 hours to comply with the parking provisions. This option appears to be in effect currently, and no further complaints have been received from area residents. Encouraging alternative off street parking by the employees and owner of the North West Lumber Company is consistent with the intent of the Traffic and Parking By-law; ensuring fair and consistent parking to all of the general public in the area.

## **On Street Parking Permit – Amendment to the Traffic By-law**

This is not the recommended option as it sets precedence in the by-law for authorizing a private business use on a public street. The City's current permit parking program was established to provide an off street parking option to residents that have little or no available off street parking. The permits are issued to residents only, placing conditions on the permit that maintain minimum operational requirements on the street. If the permit process was put in effect on Charette Avenue, the residents on the east side of the street and their guests would also be required to purchase a permit to utilize that part of the street for parking. There is a current procedure carried out by Traffic Engineering Staff when requests are made to amend the traffic and parking by-law that affects area residents. Notification of the amendment is circulated to area residents for comments. After consideration of those comments and all safety and operational concerns have been addressed, Traffic Engineering staff present a report outlining the particulars for consideration by the Operations Committee and Council.

## **Conclusion**

In order to maintain the public street for short term parking, not longer than 4 hours, for all motorists in the area staff is recommending Option 1 of this report; maintaining the status quo. The intent of this by-law regulation is to ensure that the public roadway is not used for private interests, but instead, is available to all motorists in the area who require temporary street parking. It is expected through the requirements of off street parking in the Zoning By-law that sufficient parking is provided based on the type of land use. The North West Lumber Company expanded their retail and storage areas through a minor variance to the zoning by-law in 1976 and the committee decided that at least 20 off street parking spaces were to be provided. Today those spaces have been reduced to 13 with the overflow being accommodated on the boulevard of Hill Street and on street parking on Charette Avenue. In order to maintain the intent of the by-law and not set a precedent in permitting on street parking for a private use, staff are recommending that the employees find alternative off street parking in the area or other solutions as mentioned in this report.



## Legend

- Buildings
- Fire Stations
- Hospitals & Clinics
- Runways
- Golf Courses
- Conservation Areas
- Protected Forests
- City Parks
- 2007 Orthophotography
- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3

1:2,317



## Notes

North West Lumber Company  
3299 Errington Ave., Chelmsford

DISCLAIMER OF WARRANTY The data provided "as-is" without warranty of any kind either expressed or implied. Any and all liabilities for damage, direct or indirect, however caused and resulting in any way by the use of the supplied data is the full and final responsibility of the user.

0.1 Kilometers

0.06

0

0.1

Staff Parking on Charette Avenue



Boulevard Parking on Hill Street



Angled Parking (11 spots) on 3299 Errington Avenue, north of the Home Centre



## Request for Decision

### Intersection of M.R. 80 and M.R. 84 - Traffic Control

Presented To: Operations Committee

Presented: Monday, Aug 13, 2012

Report Date: Wednesday, Aug 01, 2012

Type: Managers' Reports

### Recommendation

Based on the concerns from Transport Canada and the intersection analysis, City staff recommends that traffic control at the intersection of Cote Boulevard (M.R.80) and Capreol Road (M.R. 84) be reassigned by removing the stop sign facing westbound traffic on Cote Boulevard, and;

That City staff monitor the traffic volumes and apply for funding from C.N. Rail and Transport Canada for future traffic signals, 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 change all in accordance with the report from the General Manager of Infrastructure Services dated August 1, 2012.

## Background

The City's Traffic and Transportation Engineering Services Section received a letter from Transport Canada, dated June 1, 2011 (See Exhibit A), that raised concerns about safety issues at the railway crossing located just east of the intersection of Cote Boulevard (M.R. 80) and Capreol Road (M.R. 84) in Hanmer (See Exhibit B).

Transport Canada has indicated that with the current traffic control at the intersection, vehicles could potentially become trapped on the crossing which could result in significant injury and/or property damage if they were to be hit by a train. Transport Canada has requested that the City alter traffic control at this intersection to improve safety at the rail crossing.

