

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



Agenda

Traffic Committee

meeting to be held

Thursday, September 8th, 2011

at 4:30 pm

Committee Room C-12, Tom Davies Square

TRAFFIC COMMITTEE AGENDA

For the 3rd Traffic Committee Meeting
to be held on **Thursday, September 8, 2011**
Committee Room C-12, Tom Davies Square at 4:30 pm

COUNCILLOR ANDRÉ RIVEST, CHAIR

Joscelyne Landry-Altmann, Vice-Chair

(Please ensure that cell phones and pagers are turned off)
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DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

MANAGERS' REPORTS

1. Report dated August 31, 2011 from the General Manager of Infrastructure Services regarding School Zone Speed Limit - Various Schools. **4 - 12**
(RECOMMENDATION PREPARED)
(The report recommends that the speed limit in the areas of Gatchell School, MacLeod Public School, Princess Anne Public School and the new Holy Cross School be reduced to 40 km/h. Also due to the closure of École Ste-Agnès, the speed limit on Landry Street be returned to 50 km/h.)
2. Report dated August 31, 2011 from the General Manager of Infrastructure Services regarding Parking Restrictions - Various Streets. **13 - 23**
(RECOMMENDATION PREPARED)
(Councillor Frances Caldarelli requested Staff to review parking restrictions on the following roadways: Centennial Drive; Kirkwood Drive; Ramsey Lake Road; Bedford Court; Laval Street; Lady Ashley Court; and South Bay Road. Councillor Dave Kilgour also forwarded a request to prohibit parking on one side of Delores Street in Skead. The report recommends that parking restrictions be implemented in these areas.)
3. Report dated August 31, 2011 from the General Manager of Infrastructure Services regarding All-Way Stop - Spruce Street at Simcoe Street. **24 - 26**
(RECOMMENDATION PREPARED)

(At the Council meeting held on May 18, 2011, Councillor Cimino submitted a petition requesting that an all-way stop be installed at the intersection of Spruce Street and Simcoe Street. Staff has completed an all-way stop review based on Council's policy and determined that an all-way stop is not warranted.)

4. Report dated August 31, 2011 from the General Manager of Infrastructure Services regarding Municipal Road 8 - Lane Conversion and Speed Limit Review. **27 - 31**

(RECOMMENDATION PREPARED)

(City Staff received a request from Ward 3 Councillor Claude Berthiaume to review the possibility of converting a portion of the southbound passing lane on Municipal Road 8 to a two-way centre left turn lane and the possibility of reducing the existing 70 km/h speed limit through Onaping. This report recommends the conversion of the southbound passing lane to a two-way centre left turn lane and recommend that the maximum posted speed limit on Municipal Road 8 through Onaping remain at 70 km/h.)

5. Report dated September 1, 2011 from the General Manager of Infrastructure Services regarding York Street - Truck Route Exemption. **32 - 35**

(RECOMMENDATION PREPARED)

(Ward 10 Councillor Frances Caldarelli has forwarded a request from Sudbury Hospital Services to receive an exemption from the City's Truck Route By-Law to haul material via York Street. Staff has completed a review based on City Policy and recommend that the load restrictions remain in effect.)

6. Report dated August 31, 2011 from the General Manager of Infrastructure Services regarding Traffic Control - Grenoble Subdivision, Moonlight Ridge Subdivision Phases 2 and 3, and Grand Marquis Subdivision Phase 4. **36 - 40**

(RECOMMENDATION PREPARED)

(New public roads within the Grenoble, Moonlight Ridge and Grand Marquis Subdivisions will be assumed by the City of Greater Sudbury. This report provides recommendations for appropriate traffic control at each new intersection.)

Adjournment (Resolution Prepared)

FRANCA BORTOLUSSI, DEPUTY CITY CLERK

KRISTINA LANG, PLANNING COMMITTEE SECRETARY

Request for Decision

School Zone Speed Limit - Various Schools

Presented To:	Traffic Committee
Presented:	Thursday, Sep 08, 2011
Report Date	Wednesday, Aug 31, 2011
Type:	Managers' Reports

Recommendation

THAT the speed limit on Irving Street from 50 metres east of Morrison Avenue to the west end, and Tuddenham Avenue, from Mary Street to Lorne Street, be reduced to 40 km/h due to the presence of Gatchell School;

AND THAT the speed limit on Laval Street from Regent Street to the east end be reduced to 40km/h due to the presence of MacLeod Public School;

AND THAT the speed limit on Douglas Street, from Whittaker Street to Horobin Street, and Horobin Street, from Douglas Street to Willard Avenue, and Isabel Street, from Whittaker Street to the west end, be reduced to 40 km/h due to the presence of Princess Anne Public School;

AND THAT the speed limit on Algonquin Road from Pebble Hill Place to Culver Crescent be reduced to 40 km/h due to the presence of Holy Cross School;

AND THAT the speed limit on Landry Street from Notre Dame Avenue to Albert Street be returned to 50 km/h due to the closure of École Ste-Agnès;

AND THAT a by-law be passed by City Council to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Infrastructure Services dated August 31, 2011.

Background

The City's Traffic and Transportation Engineering Section received requests to institute school zone speed limits in the areas of Gatchell School, MacLeod Public School, Princess Anne Public School and the new Holy Cross School. It was also brought to City staff's attention that in 2006, École Ste-Agnès was closed but the 40 km/h school zone speed limit is still in effect.

To deal with numerous requests to reduce the speed limit near schools, City Council adopted a school zone speed

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Aug 31, 11

Division Review

David Shelsted, MBA, P.Eng.
Acting Director of Roads &
Transportation
Digitally Signed Aug 31, 11

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Aug 31, 11

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Aug 31, 11

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 request 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. Gatchell School – Irving St. and Tuddenham Ave., Sudbury

Gatchell School is a primary grade aged school situated at the corner of Irving Street and Tuddenham Avenue in Ward 1 (see Exhibit 'A'). Irving Street and Tuddenham Avenue are local residential roadways with posted speed limits of 50 km/h.

As the request is in keeping with the City's policy, staff recommends that the speed limits on Irving Street from 50 metres east of Morrison Avenue to the west end, and on Tuddenham Avenue, from Mary Street to Lorne Street, be reduced to 40 km/h.

2. MacLeod Public School – Laval St., Sudbury

MacLeod Public School is a primary grade aged school situated 200 metres east of Regent Street in Ward 10 (see Exhibit 'B'). Laval Street is a local residential roadway with a posted speed limit of 50 km/h. The City received a petition from area residents at the March 30, 2011, City Council meeting requesting the speed limit on Laval Street be reduced to 40 km/h.

Although MacLeod Public School does not front onto Laval Street, it is a commonly used roadway by students walking to school. As a result, staff have no objection to reducing the speed limit to 40 km/h on Laval Street, from Regent Street to the east end.

MacLeod Public School also has frontage on Walford Road, however the speed limit on Walford Road is already posted at 40 km/h.

3. Princess Anne Public School – Douglas St., Horobin St. and Isabel St., Sudbury

Princess Anne Public School is a primary grade aged school situated 400 metres west of Regent Street in Ward 1 (see Exhibit 'C'). Douglas Street, Horobin Street and Isabel Street are local residential roadways with a posted speed limit of 50 km/h.

As the request is in keeping with the City's policy, staff recommends that the speed limit on Douglas Street from Horobin Street to Whittaker Street, and Horobin Street, from Douglas Street to Willard Avenue, and Isabel Street, from the west end to Whittaker Street, be reduced to 40 km/h.

4. Holy Cross School – Algonquin Rd., Sudbury

Holy Cross School is a primary grade aged school currently being constructed on the same site as St. Benedict's Secondary School on Algonquin Road west of Regent Street in Ward 9 (see Exhibit 'D'). Algonquin Road is a residential collector roadway with a posted speed limit of 50 km/h.

As the request is in keeping with the City's policy, staff recommends that the speed limit on Algonquin Road from Pebble Hill Place to Culver Crescent be reduced to 40 km/h.

5. École Ste-Agnès – Landry St., Azilda

École Ste-Agnès was a primary grade aged school situated 200 metres south of Notre Dame Avenue in Ward 4 (see

Exhibit 'E'). In 2006, the Conseil scolaire catholique du Nouvel-Ontario closed the school and declared the property surplus. The site is now being redeveloped into a multi-unit apartment building.

As per the City's policy, staff recommends that the speed limit on Landry Street, from Notre Dame Avenue to Albert Street be returned to 50 km/h. There is currently only one Maximum 40 km/h sign installed on Landry Street that will need to be removed to accommodate this change.

EXHIBIT: A

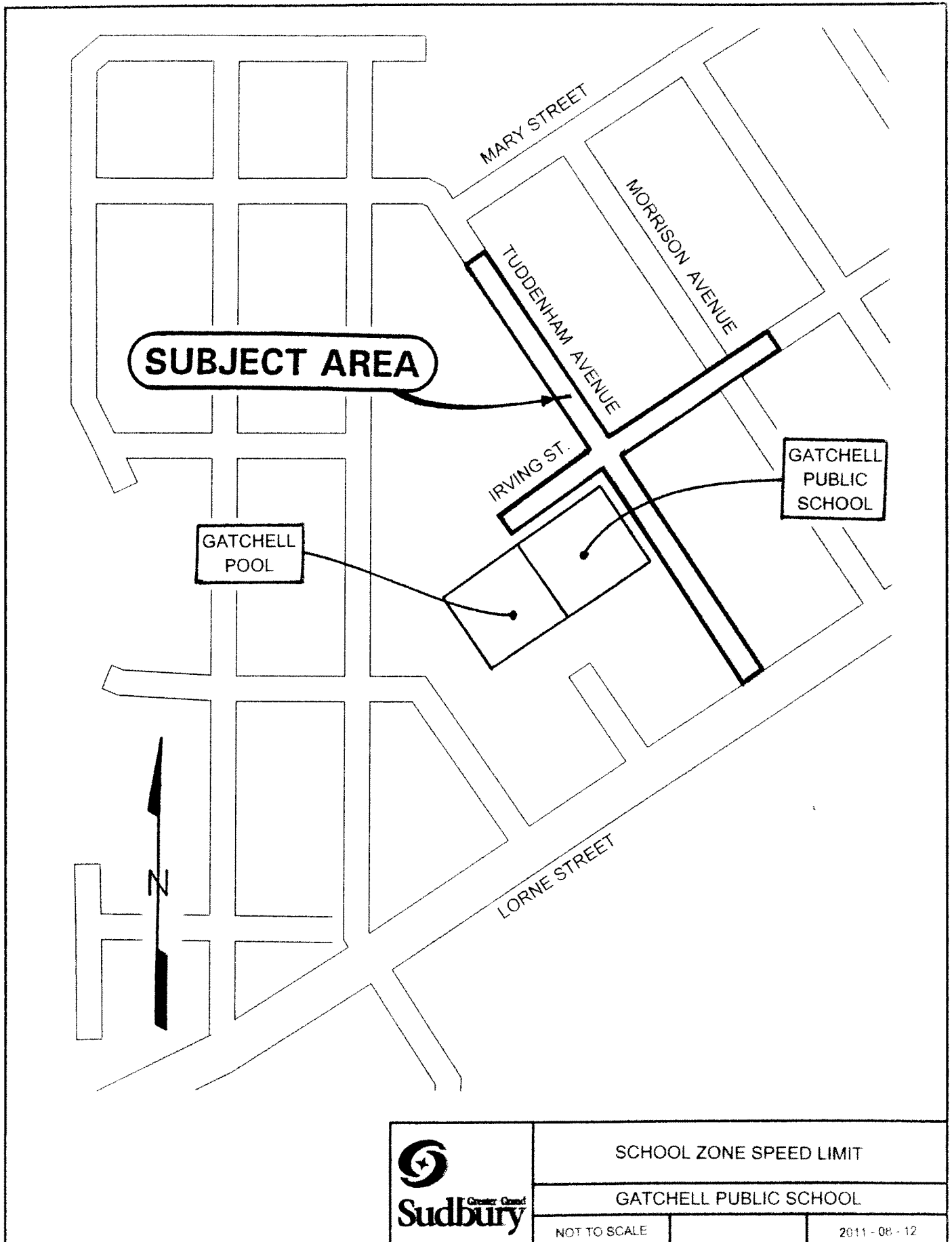
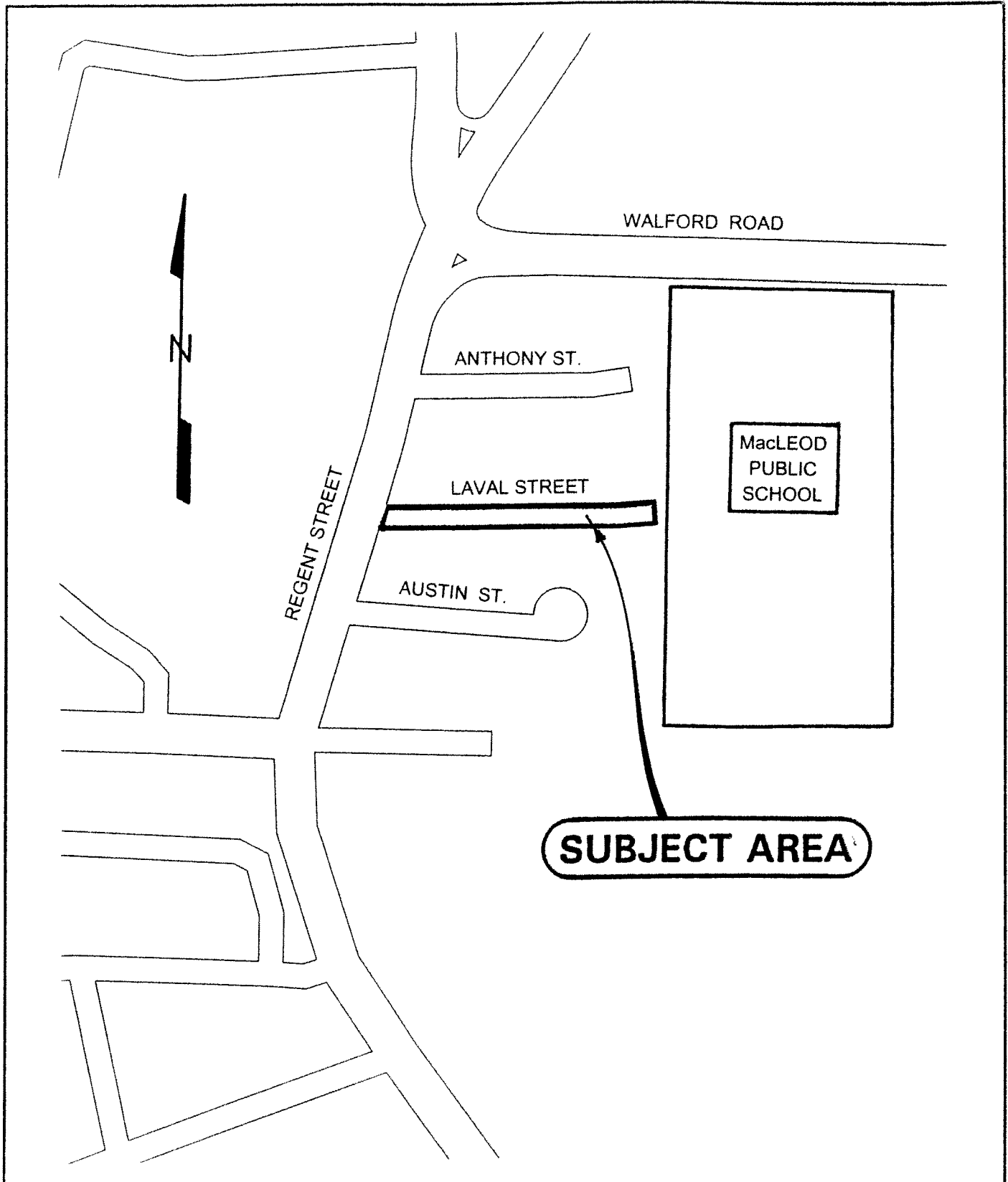

