

**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, January 9<sup>th</sup>, 2012

**at 6:00 pm**

Committee Room C-11

## OPERATIONS COMMITTEE AGENDA

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For the 1<sup>st</sup> Operations Committee Meeting  
to be held on **Monday, January 9, 2012**  
**Committee Room C-11 at 6:00 pm**

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(Please ensure that cell phones and pagers are turned off)

Copies of Agendas can be viewed on the City's website at [www.greatersudbury.ca/agendas/](http://www.greatersudbury.ca/agendas/).

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

## **APPOINTMENT OF COMMITTEE CHAIR AND VICE-CHAIR**

1. Report dated December 5, 2011 from the Executive Director, Administrative Services/City Clerk regarding Appointment of Chair and Vice-Chair - Operations Committee. **6 - 10**  
**(RECOMMENDATION PREPARED)**  
(Deputy Clerk, Brigitte Sobush will call the meeting to order and preside until the Operations Committee Chair and Vice Chair have been appointed, at which time the newly appointed Chair will preside over the balance of the meeting.)

## **COMMUNITY DELEGATIONS**

2. Coalition for a Liveable Sudbury **11 - 13**  
**(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)**
  - Naomi Grant, Chair, Coalition for a Liveable Sudbury(This presentation will provide the Coalition for a Liveable Sudbury the opportunity to share information they have received from transit riders.)

## **PRESENTATIONS**

3. Report dated December 21, 2011 from the General Manager of Growth and Development regarding Idling Control in Greater Sudbury. **14 - 19**  
**(ELECTRONIC PRESENTATION) (RECOMMENDATION PREPARED)**
  - Stephen Monet, Manager of Environmental Planning Initiatives(This report presents three options to control unnecessary vehicle idling in Greater Sudbury. The recommended option includes both education and a by-law that allows a one-minute idling period enforceable in private and public areas. The by-law includes a number of exemptions, however, that reflect specific operational and health and safety situations when idling may be required.)

## **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 December 23, 2011 from the General Manager of Infrastructure Services regarding Trans Cab Service to St. Gabriel Villa, Chelmsford. **20 - 21**  
**(FOR INFORMATION ONLY)**  
(This report provides information about Trans Cab services to St. Gabriel Villa )

## **REGULAR AGENDA**

### **MANAGERS' REPORTS**

- R-1. Report dated December 23, 2011 from the General Manager of Infrastructure Services regarding Jeanne D'Arc Street Safety Concerns. **22 - 26**  
**(RECOMMENDATION PREPARED)**  
(Residents of the Dominion Parc subdivision submitted a petition requesting various safety concerns along Jeanne D'Arc Street be reviewed. This report summarizes the results of the traffic studies conducted by Staff and provides appropriate recommendations.)
- R-2. Report dated December 23, 2011 from the General Manager of Infrastructure Services regarding School Zone Speed Limit - Various Schools. **27 - 33**  
**(RECOMMENDATION PREPARED)**  
(This report recommends that the speed limit in the areas of Adamsdale Public School, Ecole St. Augustin, Ecole St. Pierre and the new Ecole St. Denis be reduced to 40 km/h.)
- R-3. Report dated December 23, 2011 from the General Manager of Infrastructure Services regarding Traffic Control: 1) Trottier Avenue at Pilon Street; and 2) Anizette Street at Trottier Avenue. **34 - 37**  
**(RECOMMENDATION PREPARED)**  
(This report provides recommendations for traffic control at the following intersections: (1) Trottier Avenue at Pilon Street; and (2) Anizette Street at Trottier Avenue)
- R-4. Report dated December 14, 2011 from the General Manager of Growth and Development regarding Additional Meters on Beech Street and Amendments to the Maximum Allowable Parking Time. **38 - 39**  
**(RECOMMENDATION PREPARED)**  
(This report proposes standardization of parking time downtown and the installation of additional meters on Beech Street.)

R-5. Report dated December 23, 2011 from the General Manager of Infrastructure Services regarding All-Way Stop Control - Various Intersections.

**40 - 64**

**(RECOMMENDATION PREPARED)**

(Staff received several requests to determine if All-Way Stop control is warranted at various intersections. This report presents staff's findings and provides a recommendation for traffic control at the requested intersections.)

**ADDENDUM**

**CIVIC PETITIONS**

**Adjournment (Resolution Prepared)**

(Two-thirds majority required to proceed past 9:00 P.M.)

**BRIGITTE SOBUSH, DEPUTY CITY CLERK**

**FRANCA BORTOLUSSI, COUNCIL SECRETARY**

## Request for Decision

### Appointment of Chair and Vice-Chair - Operations Committee

Presented To:	Operations Committee
Presented:	Monday, Jan 09, 2012
Report Date	Monday, Dec 05, 2011
Type:	Appointment of Committee Chair and Vice-Chair

### Recommendation

That Councillor \_\_\_\_\_ be appointed Chair and Councillor \_\_\_\_\_ be appointed Vice-Chair of the Operations Committee for the term ending December 31, 2012 or until such time as their successors are appointed.

### Background

This report sets out the procedure for the election by the Committee of the Chair and Vice-Chair of the Operations Committee for the term ending December 31, 2012 or until their successors are appointed.

The Procedure By-law provides that a Member of the Committee shall be appointed annually by the Committee to serve as Chair of the Operations Committee. As well, a Vice-Chair is appointed annually.

The above appointments need only be confirmed by resolution.

### Remuneration

The Chair of the Operations Committee is paid \$1,897.50 per annum.

### Selection

The selection of the Chair and Vice-Chair is to be conducted in accordance with Article 45 of the Procedure By-law (copy attached).

Council's procedure requires that in the event more than one (1) candidate is nominated for either the Chair or Vice-Chair's position, a simultaneous recorded vote shall be used to select the Chair and Vice-Chair.

It is always in order for a Member of Council to nominate themselves and to vote for themselves. Under *Robert's Rules of Order* a nomination does not need a second.

#### Signed By

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

Brigitte Sobush  
Deputy City Clerk  
*Digitally Signed Dec 5, 11*

##### **Division Review**

Brigitte Sobush  
Deputy City Clerk  
*Digitally Signed Dec 5, 11*

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

Caroline Hallsworth  
Executive Director, Administrative Services/City Clerk  
*Digitally Signed Dec 5, 11*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Dec 5, 11*

Once the successful candidates have been selected, a resolution will be introduced confirming the appointment of the successful candidates.

**ARTICLE 45. NOMINATING COMMITTEE****45.01 Mandate**

The Nominating Committee shall meet, as needed by Council, for the purpose of considering and recommending to Council citizen appointments to agencies, boards, advisory panels, and other bodies as required.

**45.02 Primary Objectives**

In making such appointments, the Nominating Committee shall take into consideration a balanced representation from communities of interest so as to be reflective of the geographical and demographic composition of the community.

**45.03 Membership**

The Nominating Committee shall be composed of all Members of Council and chaired by a Deputy Mayor.

**45.04 Term**

The term of the Nominating Committee shall coincide with the term of Council.

**45.05 Procedure**

In making such appointments, the procedure set out in this Article shall apply unless otherwise provided in a shareholders' declaration.

**45.06 Number of Applicants Matches Positions - Motion**

Where the number of applicants matches the positions to be filled, a motion to appoint the applicant(s) to the position(s) in question shall be presented and voted upon.



**45.07 Simultaneous Recorded Vote**

A simultaneous recorded vote shall be used to select the applicants to fill each position available, in accordance with Article 33.05, except that:

- (1) the Clerk need not read each ballot aloud nor record each individual vote; and
- (2) the ballots shall be retained as part of the minutes.

**45.08 Number of Applicants Exceeds Positions - Simultaneous Recorded Vote**

Where the number of applicants exceeds the number of positions available, a simultaneous recorded vote shall be conducted in accordance with Article 37.09.

**45.09 Term of Appointment – Local Boards**

The term of office of each citizen appointed to a Local Board shall be set out in the body's terms of reference and shall not exceed the term of Council, unless otherwise specified by statute. However for purposes of continuity, such citizen appointments shall remain in effect following a municipal election until their successors are appointed by the incoming Council.

**45.10 Term of Appointment – Staff**

Except where prohibited by statute, the Nominating Committee may recommend the appointment of a member of staff to a board or agency within its mandate in the place of a Member when no other Members are available to be appointed.

**ARTICLE 41. OPERATIONS COMMITTEE****41.01 Mandate**

The Operations Committee shall hear presentations and receive correspondence and reports from the Infrastructure Services Department and from the Environmental Services Division, and shall make recommendations to Council on these matters.

**41.02 Primary Objectives**

The Operations Committee shall be responsible for the following objectives:

- (1) To hear community delegations on topics related to the provision of services by the Infrastructure Services Department and by the Environmental Services Division.
- (2) To review proposals for new policies and for amendments to existing policies that pertain to either the Infrastructure Services Department or to the Environmental Services Division.
- (3) To conduct service level reviews, including proposed changes to existing service levels, or the introduction of new services or programs delivered by either the Infrastructure Services Department or the Environmental Services Division.
- (4) To study topics or issues referred to the Committee by Council resolution.

**41.03 Membership**

To be composed of a minimum of five (5) and a maximum of seven (7) Members of Council

**41.04 Term**

The term of the Operations Committee shall coincide with the term of Council.

## For Information Only

### Coalition for a Liveable Sudbury

Presented To: Operations Committee

Presented: Monday, Jan 09, 2012

Report Date Friday, Dec 16, 2011

Type: Community Delegations

### Recommendation

For Information Only

Signed By

No signatures or approvals were  
recorded for this report.



Coalition for a  
**Liveable**  
Sudbury

Making connections. Working toward sustainability.

December 15, 2011

**Community Delegation request for the Operations Committee, from Coalition for a Liveable Sudbury, in regards to transit**

The Coalition for a Liveable Sudbury would like to request to present to the Operations Committee on the topic of transit. We understand that the first meeting of the Operations Committee is scheduled for Monday, January 9, 2012. We are available on that date, and look forward to being confirmed on the agenda. Naomi Grant will be presenting.

Transit is an important topic for the members of Coalition for a Liveable Sudbury. We have hosted a number of discussions on transportation, and transit specifically, to hear from transit riders. We have also done considerable research, in support of the Sustainable Mobility Plan, and for our own material. Active discussions on transit continue in our meetings, and in the community.

We look forward to the opportunity to share what we have heard from transit riders, and what recommendations have come forward. In addition, we would welcome the opportunity to hear from the Transit Committee on what is in the works for improvements in service, actions to increase ridership, and implementing the transit recommendations in the Sustainable Mobility Plan.

Continued improvements to transit that is inclusive of the priorities identified by transit riders is consistent with the Healthy Community Strategy, directly relating to the pillars of human health and wellbeing, civic engagement and social capital, and environmental sustainability. It contributes directly to Goal 2 of the Healthy Community Strategic Plan: “advocate the implementation of the Sustainable Mobility Plan.” In addition, it speaks to the transportation section of EarthCare Sudbury’s Local Action Plan, specifically the objective to “increase ridership by capita” and the associated City of Greater Sudbury action to “further enhance the convenience, reliability and appeal of using the transit system.” Of course, it also contributes to the mandate of Sudbury Transit to provide public transportation services that contribute to the social and ecological health of our community by removing geographic barriers to employment and social services opportunities and by reducing the environmental and infrastructure costs of transportation. The recommendations we will present are also pertinent to the Auditor General’s report entitled “2010 Audit Of Greater Sudbury Transit Services -Conventional Transit” which includes recommendations for growing ridership and reviewing routes and services. More generally, our Community Delegation is relevant to the Official Plan sections on transportation and public transportation.

The Coalition for a Liveable Sudbury has held a number of discussions on transit for transit users, had a strong working group contributing to the Sustainable Mobility Plan which researched and discussed transit, and hosted an unconference of local active groups working on active

transportation. Emerging from these informed discussions and research, a number of clear priorities were identified:

1. Review the current system and implement best practices - the focus being making routes and schedules more efficient for riders.
2. Mobility Hubs – creating transit hubs in town centres and regional centres, with transit routes that would allow rapid travel among hubs, and local routes from each hub. A mobility hub is a wider concept than just transit. It is a higher density mixed use area that supports good transit service, and also other transportation modes (cycling infrastructure; park and ride...), consistent with Transit Oriented Development.
3. Detailed wayfinding scheme - schedules and maps at each stop, in busses, and in terminals; route maps that use street maps as a base so that they are easily relatable to actual destinations; on-line maps and services. In addition clear information on policies such as daycare passes, stroller policies, and rack-and-roll should be easily accessible.
4. Make the fare system more accessible and flexible (e.g. family fares; day and weekend passes; free fares for certain times and/or rider groups)
5. Create and implement an action plan to increase ridership - as well as making routes and schedules more convenient, this includes things like E-passes (agreements between businesses and the municipality to offer employees transit passes at a rate lower than their monthly parking fee); educational partnerships (e.g. partnerships with schools for students to have easier access to transit, and become comfortable navigating on transit), events such as a transit scavenger hunt, etc.

Two additional recurring topics were feeling safe in the transit centre downtown, and accessibility to transit stops which includes things like snow removal, as well as pedestrian access (e.g. safe pedestrian crossings, sidewalks).

The actions we hope to see are:

1. That the Operations Committee and Sudbury Transit work together with the Sustainable Mobility Panel to implement the above priorities.
2. That transit users that rely on transit as their principal form of transportation be included in decisions made on transit improvements. We recommend requesting representatives from a newly formed citizen's group advocating for transit users be included in the Operations Committee when decisions pertinent to transit are being made. Issues brought forward by this group should be given due regard and timely action.
3. That plans to increase ridership and improve service be made publicly available, with annual progress reports and updates.
4. That the members of the Operations Committee, and indeed all members of Council and managers in the Transportation Services Department, take a bus challenge: that is that they use public transit to meet their typical transportation needs for at least one day, and preferably 1 week or longer.

Regards,  
Naomi Grant  
Chair, Coalition for a Liveable Sudbury  
[grant\\_naomi@hotmail.com](mailto:grant_naomi@hotmail.com), 705- 673-1874  
78 Roxborough Drive, Sudbury P3E 1J7

## Request for Decision

### Idling Control in Greater Sudbury

Presented To:	Operations Committee
Presented:	Monday, Jan 09, 2012
Report Date	Wednesday, Dec 21, 2011
Type:	Presentations

### Recommendation

WHEREAS Council has expressed concern about public nuisances and concern for the economic, social and environmental well-being of the municipality and the health, safety and well-being of its citizens,

WHEREAS motor vehicle idling results in the release of atmospheric pollutants and greenhouse gases that are harmful to the environment and to people's health,

BE IT RESOLVED THAT Council selects Option 2 – preparation of a by-law to control motor vehicle idling, whose coming into force will be preceded by an education campaign on the topic.

## Background

At the August 11, 2010, Policy Committee meeting, representatives of the Coalition for a Liveable Sudbury presented the benefits of an idling control by-law for the Greater Sudbury community. Policy Committee agreed that a report in cooperation with the Sudbury & District Health Unit, Coalition for a Liveable Sudbury and EarthCare Sudbury be brought back to Council so that this matter can move ahead.

City staff met on several occasions to discuss idling control strategies and issues. City staff also researched what other Ontario municipalities had undertaken in terms of idling control, including approaches to and experiences with enacting a by-law.

City staff held a meeting with representatives of the Coalition for a Liveable Sudbury and the Sudbury & District Health Unit on November 9, 2011, to discuss the proposed options for idling control.