### Signed By

#### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Aug 1, 12*

#### Division Review

David Shelsted, MBA, P.Eng.  
Director of Roads & Transportation  
Services  
*Digitally Signed Aug 1, 12*

#### Recommended by the Department

David Shelsted, MBA, P.Eng.  
Acting General Manager of  
Infrastructure Services  
*Digitally Signed Aug 1, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Aug 1, 12*

## **Intersection of Cote Boulevard (M.R. 80) and Capreol Road (M.R. 84)**

Cote Boulevard, west of Capreol Road is designated as a primary arterial road. It is constructed with four (4) traffic lanes and a sidewalk along the south side. West of the intersection, Cote Boulevard carries an annual average daily traffic (AADT) volume of 7,500 and has a posted speed limit of 60 km/h.

East of Capreol Road, Cote Boulevard is designated as a secondary arterial road that is constructed to a rural cross section with two eastbound lanes and one westbound lane. It carries an AADT of 5,450 and has a posted speed limit of 60 km/h.

Capreol Road is designated as a primary arterial road that is constructed with a southbound left turn lane, a right turn channelized ramp, and a single northbound lane. It carries an AADT of 5,500 and has a posted speed limit of 60 km/h north of Cote Boulevard.

Capreol Road intersects with Cote Boulevard at approximately 90 degrees forming a "T" intersection. Traffic at the intersection is currently controlled with stop signs facing southbound traffic on Capreol Road and westbound traffic on Cote Boulevard. Due to the high volume of eastbound traffic on Cote Boulevard, it currently operates free flow with no stop or yield signs. At one time Cote Boulevard and Capreol Road were part of the Provincial Highway system and traffic control was set to favor the major movements of traffic.

There is an at-grade C.N. Rail crossing located approximately 25 metres east of the subject intersection.

### **Collision History**

A review of the City's collision data from 2009-2011 (inclusive) revealed that there were a total of seven (7) reported collisions which occurred in the vicinity of the intersection. Two of the incidents, which occurred in 2011, resulted in the vehicles striking the railway gate arms. One collision involved an eastbound vehicle and the other involved a westbound vehicle. In the case of the westbound vehicle, the arms came down on a tractor trailer.

In order to improve safety at the C.N. Rail crossing, City staff analyzed a number of alternative forms of traffic control which are indicated below.

### **Traffic Signals**

A manual turning movement count was performed by City staff on June 14, 2011, and the data was applied to the provincial warrants for the installation of traffic signals. The results indicated that the minimum vehicle volume and delay to cross traffic warrants were 79% and 59% respectively. The installation of traffic signals is currently not warranted. Also, the installation of traffic signals will not prevent vehicles from stopping on the tracks and is therefore not recommended in the short term.

### **Capacity Analysis**

In order to compare the different traffic control scenarios, staff has undertaken a capacity analysis for the afternoon peak hour at the intersection. The analysis carried out consisted of first looking at the capacity of the existing condition in terms of the delay per vehicle and queue length for each approach. The capacity analysis was performed using Synchro software and Simtraffic micro simulation. The results of the analysis are showed in Table 1 below.

Table 1 Summary of Intersection Capacity Analysis – P.M. Peak Hour

Parameters	Scenario #1 Existing Conditions	Scenario #2 Convert to a three way stop	Scenario #3 Remove one stop sign facing westbound traffic
Delay/Vehicle	<u>Eastbound</u> Left = 0.2 s Through = 0.1 s <u>Westbound</u> Through = 7.3 s Right = 5.5 s <u>Southbound</u> Left = 3.8 s Right = 2.3 s	<u>Eastbound</u> Left = 4.2 s Through = 4.6 s <u>Westbound</u> Through = 7.1 s Right = 4.9 s <u>Southbound</u> Left = 4.0 s Right = 2.3 s	<u>Eastbound</u> Left = 3.7 s Through = 0.2 s <u>Westbound</u> Through = 1.1 s Right = 0.6 s <u>Southbound</u> Left = 10.5 s Right = 2.3 s
Maximum Queue length	<u>Westbound</u> Through-Right = 29 m <u>Southbound</u> Left = 13 m	<u>Eastbound</u> Left = 16 m Through-Right = 15 m <u>Westbound</u> Through-Right = 25 m <u>Southbound</u> Left = 13 m	<u>Eastbound</u> Left = 15 m <u>Southbound</u> Left = 13 m