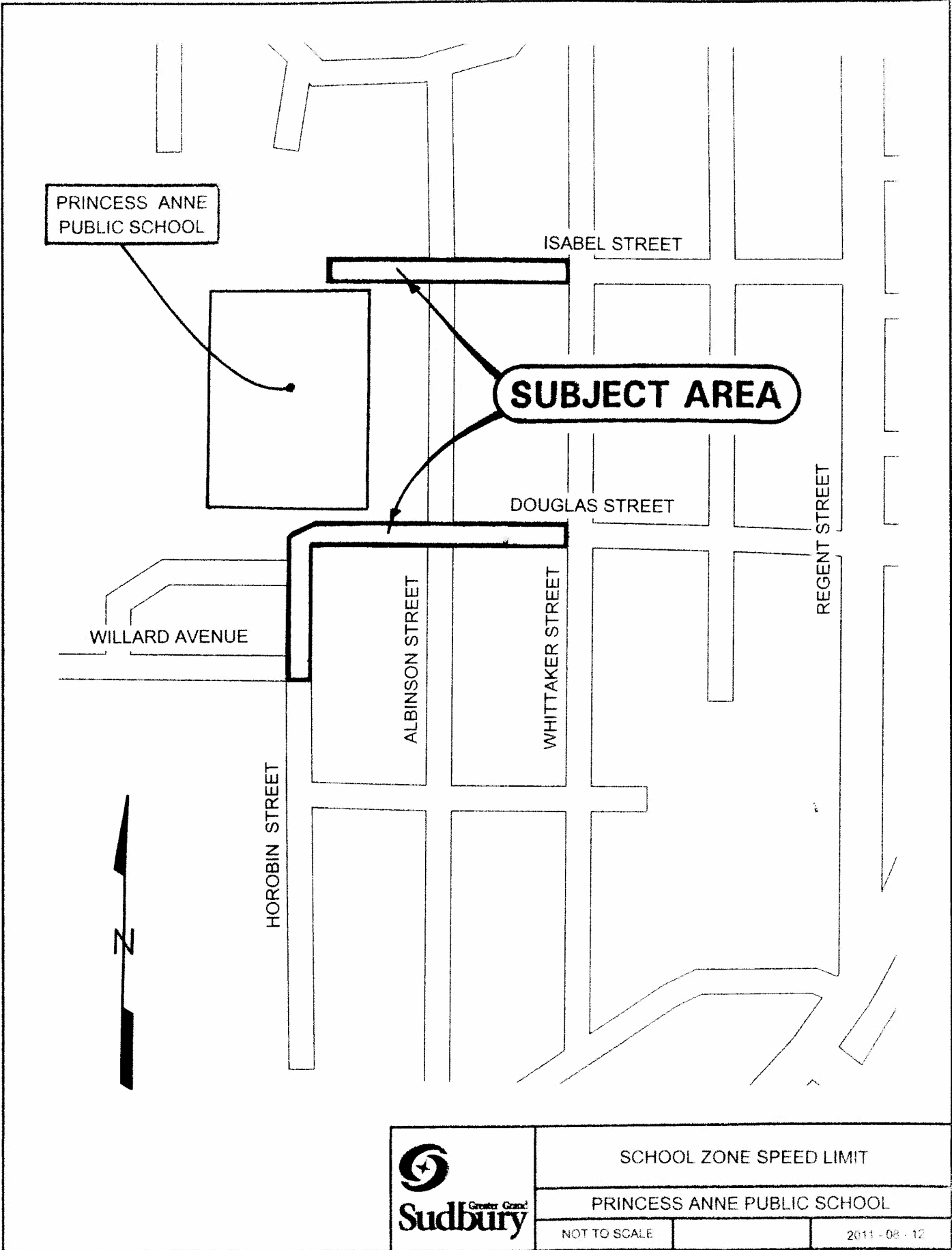


EXHIBIT: B



	SCHOOL ZONE SPEED LIMIT		
	MacLEOD PUBLIC SCHOOL		
	NOT TO SCALE		2011-08-12



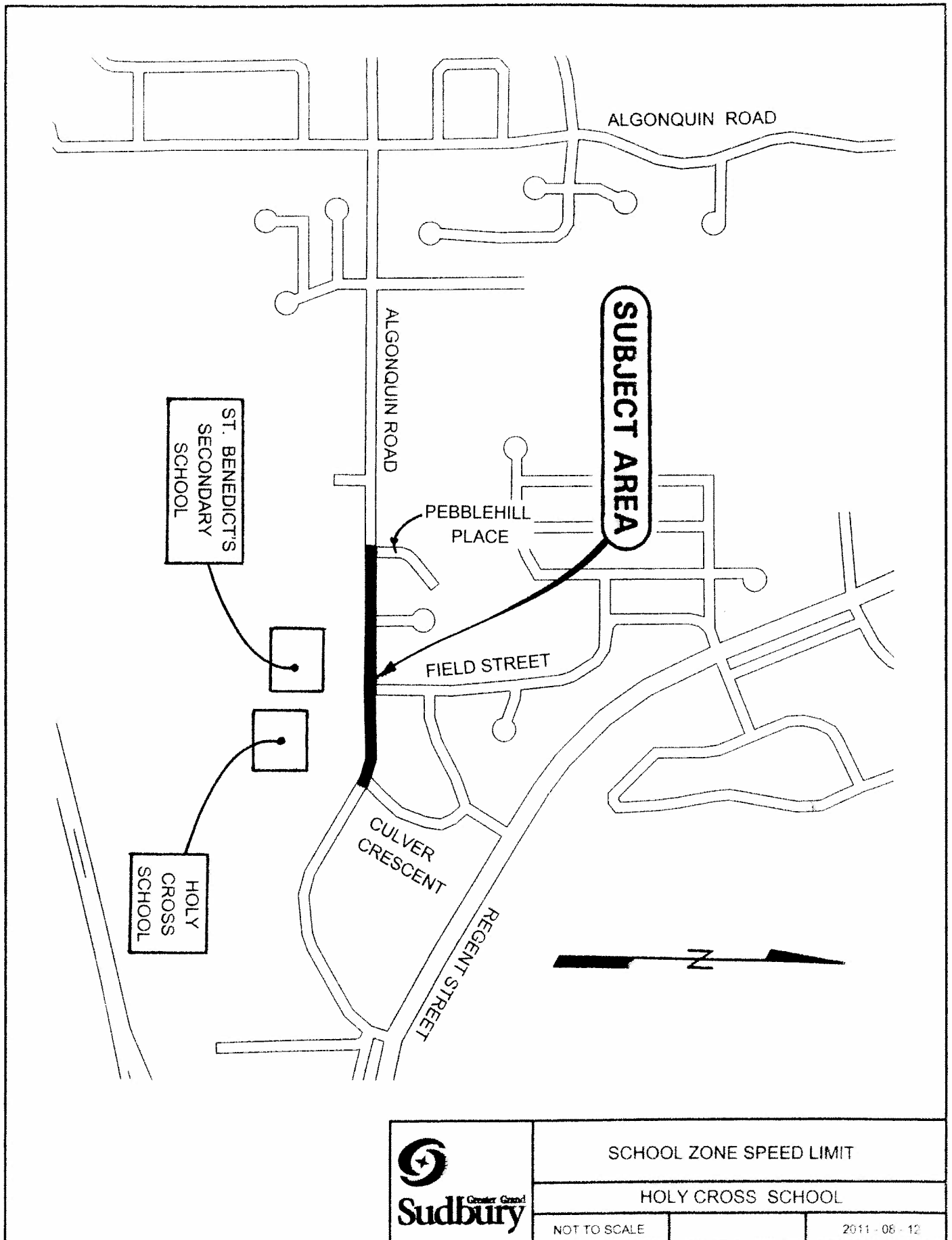
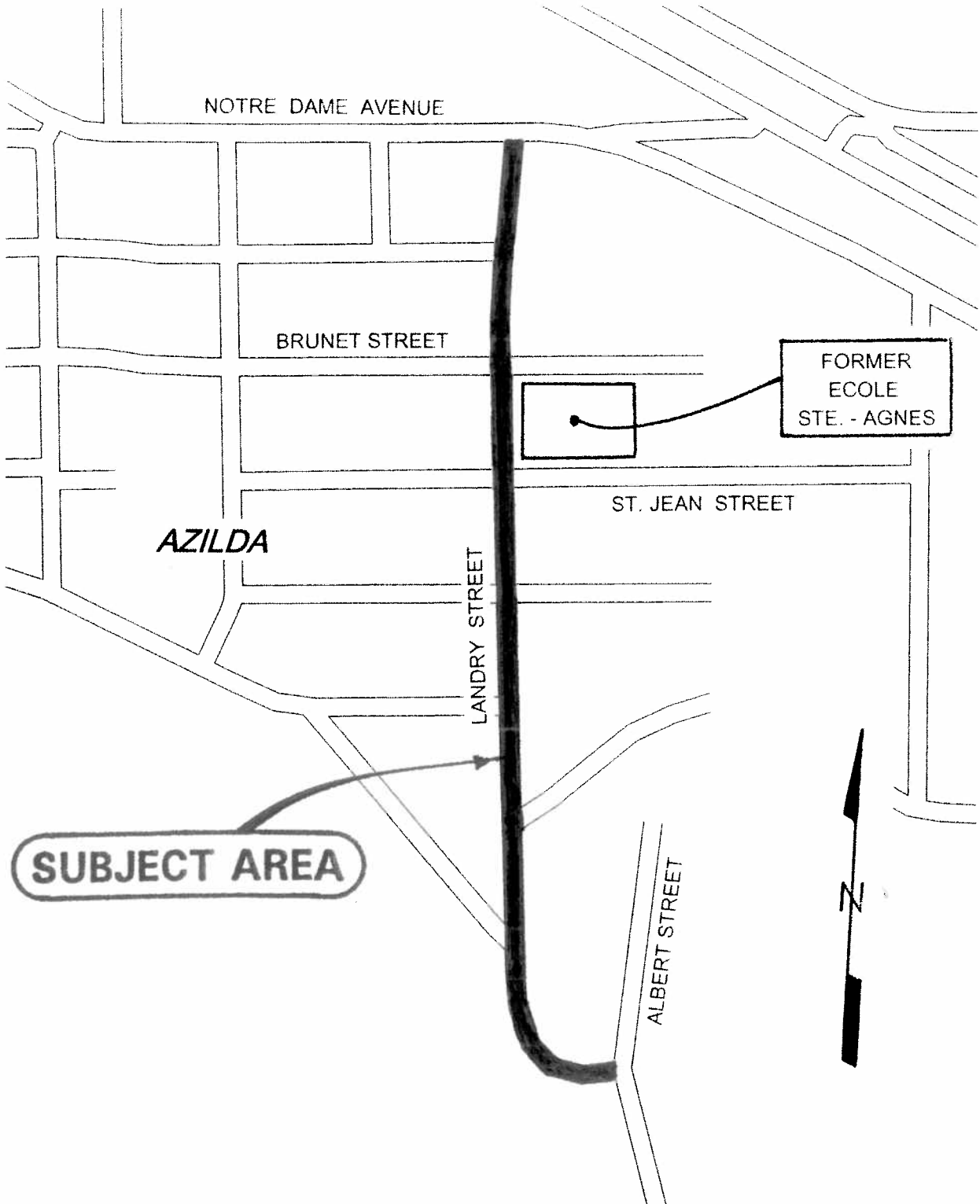