## Negative Effects of Vehicle Idling

Vehicle engines produce a number of undesirable air emissions when in operation. Tailpipes emit criteria air contaminants, such as volatile organic compounds (VOCs), carbon monoxide (CO), and oxides of nitrogen (NOx) that contribute to air pollution and have detrimental health effects on people and the environment. A recent report by Toronto's Medical Officer of Health states that there is clear evidence that air pollution from

### Signed By

#### Report Prepared By

Stephen Monet  
Manager of Environmental Planning  
Initiatives  
*Digitally Signed Dec 21, 11*

#### Division Review

Paul Baskcomb  
Director of Planning Services  
*Digitally Signed Dec 21, 11*

#### Recommended by the Department

Bill Lautenbach  
General Manager of Growth and  
Development  
*Digitally Signed Dec 22, 11*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Dec 22, 11*

vehicles adversely affects human health. Air pollution from vehicles is associated with a broad range of respiratory and cardiovascular effects, cancer, and hormonal and reproductive effects. Groups that are especially at risk from vehicle-related air pollution include children, fetuses, pregnant women, and the elderly. Vehicle operation also releases carbon dioxide (CO<sub>2</sub>) – the principal greenhouse gas that contributes to climate change.

Research indicates that Canadian motorists idle their vehicles an average of 6 to 8 minutes a day. Idling a vehicle's engine not only contributes to smog and climate change, but also wastes fossil fuels, which, of course, are non-renewable. Natural Resources Canada (NRCAN) estimates that if Canadian motorists avoided idling for just three minutes a day, over the year they would collectively save 630 million litres of fuel, and \$756 million in fuel costs (assuming a fuel cost of \$1.20/L). These savings translate into a reduction of 1.4 million tonnes of CO<sub>2</sub>, equivalent to taking 320,000 cars off the road for the entire year.

As expected, increases in idling time results in increases in fuel use and CO<sub>2</sub> emissions. In tests conducted by NRCAN using three vehicles driven over a simulated urban driving cycle in -18°C conditions, idling for 5 minutes resulted in a 7 to 14 percent increase in fuel use (and concurrent CO<sub>2</sub> emissions), while idling for 10 minutes resulted in 12 to 19 percent increases in fuel use.

A report produced for NRCAN in 2003 found that idling for over 10 seconds uses more fuel and produces more CO<sub>2</sub> compared to restarting a vehicle's engine. As more of a guideline that balances factors such as fuel savings, overall emissions and potential component wear on the starter and battery, NRCAN recommends 60 seconds as a reasonable idling period, after which you should turn the engine off. By limiting idling to 60 seconds when a vehicle is stopped, money saved on fuel should more than offset any potential increase in maintenance costs from wear and tear on a vehicle's starter and battery. The operator therefore not only saves money but there are also benefits to people's health and the environment.

## **City of Greater Sudbury - Idling Control Initiatives**

### **Operations**

In 2008, City of Greater Sudbury's Council approved an idling control policy for municipal employees and contractors. The policy requires drivers to limit vehicle idling to a maximum of three minutes, under most circumstances.

Over the past few years, the City's Fleet Services and Transit Services have also initiated a number of actions that will contribute to decreased idling time of the City fleet. Various driver training modules designed to reduce fuel use and cut emissions have been used to train City staff. The City has worked with the Fleet Challenge Ontario program as well as NRCAN's FleetSmart initiative.

Various other actions aimed at reducing fuel use and idling have also been undertaken by Fleet Services. Engine pre-heat systems and auxiliary cab heaters have been installed in about 50 vehicles so far allowing the inside of these vehicles to stay warm without the need for idling the vehicle. LED signal and traffic control lighting is now required on new vehicles purchased by the City. The low energy use of these lights allows the vehicle to be turned off for extended periods without the risk of discharging the battery.

Recently, Fleet Services initiated a pilot project to monitor a number of measures of vehicle use patterns, including idling. On-board information systems have been installed on a handful of vehicles and, based on the early results of this pilot project, a decision will likely be made to deploy this technology throughout the City fleet. Vehicle data are tracked wirelessly and made available directly to the Fleet Manager. Idling time is one of the measures that can be tracked and discussed with Supervisors.

## **Community Outreach**

The City of Greater Sudbury's EarthCare Sudbury Program has been involved in local idling research and campaigns since its inception in 2000. EarthCare Sudbury has prepared and published a number of articles in the local media on the topic of vehicle idling.

In 2001, EarthCare Sudbury, with funding from Natural Resources Canada, undertook a project aimed at understanding idling behavior among residents and the success of strategies to reduce idling. As part of a larger initiative to reduce engine idling in the City of Greater Sudbury, this project targeted 49 schools throughout the city as well as a large number of locations where residents are apt to idle. There were several project objectives:

- To reduce engine idling by parents, school bus drivers and the general public;
- To increase awareness of the importance of reducing greenhouse gas and smog-related emissions from individual actions, such as engine idling; and
- To develop knowledge and expertise in encouraging a whole community to change their behaviour regarding vehicle idling.

An intervention strategy was developed and applied in an attempt to modify idling behavior among school bus drivers and parents dropping kids off at the schools. Intervention components included posting metal 'Idle Free Zone' signs on the school property, engaging drivers on the topic of vehicle idling, and handing out idling information cards and vehicle stickers. The intervention strategy reduced both the frequency and duration of idling.

Through the EarthCare Sudbury Program, hundreds of 'Idle Free Zone' signs have been posted at various commercial, municipal and institutional sites, in addition to those posted at schools. In addition, a CTV EarthCare Minute ad dealing with idling control was prepared and aired in 2009, 2010, and 2011.

## **Existing Idling Control By-laws in Ontario**

The Ontario Municipal Act empowers municipalities to pass by-laws respecting the following matters:

- Economic, social and environmental well-being of the municipality.
- Health, safety and well-being of persons.

In addition, a municipality may prohibit and regulate with respect to public nuisances, including matters that, in the opinion of council, are or could become or cause public nuisances.

In Ontario, regulation of idling is achieved either through anti-idling provisions in existing by-laws, such as for noise or parking, or through stand-alone idling control by-laws. The latter is judged preferable since control is sought for reasons of air pollution. Several Ontario municipalities that have enacted stand-alone idling control by-laws, including Burlington, Guelph, Hamilton, London, Markham, Oshawa, Ottawa, Toronto and Windsor, among others. There are a number of matters that the by-laws are required to address, including permitted idling time, exemptions and enforcement.

### **Permitted Idling Time**

Most Ontario by-laws permit idling for 2, 3 or 5 minutes. Burlington is the first municipality in Ontario to have a 1 minute idling limit. It was reduced in 2009 from its initial 3 minute limit. Other municipalities have expressed intentions to move to a 1 minute idling limit.

A report prepared for NRCAN in 2005 by the Clean Air Partnership proposed a model idling control by-law with a 1 minute idling limit. As mentioned previously, NRCAN proposes a 1 minute limit as a reasonable



idling period based on factors such as fuel savings, overall emissions and potential component wear on the starter and battery. Also, the shorter the idling limit the more efficient and cost-effective the enforcement.

In the idling control by-laws, longer idling limits are set for transit vehicles while at a layover or stopover location.

## **Exemptions**

All idling control by-laws in Ontario list exemptions, which include various emergency situations or involve emergency vehicles engaged in an operational activity. Other exemptions include vehicles being serviced, vehicles involved in parades, armoured vehicles while someone is on duty inside the vehicle, or a motor vehicle carrying a passenger where a medical doctor certifies in writing that for medical reasons, the person requires the temperature or humidity be maintained within a certain range.

### **1. Temperature**

Some by-laws also include exemptions relating to outside temperature, while others don't. Municipalities that choose to include a temperature-related exemption for idling have settled on outside temperatures lower than 5oC and higher 27oC. Temperature introduces another factor that complicates enforcement. Officers must keep track of outside temperatures before laying an idling charge. On days when temperature approaches the exemption temperature limits, keeping track of temperatures is further complicated by variations during the day and between locations. In addition, staff in other municipalities have received complaints of unnecessary idling but were powerless to act due to the temperature being outside of the limits.

Several Ontario municipalities have chosen to remove temperature exemptions altogether. The Highway Traffic Act, for example, requires that a vehicle's windows afford the driver clear view to the front, side and rear. A driver can idle a vehicle to maintain clear view conditions, but would initially be expected to scrape windows rather than relying solely on the defrost/defog function in their vehicles.

### **2. Drive-throughs**

Drive-throughs are convenient features associated with certain commercial establishments. At times, however, drive-throughs can lead to idling as vehicles queue up along the drive-through lane waiting for particular goods or services.

In Greater Sudbury, a drive-through service facility is permitted as an accessory use to a permitted restaurant, financial institution, retail store, automotive service station, gas bar and automated car wash, except in the C6 Downtown Commercial Zone. In Ontario, the trend is to include drive-throughs in the list of exemptions in idling control by-laws if these features are permitted through land-use planning.

## **Enforcement**

Idling control by-laws in Ontario are enforced on a complaints basis or as officers come across idling vehicles while conducting their normal work duties.

In Ontario, municipalities with idling control by-laws have preceded enforcement with education. Even during enforcement, education is seen as the preferred approach. Verbal warnings and a brochure that explains the benefits of not idling vehicles reinforces the message that 'idling gets you nowhere'. Charges for most idling control by-laws are laid under Part I of the Provincial Offences Act. In this instance, officers must obtain information from the driver before issuing a ticket. Drivers are not obliged to provide any information to the by-law officers. This has lead a few municipalities (e.g., Burlington, Peterborough and Orillia) to develop their by-law so as to make idling a Part II offence under the Provincial Offences Act. All

parking offences are issued Part II tickets and the licence plate number is used as a means to identify the owner of a vehicle who then becomes ultimately responsible for paying the ticket. Enforcement of the idling control by-law is, therefore, made simpler and more efficient for the officers, who only now need to record vehicle licence plate numbers on the tickets and affix the ticket to the windshield.

## **Idling Control Options**

### **Option 1 – Education on Vehicle Idling**

Following this option the City would reinitiate its idling awareness and educational efforts that it had undertaken in the early to late 2000s. The EarthCare Sudbury Program would be focused on communication aimed externally at the community, while the Fleet Services would continue its idling awareness initiatives for City staff. Community education would involve delivering idling awareness campaigns through the EarthCare Sudbury Partnership, thereby potentially affecting tens of thousands of Sudburians; media releases; bookmarks to be delivered through the libraries; EarthCare Minutes on CTV; and, possibly, social media. A communications plan for idling control would be developed by EarthCare Sudbury in collaboration with Corporate Communications and French Language Services. Implementation of the communications plan will be achieved through the EarthCare Sudbury operating budget.

Fleet Services will continue to raise awareness among City staff as to the problems of idling and the existence of the Idling Control Policy. Key to this success will be the continued participation of all supervisors to ensure that staff comply with the Policy.

#### **Pros**

- Minimal disruption to regular staff operations; continuing existing initiatives.
- No extra resources required to implement.

#### **Cons**

- Idling is somewhat of an entrenched behaviour facilitated by such technologies as remote vehicle starters. Therefore, education alone may be insufficient to result in a significant reduction in vehicle idling.

### **Option 2 – Education with Idling Control By-law**

Under this option the City would initiate an education and awareness campaign similar to Option 1. In addition, the City would enact and subsequently enforce an idling control bylaw which would come into force on January 1, 2013, preceded by several months of public education. The bylaw would allow motor vehicles to idle up to 60 consecutive seconds within sixty consecutive minutes. The bylaw would be applicable to private and municipal properties and highways under the City's jurisdiction. Exemptions to the bylaw would include, but not necessarily be limited, to the following:

- Emergency vehicles, off-road vehicles and equipment while engaged in operational activities, including training and client transfer.
- Vehicles assisting in emergency response and/or activities.
- Mobile workshops where engine power is necessary for electrical or pressure generation, tool use, hoist or winch use, lift gate or boom operation, and/or similar applications.
- Vehicles with power take-off containing work equipment that must be powered by the vehicle engine.
- Transit vehicles in layover or stopover, defined as a stopping point along a transit route or at a transit vehicle terminal, for a maximum of 15 minutes to allow transit vehicles to adjust to service schedules.
- Vehicles that remain motionless because of emergency or traffic conditions, including but not limited to congestion, traffic control signals, weather conditions or mechanical difficulties.

- Vehicles where idling is required as part of the repair process or to prepare the vehicle for service.
- Extreme cold weather or heat alerts where idling may be necessary for the well-being of the operator and/or passengers.
- Idling to defrost, defog or deice vehicle windows provided a scraper is used prior to starting the engine. Idling must end once fog, frost, or ice conditions have been eliminated.
- Outside workers may idle a vehicle for up to 15 minutes for the purpose of getting warm and/or dry if indoor accommodations are not available at the work site. To reduce the possibility of carbon monoxide accumulation in the cab, window(s) must remain partially open for safe ventilation.
- A vehicle transporting a person who has in their possession a medical doctor's certificate stating that for medical reasons, the person requires the temperature or humidity to be maintained within a certain range and the idling of the vehicle is necessary to achieve that temperature or humidity level.
- Vehicles engaged in a parade or any other event authorized by the municipality.
- Vehicles that are operated on the travelled portion of a drive-through lane.

A minimum six-month period would be dedicated to education and awareness before commencement of full enforcement with issuance of tickets for bylaw infractions. During the education period, bylaw officers would only hand out brochures and issue warnings to those caught idling their vehicles for more than 60 seconds. Tickets would be issued under Part 2 of the Provincial Offences Act. Thus, it would be the owner of the vehicle rather than the driver who would ultimately be liable.

#### Pros

- Should lead to adequate idling control with enforcement of the by-law rather than just relying on education.
- Enforcement using Part 2 powers makes the owner of the vehicle responsible for the fines.
- By-law officers will be able to enforce as they come across idling vehicles while conducting their normal work duties.

#### Cons

- With complaints-based enforcement, it will be difficult to issue tickets for infraction situations that are occasional and without a set daily or weekly pattern. Response time of by-law officers is currently several days for non-emergency situations.

## For Information Only

### Trans Cab Service to St. Gabriel Villa, Chelmsford

Presented To:	Operations Committee
Presented:	Monday, Jan 09, 2012
Report Date	Friday, Dec 23, 2011
Type:	Correspondence for Information Only

### Recommendation

For Information Only

## Background

Transit service was requested for the residents of St. Gabriel Villa located in Chelmsford. Staff reviewed the Azilda/Chelmsford transit route and determined that St. Gabriel Villa could not be serviced without increasing the length of each scheduled trip by fifteen minutes. A budget enhancement option valued at \$95,000 was presented to the Finance Committee for consideration. At their December 5, 2011 meeting, the Committee withdrew the option and requested that staff review the possibility of providing Trans Cab Service to the Villa.

Trans Cab Service is a cost effective and efficient way of providing transit service to low density areas within the city limits. It is the extension of the conventional transit system and is utilized by many of our transit customers.

Trans Cab Service is currently available along M.R. 15 between Blezard Valley and Chelmsford to connect to regular transit routes. St. Gabriel Villa is a permanent Seniors' Residence which is located along the Trans Cab route and as such is eligible for this Trans Cab Service.

The current Trans Cab Service provider has been notified and will accommodate transportation requests to and from the Villa. Staff at St. Gabriel Villa have also been notified and have been provided with bilingual information packages for residents and visitors.

#### Signed By

**Report Prepared By**

Roger Sauvé  
Director of Transit & Fleet Services  
*Digitally Signed Dec 23, 11*

**Division Review**

Roger Sauvé  
Director of Transit & Fleet Services  
*Digitally Signed Dec 28, 11*

**Recommended by the Department**

Greg Clausen, P.Eng.  
General Manager of Infrastructure Services  
*Digitally Signed Dec 23, 11*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Dec 23, 11*

The utilization of Trans Cab Service in this area will be monitored and future recommended changes will be identified and brought forward as warranted.

Presented To: Operations Committee

Presented: Monday, Jan 09, 2012

Report Date Friday, Dec 23, 2011

Type: Managers' Reports

## Request for Decision

### Jeanne D'Arc Street Safety Concerns

#### Recommendation

That the current traffic control at the intersections of Jeanne D'Arc Street at Chateau Crescent/Leger Crescent, Jeanne D'Arc Street at Grandale Street, Jeanne D'Arc Street at Heritage Drive and Jeanne D'Arc Street at Lee Street, be maintained and;

That the speed limits within the Dominion Parc subdivision remain 50 km/h.