### Scenario #1 – Existing Condition

The capacity analysis as indicated in Table 1 showed that the average delay per vehicle for eastbound traffic is minimal. Delay for westbound traffic is 6.4 seconds, and 3.8 seconds for southbound left turning traffic. The existing maximum queue length for westbound traffic is 29 metres. However, the current storage length for westbound traffic is approximately 23 metres between the stop bar and the tracks. Under the current conditions, the westbound vehicle queues often extends beyond the rail crossing resulting in some vehicles stopping on the tracks.

### Scenario #2 – Convert the intersection to all way stop control

Under this scenario, the lane configurations at the intersection would not change. Applying the data from our turning movement counts to the City's new Minimum Volume Warrant indicated that the traffic volume at this intersection meets the minimum vehicle volume requirements for an all way stop.

The results of the capacity analysis, as shown in Table 1, indicate that the average delay per vehicle for eastbound traffic will be 4.4 seconds, 6.0 seconds per westbound vehicle and 4.0 seconds per southbound vehicle.

The maximum queue length on the eastbound approach will be 15 metres, 25 metres on the westbound approach and 13 metres for southbound left turns. As noted in this scenario, there will be no significant decrease of the queue length on the westbound approach from the current condition.

This scenario will not provide the solution to the current safety concerns and will not reduce the potential risk of queued vehicles stopping on the tracks.

### **Scenario #3 – Remove stop sign facing westbound traffic on Cote Boulevard**

Under this scenario, the existing stop sign facing westbound traffic on Cote Boulevard is removed, and only southbound traffic on Capreol Road will have a stop sign. This is a more standard form of traffic control at a “T” intersection.

With this configuration, Table 1 shows that the average delays will increase for the eastbound left turning vehicles from 0.2 to 3.7 seconds. The delay for the southbound left turning traffic will increase from 4.0 second to 10.5 seconds per vehicles. The delay for the westbound traffic will almost be eliminated.

The maximum queue length on the westbound approach would be reduced from the existing 29 metres to almost none with this scenario. Queue lengths for the eastbound left turning traffic will increase to 15 metres. Queue length for the southbound left turning traffic will be the same as they are now. As indicated above, the occurrence of vehicles stopping on the tracks will essentially be eliminated.

The biggest concern with changing traffic control at a busy intersection such as this is the driver confusion that can result immediately following the change. Drivers are creatures of habit and often do not respond well to the reassignment of right-of-way control. To try and minimize the risk of a collision, the Ontario Traffic Manual 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:

- (1) Install new stop signs facing the eastbound traffic on Cote Boulevard 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.
- (2) Install large signs on the southbound approach of Capreol Road 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 signs will be removed.
- (3) In this case, an additional sign should be installed on the eastbound approach indicating that “oncoming traffic does not stop” with a tab indicating the month and day that the stop signs will be removed. This sign is necessary to warn the eastbound left turning traffic that the westbound traffic no longer stops.
- (4) After at least 15 days, remove the stop signs facing the east and westbound traffic on Cote Boulevard. The tab signs with the month and day are also removed.
- (5) After an additional period of at least 15 days, the “cross traffic does not stop” and “oncoming 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.

As traffic volumes increase, long term solutions for the intersection could include the installation of traffic signals with a railway pre-emption system. Staff recommends that with the potential future development in Capreol and the lands to the north, that traffic volumes be monitored. Staff shall also prepare an application to C.N. Rail and Transport Canada to contribute to the funding of future traffic signals. Realignment of Capreol Road to the east opposite Radar Road is also being reviewed as part of the Transportation Master Plan. Realignment of the road will eliminate the at grade rail crossing south of Suez Drive.