EXHIBIT: E



	SCHOOL ZONE SPEED LIMIT		
	FORMER ECOLE STE. AGNES		
	NOT TO SCALE		2011 - 08 - 12

CITY OF GREATER SUDBURY

SCHEDULE “U” TO BY-LAW 2010-1

HIGHER OR LOWER RATES OF SPEED THAN
THAT PRESCRIBED BY THE REGIONAL ACT
OF THE HIGHWAY TRAFFIC ACT

(1)	(2)	(3)	(4)
<u>Highway</u>	<u>From</u>	<u>To</u>	Maximum Rate of Speed in Kilometres <u>Per</u> <u>Hour</u>

DELETE:

Landry Street (Rayside)	Notre Dame Avenue	Albert Street	40
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ADD:

Algonquin Road (Sudbury)	Pebble Hill Place	Culver Crescent	40
Douglas Street (Sudbury)	Horobin Street	Whittaker Street	40
Horobin Street (Sudbury)	Douglas Street	Willard Avenue	40
Isabel Street (Sudbury)	Whittaker Street	West End	40
Irving Street (Sudbury)	50 metres east of Morrison Avenue	West End	40
Laval Street (Sudbury)	Regent Street	East End	40
Tuddenham Avenue (Sudbury)	Lorne Street	Mary Street	40

Request for Decision

Parking Restrictions - Various Streets

Presented To:	Traffic Committee
Presented:	Thursday, Sep 08, 2011
Report Date	Wednesday, Aug 31, 2011
Type:	Managers' Reports

Recommendation

THAT parking be prohibited on the north side of Centennial Drive from Paris Street to 100 metres west of Paris Street, each day;

AND THAT parking be prohibited on the north side of Centennial Drive from Drive from 100 metres west of Paris Street to 300 metres west of Paris Street, between the hours of 7:00 a.m. and 4:00 p.m., Monday to Friday;

AND THAT parking be prohibited on the west side of Delores Street from Poupore Road to the south end of Delores Street, each day;

AND THAT parking be prohibited on both sides of Kirkwood Drive from Ramsey Lake Road to Roderick Avenue, between the hours of 7:00 a.m. and 7:00 p.m., each day;

AND THAT parking be prohibited on the north side of the Ramsey Lake Road from Kirkwood Drive to Bedford Court and the south side of Ramsey Lake Road from Kirkwood Drive to 90 metres west of Bethel Lake Court, each day;

AND THAT parking be restricted to a maximum of 2 hours on both sides of Bedford Court, between the hours of 7:00 a.m. and 5:00 p.m., Monday to Friday;

AND THAT parking be prohibited along the west side of Lady Ashley Court from 45 metres north of Loach's Road to 135 metres north of Loach's Road, each day;

AND THAT parking be prohibited along both sides of Laval Street from 8:00 a.m. to 9:00 a.m. and from 2:00 p.m. to 3:00 p.m., Monday to Friday;

AND THAT the no parking zone on South Bay Road be extended from Ramsey Lake Road to 300 metres east of Athletic Building Road;

AND THAT a by-law be passed by City Council to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Infrastructure Services dated August 21, 2011.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Aug 31, 11

Division Review

David Shelsted, MBA, P.Eng.
Acting Director of Roads &
Transportation
Digitally Signed Aug 31, 11

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Aug 31, 11

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Aug 31, 11

BACKGROUND

1) Centennial Drive, Sudbury

The Councillor for Ward 10, Frances Caldarelli, requested that parking be prohibited on the north side of Centennial Drive to improve safety.

Centennial Drive is a collector roadway in Sudbury which provides a connection from Paris Street to the James Jerome Sports Complex (see Exhibit 'A'). It is constructed to an urban standard with an asphalt surface width of 10.3 metres and a sidewalk along the north side. Currently, parking is prohibited along the entire south side of the road.

In 2010, the Sudbury Regional Hospital closed the St. Joseph site on Paris Street and relocated staff and patient care to the new hospital site located east of Centennial Drive. Due to the pay for parking policy, and a shortage of on-site parking, staff and patients of the hospital have started to park on Centennial Drive.

The primary function of a public road is for the safe movement of traffic. On-street parking is usually permitted when this criteria is met. However, public roads are not intended to provide free, long term overflow parking for institutions and major commercial areas. Often times parking is prohibited or restricted near these facilities due to resident complaints.

In order to try and eliminate the long term hospital parking problem, while still maintaining some on-street parking for residents and users of the James Jerome Sports Complex, it is recommended that parking be prohibited on the north side of Centennial Drive from 100 metres west of Paris Street to 300 metres west of Paris Street, between the hours of 7:00 a.m. and 4:00 p.m., Monday to Friday. This time period should cover the various shifts at the hospital while leaving evening parking available for residents and park users. Councillor Caldarelli has indicated her support for Staff's recommendation.

2) Delores Street, Skead

The Councillor for Ward 7, Dave Kilgour, forwarded a request from an area resident to prohibit parking on one side of Delores Street to improve safety.

Delores Street is a residential road located approximately 550 metres west of Skead Road and approximately 150 metres south of the public boat launch on Poupore Road (see Exhibit 'B'). It is constructed to a rural standard with an asphalt surface width of 6.1 metres and gravel shoulders. Currently parking is permitted along both sides of the roadway.

Due to parking restrictions on Poupore Road, users of the public boat launch on Poupore Road are parking their vehicles and trailers on Delores Street while using their boats on Lake Wanapitei. With vehicles parked on both sides of the road it is difficult for residents and emergency vehicles to access the homes on Delores Street.

In order to improve safety and access to residents homes, staff recommends that parking be prohibited along the entire west side of Delores Street from Poupore Road to the south end of Delores Street. Councillor Kilgour has indicated that he supports the parking prohibition.

3) Kirkwood Place Mental Health Hospital, Sudbury

The Councillor for Ward 10, Frances Caldarelli, forwarded requests from area residents to prohibit parking in the area of the Kirkwood Place Mental Health Hospital. Further, Councillor Caldarelli conducted a survey of affected residents to determine the preferred option for the parking prohibitions on Kirkwood Drive, Ramsey Lake Road and Bedford Court.

Kirkwood Drive and Ramsey Lake Road are collector roadways while Bedford Court is a local roadway (see Exhibit 'C'). All three roadways are constructed to a rural standard with asphalt surface widths of approximately 6.4 metres and gravel shoulders. The main entrances to the Kirkwood Place Mental Health Hospital are located on Kirkwood Drive. The Bedford Tot Lot is located at the north end of Bedford Court. Currently parking is permitted along all three roadways in the area of the hospital.

On April 1, 2011, the Kirkwood Place Mental Health Hospital implemented a pay for parking policy which has resulted in users of the site parking on Kirkwood Drive, Ramsey Lake Road and Bedford Court. With vehicles parked encroaching on the roadways, it has become difficult for cars to by-pass each other, and pedestrians have been forced to walk on the traveled lane, as there are no sidewalks.

The primary function of a public road is for the safe movement of traffic. On-street parking is usually permitted when this criteria is met. However, public roads are not intended to provide free, long term overflow parking for institutions and major commercial areas. Often times parking is prohibited or restricted near these facilities due to resident complaints.

Based on the responses received from the survey of area residents, it is recommended that parking be prohibited on the both sides of Kirkwood Drive from Ramsey Lake Road to Roderick Avenue, between the hours of 7:00 a.m. and 7:00 p.m., each day. On Ramsey Lake Road it is recommended that parking be prohibited at any time on the north side of the road from Kirkwood Drive to Bedford Court and the south side of the road from Kirkwood Drive to 90 metres west of Bethel Lake Court. On Bedford Court, it is recommended that parking be restricted to a maximum 2 hour limit on both sides of the road, between the hours of 7:00 a.m. and 5:00 p.m., Monday to Friday. Councillor Caldarelli has indicated her support for Staff's recommendation.

4) Lady Ashley Court, Sudbury

The Councillor for Ward 10, Frances Caldarelli, forwarded a request from an area resident to prohibit parking on the west side of Lady Ashley Court in the area of a sharp vertical crest curve to improve safety.

Lady Ashley Court is a residential street located north of Loach's Road (see Exhibit 'D'). It is constructed to an urban standard with an asphalt surface width of 9.0 metres, and a sidewalk along the west side. Currently, parking is prohibited along the entire east side of the road.

Approximately 100 metres north of Loach's Road, there is the crest of a sharp vertical curve on Lady Ashley Court. Visibility is restricted near the crest of the hill. When vehicles are parked near the curve, southbound vehicles must encroach into the northbound traffic lane to get around. While it is difficult to assess the risk of a collision for this type of maneuver, staff supports the request that parking be prohibited along the west side from 45 metres north of Loach's Road to 135 metres north of Loach's Road. Councillor Caldarelli has indicated that she supports the parking prohibition.

5) Laval Street, Sudbury

The City's Roads and Transportation Division received a petition from area residents asking that parking be prohibited on both sides of Laval Street from 8:00 a.m. to 9:00 a.m. and from 2:00 p.m. to 3 p.m., Monday to Friday inclusively (see Exhibit 'E'). The petition was signed by a resident of each of the 21 homes on Laval Street.

Laval Street is a local roadway located in Sudbury and provides a connection from Regent Street to MacLeod Public School (see Exhibit 'F'). It is constructed to an urban standard with an asphalt surface width of approximately 9 metres and a sidewalk along the south side. Currently parking is permitted along both sides of the road.

Since all residents along Laval Street are in agreement, staff supports prohibiting parking along both sides of Laval Street from 8:00 a.m. to 9:00 a.m. and from 2:00 p.m. to 3:00 p.m., Monday to Friday inclusive. Additionally, staff have brought forward a separate report recommending that a 40 km/h school zone speed limit be implemented on Laval Street.