## Background

At the City Council meeting of October 13, 2010, Councillor Rivest submitted a petition, signed by 192 area residents, requesting that City staff review traffic operations on Jeanne D'Arc Street to address concerns related to speeding traffic and various traffic violations. The first page of the petition with signatures can be found in **Exhibit A**.

Jeanne D'Arc Street is located in the community of Val Therese in the north end of the City (**see Exhibit B**). It is constructed to an urban collector standard with an asphalt surface width of 10 metres and a sidewalk along the south side of the roadway. It has a maximum speed limit of 50 km/h. This roadway was constructed in several phases, with the final phase opening in the summer of 2009. This phase was constructed from the intersection Heritage Drive to the Chateau Crescent/Leger Crescent intersection, included several traffic calming features and connected the two formerly dead end sections of Jeanne D'Arc Street.

To address the concerns outlined in the submitted petition, staff have conducted volume, speed and cut through traffic studies as well as reviewed collision history from January 1, 2008 to December 31, 2010.

## All-Way Stop Requests

The petition requested that the City of Greater Sudbury review the need for all-way stops at the intersections

#### Signed By

**Report Prepared By**

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Dec 23, 11*

**Division Review**

David Shelsted, MBA, P.Eng.  
Acting Director of Roads &  
Transportation  
*Digitally Signed Dec 23, 11*

**Recommended by the Department**

Greg Clausen, P.Eng.  
General Manager of Infrastructure  
Services  
*Digitally Signed Dec 23, 11*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Dec 23, 11*

of Jeanne D'Arc Street and Chateau Crescent and Leger Crescent, Jeanne D'Arc Street and Grandale Street, Jeanne D'Arc Street and Heritage Drive and Jeanne D'Arc Street and Lee Street.

The purpose of an all-way stop is to alternate right-of-way at an intersection. They can be an effective device when installed at busy intersections with similar traffic volumes and characteristics. However, all-way stops disrupt the flow of traffic and introduce delay to all drivers passing through the intersection. The unwarranted installation of all-way stops also results in frequent rolling stops and disrespect for the signs. Studies have shown that mid-block speed actually increase after the installation of all-way stops as drivers attempt to make up for lost time. Therefore, they should only be installed when warranted. In 2008, City Council approved a modified warrant for determining the need for all-way stops that significantly reduces the minimum traffic volume thresholds and collision requirements contained in provincial standards published by the Ontario Ministry of Transportation.

To determine if all-way stops are warranted, staff conducted turning movement counts from June 6<sup>th</sup>, 2011 to June 9<sup>th</sup>, 2011 at the four requested intersections and applied the count data to the City's new, warrant. The results of the all-way stop warrants are summarized in the table below.

<b>Intersecting Road</b>	<b>Minimum Vehicle Volume Warrant</b>	<b>Number of Collisions (2008-2010)</b>
Grandale Street	12.9%	0
Heritage Drive	6.4%	0
Lee Street	7.9%	1
Chateau Crescent/Leger Crescent	4.3%	0

Based on the above information, vehicle and pedestrian volumes do not meet the minimum requirements. A review of the City's collision information from 2008 to 2010, inclusive, revealed that there was only one collision at the intersection of Jeanne D'Arc Street and Lee Street that may be susceptible to relief through an all-way stop. While all collisions are undesirable, the collision experience would not be considered high, and does not show a pattern that could be corrected with an all-way stop. For a Minor Collector roadway, like Jeanne D'Arc Street, the Collision Warrant requires a minimum of three collisions per year over a three year period. Based on the traffic volume and collision information, installing an all-way stop at any of the four requested intersections is not recommended.

#### Speeding Traffic and Speed Limit Reductions

The submitted petition also requested that the City of Greater Sudbury address the ongoing speeding problem and implement a reduced maximum speed limit of 40 km/h on all roadways in the Dominion Parc Subdivision.

In 2009 and 2011 City staff conducted 24 hour speed studies at various locations on Jeanne D'Arc Street. The results of the studies are summarized below:

<b>Location</b>	<b>Year</b>	<b>Number of Vehicles</b>	<b>Average Speed (km/h)</b>	<b>85th Percentile Speed* (km/h)</b>
Between M.R. 80 and Grandale Street	2009	1433	44.0	52.1
Between Grandale Street and Heritage Drive	2011	1668	42.7	49.9
Between Heritage Drive and Dugas Street	2011	2125	40.2	49.9

Between Dugas Street and Lee Street	2011	1987	41.1	48.3
Between Lee Street and Chateau Crescent	2011	1995	43.4	51.5
Between Chateau Crescent and Leger Crescent (east leg)	2009	1225	37.0	43.9
Between St. Mary Boulevard and Marquis Court	2011	1408	42.2	49.9

*\*The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of drivers are travelling and is generally accepted as a good indicator of an appropriate speed limit.*

Reviewing the recorded 85<sup>th</sup> percentile speeds indicates that the majority of drivers are respecting the speed limit of 50 km/h and the installed traffic calming devices are having an impact. Staff also recorded traffic volumes and conducted a cut-through traffic survey to determine whether any other portions of Jeanne D'Arc Street would qualify for traffic calming. Jeanne D'Arc Street from Municipal Road 80 to Heritage Drive and from Leger Crescent/Chateau Crescent to Hamilton Crescent do not meet the minimum volume or cut-through traffic requirements to qualify to have traffic calming devices installed. Additionally, a review of the collision history revealed that there were no collisions involving vulnerable road users or which may be potentially corrected by traffic calming measures.

With respect to request to reduce the maximum posted speed limit to 40 km/h on all roadways throughout the Dominion Parc subdivision, it is City Council's policy to only limit 40 km/h speed limits to areas adjacent to elementary schools. Since no elementary schools are located within the subdivision, it is recommended that the speed limits remain at 50 km/h.



# EXHIBIT: A

## safety within our community- with the immediate goal of reducing speeding.

WHEREAS, speeding traffic and various traffic violations are a major ongoing problem in the Dominion Parc Subdivision - Hanmer, resulting in measurable amounts of speed, noise, negative impacts on child development and the erosion of neighbourhood communities;

WHEREAS, safe streets contribute to the perceived quality of life and physical safety of city residents, employees and visitors; and therefore are urgently needed to promote public health and long-term economic growth within our community;

The undersigned supporters of this petition hereby request that the City of Greater Sudbury resolve to:

Beginning immediately, re-establish and enforce a strict 40 KM PH speed limit throughout all streets and arterial roads in the Dominion Parc Development Subdivision, by deploying vigorous and consistent traffic enforcement;

Beginning immediately, looking into the placement of a 4 (four) way stop at the cross streets of Jeanne D'Arc Street, Chateau Crescent and Leger Street;

Beginning immediately, looking into the placement of a 3 (three) way stop at the intersections of Jeanne D'Arc Street and Grandale, Jeanne D'Arc Street and Heritage Drive and also Jeanne D'Arc Street and Lee Street;

By the end of 2011, establish strict 40 KM PH speed limits in all areas with dense concentrations of pedestrians and bicyclists, including the areas immediately surrounding Jeanne D'Arc Street;

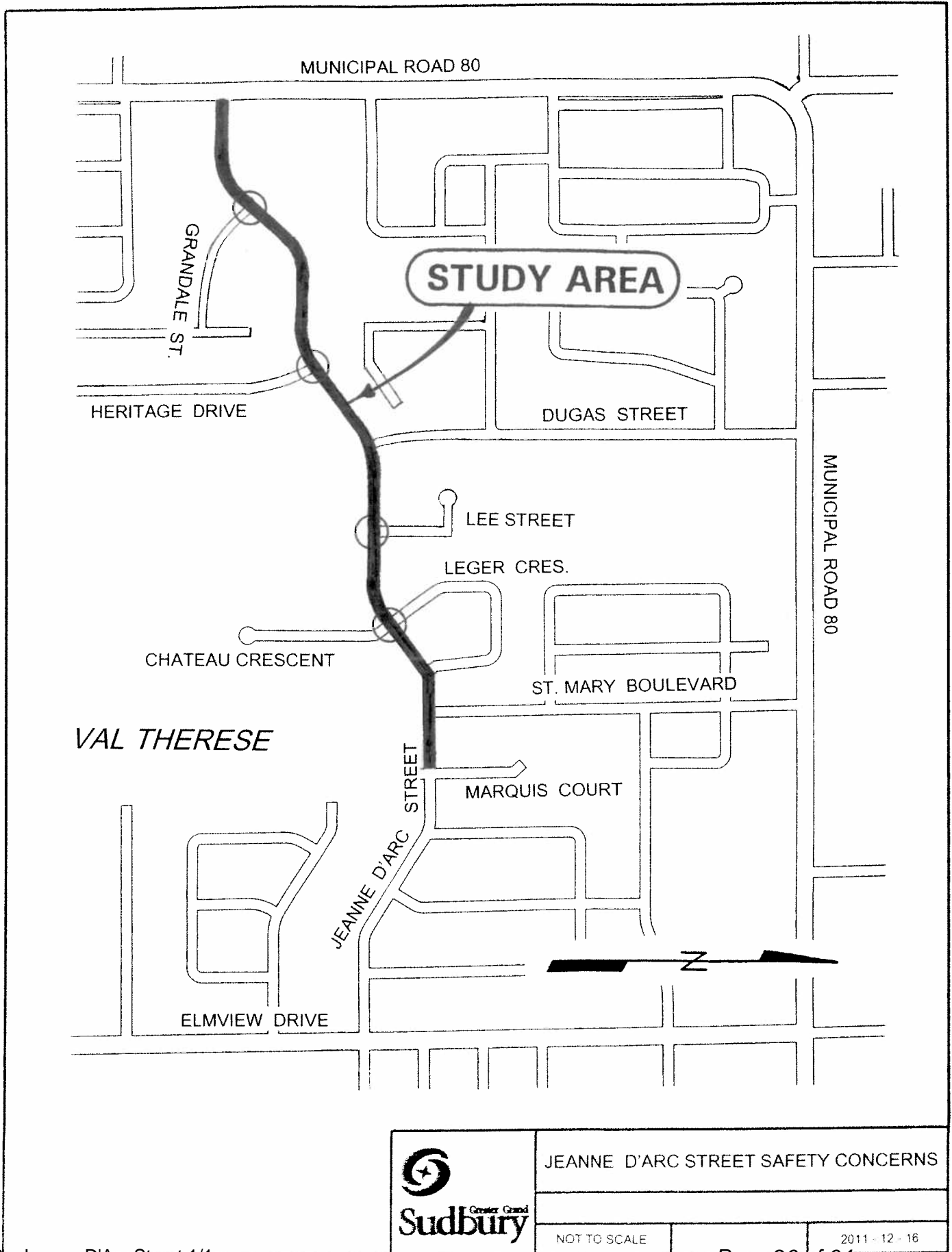
Develop a task force to explore the failure of the Traffic Calming implemented in 2009 on Jeanne D'Arc Street and possibly install speed bumps and or look into other possibilities of Traffic Calming devices and or alternatives such as speed bumps, mini humps, and stop signs to improve road safety;

We, the undersigned, have read the above petition and agree for all of the above requested implements effective immediately to protect our neighbourhood and the children that reside in this neighbourhood from all speeding vehicles.

NAME	ADDRESS	PHONE
* J. Bertrand	Jeanne D'Arc	
J. Depard	Jeanne D'Arc	
L. Watt	Jeanne D'Arc	
J. Leger	Leger St	
J. Leger	Leger St	
B. Jacques	Elysée Cres	
K. Lamer	Chateau Crescent	
K. F. Fribbeler	Chateau Crescent	
Christopher Fribbeler	Chateau Crescent	
Tara Samistruk	Chateau Crescent	
Rob Samistruk	Chateau Cr	
Tara F. Fribbeler	Chateau Crescent	

192 petitioners

# EXHIBIT: B



Presented To:	Operations Committee
Presented:	Monday, Jan 09, 2012
Report Date	Friday, Dec 23, 2011
Type:	Managers' Reports

## Request for Decision

### School Zone Speed Limit - Various Schools

#### Recommendation

That the speed limit on First Avenue, from Second Avenue to 100 metres south of Keen Street be reduced to 40 km/h due to the presence of Adamsdale Public School, and;

That the speed limit on O'Neil Drive West, from Imperial Drive to Rodney Street, be reduced to 40 km/h due to the presence of École St. Augustin, and;

That the speed limit on Wilfred Street, from Bancroft Drive to the south end and on Rita Street from Wilfred Street to the east end, be reduced to 40 km/h due to the presence of École St. Pierre, and;

That the speed limit on Centennial Drive, from Paris Street to Ramsey View Court, and on Ramsey View Court, from Centennial Drive to Walford Road, be reduced to 40 km/h due to the presence of École St. Denis, 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 December 23, 2011.

#### Signed By

##### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Dec 23, 11*

##### Division Review

David Shelsted, MBA, P.Eng.  
Acting Director of Roads &  
Transportation  
*Digitally Signed Dec 23, 11*

##### Recommended by the Department

Greg Clausen, P.Eng.  
General Manager of Infrastructure  
Services  
*Digitally Signed Dec 23, 11*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Dec 23, 11*

#### Finance Implications

The cost of the required signage is provided for within the 2012 operating budget.

## Background

The City's Traffic and Transportation Engineering Sections received requests to institute school zone speed limits in the areas of Adamsdale Public School, École St. Augustin, École St. Pierre and the new École St. Denis.

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.
- 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. Adamsdale Public School – First Avenue, Sudbury**

Adamsdale Public School is a primary grade aged school situated on First Avenue in Ward 11 (**see Exhibit A**). First Avenue is a local residential roadway with a maximum speed limit of 50 km/h.

As the request is in keeping with the City's policy, staff recommends that the speed limit on First Avenue, from Second Avenue to 100 metres south of Keen Street, be reduced to 40 km/h.

#### **2. École St. Augustin – O'Neil Drive West, Garson**

École St. Augustin is a primary grade aged school situated on O'Neil Drive West in Ward 7 (**see Exhibit B**). In the area of the school, O'Neil Drive West is a residential collector roadway with a maximum speed limit of 50 km/h. Also, directly east of École St. Augustin is the Lorne Brady Sports Complex.

As the request is in keeping with the City's policy, staff recommends that a school zone speed limit of 40 km/h be implemented on O'Neil Drive West. Staff also recommends the school zone speed limit be extended easterly to include the entire frontage of the Lorne Brady Sports Complex. Therefore, it is recommended that the speed limit on O'Neil Drive West, from Imperial Drive to Rodney Street be reduced to 40 km/h.

#### **3. École St. Pierre – Wilfred Street, Sudbury**

École St. Pierre is a primary grade aged school situated 140 metres south of Bancroft Drive at the corner of Wilfred Street and Rita Street in Ward 11 (**see Exhibit C**). Wilfred Street and Rita Street are local residential roadways with maximum speed limits of 50 km/h.

As the request is in keeping with the City's policy, staff recommends that the speed limit on Wilfred Street from Bancroft Drive to the south end and on Rita Street, from Wilfred Street to the east end, be reduced to 40 km/h.