Transport  
Canada

Transports  
Canada

**EXHIBIT: A**

4900 Yonge St. 3<sup>rd</sup> Floor  
Toronto, Ontario  
M2N 6A5

Your file / Votre référence

Our file / Notre référence  
6756982

*LETTER OF SAFETY CONCERN*

June 1, 2011

Mr. David Kivi  
Coordinator of Transportation and Traffic Engineering  
City of Greater Sudbury  
1800 Frobisher Street  
Sudbury, Ontario  
P3A 5P3

Dear Mr. Kivi:

I am a Railway Safety Inspector designated by the Minister of Transport under Section 27.(1) of the *Railway Safety Act (RSA)*.

On May 27<sup>th</sup> 2011, CN Rail called a site meeting to discuss safety concerns at the crossing located near the intersection of Cote Blvd (Regional Road #80) and Capreol Road (Regional Road 84) known as Mile 271.52 Bala Subdivision. During the site meeting, it was observed that a "Stop Sign" is located 80 feet west of the nearest rail of the crossing governing westbound traffic on Cote Blvd.

It was further observed that long tractor trailer trucks use this crossing on a regular basis. When these trucks approach the stop sign, some of the trucks pull a significant distance past the stop sign and into the intersection in order to avoid the tail end of their trailers fouling the railway tracks. However, a number of trucks do not pull ahead of the stop sign and therefore leave a portion of their truck foul of the crossing.

Additionally, it was observed, on a number of occasions, other vehicular traffic stopped behind the trucks fouling the railway crossing, despite signage east of the crossing advising traffic not to stop on the tracks. One such vehicle stopped on the tracks positioning the driver directly between the rails.

**Canada**

[www.tc.gc.ca](http://www.tc.gc.ca)



Transport Canada    Transports  
Canada                Canada

In light of the above observations, Transport Canada, Rail Safety, is concerned that:

The current modus-operandi of this intersection does not allow for the egress of long trucks, fouling the crossing while stopped at the stop sign, or vehicles stopped, fouling the crossing, waiting for traffic ahead to move past the stop sign into the intersection. This could potentially result in a vehicle being trapped on the crossing on the approach of a train resulting in the train striking the vehicle foul of the track and causing significant injury and/or property damage.

Please advise this office, in writing, no later than June 15<sup>th</sup> 2011 how the City of Sudbury intends to follow-up on these safety concerns. Please include any interim measures, pending the implementation of permanent corrective measures.

Should you require additional information on this matter, please do not hesitate to contact Jeffrey Young, at 416-973-5902 or by e-mail at [Jeffrey.young@tc.gc.ca](mailto:Jeffrey.young@tc.gc.ca).

Yours sincerely,

Jeffrey A. Young, CET  
Railway Safety Inspector  
Surface Branch

cc:            Kate Ash, CN Rail



Intersection of M.R. 80 and M.R. 84

TRAFFIC CONTROL

2012 - 06 - 26

## Request for Decision

### School Zone Speed Limit - École publique Jeanne-Sauvé and Corpus Christi School

Presented To: Operations Committee

Presented: Monday, Aug 13, 2012

Report Date Wednesday, Aug 01, 2012

Type: Managers' Reports

### Recommendation

That the speed limit on Van Horne Street from Paris Street to Howey Drive, be reduced to 40 km/h due to the presence of École publique Jeanne-Sauvé, and;

That the speed limit on Robinson Drive from Kelly Lake Road to Ascot Street be returned to 50 km/h due to the closure of Corpus Christi School, 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 change, all in accordance with the report from the General Manager of Infrastructure Services dated August 1, 2012.

## Background

The City's Traffic and Transportation Engineering Section received a request to institute a school zone speed limit in the area of École publique Jeanne-Sauvé. It was also brought to City staff's attention that Corpus Christi School has closed and a 40 km/h school zone speed limit is still in effect on Robinson Drive.

