

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

Monday, November 1st, 2010

at 4:00 pm

Committee Room C-10, Tom Davies Square

TRAFFIC COMMITTEE AGENDA

For the 15th Traffic Committee Meeting
to be held on **Monday, November 1, 2010**
Committee Room C-10, Tom Davies Square at 4:00 pm

COUNCILLOR JOE CIMINO, CHAIR

Joscelyne Landry-Altmann, Vice-Chair

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

REFERRED & DEFERRED MATTERS

1. Report dated October 28, 2010 from the General Manager of Infrastructure Services regarding One-Way Street - William Street, Garson. **4 - 44**
(RECOMMENDATION PREPARED)

(Staff has been directed by Council to refer William Street back to the Traffic Committee. The report provides background information regarding the issue, summarizes the results of Staff's resident survey, and provides options and recommendations for consideration.)

MANAGERS' REPORTS

2. Report dated October 27, 2010 from the General Manager of Infrastructure Services regarding Parking Restrictions - Brenda Drive, Sudbury. **45 - 46**
(RECOMMENDATION PREPARED)

(The City's Traffic and Transportation Engineering Services Section received a request from Ward 9 Councillor, Doug Craig, to review parking on both sides of Brenda Drive, due to the presence of a municipal park and a sharp horizontal curve in the roadway. The report provides a recommendation regarding parking restrictions on Brenda Drive.)

Adjournment (Resolution Prepared)

ANGIE HACHÉ, CITY CLERK

LIZ COLLIN, PLANNING COMMITTEE SECRETARY

Request for Decision

One-Way Street - William Street, Garson

Presented To:	Traffic Committee
Presented:	Monday, Nov 01, 2010
Report Date	Thursday, Oct 28, 2010
Type:	Referred & Deferred Matters

Recommendation

That William Street be made a two-way street from Falconbridge Road to Birch Street, and;

That stopping be prohibited on the east side of William Street from Birch Street to 185 metres south of Birch Street from 8:00 a.m. to 9:30 a.m. and 2:30 p.m. to 4:00 p.m., Monday to Friday, excluding statutory holidays, and;

That parking be prohibited on both sides of William Street from Birch Street to 185 metres south of Birch Street, and;

That Staff continue to work with school officials to provide a long term solution to the parking problems on William Street near St. John School.

Background

At the Traffic Committee meeting on September 30, 2010, Recommendation 2010-21 was presented and approved:

That Staff carry out a review of the concerns on William Street including surveying all residents, and a review of roads operational concerns;

And that a report including options and recommendations will be prepared and presented to the Traffic Committee;

And that Staff continue to work with school board officials to provide a long term solution to the problems on William Street near St. John School.

To improve traffic operations at the north end of William Street near St. John School, Council, based on a petition supported by the majority of residents, approved changing William Street from a two-way to a one-way from Falconbridge Road to Birch Street. After the change, a second petition was received requesting that William Street be returned back to a two-way street. Copies of the previous Staff reports dealing with this issue are contained in **Exhibit "A"**.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Oct 28, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Oct 28, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Oct 28, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Oct 28, 10

When evaluating the one-way versus two-way designation for William Street, the opinions/desires of the residents living on the street are important as they must live with the outcome. As approved by Council, Staff have completed a door to door survey of the residents of William Street, and the results are presented below:

Survey Results:

Number of Dwellings – 57

Number of Responses – 52 (91%)

Number that Support a Two-Way Street – 31 (60%)

Number that Support a One-Way Street – 20 (38%)

Number that Would Not State Preference – 1 (2%)

The following are some of the comments made by residents in support of either the one-way or two-way street designations:

In Support of Two-Way Street

- Longer distance to travel on one-way street
- All vehicles must pass by the school
- Increased speeding south of school
- One-way has not solved the problems
- More snow will be plowed onto the west side of the road
- Drivers are less cautious with one-way

In Support of One-Way Street

- Better flow of traffic
- Street is safer for children
- Safer to walk on the road
- Street seems less busy
- Decreased speeding
- Safer to drive around sharp curves (no opposing traffic)

Other General Comments

- Residents want sidewalks cleared of snow more often
- Remove sidewalk and widen the road
- Frustrated with the lack of response for enforcement from City's By-Law Department and Greater Sudbury Police Service

Based on the above information, returning William Street to two-way traffic flow is supported by the majority of residents, although not by a wide margin. Some of the resident's comments are also contradictory depending on whether they support a one-way street or two-way street.

While Staff are not opposed to recommending that William Street be returned to two-way traffic flow, it must be recognized that the street is not wide enough to simultaneously accommodate school bus loading on the east side, parent parking on the west side, and two-way traffic in between.

Should two-way parking on William Street be approved, it is recommended that the current parking restrictions be formalized through an amendment to the City's Traffic and Parking By-Law 2010-1 to prohibit parking along both sides of William Street from Birch Street to 185 metres south of Birch Street. This will

extend the parking restrictions around the sharp curve immediately south of the school.

Due to the short duration of parking by parents for pick up and drop off and difficulty this causes for by-law enforcement, Staff recommends that stopping be prohibited on the east side of William Street from Birch Street to 185 metres south of Birch Street from 8:00 a.m. to 9:30 a.m. and 2:30 p.m. to 4:00 p.m., Monday to Friday inclusive, excluding statutory holidays. The no stopping regulations are more likely to be obeyed by parents and easier to enforce for the By-law Department and Police Services.

It is also recommended that Staff continue to work with school officials to provide a long term solution to the traffic problems on William Street near St. John School.

EXHIBIT "A"



Request for Decision

One-Way Street - William Street, Garson

Presented To: Traffic Committee

Presented: Thursday, Sep 30, 2010

Report Date Thursday, Sep 23, 2010

Type: Referred & Deferred
Matters

Recommendation

That staff carry out a review of the concerns on William Street including surveying all residents, and a review of roads operational concerns;

And that a report including options and recommendations will be prepared and presented to the Traffic Committee;

And that staff continue to work with school board officials to provide a long term solution to the problems on William Street near St. John School all in accordance with the report from the General Manager of Infrastructure Services dated September 10, 2010.

Background

In June 2009, Councillor Thompson submitted a petition on behalf of area residents that William Street be made a one-way street. Staff reviewed the petition and prepared a report dated July 28, 2009 recommending that William Street be designated as one-way for southbound traffic. A copy of the original petition and staff report can be found in **Exhibit "A"**.

The recommendation for a one-way street designation was approved by the Traffic Committee on December 3, 2009, and the by-law amendment was passed by City Council on January 27, 2010. Subsequent to the conversion to a one-way street, staff received a few complaints about the change. On March 31, 2010, a second petition was submitted requesting that Council return William Street to a two-way street (**see Exhibit "B"**). On July 14, 2010, Council passed resolution # 2010-289 referring the matter back to the Traffic Committee for further review and consideration.

A review of the second petition shows that it was signed by residents or owners from 25 of the 49 properties fronting on William Street. This compares to 28 signatures, plus St. John School, from the original 2009 petition. Residents from 16 properties have signed both petitions.

As indicated in the original staff report, changing William Street to a one-way street would improve traffic

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Sep 23, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Sep 23, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Sep 23, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Sep 23, 10

operations near the school. Staff also indicated that there were a number of disadvantages to this measure including: increased travel distance; increased traffic volumes at the north end of the street; and the possibility of vehicles going the wrong way. These concerns have been indicated in the second petition. Traffic delays at the intersection of William Street and Falconbridge Highway, and speeding on William Street have also been identified in the petition as new problems.

After the City received the second petition, staff met with an official from the Sudbury Catholic District School Board to discuss possible solutions to traffic and parking problems adjacent to St. John School. It is the Board's intention to expand the parking lot to create an additional 25 parking spaces on their property. While this will help with some of the long term overflow parking issues, school busses will still load from the street, similarly parents will likely still use the street to pick up and drop off their children, as it is much closer to the doors.

Staff discussed the possibility of relocating the bus loading zone onto their property. However they were not willing to relocate the school bus loading zone due to poor soil conditions in their yard, and lack of space available. The possibility of opening access to an unopened right-of-way immediately north of 133 William Street was reviewed to provide access for school busses. Using this right-of-way as an entrance would eliminate the need for busses to loop within the property, which will save space, and avoid some of the worst soil. This option, while still viable, is not recommended at this time due to the negative impact it will have on the abutting property owners.

Staff also discussed the option of widening William Street adjacent to St. John School to provide a sidewalk, and a wider area for school busses. This would require that the City obtain additional property from the school board. Staff from the school board was concerned about the impact the reduced front yard would have on their operations. Existing grade differences between the elevation of the road and the school's entrances pose an additional challenge to widening William Street.

Based on the above information, it appears that a long term solution to the problem is not readily available at the present time.

In dealing with the one-way/two-way street designation, the opinions/desire of the residents living on the street are important as they must live with the outcome. The most recent petition to change William Street back to two-way traffic is supported by the majority (65 percent) of residents who voted on either petition.

However, staff are concerned that the true feelings of the residents may not have been expressed. City staff will conduct a follow up survey for each household to obtain their concerns/issues and preference for either a one-way or two-way street.