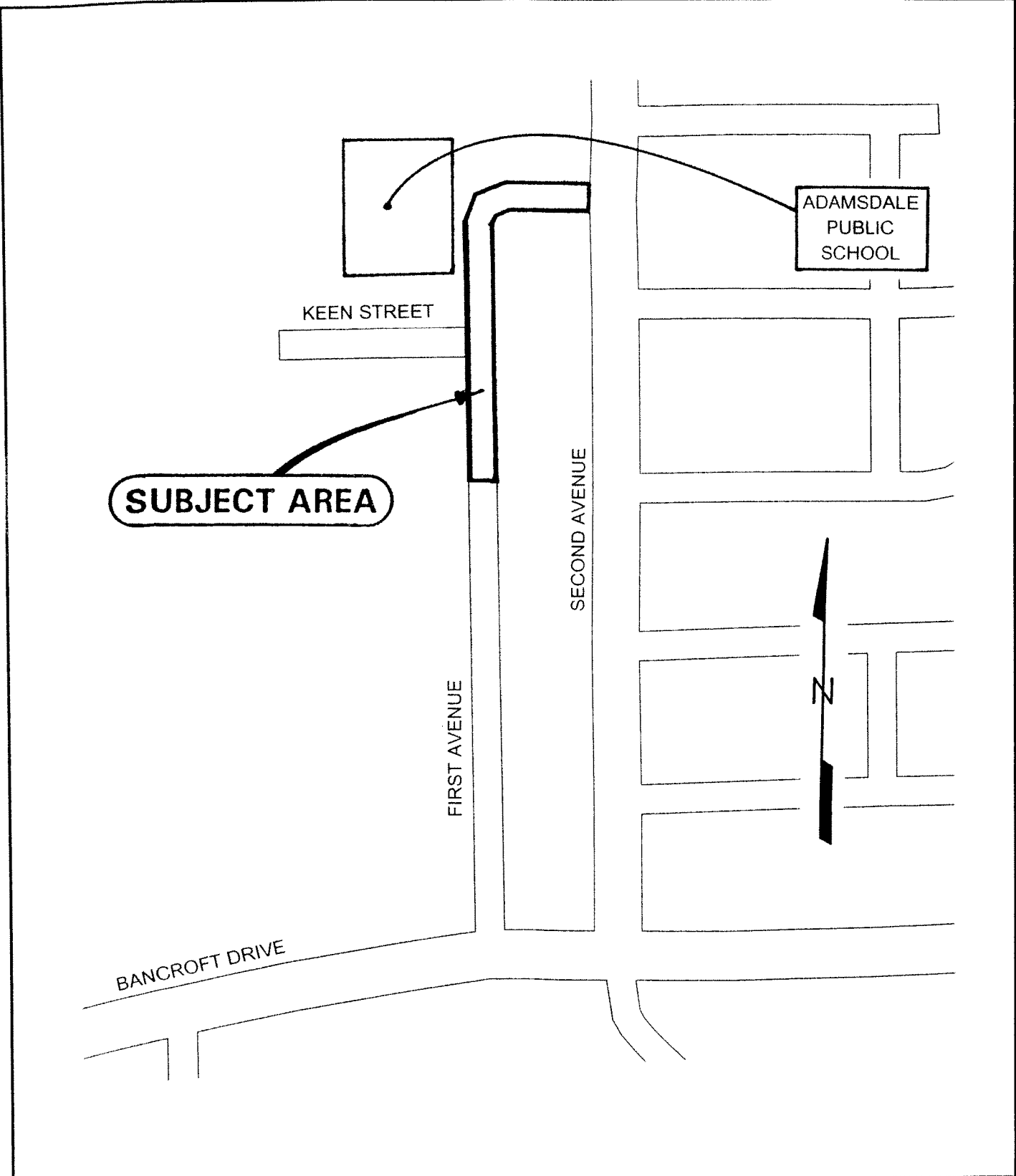
#### **4. École St. Denis – Ramsey View Court and Centennial Drive, Sudbury**


École St. Denis is a primary grade aged school currently being constructed at the intersection of Ramsey View Court and Centennial Drive in Ward 10 (**see Exhibit D**). It is scheduled to open in January 2012. Ramsey View Court and Centennial Drive are residential collector roadways with a maximum speed

limit of 50 km/h. Just south of École St. Denis is a sharp reverse curve on Ramsey View Court.

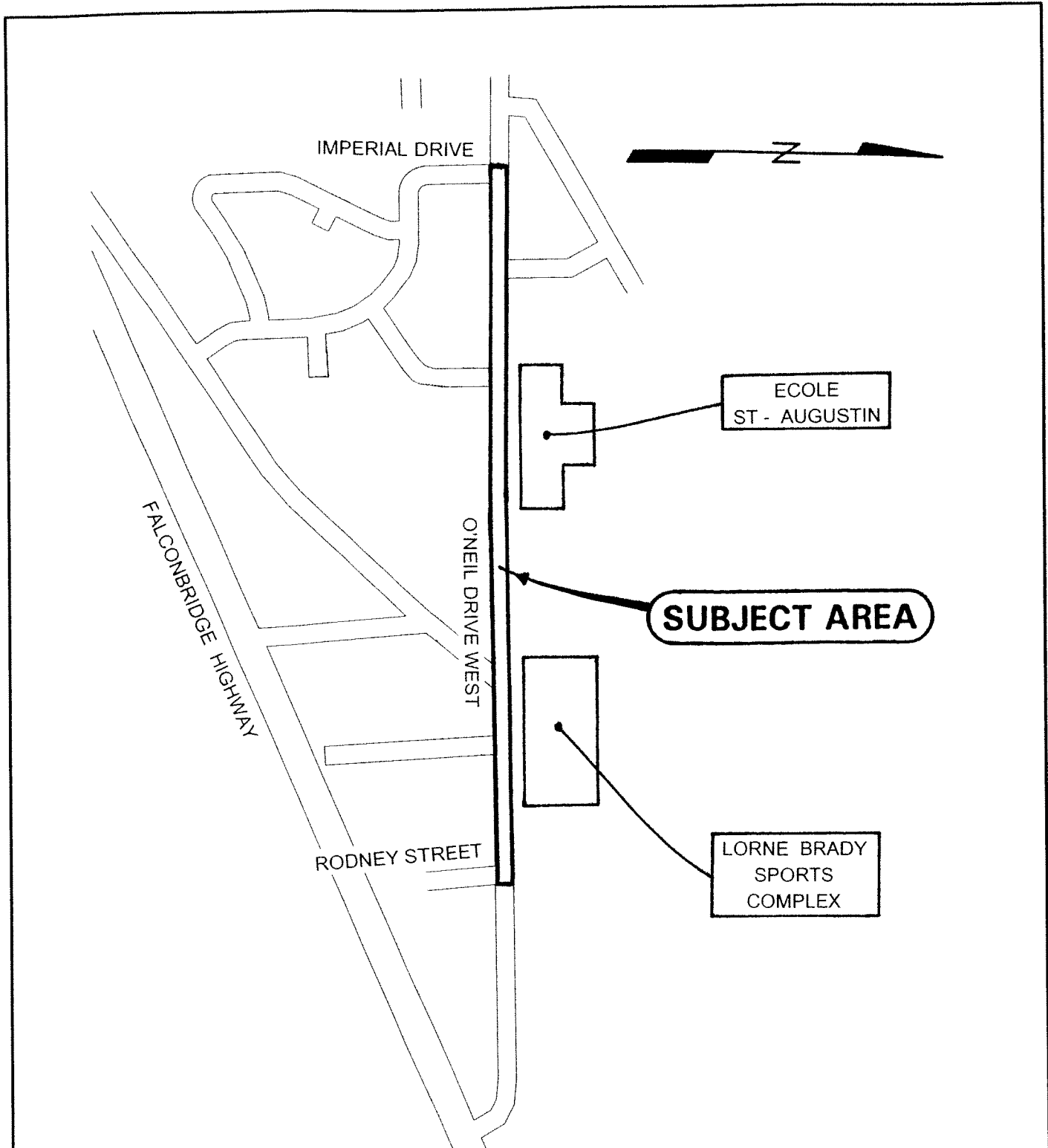
As the request is in keeping with the City's policy, staff recommends that school zone speed limits be implemented on Centennial Drive and Ramsey View Court. Staff also recommends the school zone speed limit on Ramsey View Court be extended to Walford Road to avoid raising the speed limit just before the sharp reverse curve. Therefore, it is recommended that the speed limit on both Centennial Drive, from Paris Street to Ramsey View Court, and on Ramsey View Court, from Centennial Drive to Walford Road, be reduced to 40 km/h.

EXHIBIT: A



	SCHOOL ZONE SPEED LIMIT VARIOUS SCHOOLS		
	ADAMSDALE PUBLIC SCHOOL		
	NOT TO SCALE		2011 - 12 - 16

# EXHIBIT: B




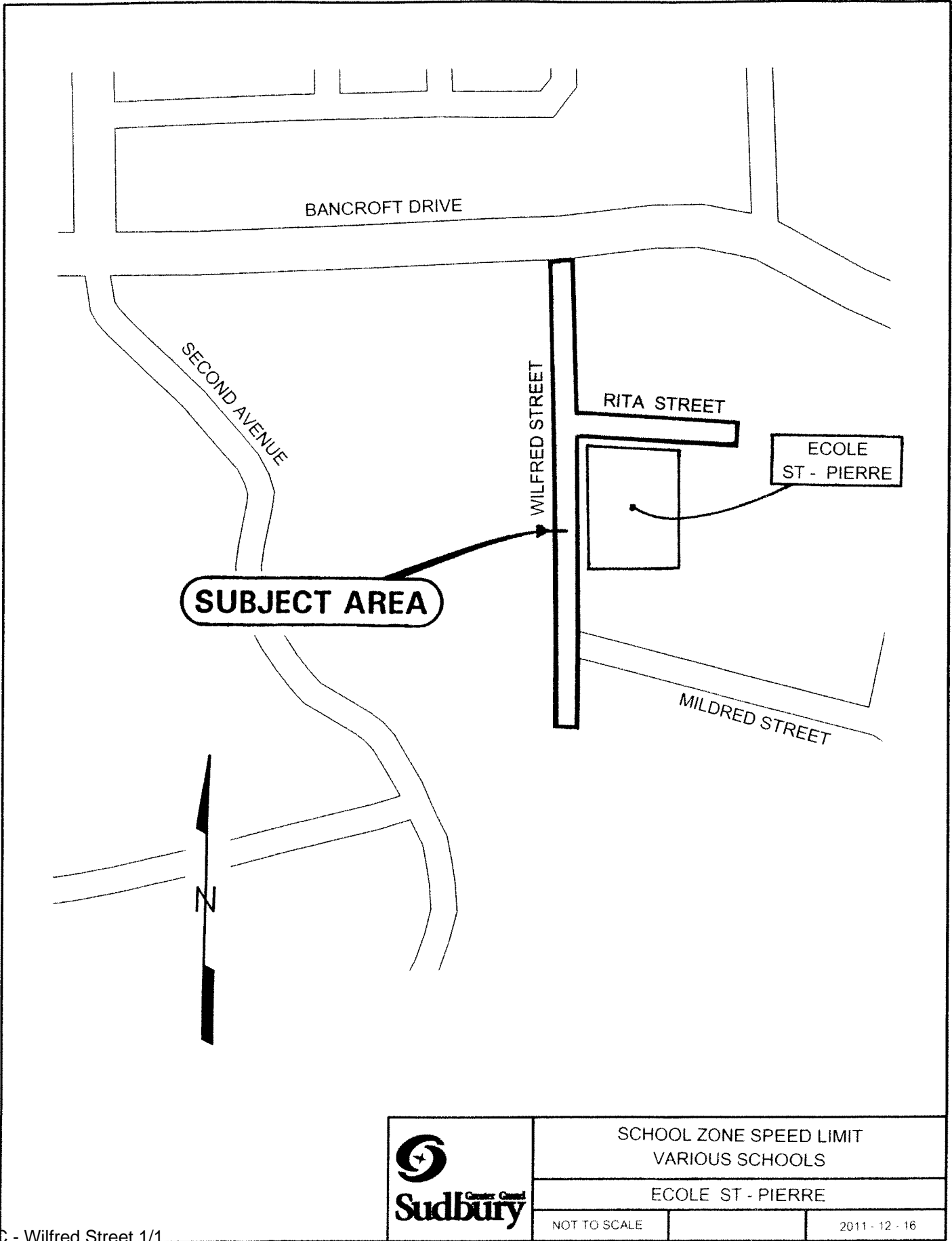
	SCHOOL ZONE SPEED LIMIT	
	VARIOUS SCHOOLS	
	ECOLE ST - AUGUSTIN	
NOT TO SCALE		2011 - 12 - 16

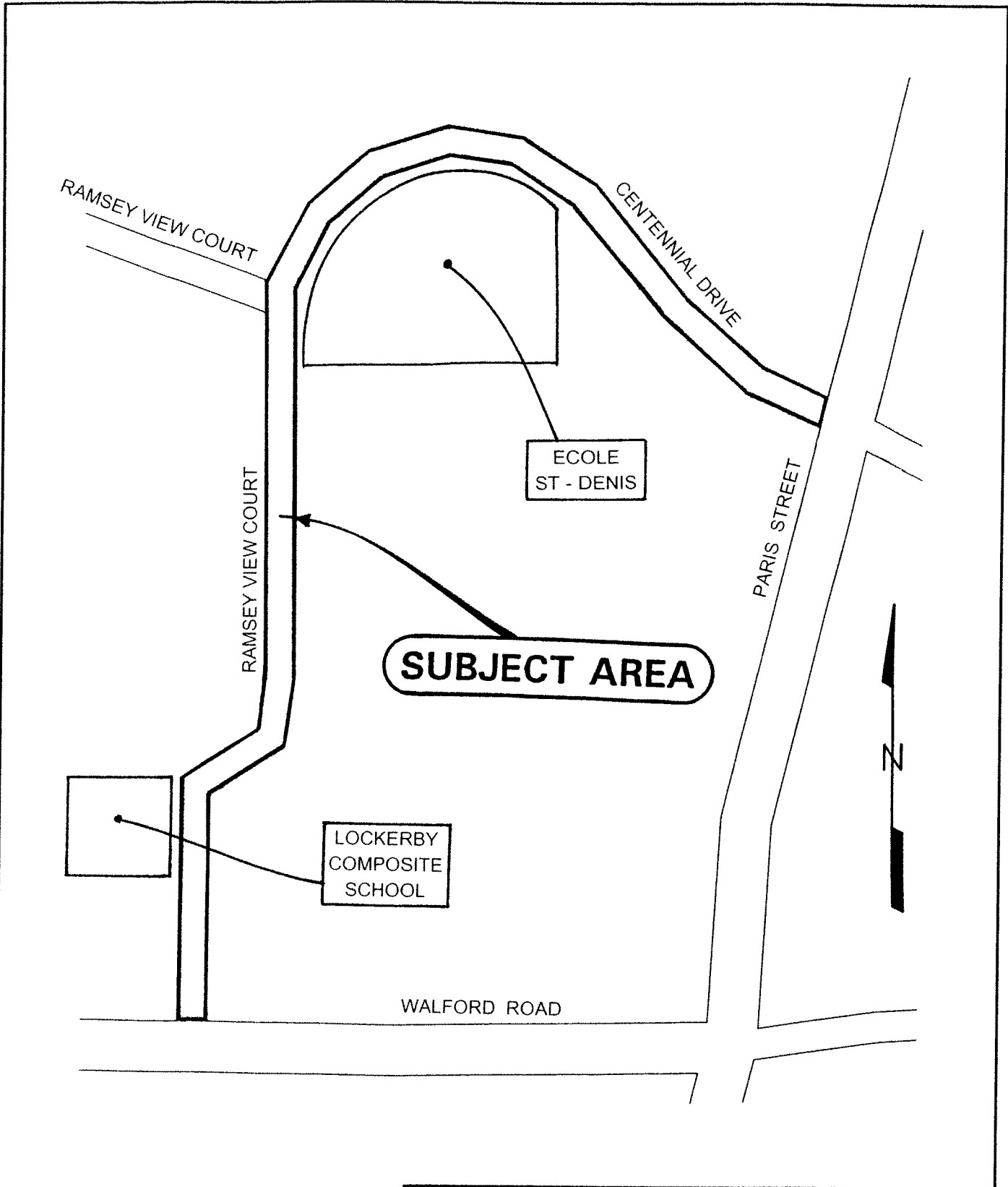
EXHIBIT: C




SCHOOL ZONE SPEED LIMIT VARIOUS SCHOOLS		
ECOLE ST - PIERRE		
NOT TO SCALE		2011 - 12 - 16



EXHIBIT: D



 <b>Sudbury</b> <small>Crest Council</small>	SCHOOL ZONE SPEED LIMIT VARIOUS SCHOOLS	
	ECOLE ST - DENIS	
	NOT TO SCALE	2011 - 12 - 16

Presented To:	Operations Committee
Presented:	Monday, Jan 09, 2012
Report Date	Friday, Dec 23, 2011
Type:	Managers' Reports

## Request for Decision

**Traffic Control: 1) Trottier Avenue at Pilon Street; and 2) Anizette Street at Trottier Avenue**

### Recommendation

That traffic at the intersection of Trottier Avenue at Pilon Street be controlled with a Stop sign facing southbound traffic on Trottier Avenue;

That traffic at the intersection of Anizette Street at Trottier Avenue be controlled with a stop sign facing southbound traffic on Anizette Street, 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 December 23, 2011.