6) South Bay Road, Sudbury

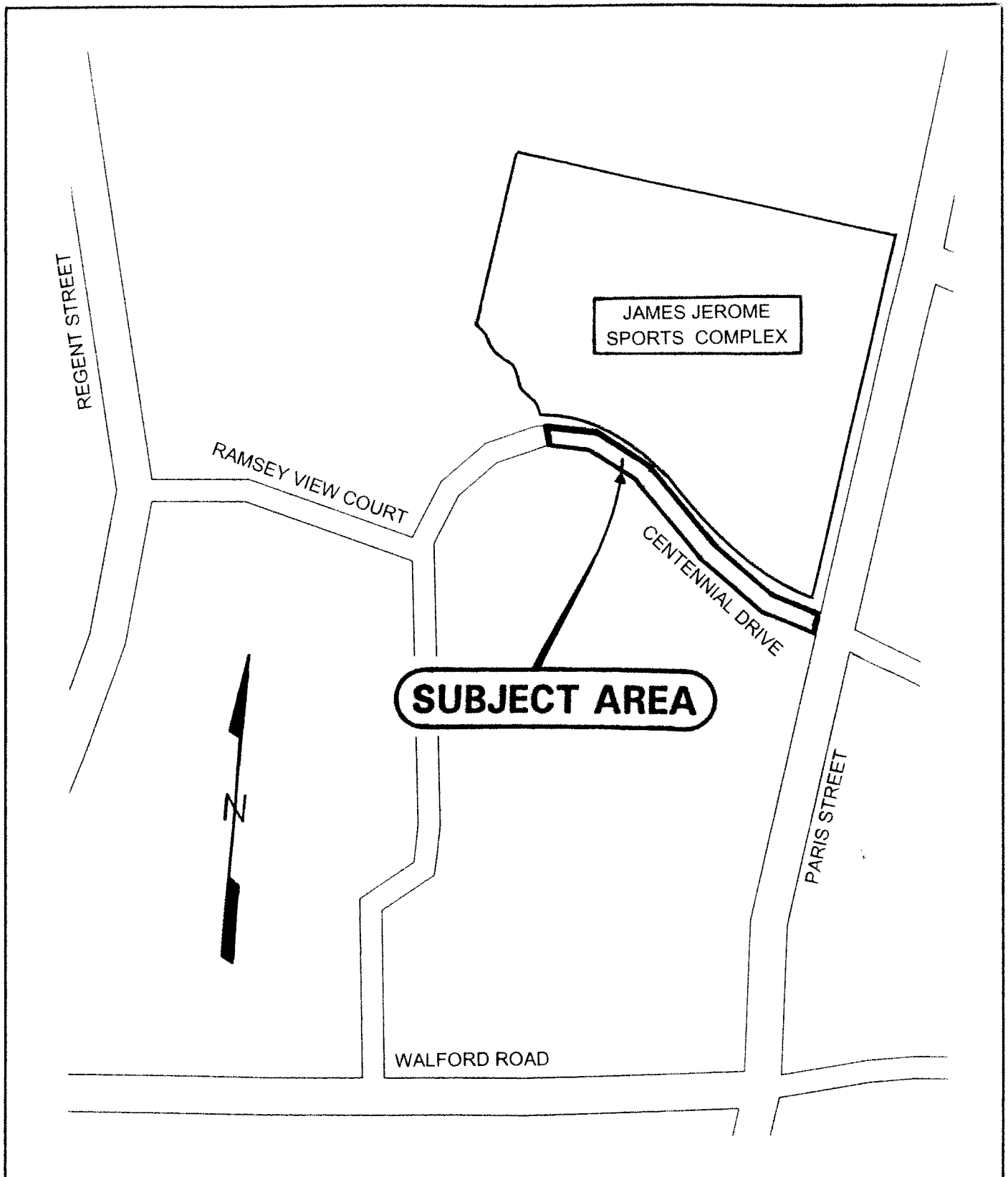
The Councillor for Ward 10, Frances Caldarelli, forwarded a request from an area resident to extend the no parking zone on South Bay Road further east to improve safety.

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

Currently, parking is prohibited on both sides of the roadway from Ramsey Lake Road to 100 metres south of Athletic Building Road. Parking was originally prohibited on South Bay Road to prevent students who attend classes at Laurentian University from parking on the roadway. With the addition of the Northern Ontario School of Medicine at the eastern limits of the no parking zone, vehicles have begun to park beyond the limits of the no parking zone.

Staff recommends extending the no parking zone along both sides of the South Bay Road an additional 200 metres easterly. Councillor Caldarelli has indicated that she supports the parking prohibition.

EXHIBIT: A



PARKING RESTRICTIONS

CENTENNIAL DRIVE, SUDBURY

NOT TO SCALE

2011 - 08 - 12

EXHIBIT: B

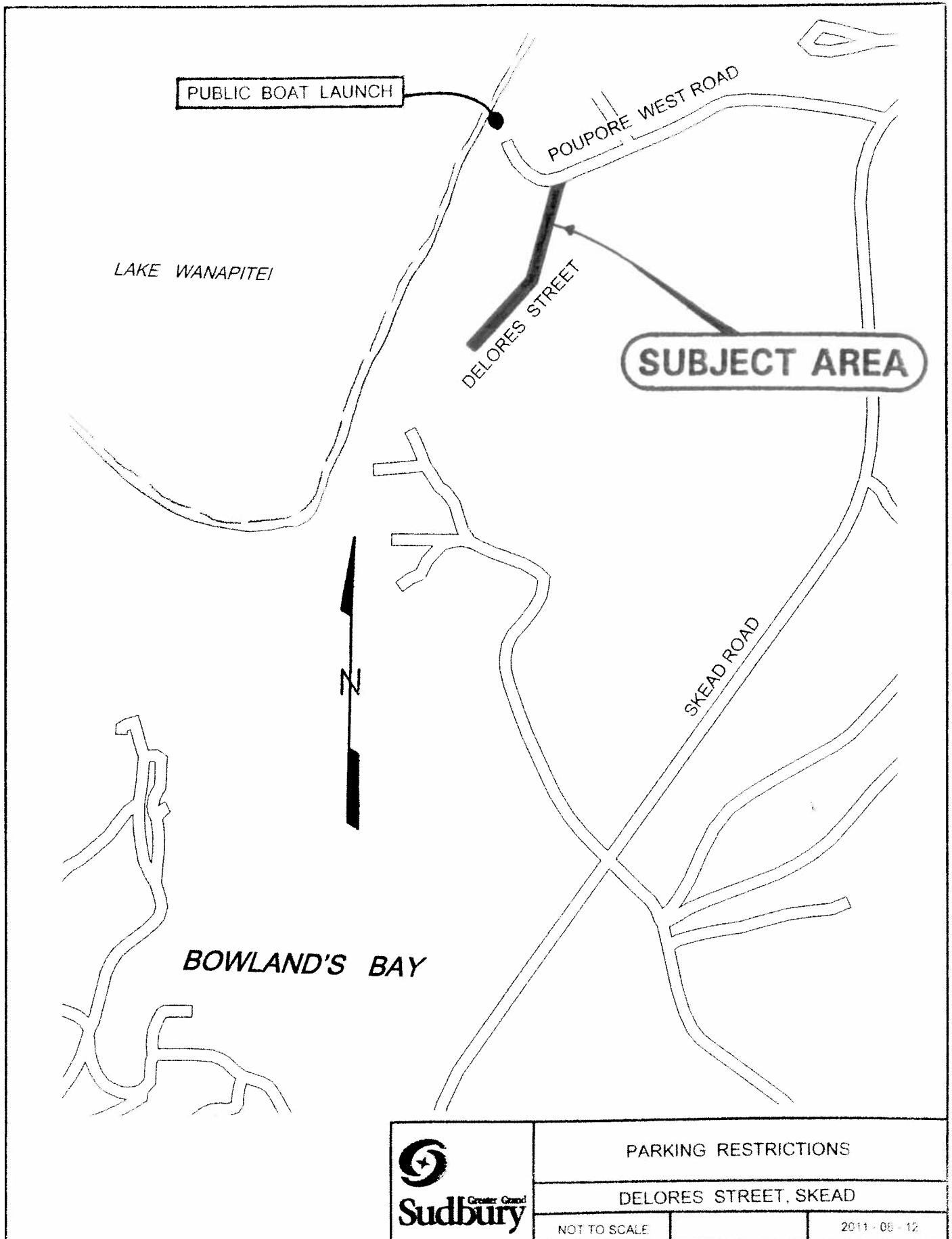
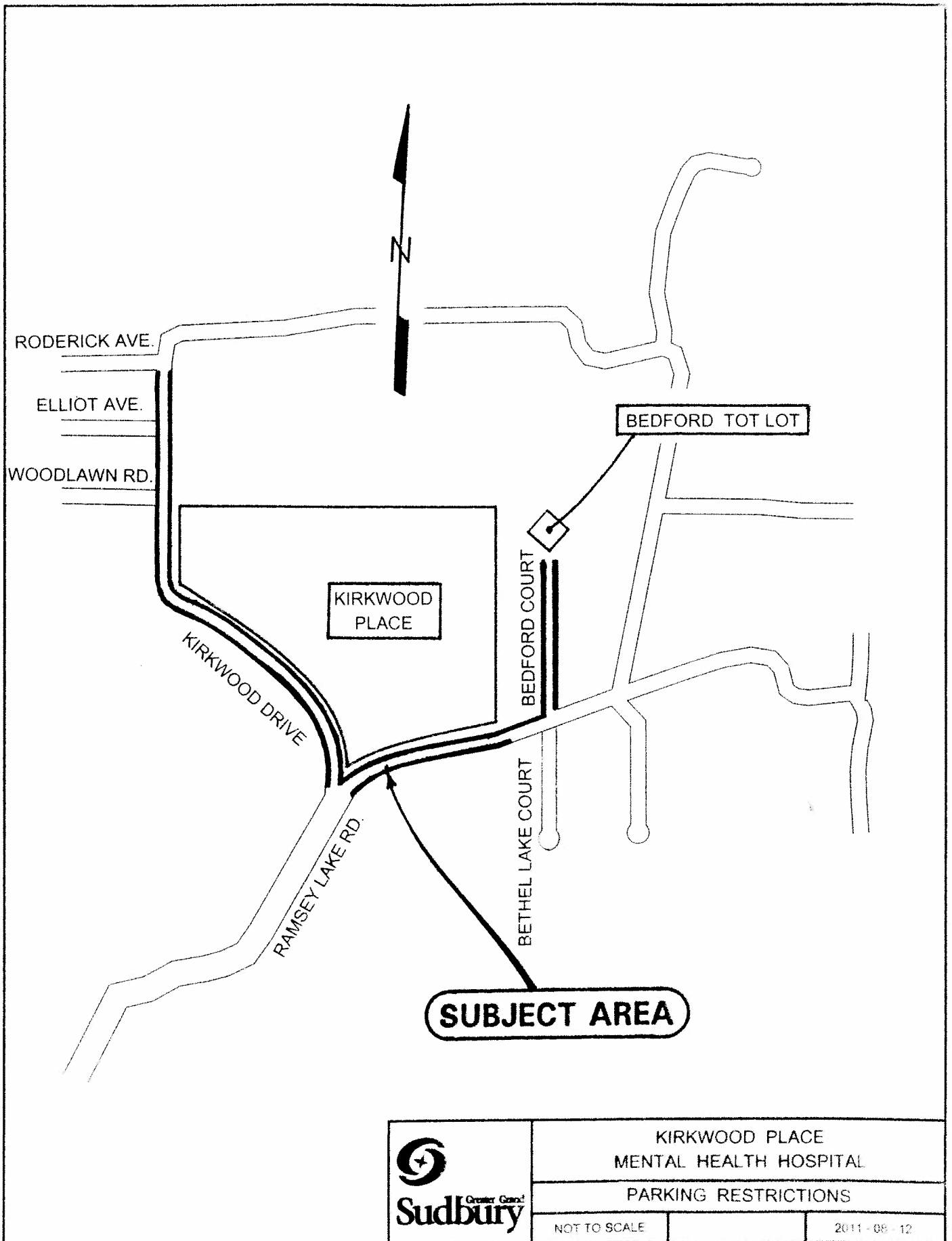
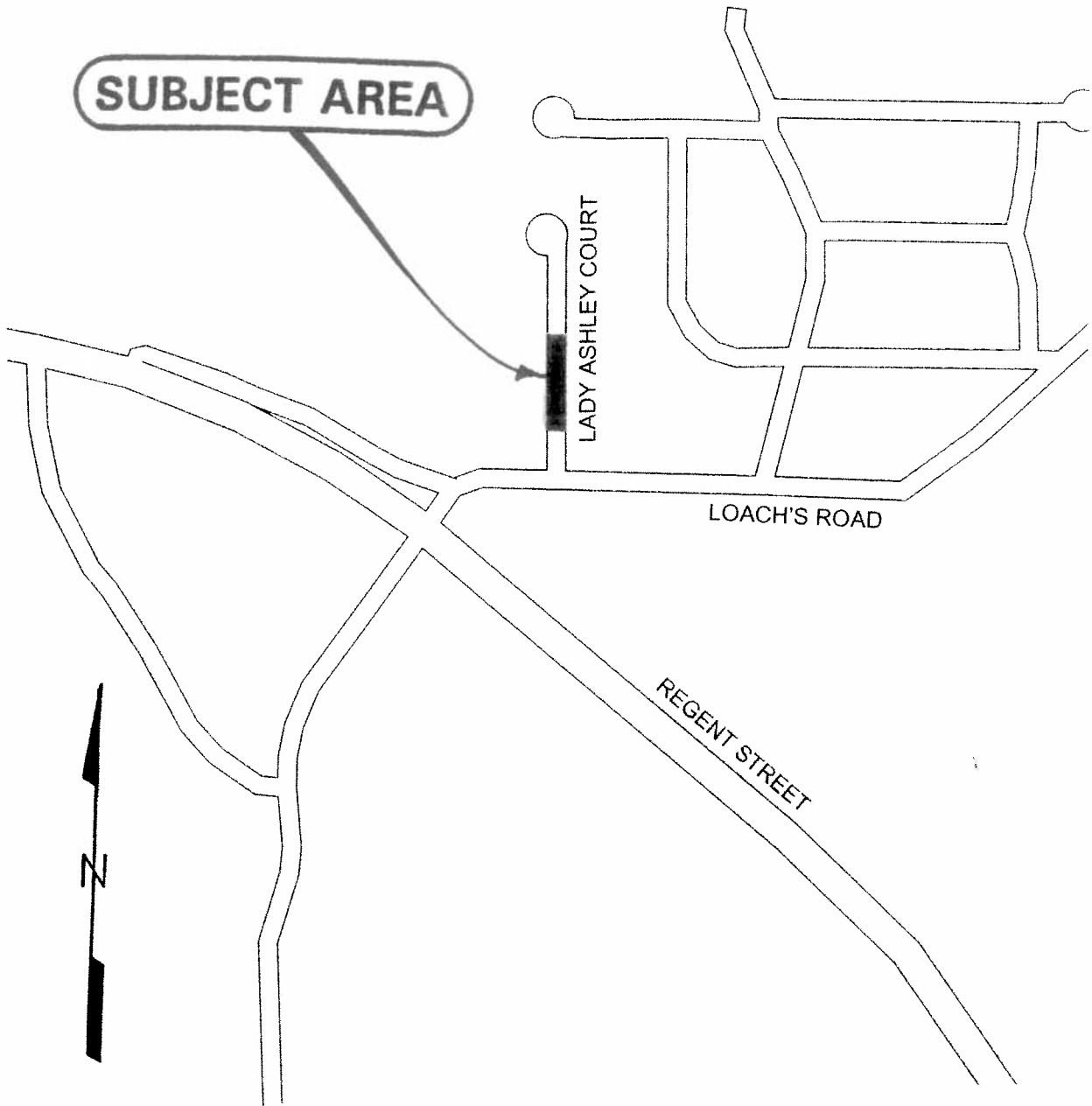