Staff propose to compile all of the data and prepare and present a report back to the Traffic Committee with options and a recommendation.

Request for Recommendation Traffic Committee



Type of Decision

Meeting Date	August 26, 2009				Report Date	July 28, 2009			
Recommendation		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title

One-way Street Designation
William Street, Garson

Policy Implications + Budget Impact

This report and recommendation(s) have been reviewed
by the Finance Division and the funding source has been identified

☒ Background attached

Recommendation

That William Street be designated as a "One-Way" street for southbound traffic between Birch Street and Falconbridge Road (MR 86) and;

That the by-law be passed by City Council to amend Traffic and Parking By-Law 2001-1 in the City of Greater Sudbury to implement the recommended change all in accordance with the report from the General Manager of Infrastructure Services, dated August 26, 2009.

Recommendation attached

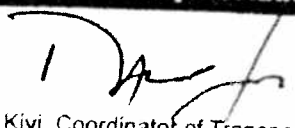
Recommended by the Department Head

Greg Clausen, P. Eng.
General Manager of Infrastructure Services

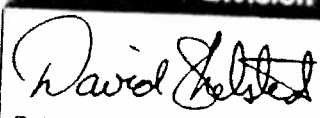
Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer

Report Authored By


Dave Kivi, Coordinator of Transportation and Traffic,
Engineering Services

Division Review


for Robert M. Falcioni, P. Eng.
Director of Roads and Transportation

Background:

At the City Council meeting of June 10, 2009, Councillor Thompson submitted a petition that William Street be made a "One-way" street (see Exhibit "A"). The petition requests that William Street be designated as "One-Way" in the southbound direction to improve safety near St. John School due to the presence of school buses, parent parking and pedestrian activity.

William Street is a local residential road located in the community of Garson that provides a connection between Falconbridge Highway (MR 86) and Birch Street (see Exhibit "B"). William Street is constructed to an urban standard with an asphalt surface width of eight (8) metres and a sidewalk along the east side.

St. John's Elementary School is located near the north end of the street. Due to the lack of on-site parking, school buses currently use the west side of William Street to load and unload children. Parents also use the east side of the street to pick up and drop off children making it very difficult for vehicles travelling in opposite directions to by-pass each other.

Changing William Street to "One-Way" in the southbound direction will improve traffic operations near St. John School. In addition, left turns which currently occur at the intersection of Falconbridge Highway and William Street, without the benefit of a left turn lane, will move to the signalized intersection of Falconbridge Highway and Church Street which has a left turn lane and advanced left turn signal phase. It will also be relatively easy to sign William Street for "One-Way" traffic as there are no intersections along it other than at each end.

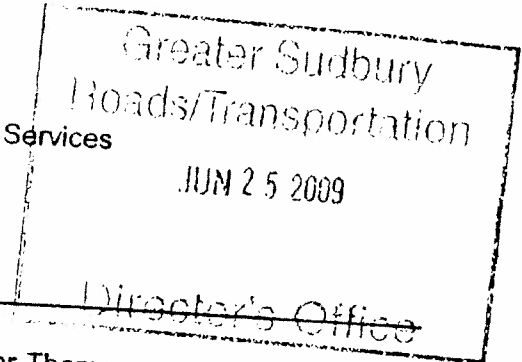
While there are a number of advantages to making William Street "One-Way", there are also a number of disadvantages. Travel distance will increase, especially for residents who live near the south end of the street. Traffic volumes will also increase at the north end of the street. In addition, some residents may chose to travel in the wrong direction to save time, and unfamiliar drivers may go the wrong way by mistake.

Staff supports the petition, which has been signed by the majority of the residents, to change William Street to "One-Way" in the southerly direction. The change will improve traffic operations and safety near St. John School. The Sudbury Student Services Consortium have also indicated their support for the One-Way Designation.



INTEROFFICE MEMO

DATED: June 17, 2009
TO: G. Clausen, General Manager of Infrastructure Services
FROM: A. Haché, City Clerk
RE: Petition – William Street, Garson



At the City Council meeting of June 10, 2009, Councillor Thompson submitted a petition to the City Clerk requesting that William Street be made a one-way street signed by approximately 34 residents.

Attached is a copy of the cover page of the petition and the first page of signatures. The complete petition is available in the Clerk's Office if you wish to review it.

A. Haché

Angie Haché
City Clerk

/fb

Attachment

cc: R. Falcioni, Director of Roads & Transportation

PETITION FOR WILLIAM STREET

GARSON, ONTARIO

William street in the winter can be very frustrating. The street is very narrow and the sidewalk does not get cleaned. There is barely enough room for two vehicles to go by. In the morning and afternoon when school busses are out, the vehicles must try and pull to the side to let them go by; if you meet a school bus on the corner you have to back up. Pedestrians must walk on the road. There is more traffic on this road due to the daycare at the school. Cars park in front of the school to pick up their children and with the buses there also, sometimes you cannot get by. The only solution to this problem would be to keep the street and sidewalk clean or make the street a one way. Enter off Birch St. and exit on to Falconbridge Hwy.

Harvey Quackenbush 107 William St.

Leslie + Stuart Vallier 57 William.

Marianne Shendan

Janet Tait 104 William St.

Supernatural 110 William St.

Kevin Senenik 149 William St.

Lorraine + Denis Moss-Desloges 141 William St.

Robin Gwin 152 William

William Rorison 120 William.

Mary McLean 159 William St.

184 William St.

176 William St.

PETITION FOR WILLIAM STREET

GARSON, ONTARIO

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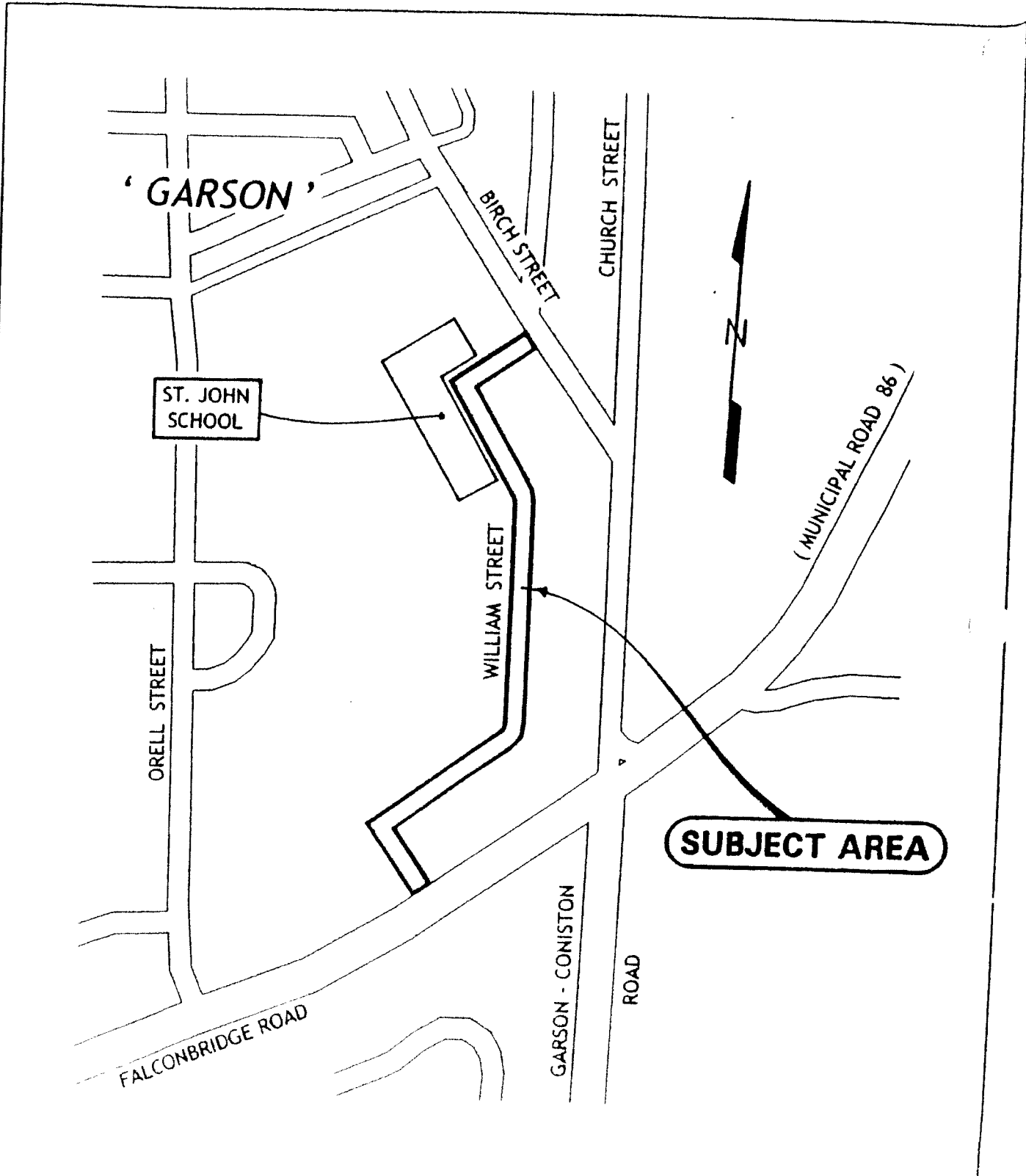
Theresa Pappall 115 William St.
 Jeannine Desjardins 89 William St.
 Mel Hrytsak 71 William St.
 Tina Houlet 65 William St.
 Al Benjamine 53 William St.
 Barry Keweenaw 103 William St.
 Sylvia Larocque 76 William
 K. Boivin 82 William Street
 J. Reever 92 William
 Dennis B. Rule 123 William St Garson
 Joanne Abbott 134 William St.
 J. E. 133 William St.
 J. White 156 William St.
 Cindy Bachman 153 William St.
 Lisa Blundt 147 William St.
 J. B. 138 William St.
 Q 26 William St.