### Finance Implications

The cost of signage is provided for in the 2012 operating budget.

#### Signed By

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

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Dec 23, 11*

##### **Division Review**

David Shelsted, MBA, P.Eng.  
Acting Director of Roads &  
Transportation  
*Digitally Signed Dec 23, 11*

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

Greg Clausen, P.Eng.  
General Manager of Infrastructure  
Services  
*Digitally Signed Dec 23, 11*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Dec 23, 11*

## Background

### 1. Trottier Avenue and Pilon Street

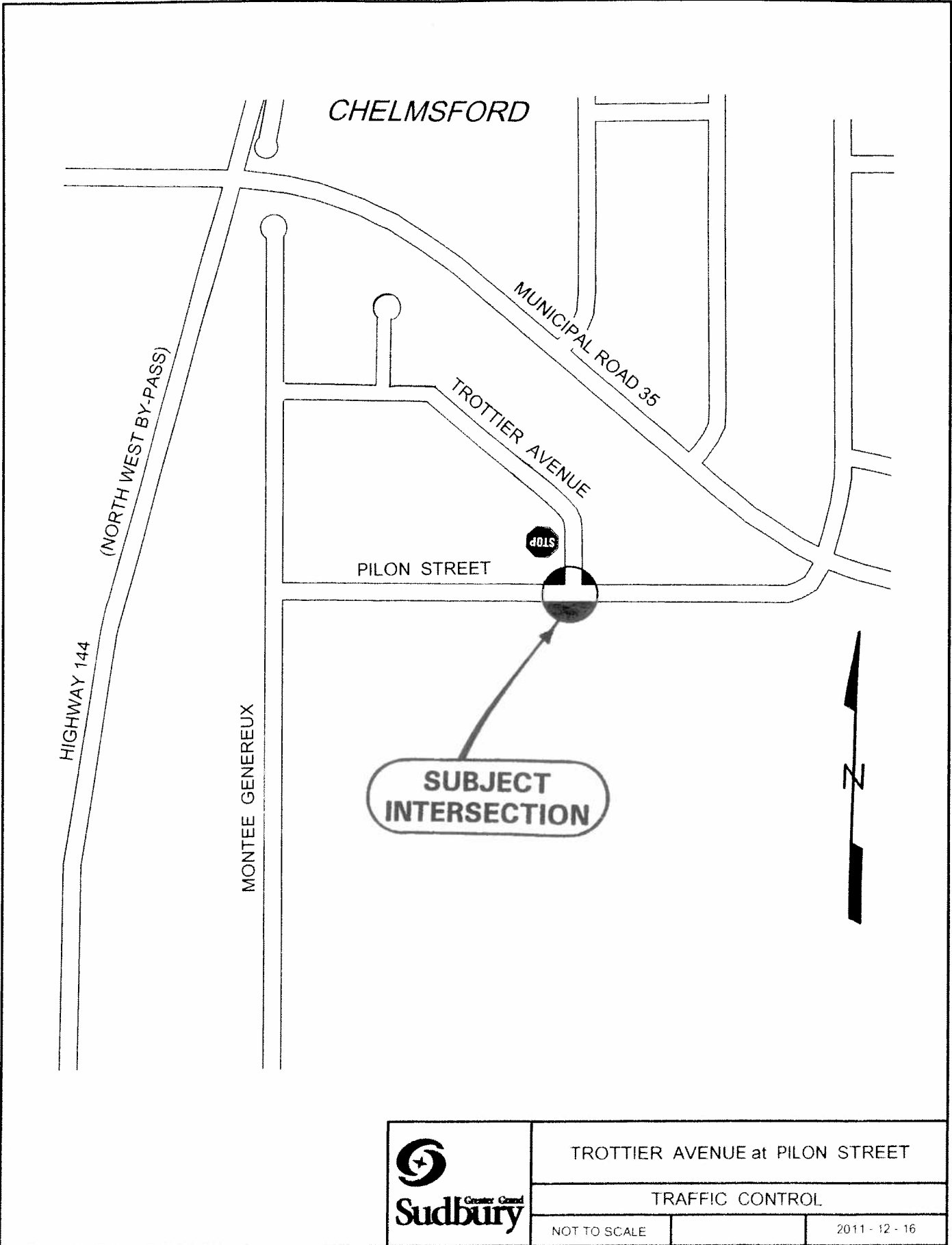
The City's Traffic and Transportation Engineering Services Section received a request from area residents to review the traffic control at the intersection of Trottier Avenue and Pilon Street due to safety concerns. The above intersection is located south of Municipal Road 35 in Chelmsford (**see Exhibit A**).

Currently, the above intersection is controlled by a "Yield" sign facing southbound traffic on Trottier Avenue. A "Yield" sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. A site visit revealed that the presence of trees near the corner has created sight line restrictions at the intersection. Therefore, it is recommended that the existing "Yield" sign be changed to a "Stop" sign facing southbound traffic on Trottier Avenue.

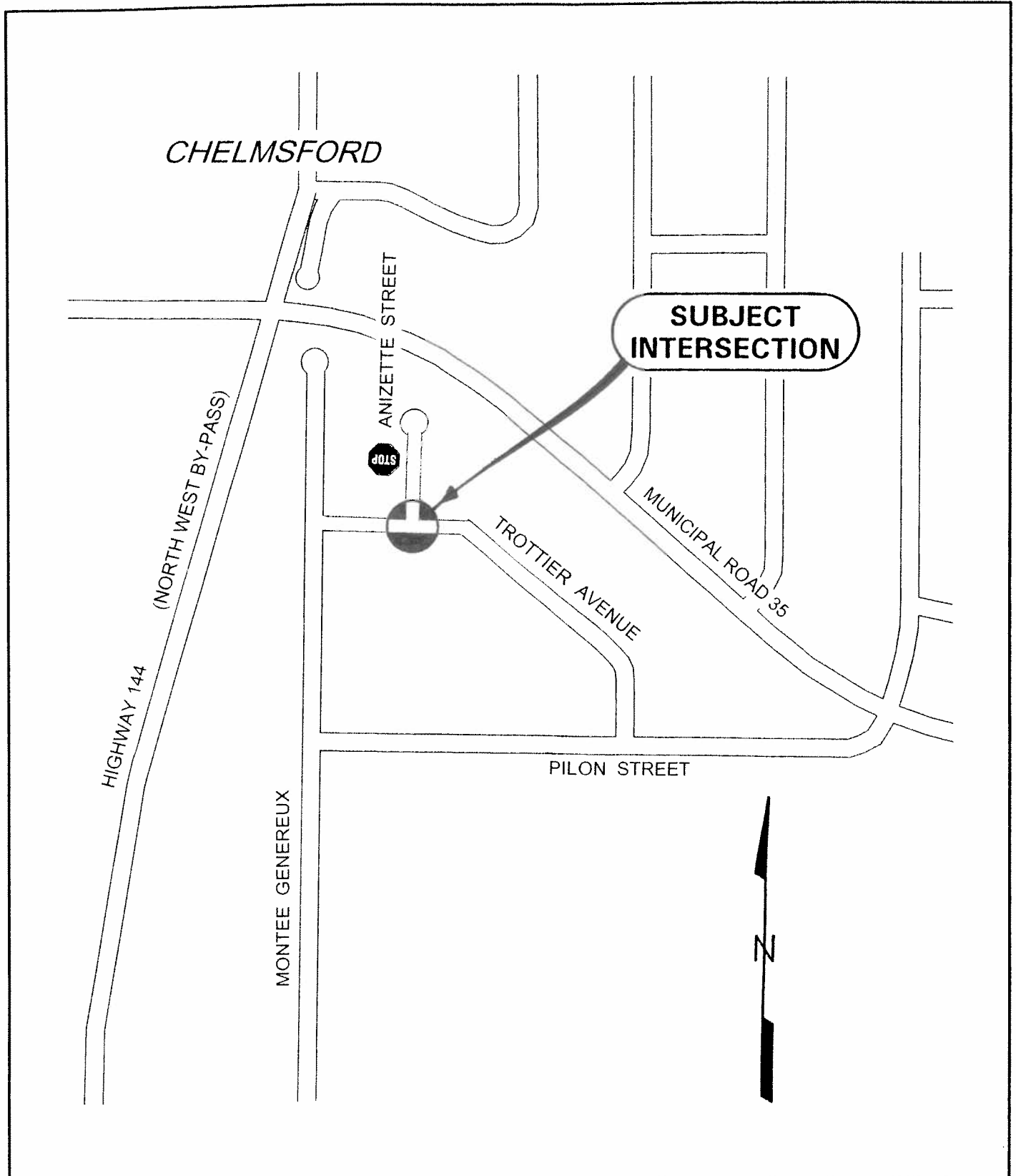
## 2. Anizette Street and Trottier Avenue


The subject intersection is located south of Municipal Road 35 in Chelmsford (**see Exhibit B**). Anizette Street intersects Trottier Avenue forming a “T” intersection. A “Yield” sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. A site visit revealed that the intersection is located approximately 35 metres from a sharp horizontal curve which makes it difficult to see conflicting traffic at a glance. Therefore, it is recommended that the intersection be controlled with a “Stop” sign facing southbound traffic on Anizette Street.

EXHIBIT: A



# EXHIBIT: B



	ANIZETTE STREET at TROTTIER STREET	
	TRAFFIC CONTROL	
	NOT TO SCALE	2011 - 12 - 16

## Request for Decision

### Additional Meters on Beech Street and Amendments to the Maximum Allowable Parking Time

Presented To:	Operations Committee
Presented:	Monday, Jan 09, 2012
Report Date	Wednesday, Dec 14, 2011
Type:	Managers' Reports

#### Recommendation

Whereas the City of Greater Sudbury is committed to improve downtown parking services for its citizens, it is recommended,

That all on-street downtown parking meters be set at a 2-hour limit, and

That additional meters be installed on Beech Street.

#### Finance Implications

The implementation cost will be funded within the 2012 operating and capital budgets.

#### Background

##### Standardization to the On-Street Maximum Allowable Parking Time

At present, the parking meters within the Downtown core have two different time limits. Those meters in the heart of the Downtown core along Cedar and Durham Streets are set at a 1-hour maximum allowable parking time while all others have a 2-hour limit. Downtown Sudbury merchants and customers have indicated that this is confusing. The confusion also leads to disputes of parking enforcement tickets. Standardizing all meters settings to a 2-hour limit would eliminate confusion and better serve our citizens.

Standardizing the on-street maximum allowable parking time is also a recommendation of the Strategic Parking Plan.

“It recommends parking time limits be uniform for all on-street meters and be set at 2 hours. This would establish a more consistent and clear on street parking system and reduce disputes of parking enforcement tickets. “[1]

It is recommended that all on-street parking meters be set at a 2-hour limit. The cost is approximately \$1,000 and can be funded within the proposed 2012 operating budget.

#### Signed By

**Report Prepared By**

Gloria Kindrat  
Supervisor of Parking  
*Digitally Signed Dec 14, 11*

**Division Review**

Danielle Braney  
Director of Asset Services  
*Digitally Signed Dec 14, 11*

**Recommended by the Department**

Bill Lautenbach  
General Manager of Growth and  
Development  
*Digitally Signed Dec 14, 11*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Dec 14, 11*

### **Installation of Additional Meters on Beech Street**

In March 2010, a private parking lot on the south side of Beech Street (between Frood Road and Elgin Street) consisting of 200 spaces was sold to build a Shoppers Drug Mart. The elimination of those parking spaces had a major impact in that area of Downtown.

Currently, there is a portion of Beech Street that is not metered. It is proposed that 7 meters be installed on this portion of Beech Street. The Traffic and Transportation Section has confirmed that the street is wide enough to support on-street meter parking on both sides of Beech Street at that location.

This was also a recommendation of the Strategic Parking Plan.

“One question addressed by this study is whether the supply of on-street parking in the Downtown can be increased to serve more short –term parking demand. Increased capacity of on-street parking means that parking supply increases without using more land or major construction.” [2]

It is recommended that additional meters be installed on Beech Street. The estimated cost would be approximately \$3,000.00 for supplies and installation and can be funded from the 2012 Capital budget.

[1] Strategic Parking Plan, section 8.1.4, Parking Time Limits

[2] Strategic Parking Plan, section 8.2.1, Maximize On-Street Supply

Presented To:	Operations Committee
Presented:	Monday, Jan 09, 2012
Report Date	Friday, Dec 23, 2011
Type:	Managers' Reports

## Request for Decision

### All-Way Stop Control - Various Intersections

#### Recommendation

That the current traffic control at the intersections of Bouchard Street at Marcel Street, Lansing Avenue at Melbourne Street, Hawthorne Drive at Westmount Avenue, Madeleine Avenue at Main Street and Madeleine Avenue at Alexander Street be maintained.

## Background

### 1. Bouchard Street at Marcel Street, Sudbury

At the March 21, 2011 Traffic Committee meeting, Staff presented a report regarding all-way stop control at the intersection of Bouchard Street and Marcel Street (**see Exhibit A2**). At the time, Staff reported higher than normal traffic volumes may have been a result of the ongoing construction on Regent Street. A decision to install all-way stop at this intersection was deferred until construction on Regent Street was completed and traffic volumes could be recounted. Subsequently, traffic volumes were recounted on October 4<sup>th</sup>, 2011.

Bouchard Street at Marcel Street is a cross intersection located west of Regent Street (**see Exhibit B2**). Currently this intersection is controlled with "Stop" signs facing northbound and southbound traffic on Marcel Street. This portion of Bouchard Street was also part of the Traffic Calming Pilot Project and had a median island installed on the east leg of this intersection.

Applying the data from the October 4<sup>th</sup>, 2011 turning movement count to the City's new Minimum Volume Warrant indicates that the vehicle and pedestrian volume from the side street meets approximately 43 percent of the volume requirements. The traffic volume split is 91percent on Bouchard Street and 9 percent on Marcel Street. This is outside the ratio of 70/30 warrant for an all-way stop (**see Exhibit C2**).

Comparing the 2011 turning movement counts to the previous counts from 2010 and 2007, indicates that while volumes on Marcel Street at this intersection have increased from the 2007 volumes, they have

#### Signed By

##### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Dec 23, 11*

##### Division Review

David Shelsted, MBA, P.Eng.  
Acting Director of Roads &  
Transportation  
*Digitally Signed Dec 23, 11*

##### Recommended by the Department

Greg Clausen, P.Eng.  
General Manager of Infrastructure  
Services  
*Digitally Signed Dec 23, 11*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Dec 23, 11*



significantly decreased from the 2010 levels. The volumes are summarized below:

	2007	2010	2011
Southbound Traffic on Marcel Street	222	282	261
Northbound Traffic on Marcel Street	363	738	399

A review of the City's collision information from July 2008 to July 2011 revealed that there were two collisions that may be susceptible to relief through an all-way stop during this three year period. While all collisions are undesirable, the collision experience would not be considered high, and does not show a pattern that could be corrected with an all-way stop. For a major collector roadway, the Collision Warrant requires a minimum of four collisions per year over a three year period.

Councillor Cimino has also expressed concerns about the safety of pedestrians crossing Bouchard Street at this intersection to access Marcel Park. The existing median island on the east leg of this intersection was recommended by IBI Group during the Traffic Calming Pilot Project to "provide a pedestrian refuge that supports a two-stage crossing when traffic volumes make crossing difficult." During the count, we recorded 21 pedestrians crossing Bouchard Street (18 crossing the east leg and 3 crossing the west leg).