EXHIBIT: C





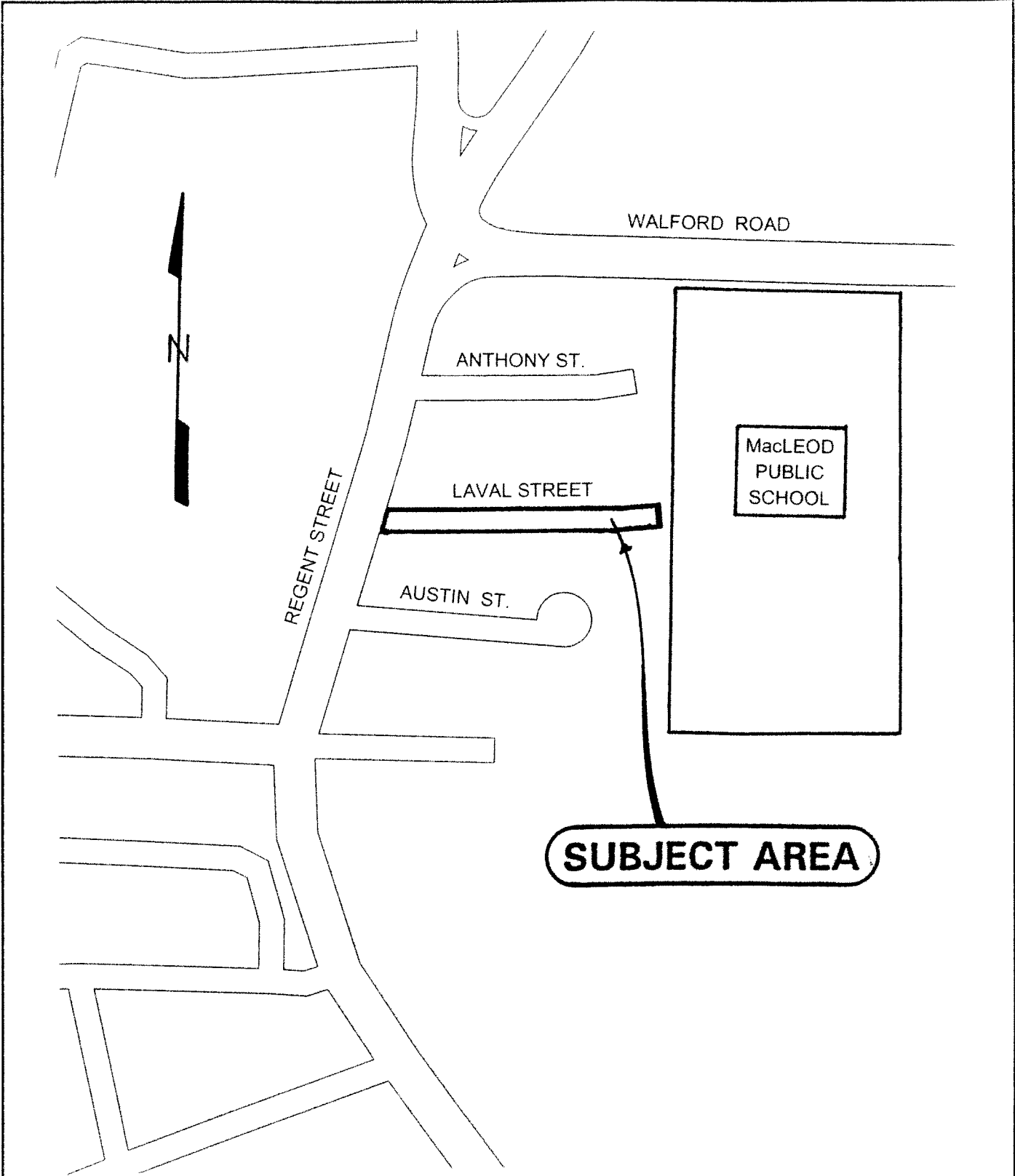
	PARKING RESTRICTIONS		
	LADY ASHLEY COURT, SUDBURY		
	NOT TO SCALE		2011 - 06 - 12

We the undersigned, ratepayers and residents of Laval Street in Sudbury, Ontario would like our street returned to a semblance of residential R 1 that it is supposed to be. It has become more like a Highway without regulations. We need to see a different entrance to MacLeod School. We realize it cannot happen overnight. In the interim we would like to see the following implemented before the start of the new school year in Sept. 2011.

1. Speed limits of 40kl.for Laval Street.
2. No parking on either side of Laval between 8 and 9 am. And between 2 and 3pm from Monday to Friday inclusively.
3. Proper signs installed so same rules can be enforced.

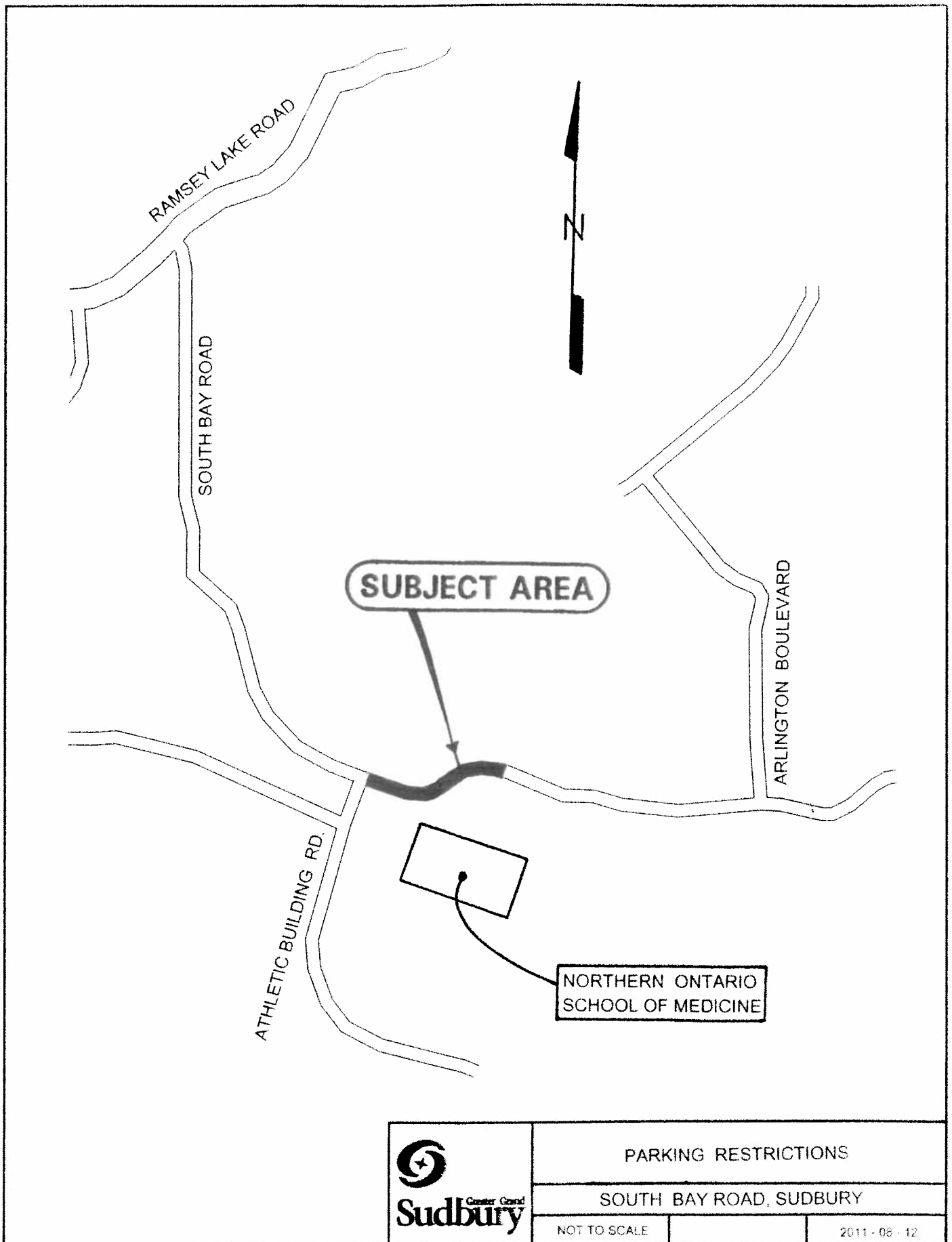
312 Laval	312 Laval	J. Sloan
318 Laval	318 Laval	C. LARIVIERE
326 Laval	326 Laval	
332 Laval St	332 Laval St	Harold Rose
344 Laval	344 Laval	SHARON GIBBER
352 Laval	352 Laval	John Ayer
358 Laval	358 Laval	BRIAN KURULIAK
372 Laval ST	372 Laval ST	P3E-2K9
373 Laval St	373 Laval St	P3E 2K1
365 Laval St	365 Laval St	P3E 2K1
357 Laval St	357 Laval St	P3E 2K1
353 Laval St	353 Laval St	P3E 2K1
323 Laval St	323 Laval St	P3E-2K1
348 Laval St	348 Laval St	P3E 2K2
369 Laval St	369 Laval St	P3E 2K1
339 Laval St	339 Laval St	P3E 2K1
329 Laval St	329 Laval St	P3E 2K1
309 Laval St	309 Laval St	P3E 2K1
315 Laval St	315 Laval St	P3E 2K1
341 Laval St	341 Laval St	P3E 2K1

EXHIBIT: F



PARKING RESTRICTIONS		
LAVAL STREET, SUDBURY		
NOT TO SCALE		2011 - 06 - 12

EXHIBIT: G



Request for Decision

All-Way Stop - Spruce Street at Simcoe Street

Presented To:	Traffic Committee
Presented:	Thursday, Sep 08, 2011
Report Date	Wednesday, Aug 31, 2011
Type:	Managers' Reports

Recommendation

That an All-Way Stop not be installed at the intersection of Spruce Street and Simcoe Street.

BACKGROUND

At the City Council meeting held on May 18, 2011, Councillor Cimino submitted a petition signed by 14 residents requesting that an all-way stop be installed at the intersection of Spruce Street and Simcoe Street. The following information is provided in response to the request.

The subject intersection is located south of Elm Street, and west of Ethelbert Street, in Ward 1 (see Exhibit "A"). Simcoe Street intersects with Spruce Street forming a four legged intersection. The west approach of Spruce Street intersects with Simcoe Street on a skew angle of approximately 70 degrees. Currently, the intersection is controlled with stop signs facing north and southbound traffic on Simcoe 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. 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 an all-way stop is required, staff conducted a turning movement count at the subject intersection on April 29, 2010, during the morning and afternoon peak periods. Applying the count data to the City's new, reduced all-way stop warrant indicates that the vehicle and pedestrian volumes on Simcoe Street are only 15 percent of the minimum requirements.

A review of the City's collision information from April 2007 to April 2010 revealed there were no collisions at the intersection during this 3 year period. The warrants for all-way stop control based on safety requires a minimum of 3 collisions per year over a 3 year period. An updated review of our collision information shows

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Aug 31, 11

Division Review

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Acting Director of Roads &
Transportation
Digitally Signed Aug 31, 11

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Aug 31, 11

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Aug 31, 11

there was an angle type collision that occurred at the intersection in August 2010. While all collisions are undesirable, the collision experience at this intersection is not considered high, and does not show pattern that could be corrected with an all-way stop.