For Carline 88 William St.

MONROE

Bill

EXHIBIT: B



ONE - WAY STREET DESIGNATION

WILLIAM STREET, GARSON 6

NOT TO SCALE

Page 11 of 42 1009 08 12

PETITION

We, the

THE RESIDENTS OF WILLIAM STREET IN THE TOWN OF GARSON

Identify, in general terms, who the petitioners are: for example: residents of Ward, Residents of Street, Residents of Community of, citizens of the City of Greater Sudbury.

Briefly state the matter or argument in support of your petition.

That the petition (dated June 2009) mislead the residents of William Street (Garson) as to its purpose. Residents were under the impression that the petition's purpose was to ask City Council to improve the street's condition during the winter months and NOT turn William Street to a one way street.

State the specific request for action you wish Council to undertake.

This is to be included on each signature page.

The purpose of this petition is to request City Council to reverse its decision that turned William Street (Garson) to a One Way Street. This is not the solution to our street's problem and NOT what we (the residents) want.

NAME, ADDRESS AND TELEPHONE NUMBER
OF THE SPOKESPERSON OR PRINCIPLE PETITIONER:

Margaret Tait 104 William Street, Garson 693-2804

Here follows the Signatures

Signatures (only original signatures are permitted-if signing on behalf of a business or organization you should indicate if you are the owner, president, secretary, treasurer, etc.)	Addresses (your residential address in the City of Greater Sudbury)
1. <i>Margaret Tait</i>	<i>104 William St.</i>
2. <i>Jeanne Desjardins</i>	<i>64 William St.</i>
3. <i>Angela Sirois</i>	<i>76 William St.</i>
4. <i>John Sirois</i>	<i>76 William St.</i>

Once submitted to Council, this petition becomes a public document and is available for viewing. The information provided on a petition is not considered to be confidential information and may be seen by anyone requesting to see copies of the petition. This information will not be used by the City or any other authority for any other purpose and will be destroyed after the petition has been processed.

PETITION

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Signatures (only original signatures are permitted-if signing on behalf of a business or organization you should indicate if you are the owner, president, secretary, treasurer, etc.)	Addresses (your residential address in the City of Greater Sudbury)
4. <i>[Signature]</i>	92 William St
5. <i>[Signature]</i>	92 William St
6. <i>[Signature]</i>	56 William St
7. <i>[Signature]</i>	45 William St.
8. <i>[Signature]</i>	48 William St.
9. <i>[Signature]</i>	31 William St
10. <i>[Signature]</i>	88 William St
11. <i>[Signature]</i>	65 William St
12. <i>[Signature]</i>	65 William St
13. <i>[Signature]</i>	William St
14. <i>[Signature]</i>	William St

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Signatures (only original signatures are permitted-if signing on behalf of a business or organization you should indicate if you are the owner, president, secretary, treasurer, etc.)	Addresses (your residential address in the City of Greater Sudbury)
4. <i>Lorie Hallenbeck</i>	5-31 William St. Garson
5. <i>Joseph J. [unclear]</i>	2-31 William St. Garson
6. <i>Pat Bona</i>	1-31 William St. Garson
7. <i>Greg DURLING</i>	3-31 WILLIAM ST
8. <i>Wendy [unclear]</i>	28 Catherine Garson
9. <i>[unclear]</i>	28 Catherine de garson
10. <i>[unclear]</i>	34/33 Fatenbridge Hwy
11. <i>Evelyn [unclear]</i>	1-31 William St Garson
12. <i>Aranka Aruzgala</i>	1-31 William St.
13. <i>[unclear]</i>	28 Catherine [unclear]
14. <i>[unclear]</i>	

PETITION

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Signatures (only original signatures are permitted-if signing on behalf of a business or organization you should indicate if you are the owner, president, secretary, treasurer, etc.)	Addresses (your residential address in the City of Greater Sudbury)
4. William Garson	120 William St
5. Mirelle Jones	24 William ST. GARSON
6. Adeline Jones	24 William ST GARSON
7. Allen Matle	123 William ST GARSON
8. [Signature]	110 William ST GARSON
9. [Signature]	110 William ST GARSON
10. [Signature]	110 William ST GARSON
11. [Signature]	178 William
12. Robert Redard	178 William
13. [Signature]	176 William
14. [Signature]	176 William

PETITION

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Signatures (only original signatures are permitted-if signing on behalf of a business or organization you should indicate if you are the owner, president, secretary, treasurer, etc.)	Addresses (your residential address in the City of Greater Sudbury)
4. Dennis B. Rake	123 William St. Garson, P3L1
5. Barry Heald	163 William St. Garson
6. [Signature]	144 William St. P3L1
7. [Signature]	144 William St. P3L1
8. [Signature]	144 William St. P3L1
9. [Signature]	144 William St. P3L1
10. [Signature]	154 William St. Garson
11. [Signature]	154 William St. Garson
12. [Signature]	154 William St. Garson
13. [Signature]	154 William St. Garson

PETITION

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Signatures

Address

1. Heather Cartmill
2. Doug Su
3. K.W. Cartmill
4. S. Spadit
5. Ann Marie VanLith
6. Phil Spadit
- 7.
- 8.
- 9.
- 10.

3505 Falconbridge Hwy.
3505 FALCONBRIDGE RD
3505 FALCONBRIDGE RD
21 William St
21 William St
71 William St

Request for Decision

Maximum Road Speed Limits

Presented To: Traffic Committee
Presented: Thursday, Sep 30, 2010
Report Date: Thursday, Sep 23, 2010
Type: Managers' Reports

Recommendation

That the City of Greater Sudbury adopt the use of the Canadian Guidelines for establishing posted speed limits published by the Transportation Association of Canada (TAC) for evaluating posted speeds on arterial and major collector roadways. This will provide an objective and consistent process for establishing posted speed limits. These guidelines have been used in establishing the following recommended speed limits, and;

That the speed limit on Vermilion Lake Road from Nickel Basin Road to 1550 metres east of Gravel Street be reduced from 80 km/h to 70 km/h, and;

That the speed limit on Montee Rouleau from 100 metres north of Bruno Street to 150 metres south of St. Laurent Street be reduced from 80 km/h to 70 km/h, and;

That the speed limit on Radar Road from Cote Boulevard to Skead Road remain 80 km/h, and;

That the speed limit on Garson-Coniston Road from 200 metres north of Maki Road to 400 metres south of Maki Road be reduced from 80 km/h to 60 km/h, 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 September 16, 2010.

Background

In the past year, City staff has received a number of requests to reduce the speed limit on rural arterial and collector roads from 80 km/h to 60 km/h. The roads include the following:

- 1) Vermilion Lake Road
- 2) Montee Rouleau
- 3) Radar Road

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Sep 23, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Sep 23, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Sep 23, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Sep 23, 10

4) Garson-Coniston Road

Many of the requests use the example of M.R. 15 where the speed limit was recently reduced from 80 km/h to 60 km/h.

Canadian Guidelines for Establishing Posted Speed Limits

Currently, staff evaluates speed limits based mainly on the prevailing speed of traffic with considerations given to the design of the road, collisions, and the level of development adjacent to the road.

The Transportation Association of Canada (TAC) recently published the Canadian Guidelines for Establishing Posted Speed Limits in December of 2009. They were developed to provide guidance and to enhance consistency in evaluating posted speed limits. As stated in the guidelines,

“road safety may be enhanced through credible posted speed limits that match the expectations of drivers for a given roadway and its surrounding area”.

Further, the TAC Geometric Design Guide for Canadian Roads states that lower speed limits which make a significant number of reasonable drivers illegal, “place unnecessary burdens on law enforcement personnel, lead to a lack of credibility of speed limits and lead to increased tolerance by enforcement agencies.”

The new Canadian guidelines are based on the classification, function and physical characteristics of a roadway. The risks associated with the engineering characteristics determine the appropriate speed limit. The higher the risks, the lower the recommended speed limit.

The engineering characteristics used in the analysis include: horizontal and vertical alignment; lane widths; roadside hazards; pedestrian and cyclist exposure; pavement surface; number of intersections and driveways; and whether on-street parking is permitted and utilized.