Based on the traffic volumes, pedestrian volume and collision history, installing an all-way stop at the intersection of Bouchard Street and Marcel Street is not warranted.

## **2. Lansing Avenue at Melbourne Street, Sudbury**

Councillor Belli requested that a peak hour traffic count be conducted to determine if an all-way stop is warranted at the intersection of Lansing Avenue at Melbourne Street. The Traffic Committee approved the request for a study at its meeting on June 17, 2011.

Lansing Avenue at Melbourne Street is a cross intersection located two blocks north of Lasalle Boulevard in Ward 8 (**see Exhibit D2**). The east and west approaches of Melbourne Street intersect Lansing Avenue on a skew angle of approximately 60 degrees. Currently this intersection is controlled with "Stop" signs facing eastbound and westbound traffic on Melbourne Street.

Applying the data from the turning movement count that was conducted on September 28<sup>th</sup>, 2011 to the City's new Minimum Volume Warrant indicates that the vehicle and pedestrian volume from Melbourne Street meets only 20 percent of the requirements. The traffic volume split is 92 percent on Lansing Avenue and 8 percent on Melbourne Street. This is also outside the ratio of 70/30 needed to warrant an all-way stop (**see Exhibit E2**). During the count, we recorded 10 pedestrians crossing Lansing Avenue at Melbourne Street.

A review of collision information showed this intersection has had two reported collisions in the last 3 years that may be susceptible to relief through an all-way stop. The all-way stop warrant for a major collector road (Lansing Avenue) requires there be a minimum of 4 collisions per year over a 3 year period. While the collision history does not warrant an all-way stop, review indicated that both collisions involved vehicles from the east leg of Melbourne Street not yielding to southbound traffic on Lansing Avenue. There is a private large bush in the northeast corner of the intersection which may be restricting visibility at the intersection. Staff have asked the By-law Department to review and have it trimmed if possible. A crosswalk and stop bar will be painted on the east leg of Melbourne Avenue. These measures will help improve safety at the intersection by highlighting the requirement to stop.

Based on the traffic volumes, pedestrian volume and collision history, installing an all-way stop at the intersection of Lansing Avenue and Melbourne Street is not warranted.

### **3. Hawthorne Drive at Westmount Avenue, Sudbury**

Councillor Belli requested that a peak hour traffic count be conducted to determine if an all-way stop is warranted at the intersection of Hawthorne Drive and Westmount Avenue.

Hawthorne Drive at Westmount Avenue is a cross intersection located between Barry Downe Road and Auger Avenue in Ward 8 (**see Exhibit F2**). Currently this intersection is controlled with "Stop" signs facing northbound and southbound traffic on Westmount Avenue.

Applying the data from the turning movement count that was conducted on June 16<sup>th</sup>, 2011 to the City's new Minimum Volume Warrant indicates that the vehicle and pedestrian volume from Westmount Avenue meets only 25 percent of the requirements. The traffic volume split is 88 percent on Hawthorne Drive and 12 percent on Westmount Avenue. This is also outside the ratio of 70/30 needed to warrant an all-way stop (**see Exhibit G2**). During the count, we recorded 17 pedestrians crossing Hawthorne Drive at Westmount Avenue.

A review of our collision information showed this intersection has had three collisions in the last three years that may be susceptible to relief through an all-way stop. The all-way stop warrant for a major collector road (Hawthorne Avenue) requires there be a minimum of 4 collisions per year over a 3 year period. While the collision history does not warrant an all-way stop, our review indicated that the collisions involved vehicles from Westmount Avenue not yielding to traffic on Hawthorne Drive. A crosswalk and stop bar has been painted on the south leg of Westmount Avenue and a stop bar was also painted on the north leg of Westmount Avenue. These measures will help improve safety at the intersection by highlighting the requirement to stop.

Based on the traffic volumes, pedestrian volume and collision history, installing an all-way stop at the intersection of Hawthorne Drive at Westmount Avenue is not recommended.

### **4. Madeleine Avenue at Main Street and Madeleine Avenue at Alexander Street, Sudbury**

Councillor Landry-Altman forwarded a petition dated February 16, 2011 from area residents requesting that All-Way Stops be installed at the intersections of Madeleine Avenue at Main Street and Madeleine Avenue at Alexander Street (**see Exhibit H2**) to slow traffic down.

These intersections are both T intersections located south of Lasalle Boulevard in Ward 12 (**see Exhibit I2**). Currently, both intersections are controlled with a stop sign facing eastbound traffic on Main Street and Alexander Street. Also, Ecole Felix-Ricard has a pedestrian access to its school yard on the east side of the Madeleine Avenue at Main Street entrance. Due to the proximity of the school, turning movement counts were conducted during the school year.

Applying the data from the turning movement count conducted at the Madeleine Avenue at Main Street intersection on June 27, 2011, to the City's new Minimum Vehicle Volume warrant indicates that the vehicle and pedestrian volume from the side street meets only 15 percent of the volume requirements. The traffic volume split is 76 percent on Madeleine Avenue and 24% on Main Street. This is outside the ratio of 70/30 needed to warrant an all-way stop (**see Exhibit J2**). During this count, we recorded 11 pedestrians crossing Madeleine Avenue at Main Street.

Applying the data from the turning movement count conducted at the Madeleine Avenue at Alexander Street intersection on June 28, 2011, to the City's new Minimum Vehicle Volume warrant indicates that the vehicle and pedestrian volume from the side street meets only 12 percent of the volume requirements. The traffic volume split is 68 percent on Madeleine Avenue and 32 percent on Main Street. This is within the ratio of 70/30 needed to warrant an all-way stop **(see Exhibit K2)**. During this count, we recorded 4 pedestrians crossing Madeleine Avenue.

A review of collision information showed that both intersections had no reported collisions in the last three years. The all-way stop warrant for a minor collector road requires there be a minimum of 3 collisions per year over a 3 year period.

Based on the traffic volumes, pedestrian volume and collision history, installing an all-way stop at the intersection of Madeleine Avenue at Main Street or Madeleine Avenue at Alexander Street is not warranted.



## Request for Decision

**All Way Stop Control - 1) Bouchard Street at Marcel Street, Sudbury and 2) Balsam Street at Garrow Road and Power Street, Copper Cliff**

Presented To: Traffic Committee

Presented: Monday, Mar 21, 2011

Report Date Thursday, Mar 10, 2011

Type: Managers' Reports

## Recommendation

That the intersection of Balsam Street at Garrow Road at Power Street be controlled by an all-way-stop, 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 March 10, 2011.

## Background

### 1) Bouchard Street at Marcel Street

On August 4<sup>th</sup>, 2010, Councillor Cimino requested that a turning movement count be conducted to determine if an all-way stop would be warranted at the intersection of Bouchard Street and Marcel Street.

Bouchard Street at Marcel Street is a cross intersection located west of Regent Street ( **see Exhibit "A"**). There is also a playground located in the southeast corner of the intersection. Currently this intersection is controlled with "stop" signs facing northbound and southbound traffic on Marcel Street. This portion of Bouchard Street was also part of the Traffic Calming Pilot Project, and had a median island installed on the east leg of this intersection.

Applying the data from the turning movement count that was conducted on August 25<sup>th</sup>, 2010 to the City's new Minimum Volume Warrant indicates that the vehicle and pedestrian volume from the side street meets approximately 75 percent of the volume requirements. The traffic volume split is 80 percent on Bouchard Street and 20 percent on Marcel Street. This is outside the ratio of 70/30 needed to warrant an "all-way" stop ( **see Exhibit "B"**).

Comparing the 2010 turning movement count to a previous count conduct in 2007, indicates that volumes at this intersection may be artificially high due to the ongoing construction on Regent Street. Southbound traffic

### Signed By

#### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Mar 10, 11*

#### Division Review

Robert Falcioni, P.Eng.  
Director of Roads and Transportation  
Services  
*Digitally Signed Mar 10, 11*

#### Recommended by the Department

Greg Clausen, P.Eng.  
General Manager of Infrastructure  
Services  
*Digitally Signed Mar 10, 11*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Mar 10, 11*

from Marcel Street has increased by 27 percent (222 in 2007 vs. 282 in 2010) while northbound traffic from Marcel Street has more than doubled (363 in 2007 vs. 738 in 2010).

A review of the City's collision information from 2008 to 2010 revealed that there were no collisions that may be susceptible to relief through an all-way stop during this three (3) year period. For a Major Collector roadway, the Collision Warrant requires a minimum of four (4) collisions per year over a three (3) year period.

Councillor Cimino also expressed concerns about the safety of pedestrians while crossing Bouchard Street at this intersection. The existing median island on the east leg of this intersection was recommended by the IBI Group as part of the Traffic Calming Pilot Project in order to "provide a pedestrian refuge that supports a two-stage crossing for times when traffic volumes make crossing difficult". During the seven (7) hour count, we recorded a total of five (5) pedestrians crossing Bouchard Street at this intersection (four (4) crossing the east leg and one (1) crossing the west leg).

Based on the traffic volumes, pedestrian volume and collision history, staff does not recommend installing an all-way stop at the intersection of Bouchard Street and Marcel Street. Staff will arrange to recount this intersection once construction is completed on Regent Street to ensure that traffic volumes on Marcel Street do not remain high.

## 2) Balsam Street at Garrow Road at Power Street

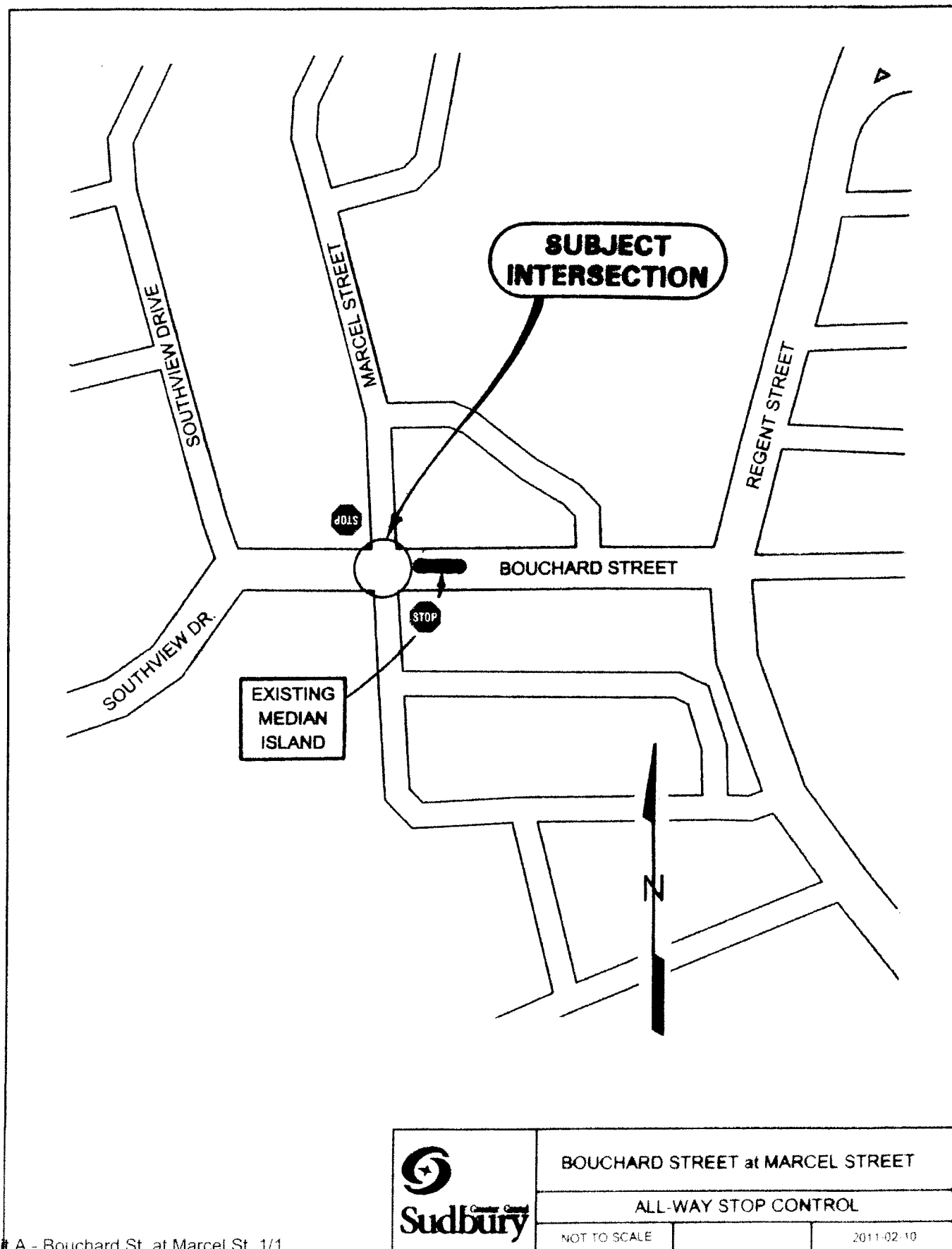
Councillor Barbeau requested that a turning movement count be conducted to determine if an all-way stop is warranted at the intersection of Balsam Street at Garrow Road/Power Street.

Balsam Street at Garrow Road/Power Street is a cross intersection located in Copper Cliff (**see Exhibit "C"**). The Copper Cliff Library is located on the northwest corner of the intersection and the McClelland Arena and R.G. Dow Pool are located northeast of the intersection. Currently this intersection is controlled with "stop" signs facing northeast bound traffic on Power Street and southwest bound traffic on Garrow Road.

Applying the data from the turning movement count that was conducted on May 25<sup>th</sup>, 2010 to the City's new Minimum Volume Warrant indicates that the traffic volume at this intersection meets the minimum vehicle volume requirements ( **see Exhibit "D"**). A review of the City's collision information from 2008 to 2010 revealed that there were three (3) collisions that may be susceptible to relief through an all-way stop during this three (3) year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three (3) collisions per year over a three (3) year period.

Since the traffic volume meets the minimum vehicle volume warrant, staff recommends installing an all-way stop at the intersection of Balsam Street at Garrow Road/Power Street. Also, staff recommends that physical changes be made to the intersection to better define the approaches and to improve safety for pedestrians. These changes will be funded from the 2011 Capital Roads budget.