To deal with numerous requests to reduce the speed limit near schools, City Council adopted a School Zone Speed Reduction Policy in 2001 and further revised the policy in 2009. The approved policy states the following:

That staff be directed to bring to the attention of City Council requests for speed reduction zones adjacent to schools based on the following considerations:

- That a school speed zone be installed at schools with primary grade aged students.
- That the school speed zone be limited to residential streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 50 km/h.

### Signed By

#### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Aug 1, 12*

#### Division Review

David Shelsted, MBA, P.Eng.  
Director of Roads & Transportation  
Services  
*Digitally Signed Aug 1, 12*

#### Recommended by the Department

David Shelsted, MBA, P.Eng.  
Acting General Manager of  
Infrastructure Services  
*Digitally Signed Aug 1, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Aug 1, 12*

- That if schools are closed, the speed limit will revert back to 50 km/h.
- That only those requests that meet the above four criteria be brought forward by staff to City Council for consideration.

### **1. École publique Jeanne-Sauvé – Van Horne Street, Sudbury**

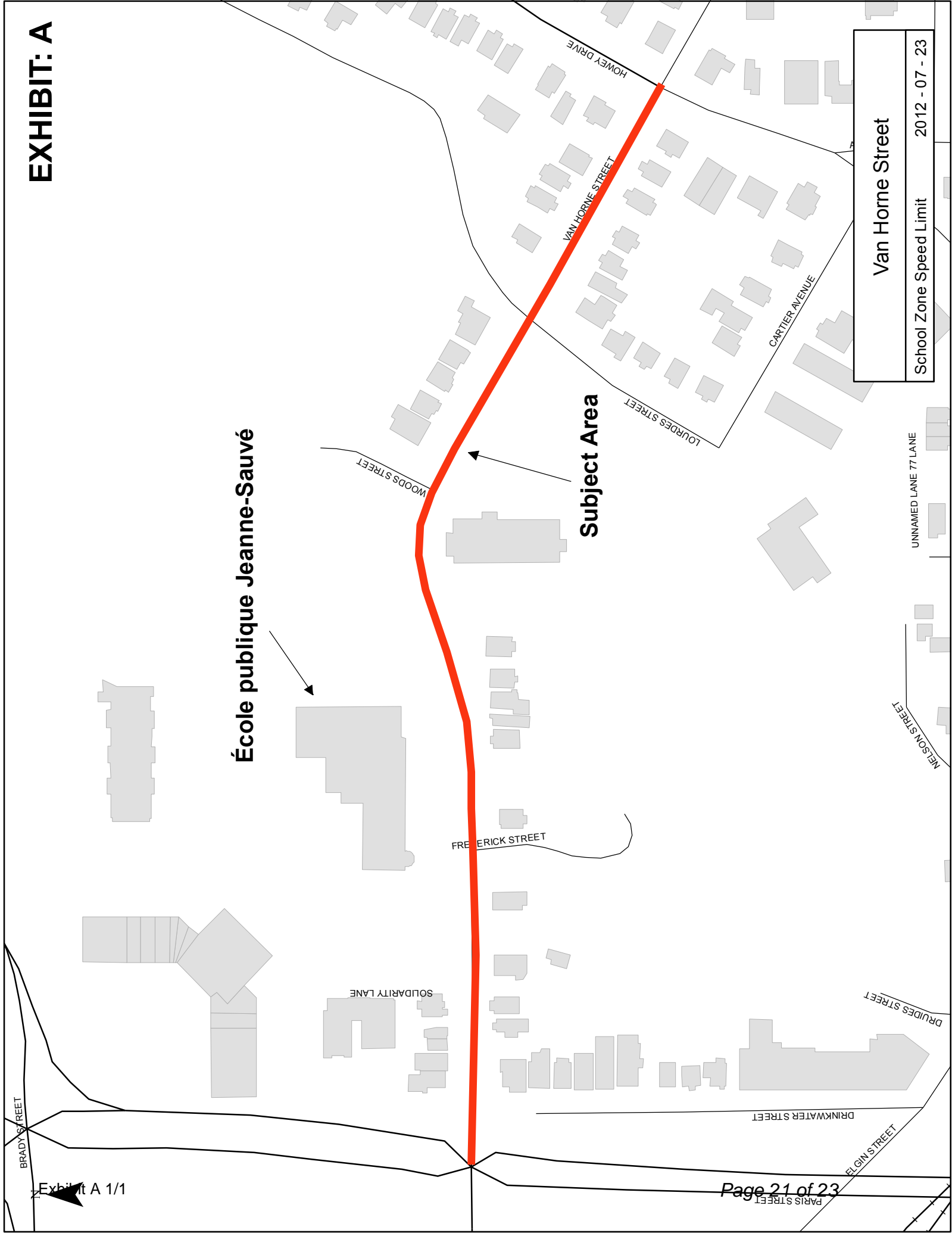
École publique Jeanne-Sauvé is a primary grade aged school situated on Van Horne Street in Ward 10 (see Exhibit 'A'). Staff received a letter from Jean-Marc Aubin, Chairperson of the Conseil scolaire public du Grand Nord de l'Ontario, requesting the speed limit on Van Horne Street be reduced to 40 km/h (see Exhibit 'B').