For staff to review the subject roadways in an objective manner, it is recommended that the new Canadian Guidelines for Establishing Posted Speed Limits be used. At this time, only the section of roads currently posted at 80 km/h will be reviewed. These guidelines were used to review the following roadways:

1) Vermilion Lake Road – Nickel Basin Road to 1550 metres east of Gravel Street

Vermilion Lake Road is located west of Chelmsford, and provides a connection for the agricultural and residential properties to Highway 144 (**see Exhibit “A”**). Under the Official Plan, Vermilion Lake Road is designated as a collector road. It is constructed to a rural standard with an asphalt surface width of 6.7 metres, and gravel shoulders.

Currently, the speed limit on Vermilion Lake Road is 60 km/h from Highway 144 to Nickel Basin Road. From Nickel Basin Road, the speed limit is 80 km/h for 7 km. At this point, there is increased residential development and the speed limit changes back to 60 km/h. The 60 km/h speed zone continues for another 850 metres west and is then further reduced to 50 km/h until the westerly end of the roadway.

Applying the physical engineering characteristics of Vermilion Lake Road, in the 80 km/h speed zone, to the new Canadian guidelines results in a total risk score of 26 (**see Exhibit “B”**). Based on the functional classification of the road being a “two lane rural undivided major collector”, a total risk score of 26 results in a recommended speed limit of 70 km/h.

Staff also completed a speed study on Vermilion Lake Road on September 14, 2010. The study was conducted in the 80 km/h zone located just west of Davey Road South. The speed of nearly 750 vehicles was recorded, and showed the average speed to be 79.8 km/h.

While staff is recommending that the speed limit on Vermilion Lake Road from Nickel Basin Road to 1550 metres east of Gravel Street be reduced from 80 km/h to 70 km/h, significant police enforcement will be required to bring operating speeds more closely in line with the proposed speed limit.

There are two (2) horizontal curves located west of Gordon Lake Road that have a "comfortable" speed measured at 60 km/h. Staff will be making improvements to the existing curve warning and advisory speed signs in this area to further enhance safety.

2) Montee Rouleau – 100 Metres North of Bruno Street to 150 Metres South of St. Laurent

Montee Rouleau is located just east of Azilda, and provides a connection between M.R. 35 at the south end, and M.R. 15 at the north (**see Exhibit "C"**). Montee Rouleau also provides access to a City landfill site. It is designated as a collector roadway, and is constructed with an asphalt surface width of 6.7 metres and gravel shoulders.

Currently, the speed limit on Montee Rouleau is 60 km/h at the south end of the road where there is a significant amount of residential development. The limit increases to 80 km/h beginning 100 metres north of Bruno Street for 3.75 km where it changes to 50 km/h south of St. Laurent Street.

Applying the physical characteristics of Montee Rouleau, in the 80 km/h zone, to the new Canadian guidelines results in a total risk score of 23 (**see Exhibit "D"**). Based on the classification of the road being a "two lane rural undivided major collector", the recommended speed limit is 70 km/h. Staff supports this recommendation.

Staff also completed two (2) speed studies on Montee Rouleau in July 2010. The first study was conducted in the 60 km/h zone located 400 metres north of Carriere Street. The speed of nearly 1,900 vehicles was recorded, and showed the average speed to be 63.6 km/h. A second study taken in the 80 km/h zone, 200 metres south of Bonin Road showed an average speed of 77.5 km/h.

While staff is recommending that the speed limit be reduced to 70 km/h, significant police enforcement will be required to bring operating speeds more closely in line with the proposed speed limit.

3) Radar Road – Cote Boulevard to Skead Road

Radar Road is located in the northeast quadrant of the City, and forms part of the connection between Hanmer and Capreol to Garson (**see Exhibit "E"**). It also provides a link to the Sudbury Airport from the northwest part of the City. More recently, Radar Road has become part of the haul route for the Nickel Rim Mine located on Skead Road.

Under the City's Official Plan, Radar Road is designated as a secondary arterial road due to its importance in the City's road network. It is constructed to a rural standard with an asphalt surface width of 8.2 metres. Recently reconstructed portions of the road near the east end have been provided with partially paved shoulders. The older section, west of Jackpine Street, still has gravel shoulders. The City has budgeted \$1.5 million in 2012 to continue resurfacing the road to improve its condition and load carrying

capacity.

At the City Council meeting of July 14, 2010, Councillor Thompson submitted a petition requesting that the speed limit be lowered, and that there be an increase in police presence (**see Exhibit "F"**). The petition also requests that the road be made structurally sound able to accommodate large ore trucks, or that an alternate route be used.

Applying the physical characteristics of Radar Road to the new Canadian guidelines results in a total risk score of 40 (**see Exhibit "G"**). Based on the classification of the road being a "two lane rural undivided major arterial", the recommended speed limit be retained at 80 km/h.

One of the main concerns of area residents was that the posted speed limits were not being adhered to. To determine the current operating speeds along the road, staff conducted 24 hour spot speed studies at three (3) locations. The locations of the studies, average speed and the legal speed limit are plotted in **Exhibit "H"**.

As illustrated in Exhibit "H", average operating speeds exceed the speed limit. The studies show that west of Jackpine Street, approximately 30 percent of drivers are exceeding the legal limit by more than 10 km/h, and approximately 6 percent of drivers are travelling more than 20 km/h above the limit. These values increase north of Skead Road, where more than half of all drivers were going more than 10 km/h over, and 16 percent were travelling at more than 20 km/h above the speed limit. The studies also show that although the speed limit is the same at all three (3) locations, the highest speeds were recorded north of Skead Road, where development is sparse, and the road surface condition is the best.

4) Garson-Coniston Road – Highway 17 to 150 Metres North of Maki Road

Garson-Coniston Road is located in Nickel Centre, and provides a connection between Garson and Highway 17 (**see Exhibit "I"**). It is an important road link for the mining and aggregate industries in the area. Under the Official Plan, Garson-Coniston Road is designated as secondary arterial roadway to the south of Maki Road. North of Maki Road, it is a collector road.

Garson-Coniston Road is constructed to a rural standard with an asphalt surface width of 7.3 metres, and gravel shoulders in this area. Currently the maximum speed limit changes from 80 km/h to 50 km/h, 200 metres north of Maki Road.

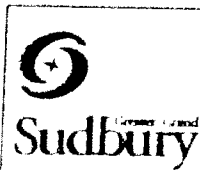
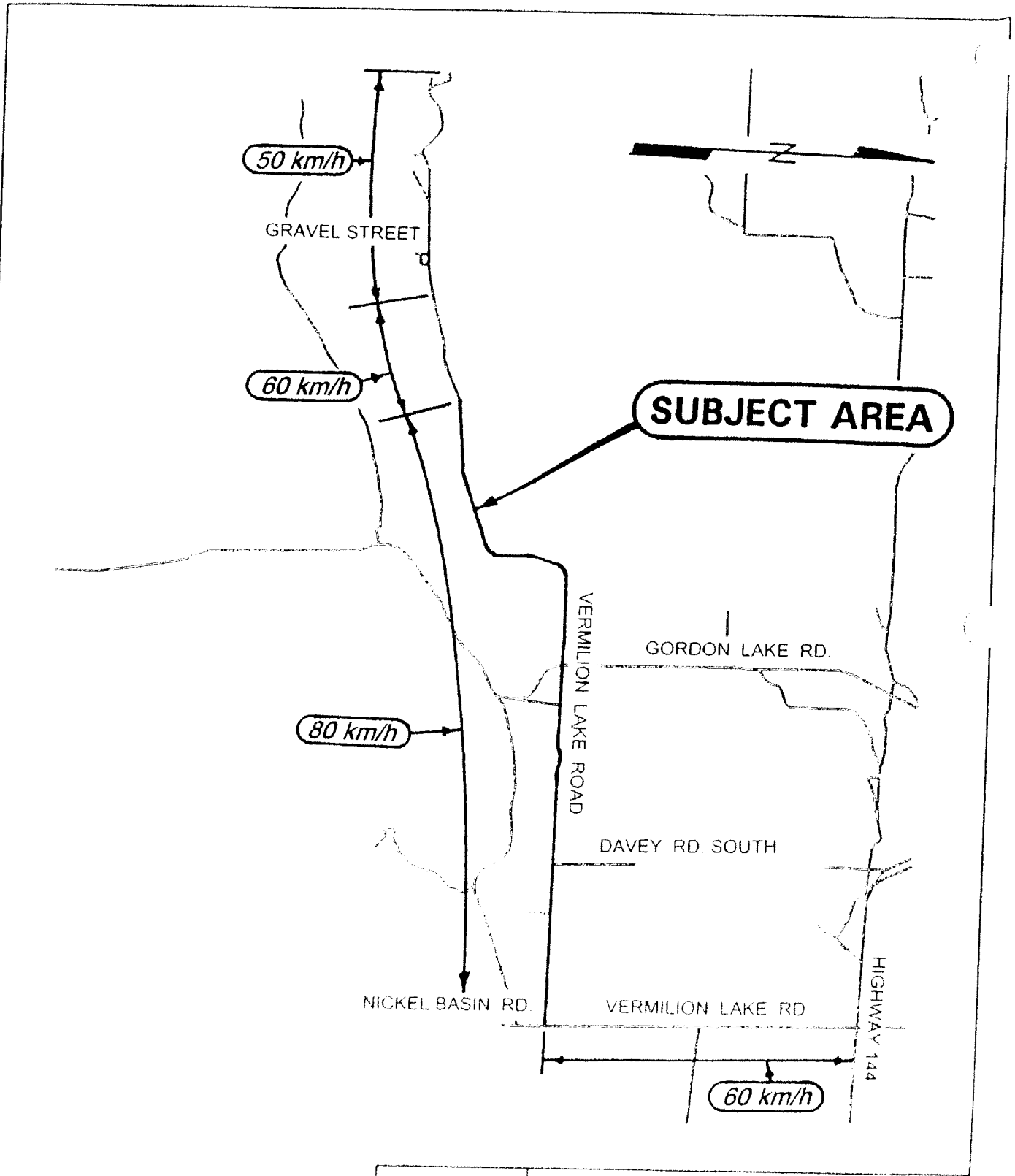
Applying the physical characteristics of the road to the new Canadian guidelines results in a total risk score of 39 (**see Exhibit "J"**). Based on the classification of the road being a "two lane rural undivided major arterial", the recommended speed limit is 80 km/h. As previously indicated, a short portion of the study area north of Maki Road is designated as a collector. The total risk score for this short section would result in a recommended speed limit of 70 km/h.