# EXHIBIT: A





# EXHIBIT: B

## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	<u>Bouchard Street at Marcel Street</u>	Date:	<u>March 3, 2011</u>
Date of TM Count:	<u>August 25, 2010</u>	Analyst:	<u>JR</u>
Type of Intersection:	<u>Cross</u>		
Roadway Type	<u>Arterial/Major Collector</u>		
AADT of Main Road:	<u>10500</u>		

### All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	<u>63.3</u>	%
Warrant #2	Collision History	<u>0.0</u>	%
Warrant #3	Traffic Control Signals	<u>No</u>	Y/N

**All-Way Stop Warranted?** **No** Y/N

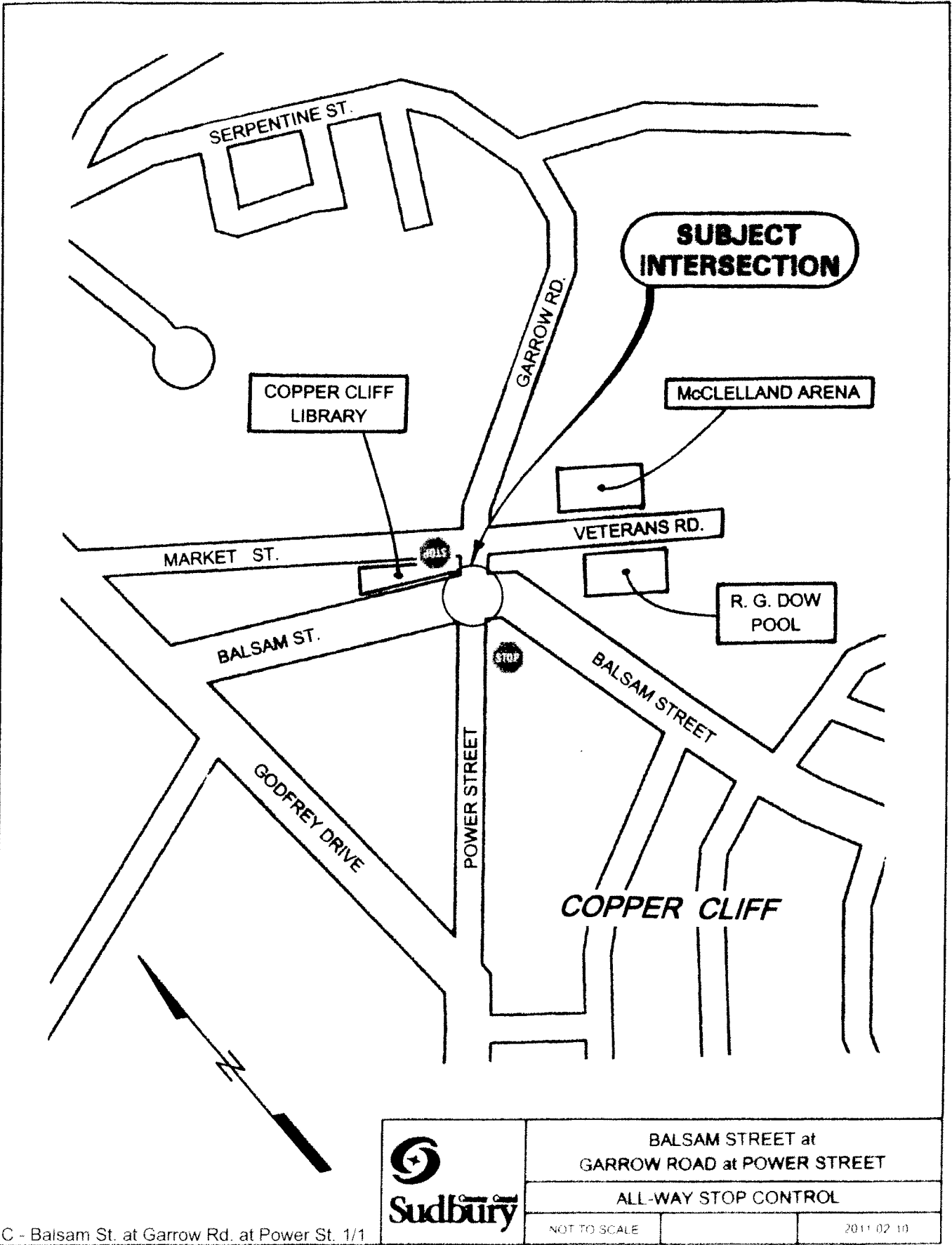
Warrant #1 - Minimum Vehicle Volume					
Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	780	100.0%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	146	73.2%
Traffic Split	70/30	70/30	70/30	81 / 19	63.3%

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	0.0%
Warrant #3 Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.				<span style="border: 1px solid black; padding: 2px;"><b>No</b></span>	Y/N

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

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

EXHIBIT: C







# EXHIBIT: D

## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	<u>Balsam Street at Power Street</u>	Date:	<u>March 3, 2011</u>
Date of TM Count:	<u>May 25, 2010</u>	Analyst:	<u>JR</u>
Type of Intersection:	<u>Cross</u>		
Roadway Type	<u>Minor Collector</u>		
AADT of Main Road:	<u>3998</u>		

### All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	<u>100.0</u>	%
Warrant #2	Collision History	<u>33.3</u>	%
Warrant #3	Traffic Control Signals	<u>No</u>	Y/N

**All-Way Stop Warranted?** **Yes** Y/N

#### Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	461	100.0%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	185	100.0%
Traffic Split	70/30	70/30	70/30	62 / 38	100.0%

#### Warrant #2 - Collision History

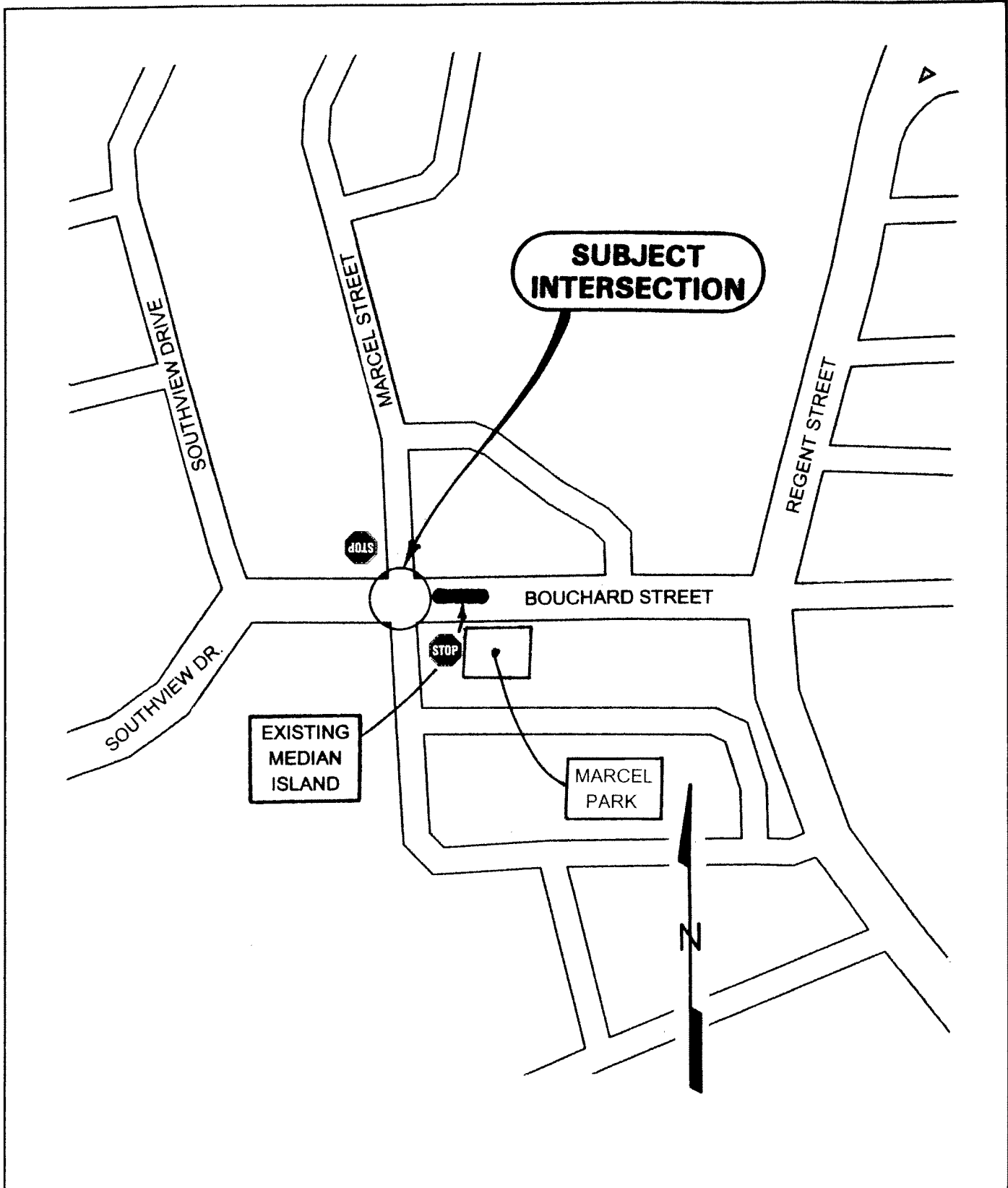
Roadway Type	Arterial/Major Collector	Minor Collector	Local	Number of Collisions per year	Percent Compliance
Collisions per Year over 3 year period	4*	3*	2*	1	33.3%


<b>Warrant #3</b>	<b>Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.</b>	<span style="border: 1px solid black; padding: 2px;"><b>No</b></span>	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.

EXHIBIT: B2



	BOUCHARD STREET at MARCEL STREET		
	ALL-WAY STOP CONTROL		
	NOT TO SCALE	Page 50 of 64	2011 - 12 - 16

# EXHIBIT: C2



## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location: Bouchard Street at Marcel Street Date: October 25, 2011  
 Date of TM Count: 10/04/2011 Analyst: JR  
 Type of Intersection: Cross  
 Roadway Type: Arterial/Major Collector  
 AADT of Main Road: 10000

### All-Way Stop Warrant Summary

Warrant #1 Minimum Vehicle Volume 30.0 %  
 Warrant #2 Collision History 16.7 %  
 Warrant #3 Traffic Control Signals No Y/N

**All-Way Stop Warranted?** No Y/N

#### Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	930	100.0%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	87	43.4%
Traffic Split	70/30	70/30	70/30	91 / 9	30.0%

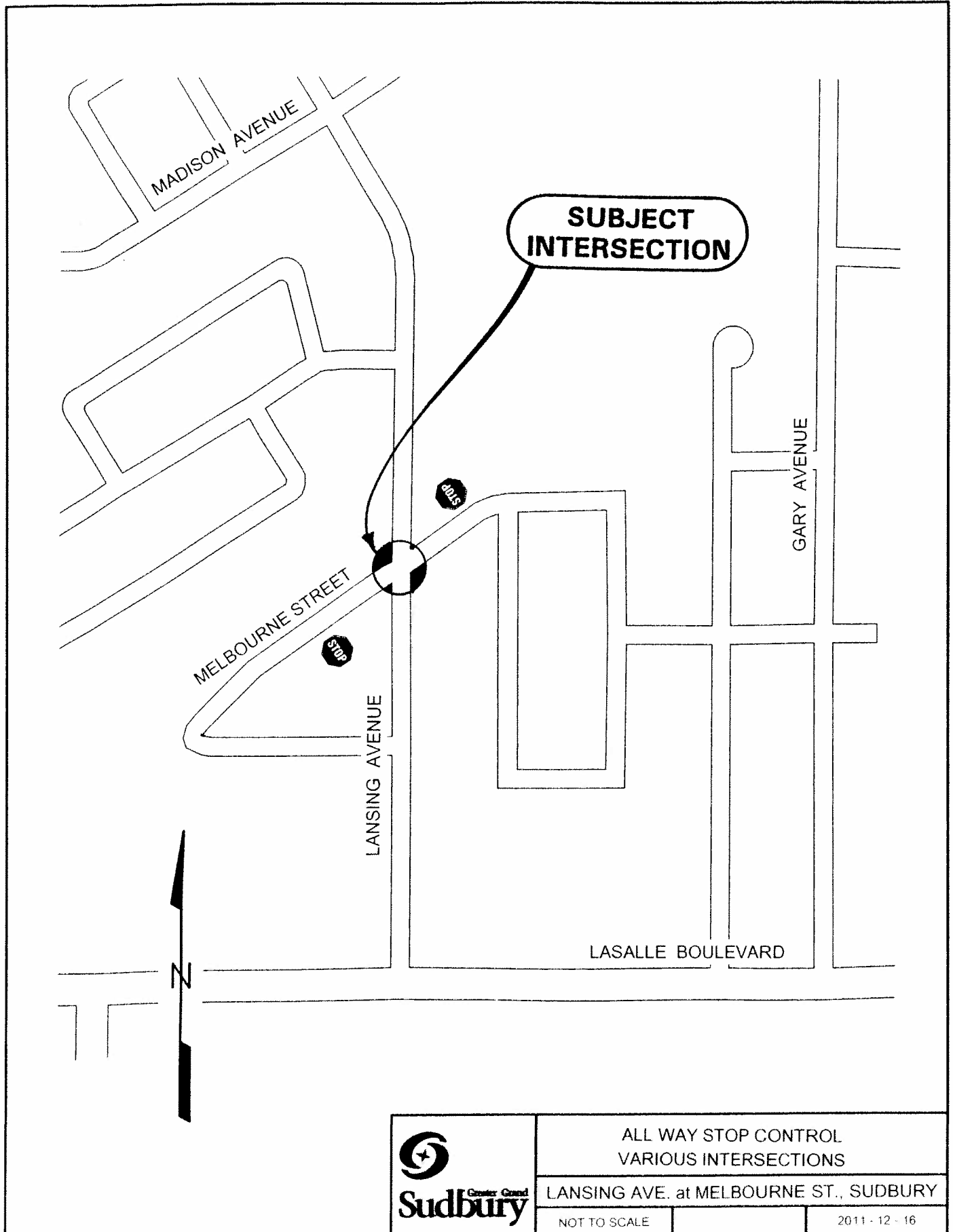
#### Warrant #2 - Collision History

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*	2/3	16.7%

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

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

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



# EXHIBIT: E2



## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location: Lansing Avenue at Melbourne Street Date: October 4, 2011  
 Date of TM Count: 09/28/2011 Analyst: JR  
 Type of Intersection: Cross  
 Roadway Type: Arterial/Major Collector  
 AADT of Main Road: 7300

### All-Way Stop Warrant Summary

Warrant #1 Minimum Vehicle Volume 19.6 %  
 Warrant #2 Collision History 16.7 %  
 Warrant #3 Traffic Control Signals No Y/N

**All-Way Stop Warranted?** **No** Y/N

Warrant #1 - Minimum Vehicle Volume					
Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	509	100.0%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	39	19.6%
Traffic Split	70/30	70/30	70/30	92 / 8	26.7%

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*	2/3	16.7%
Warrant #3 Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.				No	Y/N

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

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

EXHIBIT: F2

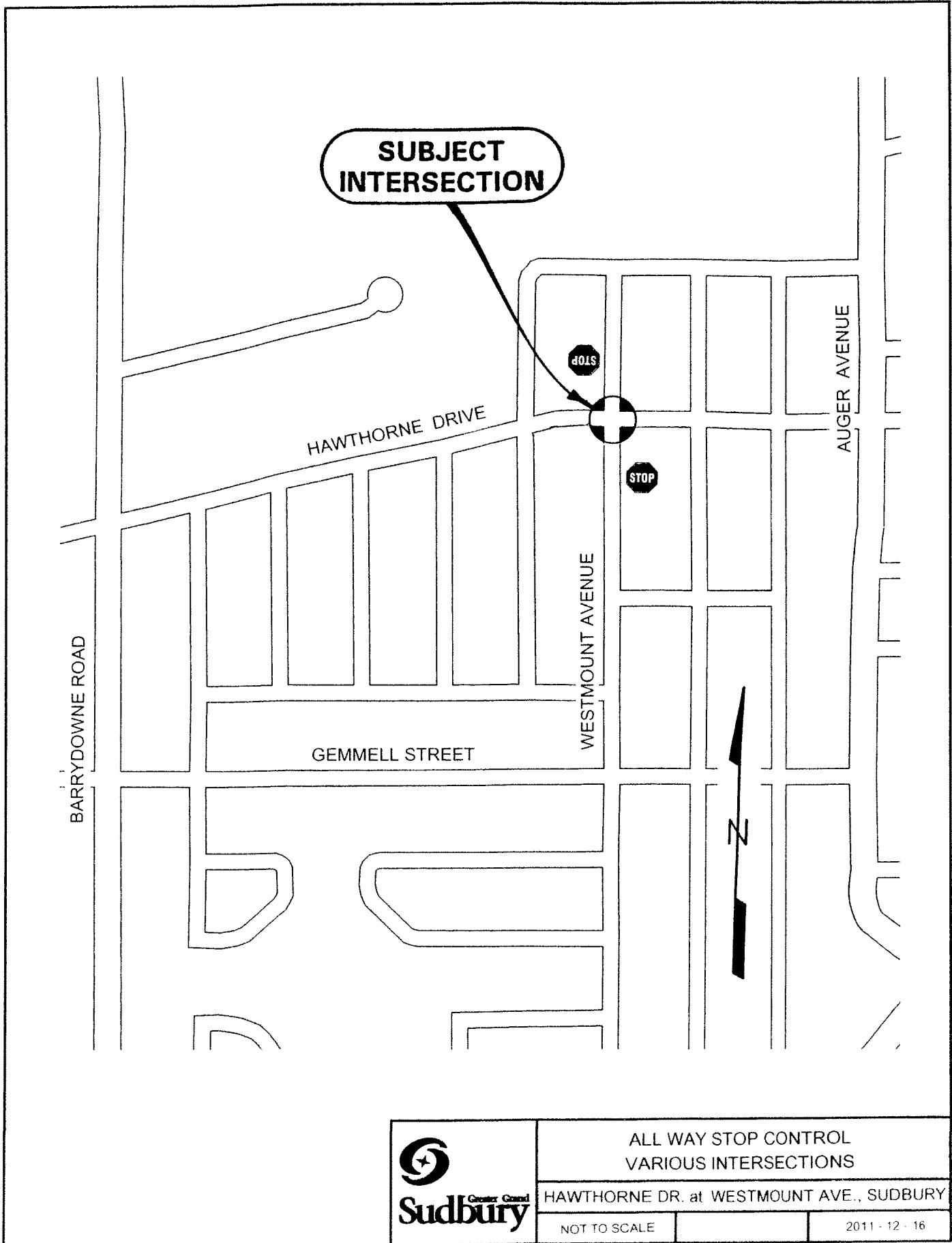


Exhibit F2 - Hawthorne Drive at Westmount Avenue 1/1

# EXHIBIT: G2



## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location: Westmount Avenue at Hawthorne Drive  
 Date of TM Count: 06/16/2011  
 Type of Intersection: Cross  
 Roadway Type: Arterial/Major Collector  
 AADT of Main Road: 5600