Based on the above information, an all-way stop is not warranted at the intersection of Spruce Street and Simcoe Street.

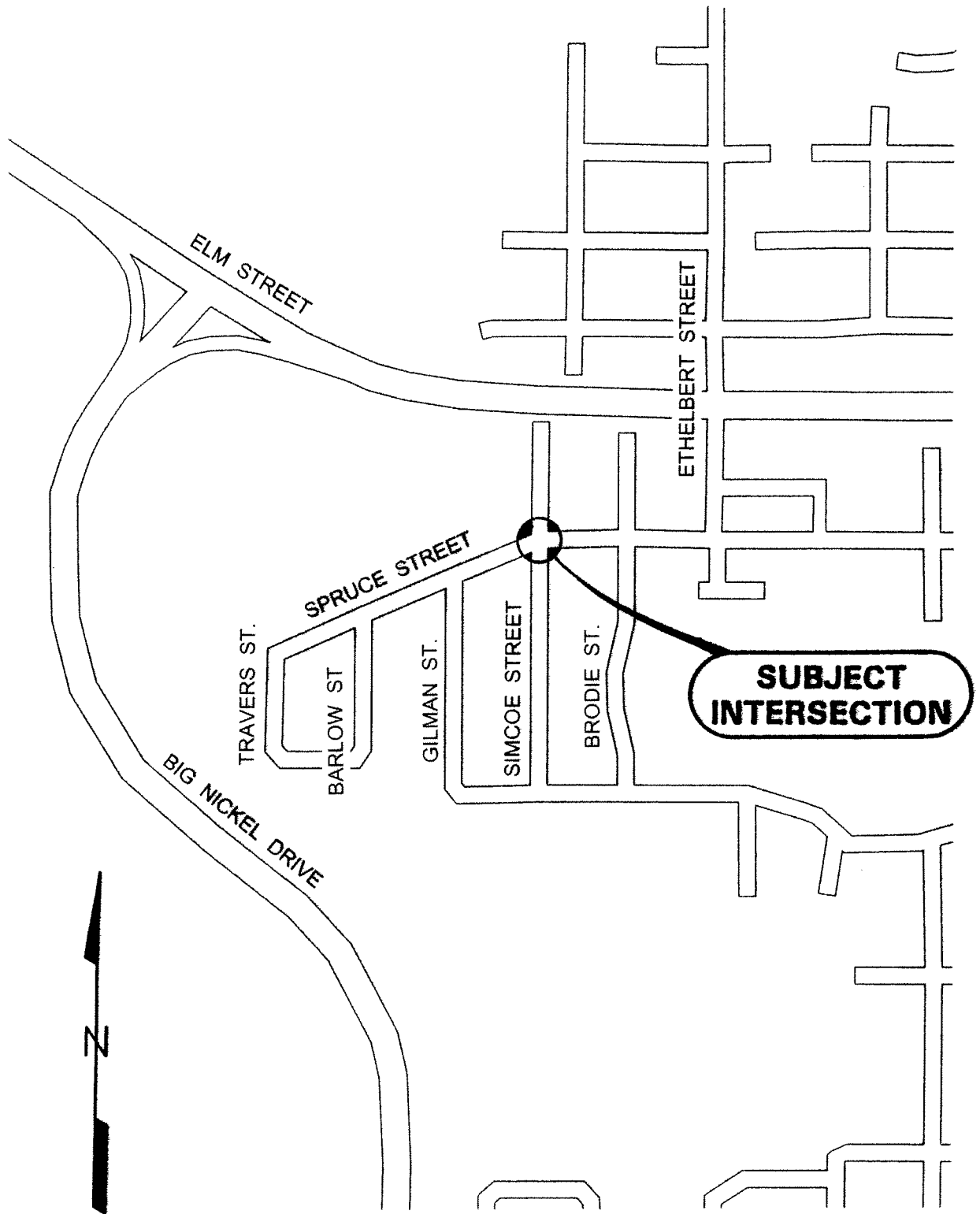
While an all-way stop is not warranted, staff has issued a work order to paint stop bars and crosswalk lines on both approaches of Simcoe Street to highlight the intersection and the requirement to stop. Staff will also undertake some brushing in the southeast and southwest corners of the intersection to improve sight lines and visibility to the stop sign.


Due to residents' concerns about speeding, Spruce Street was also reviewed under the City's Traffic Calming program. As part of this program, vehicle speeds, traffic volumes, cut-through traffic and collision experience were all reviewed between Ethelbert and Travers Streets.

A speed study conducted on Spruce Street between Brodie Avenue and Simcoe Street over a 24 hour period showed that the average speed of traffic was 39.6 km/h. A second speed study conducted between Gilman Street and Barlow Street indicated that the average speed was 42.7 km/h. The speed studies show that operating speeds on Spruce Street are lower than many other residential streets in the City, and that the majority of drivers are in compliance with the existing 50 km/h speed limit. It appears that the speeding problems are restricted to a small minority of drivers.

A review of the collision information, traffic volume and cut-through traffic shows that these factors are all below the minimum thresholds to warrant traffic calming.

EXHIBIT: A



 Sudbury City Council	ALL - WAY STOP CONTROL	
	SPRUCE STREET at SIMCOE STREET	
	NOT TO SCALE	Page 26 of 40 11-07-18

Request for Decision

Municipal Road 8 - Lane Conversion and Speed Limit Review

Presented To:	Traffic Committee
Presented:	Thursday, Sep 08, 2011
Report Date	Wednesday, Aug 31, 2011
Type:	Managers' Reports

Recommendation

THAT the speed limit on Municipal Road 8 from 100 metres southeast of St. James Street to 305 metres south of Riverview Road remain 70 km/h;

AND THAT the southbound passing lane on Municipal Road 8 be converted to a two-way centre left turn lane from the Onaping River Bridge to 100 metres southeast of St. James 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 changes in accordance with the report from the General Manager of Infrastructure Services dated August 31, 2011.

BACKGROUND

The Councillor for Ward 3, Claude Berthiaume, has requested that the City's Roads and Transportation Department review the possibility of converting a portion of the southbound passing lane on Municipal Road 8 (M.R. 8) to a two-way centre left turn lane. The request is due to concerns about the high speed of traffic passing through the community of Onaping. Staff has also been requested to review the possibility of reducing the existing 70 km/h speed limit through Onaping.

Municipal Road 8 is located near the northwest end of the City (see Exhibit "A"). M.R. 8 is designated as a secondary arterial road that provides a connection from Highway 144 to the communities of Onaping and Levack. It is also a major road link serving the mining industry in the area. Within the study area, M.R. 8 is constructed to a rural standard with one lane in each direction, and an additional southbound passing lane. The passing lane starts at the Onaping River bridge, and extends southerly to Highway 144, a distance of approximately 2.8 km. Currently, MR 8 carries an annual average daily traffic volume (AADT) of 6,500 within the study area.

The existing speed limit is 80 km/h from Highway 144 to 100 metres south of St. James Street where it changes to 70 km/h. The 70 km/h speed limit extends to 305 metres south of Riverview Avenue where it changes to 50 km/h through the community of Levack.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Aug 31, 11

Division Review

David Shelsted, MBA, P.Eng.
Acting Director of Roads &
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Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
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Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
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The residents of Onaping have requested that the southbound passing lane be converted to a centre left turn lane due to the high incidence of speeding that occurs through the area. The safety of pedestrians crossing the road, especially seniors near the Golden Age Club is also a concern.

As a result of a previous request in 2007, Staff conducted a number of speed studies and traffic counts along Municipal Road 8. The speeds of approximately 100 vehicles were recorded at each location and the results are outlined in the table below.

Location	Posted Speed Limit (km/h)	Average Speed (km/h)	85th Percentile Speed (km/h)	% Complying with Speed Limit
200 m South of Onaping Drive	80	79	91	49
50 m North of Fraser Avenue	70	73	84	43
20 m North of First Avenue North	50	52	60	48

The studies identify that the 70 km/h zone near Fraser Avenue has the highest number of drivers exceeding the speed limit. The study showed that over 60% of drivers in this area were speeding and over 30% of drivers were recorded travelling at more than 10 km/h above the legal limit.

Speed Limit

At the October 13, 2010 meeting, City Council adopted the use of the Canadian Guidelines for Establishing Posted Speed Limits, published by the Transportation Association of Canada, for evaluating posted speeds on arterial and major collector roadways. These guidelines assess appropriate posted speed limits based primarily on the classification, function and physical characteristics of a roadway.

Applying the physical characteristics of M.R. 8, through Onaping, to the new Canadian Guidelines and using a functional classification of a “two lane rural undivided major arterial” yields a total risk score of 40 and a recommended speed limit of 80 km/h (see Exhibit ‘B’).

Based on the results of the Canadian Guidelines and the speed studies the speed studies that were conducted, staff does not recommend lowering the posted speed limit of 70 km/h.

Passing Lane

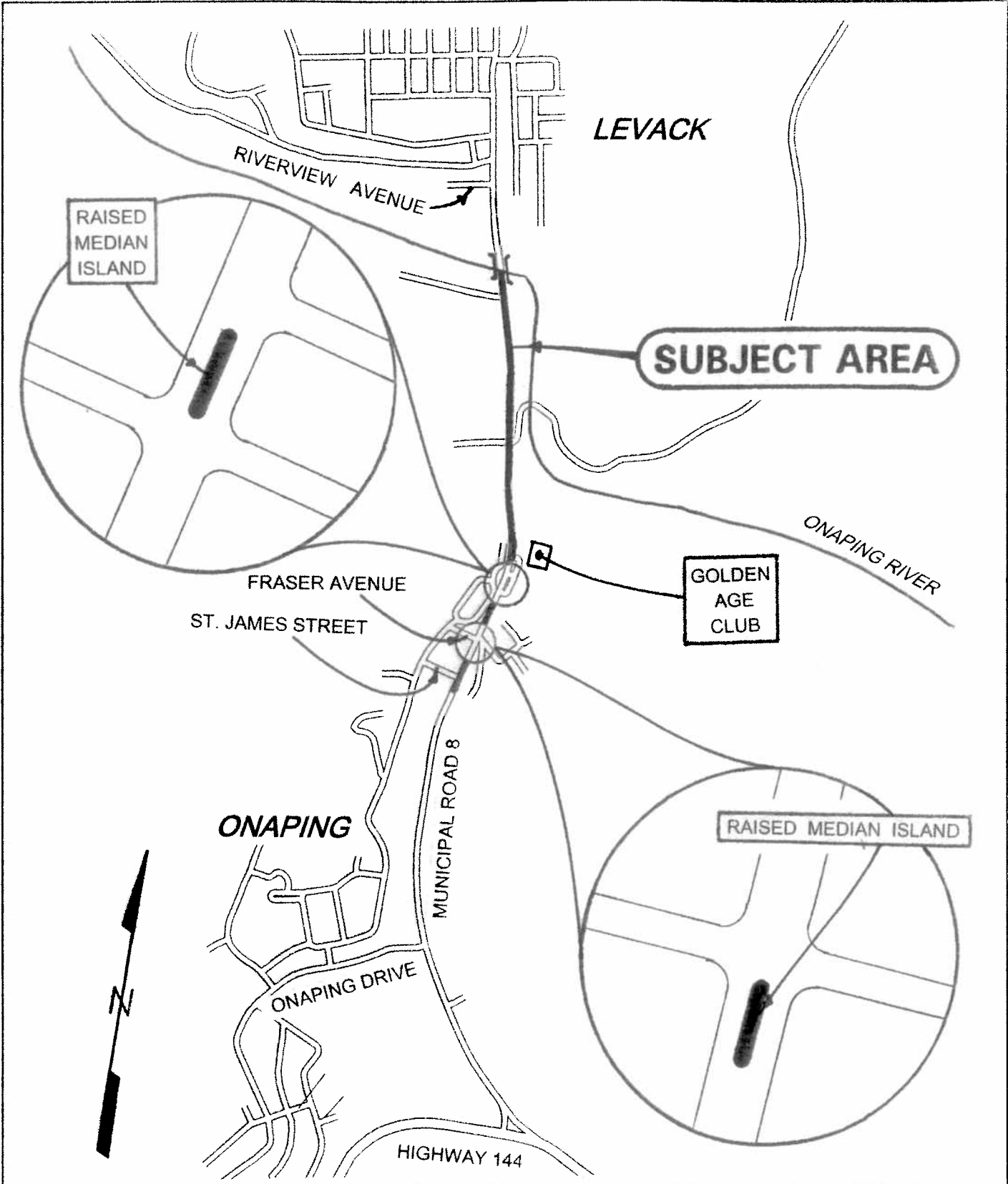
The southbound passing lane was constructed in the mid 1990’s to address concerns from the mining industry and residents regarding the congestion and impact that trucking had on the roadway. While the passing lane has been successful in reducing the impact that the mining industry has on M.R. 8, it may have contributed to the existing speeding problem through Onaping. Based on the results of the speed studies and the concerns expressed by residents, staff supports the conversion of the southbound passing lane to a two-way centre left turn lane.