One of the main concerns of a local resident is the lack of visibility that is available at their driveway due to a horizontal curve south of Maki Road. A review of the sight lines to the south of the driveway revealed that they were substandard based on the current posted speed limit.

Staff conducted speed studies at Maki Road, and 600 metres south of Maki Road over a 24 hour period. The results show that the average speed 600 metres south of Maki Road is 87 km/h compared to 74 km/h at Maki Road. Although the speed limit is the same at both locations, drivers are reacting to the alignment of the road, and increased level of development.

Considering the function of the road and sight line concerns, staff recommends that the speed limit be reduced to 60 km/h from 200 metres north of Maki Road to 400 metres south of Maki Road. The 600 metre long 60 km/h zone will act as a buffer between the 80 km/h zone and 50 km/h zone to the north. The length of the 60 km/h zone is greater than the minimum of 500 metres specified in the Canadian guidelines.

EXHIBIT: A



VERMILION LAKE ROAD - NICKEL BASIN RD
to 1 550 METRES EAST OF GRAVEL STREET

MAXIMUM SPEED LIMITS

71.5

2010-09-15



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

EXHIBIT: B

Version:
10-Apr-09

Name of Corridor: Vermillion Lake Road

Segment Evaluated: Vermillion Lake Road

Geographic Region: Chelmsford

Road Agency: City of Greater Sudbury

Road Classification: Collector

Urban / Rural: Rural

Divided / Undivided: Undivided

Major / Minor: Major

Through Lanes: 1 lane

Per Direction:

to East Limit of Lot 5, Conc. VI, Township of Fairbanks

Length of Corridor: 7.030 m
Design Speed: (Required for Freeway, Expressway, Highway) km/h
Current Posted Speed: 80 km/h
(For information only)
Prevailing Speed: 93 km/h
(85th Percentile - for information only)
Policy: No policy
(Maximum Posted Speed)

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	2
A2	GEOMETRY (Vertical)	Lower	2
A3	AVERAGE LANE WIDTH	Medium	2
B	ROADSIDE HAZARDS	Lower	3
C1	PEDESTRIAN EXPOSURE	Medium	2
C2	CYCLIST EXPOSURE	Higher	3
D	PAVEMENT SURFACE	Medium	6
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	1
	STOP controlled intersection	1	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	4
	Left turn movements permitted	60	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
F ON-STREET PARKING		Lower	1

Total Risk Score:

26

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

70

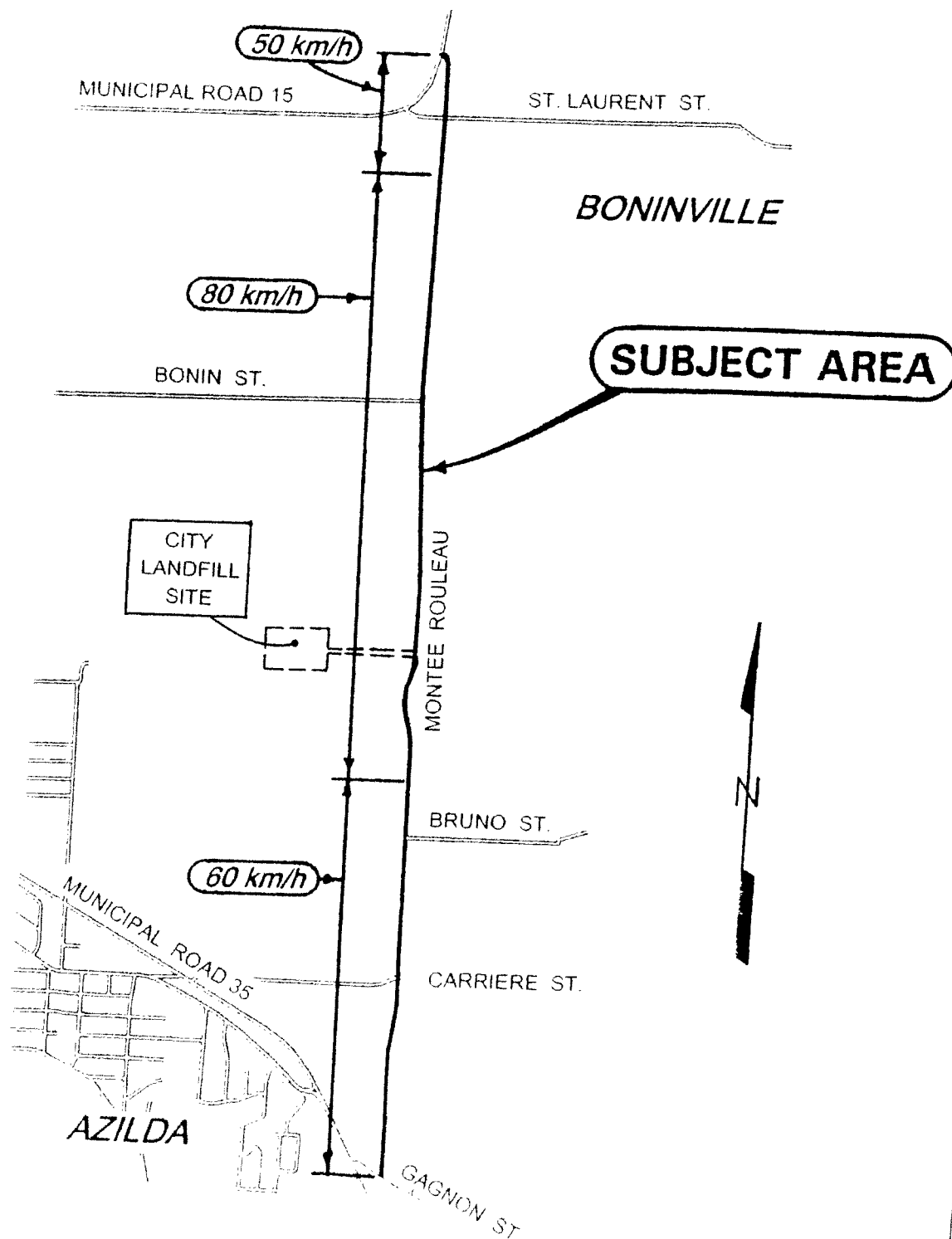
As determined by policy

No policy

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

Comments:

EXHIBIT: C



MONTEE ROULEAU - 100 METRES NORTH OF BRUNO ST. TO 100 METRES SOUTH OF ST. LAURENT ST.	
MAXIMUM SPEED LIMITS	
NES	2019-2025



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

EXHIBIT: D

Version:
10-Apr-09

Name of Corridor: Montee Rouleau

Segment Evaluated: 100 m North of Bruno Street

to 150 m South of St. Laurent Street

Geographic Region: Azilda

Road Agency: City of Greater Sudbury

Road Classification: Collector

Urban / Rural: Rural

Divided / Undivided: Undivided

Major / Minor: Major

Through Lanes Per Direction: 1 lane

Length of Corridor: 3.750 m
Design Speed: (Required for Freeway, Expressway, Highway) km/h
Current Posted Speed: (For information only) 80 km/h
Prevailing Speed: (85th Percentile - for information only) 89 km/h
Policy: (Maximum Posted Speed) No policy

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

Total Risk Score:

23

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

70

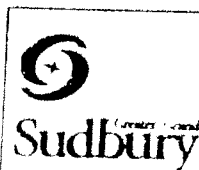
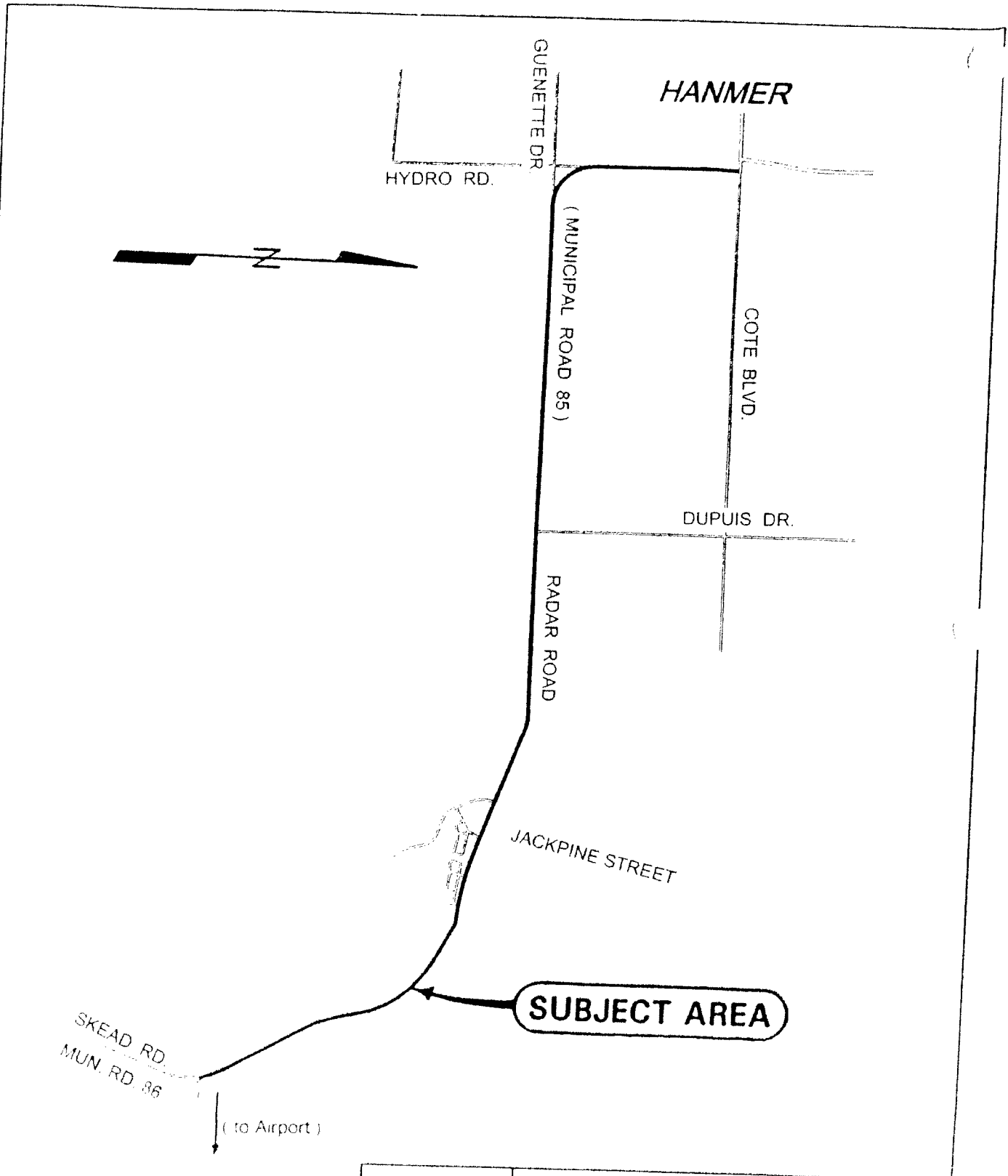
As determined by policy

No policy

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

Comments:

EXHIBIT: E



RADAR ROAD COTE BOULEVARD to SKEAD ROAD		
MAXIMUM SPEED LIMITS		
10'S		20' OR 10'



EXHIBIT: F

Greater Grand
Sudbury
COPY TAKEN

July 26, 2010

PO BOX 89051A
200 BRADY STREET
SUDBURY ON P3A 5P3

CP 5000 SUCCA
200 RUE BRADY
SUDBURY ON P3A 5P3

705.671.2489

www.greatersudbury.ca
www.grandsudbury.ca

Kim Belec
738 Radar Road
P. O. Box 44
Hanmer, ON P3P 1S9

Dear Ms. Belec:

Greater Sudbury
Roads/Transportation

JUL 28 2010

Director's Office

Re: Petition – Radar Road, Hanmer

At the City Council meeting of July 14, 2010, Councillor Thompson submitted a petition to the City Clerk requesting that the speed be lowered and that there be an increase in Police presence on Radar Road. You also request that the road be made structurally sound and able to accommodate large ore and gravel trucks or that an alternative route be used.

This petition was forwarded to General Manager of Infrastructure Services for review.

Yours truly,

Angie Haché
City Clerk

/fb

cc: Councillor Thompson
G. Clausen, General Manager of Infrastructure Services
R. Falcioni, Director of Roads & Transportation



INTEROFFICE MEMO

DATE: July 26, 2010
TO: G. Clausen, General Manager of Infrastructure Services
FROM: A. Haché, City Clerk
RE: Petition – Radar Road, Hanmer

Greater Sudbury
Roads/Transportation

JUL 28 2010

Director's Office

At the City Council meeting of July 14, 2010, Councillor Thompson submitted a petition to the City Clerk requesting that the speed be lowered and that there be an increase in Police presence on Radar Road. They also request that the road be made structurally sound and able to accommodate large ore and gravel trucks or that an alternative route be used. The petition was signed by 70 residents of Radar Road.

Attached is a copy of the cover letter and the first page of signatures. The complete petition is available in the Clerk's Office.

Please review this matter and advise the principal petitioner of recommendations or actions taken regarding their request.

A. Haché

Angie Haché
City Clerk

/fb

Attachment

cc: R. Falcioni, Director of Roads & Transportation ✓

PETITION

We, the residents of Radar Road, Regional Road 86 submit the following civic petition .

Radar Road is in very poor condition and is not up to the standard required to accommodate the high volume and speed of traffic using the road. Ore trucks and transport traffic travel this road at regular intervals 24hrs/day and residents fear structural damage due to the constant shaking of homes' foundation. Posted speed limits are not being adhered to and residents are concerned for their safety when accessing their properties and for the safety of the travelling public and children in school buses as there have been some near misses on this roadway. The posted speed limit is too high for the condition and volume of traffic on this road.

We the residents of Radar Road request that the speed be lowered and that there be an increase in Police presence. We would also request that the road be made structurally sound and able to accommodate large ore and gravel trucks or that an alternate route be used.

Kim Belec, 738 Radar Road P.O. Box 44, Hanmer, ON , 705-969-3776.

Here follows the Signatures

	SIGNATURE	ADDRESS
1	K Belec K Belec	738 Radar rd.
2	L. Thompson L Thompson	752 Radar Rd.
3	C. Cordin C. Cordin	795 Radar Rd
4	J. Polkman J Polkman	810 Radar Rd
5	Sue Chaguit	824 Radar Rd.
6	Jacqueline Legault	834 Radar Rd.
7	MIKE BAKER M/B	944 RADAR RD.

Once submitted to Council, this petition becomes a public document and is available for viewing. The information provided on a petition is not considered to be confidential information and may be seen by anyone requesting to see copies of the petition. This information will not be used by City for any purpose other than to ensure it meets Council's requirements for a valid petition and ensure to contact with spokesperson or principal petitioner



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

EXHIBIT: G

Version:
10-Apr-09

Name of Corridor: Radar Road (MR 85)

Segment Evaluated: Skead Road

to 152m South of Cote Boulevard

Geographic Region: Hanmer

Road Agency: City of Greater Sudbury

Road Classification: Arterial

Urban / Rural: Rural

Divided / Undivided: Undivided

Major / Minor: Major

Through Lanes: 1 lane

Per Direction:

Length of Corridor: 12,450 m
Design Speed: (Required for Freeway, Expressway, Highway) km/h
Current Posted Speed: 80 km/h
(For information only)
Prevailing Speed: 86 km/h
(85th Percentile - for information only)
Policy: No 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	Lower	3
C1	PEDESTRIAN EXPOSURE	Medium	4
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Medium	6
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	1
	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	7	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	5
	Left turn movements permitted	111	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	N/A	0

Total Risk Score:

40

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

80

As determined by policy

No policy

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

Comments:

EXHIBIT: H

Average Recorded Operating Speed on Radar Road

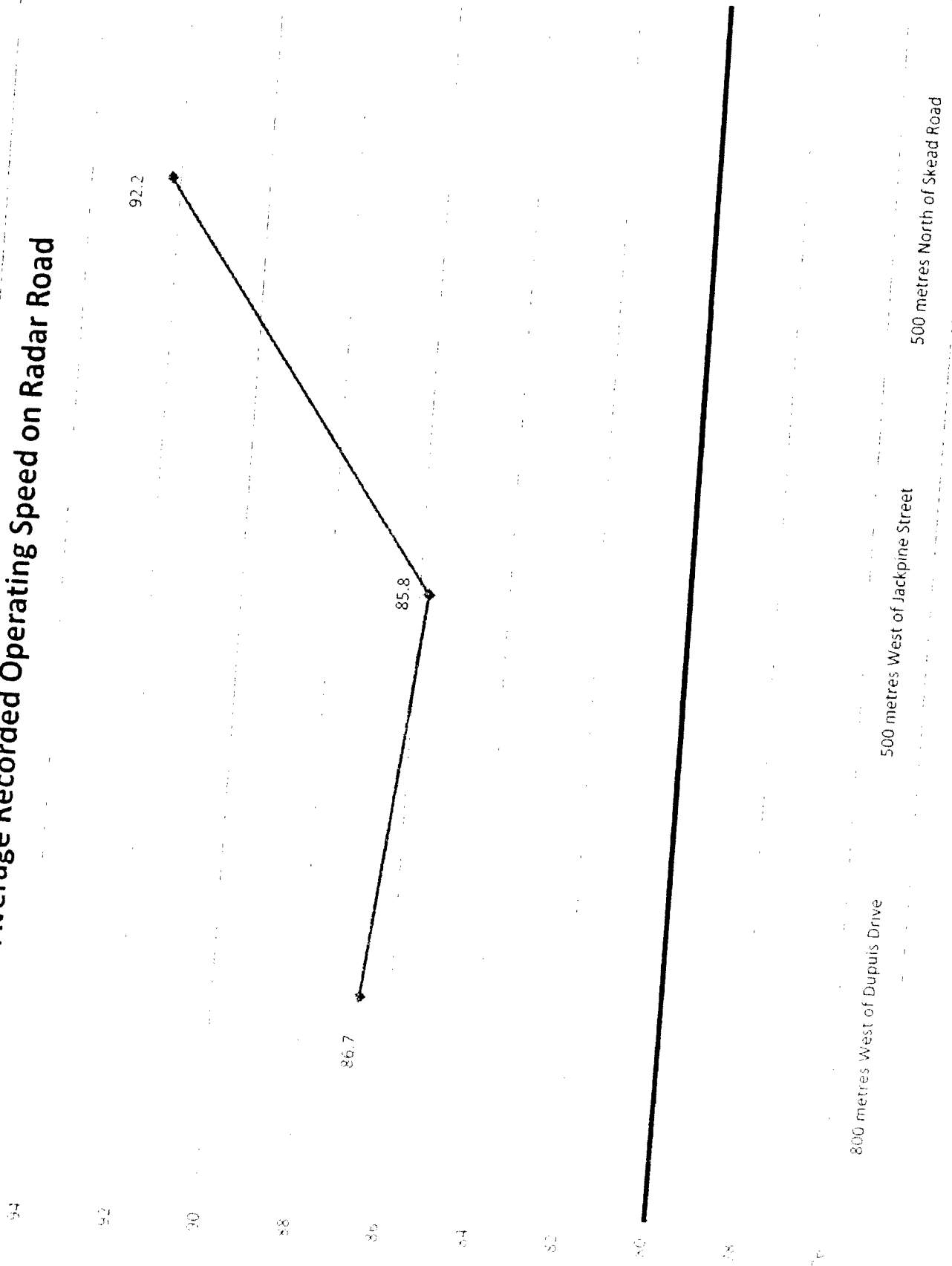
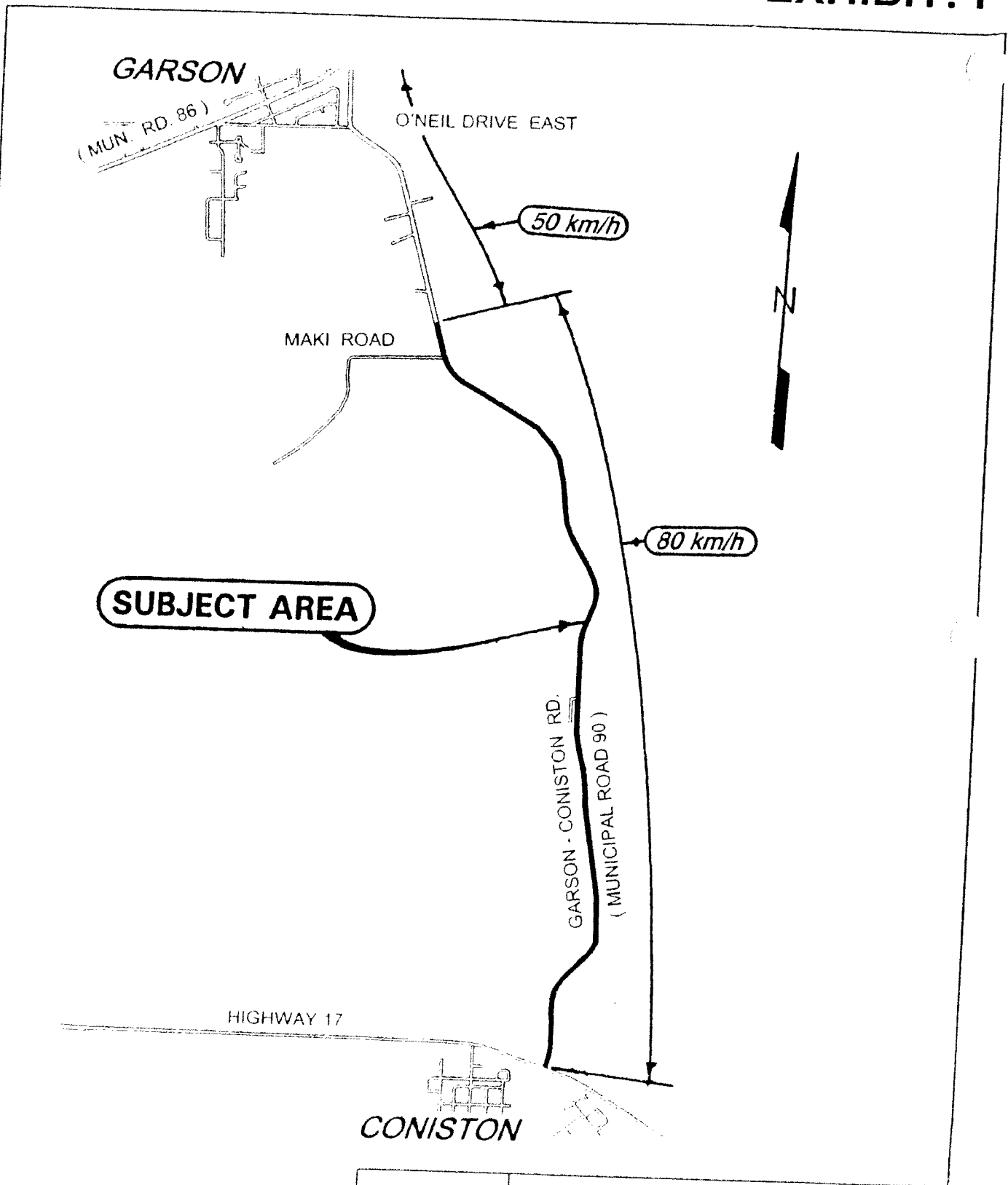


EXHIBIT: I



GARSON - CONISTON ROAD HIGHWAY 17 50 METRES NORTH OF MAKI RD.		
MAXIMUM SPEED LIMITS		
100 METRES	200 METRES	300 METRES



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

EXHIBIT: J

Version:
10-Apr-09

Name of Corridor: Garson-Coniston Road
 Segment Evaluated: Highway 17
 Geographic Region: Garson/Coniston
 Road Agency: City of Greater Sudbury
 Road Classification: Arterial
 Urban / Rural: Rural
 Divided / Undivided: Undivided
 Major / Minor: Major
 # Through Lanes Per Direction: 1 lane

to 152m North of Maki

Length of Corridor: 5.500 m
 Design Speed: (Required for Freeway, Expressway, Highway) km/h
 Current Posted Speed: (For information only) 80 km/h
 Prevailing Speed: (85th Percentile - for information only) 84 km/h
 Policy: (Maximum Posted Speed) No policy

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	3
A2	GEOMETRY (Vertical)	Lower	3
A3	AVERAGE LANE WIDTH	Medium	6
B	ROADSIDE HAZARDS	Lower	3
C1	PEDESTRIAN EXPOSURE	Medium	4
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Medium	6
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	1
	STOP controlled intersection	0	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	3
	Left turn movements permitted	32	
	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:

39

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

80

As determined by policy

No 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

Pavement Markings and Signing for Paved Shoulders and Wide Curb Lanes for use by Cyclists

Presented To: Traffic Committee

Presented: Thursday, Sep 30, 2010

Report Date Thursday, Sep 23, 2010

Type: Managers' Reports

Recommendation

The Traffic Committee supports the program to provide pavement markings and signage in areas of paved shoulders and wide curb lanes, and;

That a public education program be implemented to improve public awareness, and;

That staff bring forward a budget option to be presented during the 2011 Budget process for a one time increase in Roads maintenance of \$ 22,000 for sign installation and an annual increase of \$ 26,400 for pavement markings and sign maintenance all in accordance with the report from the General Manager of Infrastructure Services dated September 30, 2010.

Background

Since 2006 the City has constructed paved shoulders and wide curb lanes to accommodate cyclists where conditions and budget have allowed. To date these paved shoulders and wide curb lanes have not been identified by signage or pavement markings, nor has there been a public education program to communicate these initiatives to cyclists and the motoring public.

The Transportation Association of Canada (TAC) has produced "Guidelines for the Design and Application of Bikeway Pavement Markings". This guideline provides some direction on pavement markings and associated signage for wide curb lanes; however, it does not indicate the appropriate pavement markings and signage for where a wide curb lane ends. There are no guidelines for paved shoulders. Jurisdictions throughout North America have adopted their own guidelines.