Date: August 9, 2011  
 Analyst: JR

### All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	25.1	%
Warrant #2	Collision History	25.0	%
Warrant #3	Traffic Control Signals	No	Y/N

**All-Way Stop Warranted?** **No** Y/N

#### Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	411	82.3%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	50	25.1%
Traffic Split	70/30	70/30	70/30	88 / 12	40.0%

#### 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*	1	25.0%

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

**No** Y/N

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

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



# EXHIBIT: H2

FEBRUARY 16, 2011

We, the residents of Madeleine, Martin, Main & Alexander Streets are requesting a 3-way Stop Sign at the corner of Madeleine & Main & Madeleine & Alexander Streets. We have serious speeding issues. Local children access the school entrance off of Madeleine and parents also drop off their children at this entrance to avoid congestion on Starlight Ave and turning challenges onto Lasalle Blvd

NAME	ADDRESS	TELEPHONE
Robert Machi	██████ Madeleine	████████████████████
Alphonse LaRose	██████ Madeleine	████████████████████
BARB INGRAM	██████ madeleine	████████████████████
Jack Ingram	██████ "	████████████████████
Mike Quenneville	██████ Madeleine	████████████████████
Maxine Quenneville	██████ Madeleine	████████████████████
Lynn Jackson	██████ Madeleine	████████████████████
P. Jackson	██████ "	████████████████████
Jennifer Whiting	██████ Madeleine	████████████████████
Doug Hodgins	██████ Madeleine	████████████████████
CHRISTOS KITSOS	██████ MADELEINE AVE	████████████████████
Tina Kitsos	██████ Madeleine Ave.	████████████████████
Chrysoula Kitsos	██████ madeleine ave	████████████████████
Konstantinos Kitsos	██████ madeleine	████████████████████
Ralph [unclear]	██████ Madeleine	████████████████████
[unclear]	██████ Madeleine Ave	████████████████████
[unclear]	██████ Madeleine Ave	████████████████████
[unclear]	██████ Madeleine Ave	████████████████████
[unclear]	██████ MADELEINE AVE	████████████████████



FEBRUARY 16, 2011

We, the residents of Madeleine, Martin, Main & Alexander Streets are requesting a 3-way Stop Sign at the corner of Madeleine & Main & Madeleine & Alexander Streets. We have serious speeding issues. Local children access the school entrance off of Madeleine and parents also drop off their children at this entrance to avoid congestion on Starlight Ave and turning challenges onto Lasalle Blvd

NAME	ADDRESS	TELEPHONE
MIKE LANDRY	MARTIN AVE Sudbury Ont	[REDACTED]
SUZANNE LANDRY	MARTIN AVE Sudbury Ont	[REDACTED]
Hussey G. and	Madeleine Ave	[REDACTED]
Julie Valade	Madeleine ave	[REDACTED]
Jean Valade	Sagebrush Pl	[REDACTED]
Jamie Valade	Madeleine Ave	[REDACTED]
R. VALADE	SAGEBRUSH PL	[REDACTED]
Heather Desjardins	Madeleine Ave	[REDACTED]
NORM AUBIN	MADELINE ST	[REDACTED]
Lee H. Bissell	Madeleine Ave	[REDACTED]
Diane Bissell	Madeleine Ave	[REDACTED]
MALENA AUDETTE	MADELEINE AVE	[REDACTED]
Richard Audette	Madeleine Ave	[REDACTED]
Erin Bissell	Madeleine Ave	[REDACTED]
Roy O'Brien	Madeleine Ave	[REDACTED]
Judy Gyles	Madeleine Ave	[REDACTED]
Claudette Macki	Madeleine	[REDACTED]
Nancy + Jim Howard	Madeleine Ave	[REDACTED]

FEBRUARY 16, 2011

We, the residents of Madeleine, Martin, Main & Alexander Streets are requesting a 3-way Stop Sign at the corner of Madeleine & Main & Madeleine & Alexander Streets. We have serious speeding issues. Local children access the school entrance off of Madeleine and parents also drop off their children at this entrance to avoid congestion on Starlight Ave and turning challenges onto Lasalle Blvd

NAME	ADDRESS	TELEPHONE
Ethel Campbell	██████ Madeleine St.	████████████████████
Norothy Gustafson	██████ Madeleine St.	████████████████████
Renee Gustafson	██████ Madeleine St.	████████████████████
Andre Lefebvre	██████ Madeleine	████████████████████
Yvonne Lefebvre	██████ Madeleine	████████████████████
Jacqueline Pelon	██████ Madeleine	████████████████████
Edgar Pelon	██████ Madeleine	████████████████████
Russell Scott	██████ Madeleine	████████████████████
Yves Juvet	██████ Madeleine	████████████████████
Brigitte Quesset	██████ Madeleine	████████████████████
D. Carlson	██████ Madeleine	████████████████████
Carlson	██████ Madeleine	████████████████████
I. NAGANISHI	██████ A. Main	████████████████████
A. Martin	██████	████████████████████
GARY KOIVU	██████ MADELEINE AVE.	████████████████████
E. Knopf	██████ Madeleine Ave	████████████████████
C. Haygarth	██████ Madeleine ave.	████████████████████
Conrad Haygarth	██████ Madeleine ave	████████████████████
S. Manitowish	██████ Madeleine Ave	████████████████████
L. Manitowish	██████ Madeleine Ave	████████████████████



FEBRUARY 16, 2011

We, the residents of Madeleine, Martin, Main & Alexander Streets are requesting a 3-way Stop Sign at the corner of Madeleine & Main & Madeleine & Alexander Streets. We have serious speeding issues. Local children access the school entrance off of Madeleine and parents also drop off their children at this entrance to avoid congestion on Starlight Ave and turning challenges onto Lasalle Blvd

NAME	ADDRESS	TELEPHONE
Cécile Duchaine Madeleine Rocca Ray Arcand Pepi Lacerte	██████ Madeleine ave ██████ Madeleine ave ██████ Madeleine ██████ Jones St	██████ ██████ ██████ ██████
K. McNeill Joe Shields Bessie May	██████ MADELAINE ST ██████ Madeleine AV ██████ Madeleine ave	██████ ██████ ██████
GARRY HOOGE Kevin Roy	██████ MADELAINE ██████ ██████	██████ ██████ ██████
JAMES + KATH + DOMINELY	██████ Alexander St. ██████ ██████ ALEXANDER ST	██████ ██████ ██████
Mathieu Landry Er. Forget ██████ ██████	██████ Martin Ave ██████ ██████ ██████	██████ ██████ ██████ ██████

FEBRUARY 16, 2011

We, the residents of Madeleine, Martin, Main & Alexander Streets are requesting a 3-way Stop Sign at the corner of Madeleine & Main & Madeleine & Alexander Streets. We have serious speeding issues. Local children access the school entrance off of Madeleine and parents also drop off their children at this entrance to avoid congestion on Starlight Ave and turning challenges onto Lasalle Blvd

NAME	ADDRESS	TELEPHONE
Michel Guerin	Martin St	
Carole Guerin	Martin St	
JOSEPH PELLETIER	MARTIN AVE	
Joseph Bone	MARTIN	
Cham McLaughlin	Martin Ave	
Judith Scott	Martin St.	
Shirley Agnew	Martin	
Yvonne Stn	Martin	
Scotty Karpis	Martin Ave	
Jeannette Noel	Alexander St	
Matthew Roach	Martin Ave	
Lindsay Roach	Martin Ave	
Jeannine Mark	MADELEINE AVE	
Peter Mark	Madeleine Ave	
	MARTIN AVE	
Lorraine Edwards	Martin Ave	
Joe Kins	Martin Ave	
M. Sm	Martin Ave	
Paul Lemege	MARTIN AVE.	
ANNA LEMEGA	MARTIN AVE (UPPER)	
St. Joseph's	Martin Ave	

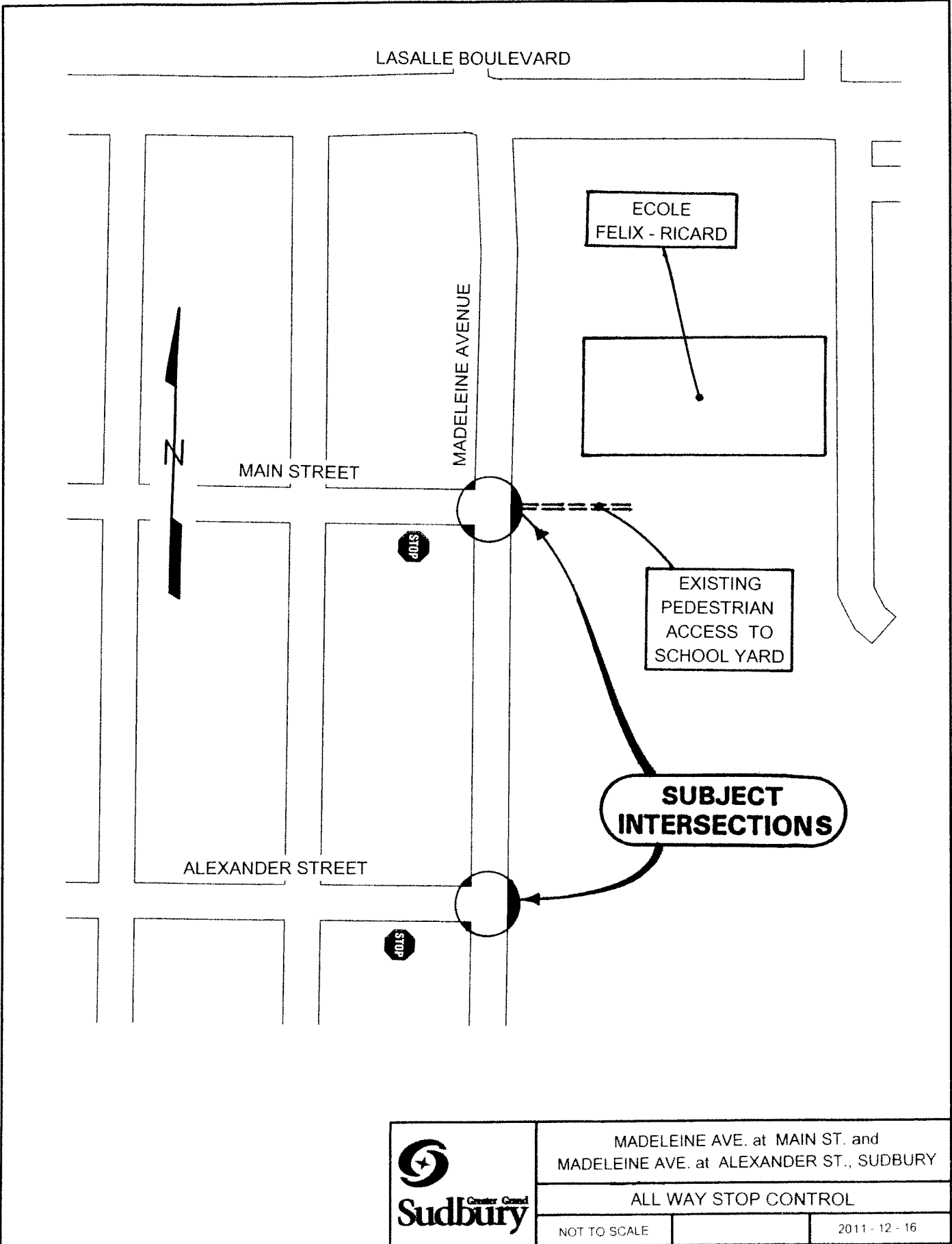


FEBRUARY 16, 2011

We, the residents of Madeleine, Martin, Main & Alexander Streets are requesting a 3-way Stop Sign at the corner of Madeleine & Main & Madeleine & Alexander Streets. We have serious speeding issues. Local children access the school entrance off of Madeleine and parents also drop off their children at this entrance to avoid congestion on Starlight Ave and turning challenges onto Lasalle Blvd

NAME	ADDRESS	TELEPHONE
Maxine Lemieux	[REDACTED] Martin Ave	[REDACTED]
Fauvette Bonin	[REDACTED] Martin	[REDACTED]
Jacques Bonin	[REDACTED] Martin	[REDACTED]
Pierre G. Bonin	[REDACTED] MARTIN	[REDACTED]
Suzanne Desjardins	[REDACTED] martin ave	[REDACTED]
Mrs. M. J. Desjardins	[REDACTED] martin ave	[REDACTED]
Linda K. Desjardins	[REDACTED] martin ave	[REDACTED]
Robert M.	[REDACTED]	[REDACTED]
William L. Desjardins	[REDACTED] MARTIN AVE	[REDACTED]
John L.	[REDACTED] martin ave	[REDACTED]
Lin.	[REDACTED] martin ave	[REDACTED]
John L.	[REDACTED] martin ave	[REDACTED]
Anne L.	[REDACTED] martin ave	[REDACTED]
Aimee L.	[REDACTED] martin ave	[REDACTED]
Kelene Lacasse	[REDACTED] Martin Ave	[REDACTED]
Pat Lacasse	[REDACTED] Martin Ave	[REDACTED]
Liliane Potvin	[REDACTED] main st	[REDACTED]
ERIC DESJARDINS	[REDACTED] MAIN ST	[REDACTED]

# EXHIBIT: I2



# EXHIBIT: J2



## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location: Madeleine Avenue at Main Street Date: October 3, 2011  
 Date of TM Count: 06/27/2011 Analyst: JR  
 Type of Intersection: T  
 Roadway Type: Minor Collector  
 AADT of Main Road: 1500

### All-Way Stop Warrant Summary

Warrant #1 Minimum Vehicle Volume 15.4 %  
 Warrant #2 Collision History 0.0 %  
 Warrant #3 Traffic Control Signals No Y/N

**All-Way Stop Warranted?** **No** Y/N

#### Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	90	25.6%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	22	15.4%
Traffic Split	70/30	70/30	70/30	76 / 24	80.0%

#### 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	0.0%

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

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

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

# EXHIBIT: K2



## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	<u>Madeleine Ave at Alexander St</u>	Date:	<u>October 3, 2011</u>
Date of TM Count:	<u>June 28, 2011</u>	Analyst:	<u>JR</u>
Type of Intersection:	<u>T</u>		
Roadway Type	<u>Local</u>		
AADT of Main Road:	<u>500</u>		

### All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	<u>12.1</u> %
Warrant #2	Collision History	<u>0.0</u> %
Warrant #3	Traffic Control Signals	<u>No</u> Y/N

**All-Way Stop Warranted?** **No** Y/N

#### Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	53	15.1%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	17	12.1%
Traffic Split	70/30	70/30	70/30	68/32	100.0%

#### 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	0.0%

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

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

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