While the change will have some impact on traffic operations during the peak periods, traffic volumes will be able to be accommodated with two through lanes and a centre left turn lane. The two-way centre left turn lane will also improve safety on M.R. 8 by allowing an area off of the through lane for left turn maneuvers to

occur. The left turn lane also provides a refuge area for pedestrian's crossing the road.

As part of the 2011 Capital Roads program, M.R. 8 will be resurfaced from Highway 144 to the Onaping River Bridge. This will provide an opportunity to easily change the pavement markings to convert the southbound passing lane to a two-way centre left turn lane. Additionally, staff has identified two locations where raised median islands can be installed to offer a refuge area for pedestrians trying to cross M.R. 8 and to help eliminate the improper use of the two-way centre left turn lane for passing.

EXHIBIT: A



	LANE CONVERSION AND SPEED LIMIT REVIEW		
	MUNICIPAL ROAD 8		
	NOT TO SCALE		2011 - 08 - 12



Automated Speed Limit Guidelines FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	M.R. 8		
Segment Evaluated:	100 m South of St. James Street	to	305 m South of Riverview Avenue
Geographic Region:	Onaping		
Road Agency:	City of Greater Sudbury		
Road Classification:	Arterial	Length of Corridor:	1,350 m
Urban / Rural:	Rural	Design Speed: (Required for Freeway, Expressway, Highway)	km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	70 km/h
Major / Minor:	Major	Prevailing Speed: (85th Percentile - for information only)	84 km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	3
A2	GEOMETRY (Vertical)	Lower	3
A3	AVERAGE LANE WIDTH	Medium	6
B	ROADSIDE HAZARDS	Medium	6
C1	PEDESTRIAN EXPOSURE	Lower	2
C2	CYCLIST EXPOSURE	Medium	6
D	PAVEMENT SURFACE	Lower	3
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	7
	STOP controlled intersection	0	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	5	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	3
	Left turn movements permitted	7	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Lower	1

Total Risk Score:

40

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

80

As determined by policy

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:

Request for Decision

York Street - Truck Route Exemption

Presented To:	Traffic Committee
Presented:	Thursday, Sep 08, 2011
Report Date	Thursday, Sep 01, 2011
Type:	Managers' Reports

Recommendation

THAT Sudbury Hospital Services not receive an exemption from the City's truck route by-law to use York Street, between Regent Street and Paris Street, as a haul route for their heavy trucks.

Background

The Councillor for Ward 10, Frances Caldarelli has forwarded a request from Sudbury Hospital Services to receive an exemption from the City's truck route By-Law so that they may haul material using York Street (see Exhibit "A"). Sudbury Hospital Services is located on York Street adjacent to the Memorial Hospital. They provide food, laundry and ware washing services to the Sudbury Regional Hospital facilities. Due to its location and the other hospital facilities, York Street is the shortest route for deliveries (see Exhibit "B").

To address the needs of the trucking industry, and to limit the detrimental effects that trucking has on the roads, the City has established a network of roads that are designated for use by heavy trucks. York Street is as a collector road that provides a connection between Regent Street and Paris Street. It is constructed to an urban standard with a sidewalk along the south side. Development along York Street is mainly residential, with playgrounds and a church as well. This section also has some steep grades and sharp vertical curves that restrict sight distance. The existing speed limit is posted at 40 km/h, and the road is subject to reduced load restrictions in the spring of each year. The City's Roads and Transportation Department has also recently reviewed York Street under the traffic calming program. Preliminary indications are that York Street will rank high on the priority list for traffic calming.

While there are valid reasons for the requested truck route exemption, they are mainly economic. From a transportation perspective, York Street is not designed for the movement of heavy trucks and staff is unable to support the request. Staff is also concerned that granting an exemption to Sudbury Hospital Services

Signed By

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Division Review

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Digitally Signed Sep 1, 11

may result in requests from other companies seeking similar exemptions.

EXHIBIT: A

>>> "Terry Watters" <terry.watters@hospitalservices.ca> 6/16/2011 11:27 am >>>

Thank you very much for the time you spent with me regarding this issue, as promised here is a brief overview and history of Sudbury Hospital Services and our service to health care in Sudbury.

Sudbury Hospital Services is a private not for profit corporation without share capital, incorporated in the province of Ontario in 1966. Commencing August 1970 Sudbury Hospital Services has been supplying laundry and linen services to Sudbury and area hospitals. While the sites have changed over the years we have consistently maintained our delivery schedules and have used the York St. as our primary route to members. In 2004 we expanded our transportation services with HRSRH to include the transportation of food between the three sites as the food services had been consolidated at the Memorial site. In 2005 we further expanded our services to include a ware washing department, which supplies clean dishes, utensils and cookware to HRSRH. The addition of these services did mean an increase in the number of time sensitive deliveries to our members, as in previous years we continued to use the York St. corridor. During my tenure as General Manager of Sudbury Hospital Services, I have had several discussions with our local council representative and representatives from the City, we were all in agreement that while the bylaws were clearly stated, our unique situation was given consideration. It was my understanding of these meetings that a solution or solutions would be formulated and, until there were specific complaints from the neighborhood we would continue to maintain our historical delivery routes.

Over the last several months we have had enquires from the City as to our use of York St. I met with Councilor Caldarelli regarding the renewed interest in our delivery routes and have since received a written notice from the city to stop using York St. I am to assume that there were complaints from the residence of York St. which lead to the enforcement of the current bylaw. I understand the position to the city and have made arrangements that until this issue can be resolved our delivery routes have been changed to meet the bylaws concerning designated truck routes.

These changes have created several challenges to our organization:

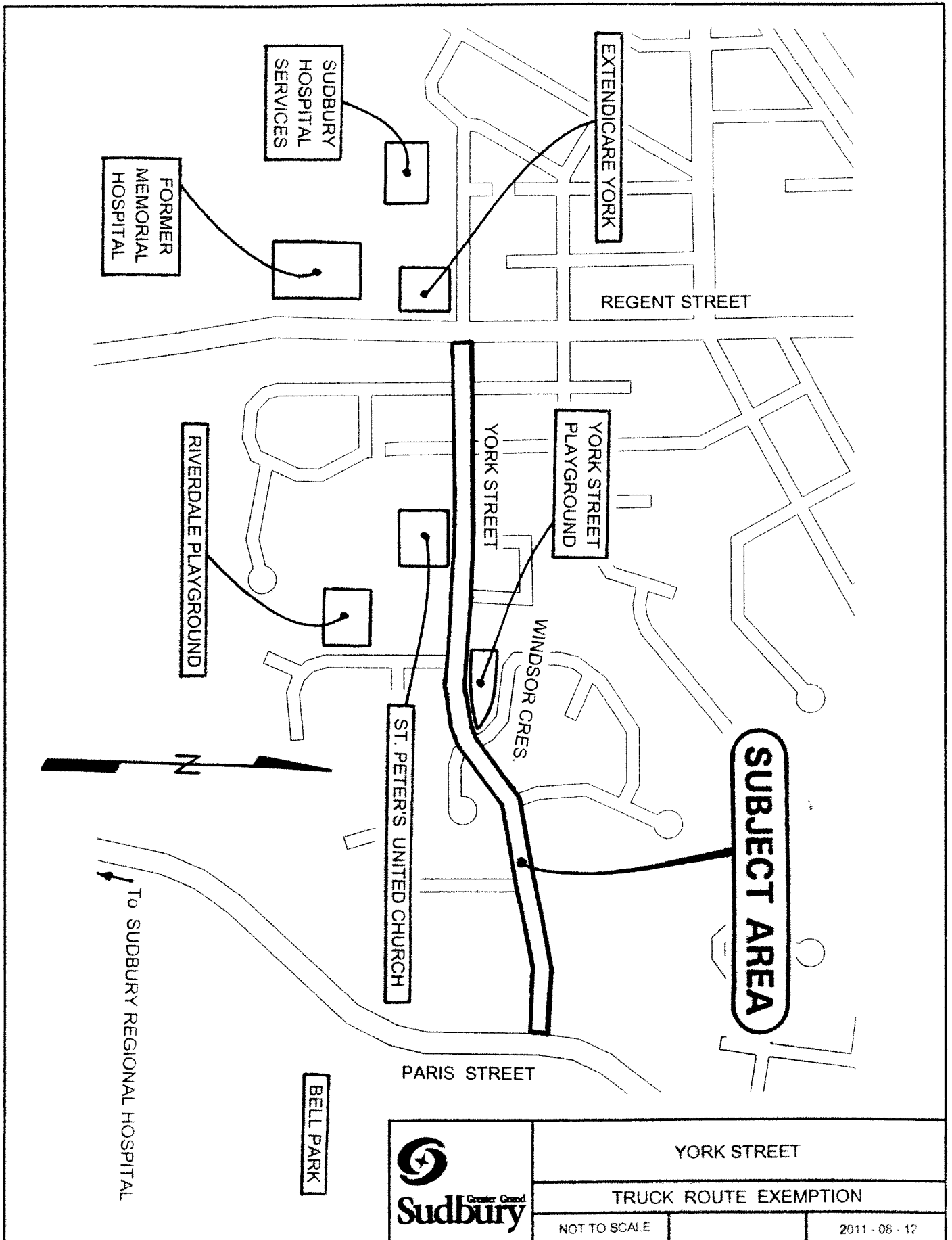
- 1 Increase in travel time using designated truck routes, putting pressure on time sensitive deliveries of food.
- 2 Increase in costs due to significant increase in travel time and distance.
- 3 Congestion at the Corner of Paris and Regent St.

The change in our routes has put a strain on our deliveries and will increase the cost of our services to the HRSRH. As a not for profit essential service as defined under the Public Hospitals Act, Sudbury Hospital Services mandate is to provide services "for the use of community and health services agencies with the area known as Northeastern Ontario". We strive to delivery these services on time and within the budget establish with our members, this change will affect our ability to do so. We sincerely want to work with the city and the neighborhood to resolve any issues that may keep us from fulfilling our mandate. Sudbury Hospital Services would like to be exempt from the designated truck route bylaw, and be included in section 27 (3) of bylaw 2010 – 01. To my knowledge Sudbury Hospital Services have always been courteous and safe while using York St., it is my understanding that we have never received a ticket for a moving violation on this route or been involved in an at fault accident. Our equipment is regularly maintained and our drivers are mindful of the area which we are traveling, our loads weights are not excessive.

Attached is a copy of our truck schedule while using York St., if you have any questions please don't hesitate to contact me. We are looking forward to a meeting with all parties involved to come to equitable solution to our problem.

Terry Watters
Sudbury Hospital Services

EXHIBIT: B



Request for Decision

Traffic Control - Grenoble Subdivision, Moonlight Ridge Subdivision Phases 2 and 3, and Grand Marquis Subdivision Phase 4

Presented To:	Traffic Committee
Presented:	Thursday, Sep 08, 2011
Report Date	Wednesday, Aug 31, 2011
Type:	Managers' Reports

Recommendation

THAT traffic at the intersection of Grenoble and Grenoble Court be controlled with a Yield sign facing northbound traffic on Grenoble Court;

AND THAT traffic at the northerly intersection of Solstice Street and Eclipse Crescent be controlled with a Yield signs facing westbound traffic on Eclipse Crescent;

AND THAT the traffic at the southerly intersection of Solstice Street and Eclipse Crescent be controlled with a Yield sign facing eastbound traffic on Solstice Street;

AND THAT traffic at the intersection of Edna Street and Laura Drive be controlled with a "Stop" sign facing southbound traffic on Laura Drive;

AND THAT a by-law be passed by City Council to amend Traffic and Parking By-law 2010-1 in the City of Greater Sudbury to implement the recommended changes all accordance with the report from the General Manager of Infrastructure Services dated September 8, 2011.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
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Division Review

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Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Aug 31, 11

BACKGROUND

1. Grenoble Subdivision

Grenoble Subdivision is currently being developed in New Sudbury (see Exhibit 'A'). The City of Greater Sudbury will assume the extension of Grenoble Street and Grenoble Court as public roads.

The Grenoble Court loops around and intersects with Grenoble Street and forms a "T" intersection. Yield signs are appropriate when sight lines are good and stopping is not always required. It is recommended that traffic at this intersection be controlled with a "Yield" sign facing northbound traffic on Grenoble Court. This is a standard form of traffic control at a "T" intersection.

2. Moonlight Ridge Subdivision, Phases 2 and 3

Moonlight Ridge Subdivision, Phases 2 and 3, are currently being developed in Minnow Lake (See Exhibit "B"). The

City of Greater Sudbury will assume Solstice Street and Eclipse Crescent as public roads.