This area of Van Horne Street is classified as a secondary arterial roadway and therefore would not meet the criteria of the approved School Zone Speed Limit Policy. However, due to the steep grade of Van Horne Street and the sharp horizontal curve in the area of the school, staff recommends that the speed limit on Van Horne Street from Paris Street to Howey Drive be reduced to 40 km/h.

### **2. Corpus Christi School – Robinson Drive, Sudbury**

Corpus Christi School was a primary grade aged school situated 350 metres east of Kelly Lake Road in Ward 1 (see Exhibit 'C'). The Sudbury Catholic School Board closed Corpus Christi School this summer.

As per the City's policy, staff recommends that the speed limit on Robinson Drive, from Kelly Lake Road to Ascot Street be returned to 50 km/h. There are currently two Maximum 40 km/h signs and one Maximum 50 km/h sign installed on Robinson Drive that will need to be removed to accommodate this change.

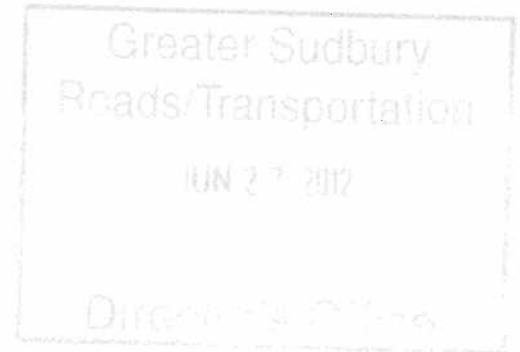




## TRANSLATION

June 25, 2012

Mr. Dave Kivi  
 Coordinator of Transportation and Traffic Engineering Services  
 City of Greater Sudbury  
 Traffic and Transportation Section  
 Tom Davies Square, 3<sup>rd</sup> Floor  
 200 Brady Street, PO 5 000  
 Station A  
 SUDBURY ON P3A 5P3



Mr. Kivi,

As Chairperson of the Conseil scolaire public du Grand Nord de l'Ontario, I wish to advise you that the School Board requests that school zone signs be installed in front of École publique Jeanne-Sauvé, situated at 300 Van Horne Street in Sudbury before the beginning of the school year on September 4<sup>th</sup>, 2012. Please note that this request is in keeping with By-law 2010-1 of the City of Greater Sudbury regarding a School Zone Speed Policy. Moreover, CSPGNO is requesting that the City of Greater Sudbury install speed signs indicating a maximum speed of 40 km/h in a very visible area near the school.

It is of utmost importance to the School Board that the safety of students, staff members and the general public be ensured at all times. I am confident that the City of Greater Sudbury will support all measures taken to this end.

Yours sincerely,

Jean-Marc Aubin  
 Chairperson

c. c. Trustees  
 Marc Gauthier, Superintendent  
 Carole Paquette, School Principal

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Robinson Drive
School Zone Speed Limit
2012 - 07 - 23