As shown in Exhibit "B", Solstice Street and Eclipse Crescent intersect with each other twice. At the northerly intersection, Eclipse Crescent intersects with Solstice Street and forms a "T" intersection. It is recommended that traffic at this intersection be controlled with a Yield sign, facing westbound traffic on Eclipse Crescent. This is a standard form of traffic control at a "T" intersection.

At the southerly intersection, Solstice Street intersects Eclipse Crescent and forms a "T" intersection. It is recommended that traffic at this intersection be controlled with a Yield sign, facing eastbound traffic on Solstice Street. This is a standard form of traffic control at a "T" intersection.

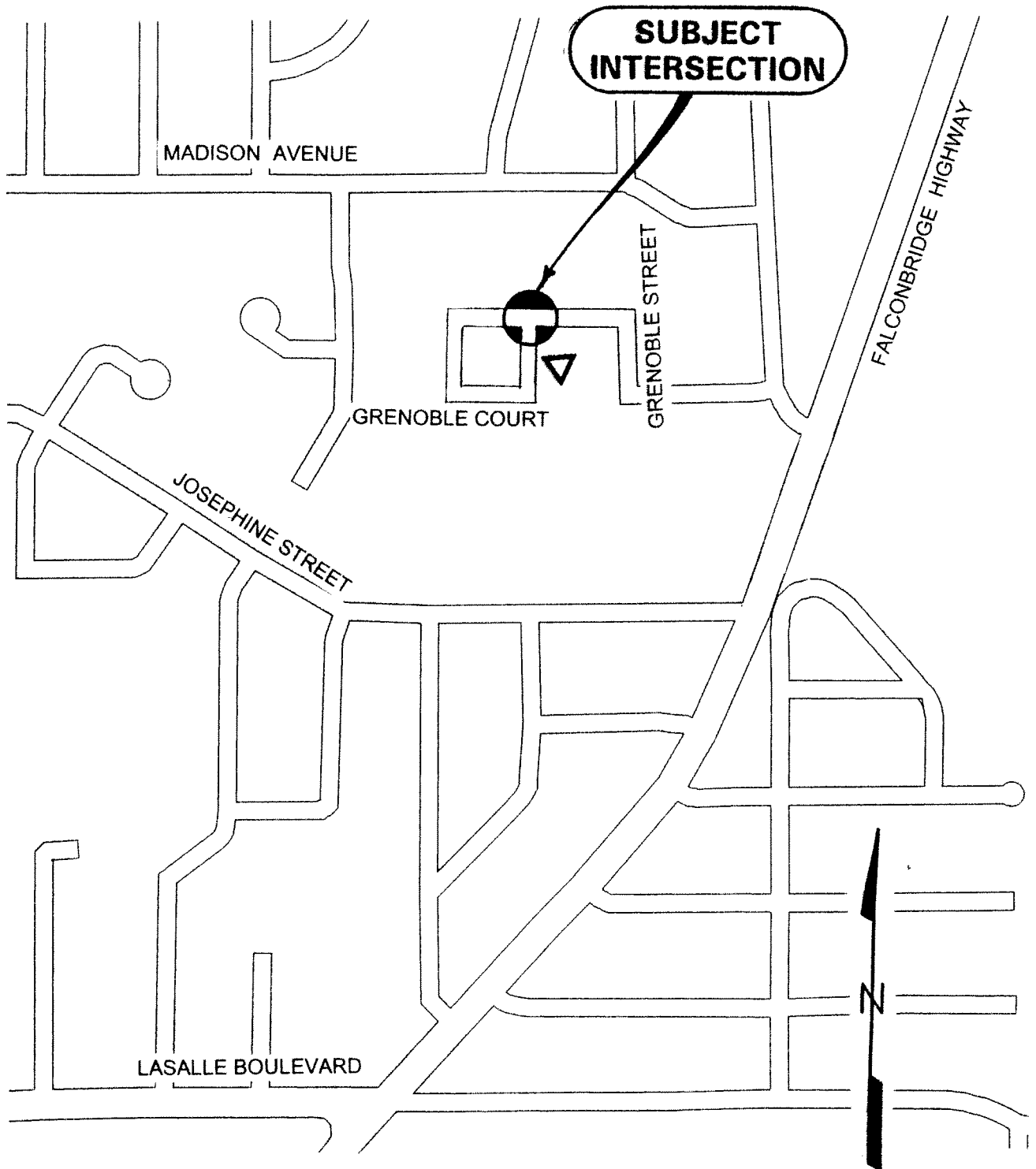
3. Grand Marquis Subdivision, Phase 4


Grand Marquis Subdivision, Phase 4 is currently being developed in Rayside Balfour (See Exhibit "C"). The City of Greater Sudbury will assume the extension of Laura Drive and Edna Street as public roads.

Currently, Laura Drive intersects with Edna Street and forms a T intersection. Laura Drive will be extended further south in a future phase. Therefore, it is recommended that traffic at this intersection be controlled with a "Stop" sign facing southbound traffic on Laura Drive.

It is recommended that a By-law be passed to amend Traffic and Parking By-law 2010-1 in the City of Greater Sudbury, to implement the above recommended change.

EXHIBIT: A



	TRAFFIC CONTROL		
	GRENOBLE SUBDIVISION		
	NOT TO SCALE		2011 - 08 - 12

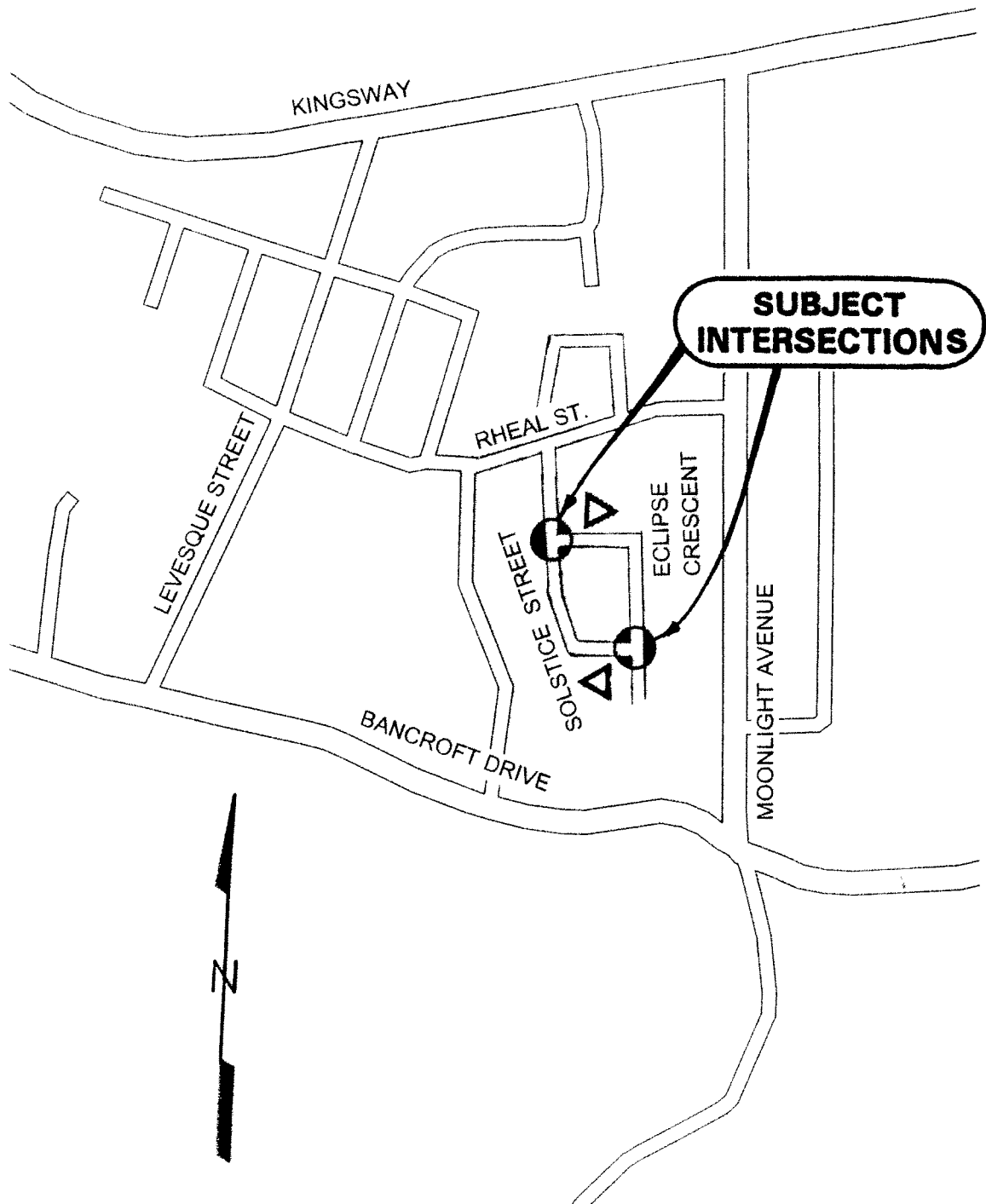
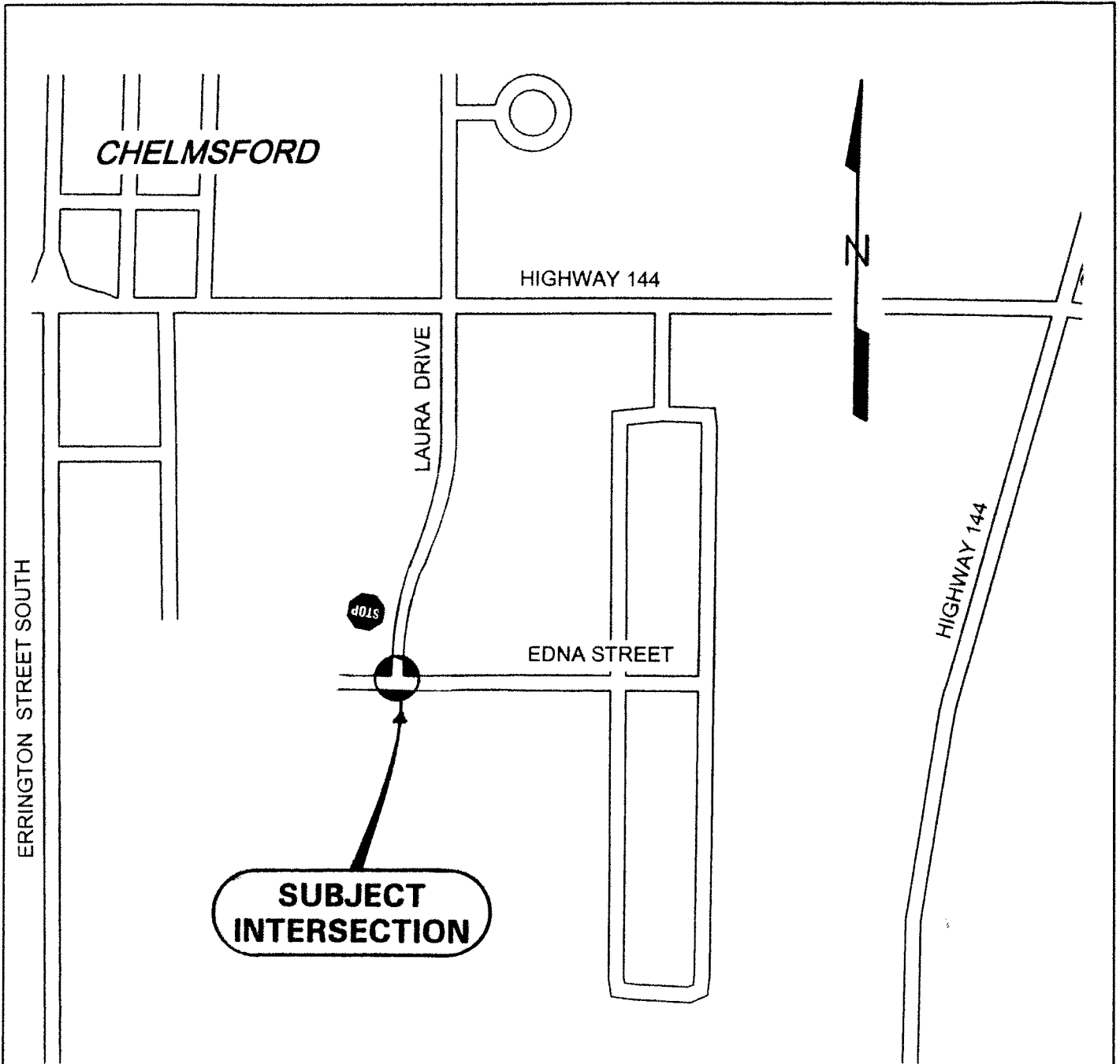



EXHIBIT: C



 Sudbury <small>Greater Grand</small>	TRAFFIC CONTROL		
	GRAND MARQUIS SUBDIVISION, PHASE 4		
	NOT TO SCALE	Page 40 of 40	2011-08-12