This report provides recommendations for pavement markings and signage for roads that have been constructed with wide curb lanes and paved shoulders. Also this report recommends a public education program for cyclists and motorists.

Pavement Markings

Bicycle traffic pavement markings are intended to:

Signed By

Report Prepared By

David Shelsted, MBA, P.Eng.
Roads Engineer
Digitally Signed Sep 23, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation Services
Digitally Signed Sep 23, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure Services
Digitally Signed Sep 23, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Sep 23, 10

- Promote awareness of and validate the potential presence of cyclists on the roadway
- Indicate where lanes are intended for shared use of both bicycles and motor vehicles
- Indicate where lanes are reserved specifically for Bicyclists
- Highlight significant areas of potential conflict with vehicular traffic

Shared use lane markings, or "sharrows", are symbols placed on the pavement surface in the intended area of bicycle travel. The symbols raise awareness to both cyclists and motorists of the correct cyclists positioning in the lane. It is proposed to use the bicycle symbol with two white chevron markings as recommended by TAC. This figure is included as **Appendix 'A'**.

It is proposed to paint sharrows in wide curb lanes (greater than 4.0 m in width) with a speed limit of 60 km/hr or less. The sharrow is to be painted a minimum of 0.75 m from the curb and spaced every 75 m, not including intersections.

The paintings of a bicycle symbol with a diamond indicates that the lane is dedicated to bicycles. The painting of a bicycle symbol with two (2) chevrons (sharrows) indicates that the motorist is to share the lane with a cyclist.

A paved shoulder is not for the dedicated use of a cyclist, as it is also intended for pedestrians and as a refuge for disabled motor vehicles. Paved shoulders are not intended for use for motorists, so the painting of sharrows on paved shoulders is not appropriate. Therefore, it is proposed to paint bicycle symbols, without chevrons or diamonds, in paved shoulders at each major intersection and at the beginning of the paved shoulder. The bicycle symbol will alert cyclists that the paved shoulder is legal to use. Currently, paved shoulders have a painted edge line.

Signage

At the start of a wide curb lane it is proposed to install a Share the Road sign. The Share the Road sign is used to advise motorists that they are to share the road and provide adequate driving space for cyclists. The sign will also be installed at intersections along roads where wide curb lanes have been constructed.

As the construction of wide curb lanes continues throughout the City there will be sections that are not continuous. At these locations where the wide curb lane ends a Curb Lane Narrows sign will be installed, and the sharrow pavement markings will be discontinued to alert the cyclists and motorists of the change in lane width.

At the beginning of each paved shoulder and at each major intersection in a paved shoulder section, a Bicycle Route sign will be installed. The Bicycle Route sign will remind motorists of the presence of bicycles.

These signs are shown in **Appendix 'B'**.

Public Education

Cyclists and motorists may not be familiar with basic rules of the road pertaining to cyclists, and the meaning of basic bicycle pavement markings and signage. The TAC guideline recommends that when jurisdictions employ new or innovative markings and signage that an education campaign aimed at both cyclists and motorists should be launched. This education campaign is to highlight the nature of the pavement markings and signage and the implications for cyclists and motorists.

This education campaign will include a section in the annual construction flyer, the City's website, promotion through the Bicycle Advisory Panel and local cycling clubs, and local news media. A sample of educational material from the City of Thunder Bay is included as **Appendix 'C'**.

Costs

On a go forward basis all new signing will be included within the Capital Roads Budget. On going maintenance will be

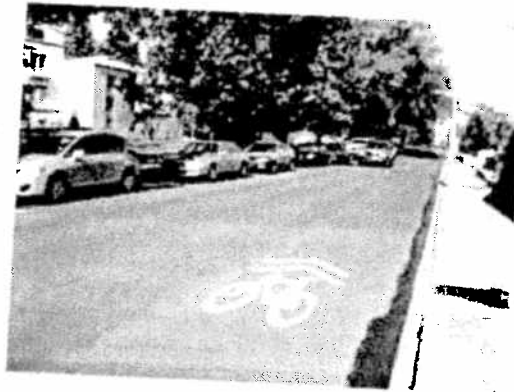
required in the Current Budget.

The symbols are required to be painted annually with a budget cost of \$ 200. The annual increase in the maintenance budget required is \$ 24,200 based on 8.2 kilometres of wide curb lanes and 13.4 kilometres of paved shoulders.

The installation cost of these signs is estimated at \$ 22,000 with an annual maintenance requirement of \$ 2,200.

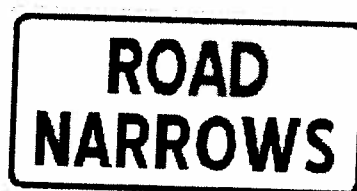
Education program will be funded from the current Roads budget.

Appendix A Sharrow Pavement Markings



Appendix B Signs

Road Narrows sign shown, curb lane narrows sign to be made
Bike Route sign shown and Share the Road



Appendix C – Shared Lanes

What are shared lanes?

Shared lanes are like regular traffic lanes but built to a wider standard. Painted on these lanes are bike symbols & directional arrows designed to remind cyclists where they should ride when sharing a travel lane with other traffic.



What does this mean for you?

The Cyclist:
Ride over the centre of the symbols. Travel in the same direction as traffic.

The Motorist:
If cyclists are not present, drive in the travel lane as you normally would. If cyclists are present, slow down and pass with care.



How do cyclists use the shared lane?

Cyclists should ride near the centre of the symbols in the same direction as traffic, with parked cars on their right and passing vehicles on their left.



How do motorists use the shared lane?

If cyclists are not present, drive in the travel lane as you normally would. If cyclists are present, simply slow down & pass with care. When passing, please be careful not to endanger yourself, the cyclist, or oncoming traffic. If traffic is heavy, please be patient & wait for a suitable time to pass the cyclist.

SHARED LANES ARE HERE



www.thunderbay.ca/activetransportation

 **Thunder Bay**

Request for Decision

Martindale Road at Copper Street - All-Way Stop Control

Presented To: Traffic Committee

Presented: Thursday, Sep 30, 2010

Report Date Thursday, Sep 23, 2010

Type: Managers' Reports

Recommendation

That the intersection of Martindale Road and Copper Street be controlled with an All-Way Stop, and;

That the temporary installation of stop signs in the approximate amount of \$ 15,000 be funded from the 2010 Roads Capital Budget and that the permanent installation be included in the 2011 Roads Capital Budget, and;

That physical alterations be made to the intersection to improve safety for pedestrians and vehicles, and;

That a By-Law be passed all in accordance with the report from the General Manager of Infrastructure Services dated September 20, 2010.

Finance Implications

If approved, the temporary installation of stop signs would be funded from the 2010 Roads Capital Budget.

Background

At the Traffic Committee meeting held on September 23, 2008 the resolution #2008-11 was passed and was approved by Council on October 15, 2008. The resolution was as follows:

THAT the Traffic Committee approve an exception to the All-way Stop Policy and install a 3-way stop at Martindale Road and Copper Street when capital dollars have been allocated in the budget.

To safely implement an All-Way Stop at the intersection, it is recommended that some physical alterations occur to remove the north bound left turn lane on Martindale Road. This will improve safety for pedestrians and vehicles.

Due to the time of year, it is recommended that the physical changes be made temporarily on a trial basis. The cost of permanent changes will be included as part of the 2011 Capital Roads Budget.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Sep 23, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Sep 23, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Sep 23, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Sep 23, 10

Request for Decision

Parking Restrictions - Brenda Drive, Sudbury

Presented To:	Traffic Committee
Presented:	Monday, Nov 01, 2010
Report Date	Wednesday, Oct 27, 2010
Type:	Managers' Reports

Recommendation

That parking be prohibited on both sides of Brenda Drive from 40 metres south of Ursa Court to 160 metres south of Ursa Court, 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 in accordance with the report from the General Manager of Infrastructure Services dated October 27, 2010.

Background

The City's Traffic and Transportation Engineering Services Section received a request from Ward 9 Councillor, Doug Craig, to investigate concerns from residents with respect to parking along Brenda Drive in the area of St. Charles Lake Park (see Exhibit "A").

Brenda Drive is a residential collector roadway that is constructed to an urban standard with an asphalt surface width of 10 metres and a sidewalk along the west side. The posted speed limit is 50 km/h and parking is currently allowed along both sides of the road. St. Charles Lake Park is located 40 metres south of Ursa Court and extends for approximately 50 metres. Just south of the St. Charles Lake Park is a sharp curve with a measured comfortable speed limit of 25 km/h. A work order has been issued to install the curve warning signs and advisory speed tabs.

Vehicles often park adjacent to St. Charles Lake Park and along the sharp curve creating visibility and safety problems in this area. To improve safety, Staff recommends that parking be prohibited on both sides of Brenda Drive from 40 metres south of Ursa Court to 160 metres south of Ursa Court. The report recommends that a By-law be passed to amend Traffic and Parking By-law 2010-1 in the City of Greater Sudbury, to implement these changes. Ward 9 Councillor, Doug Craig, supports this recommendation.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Oct 27, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Oct 27, 10

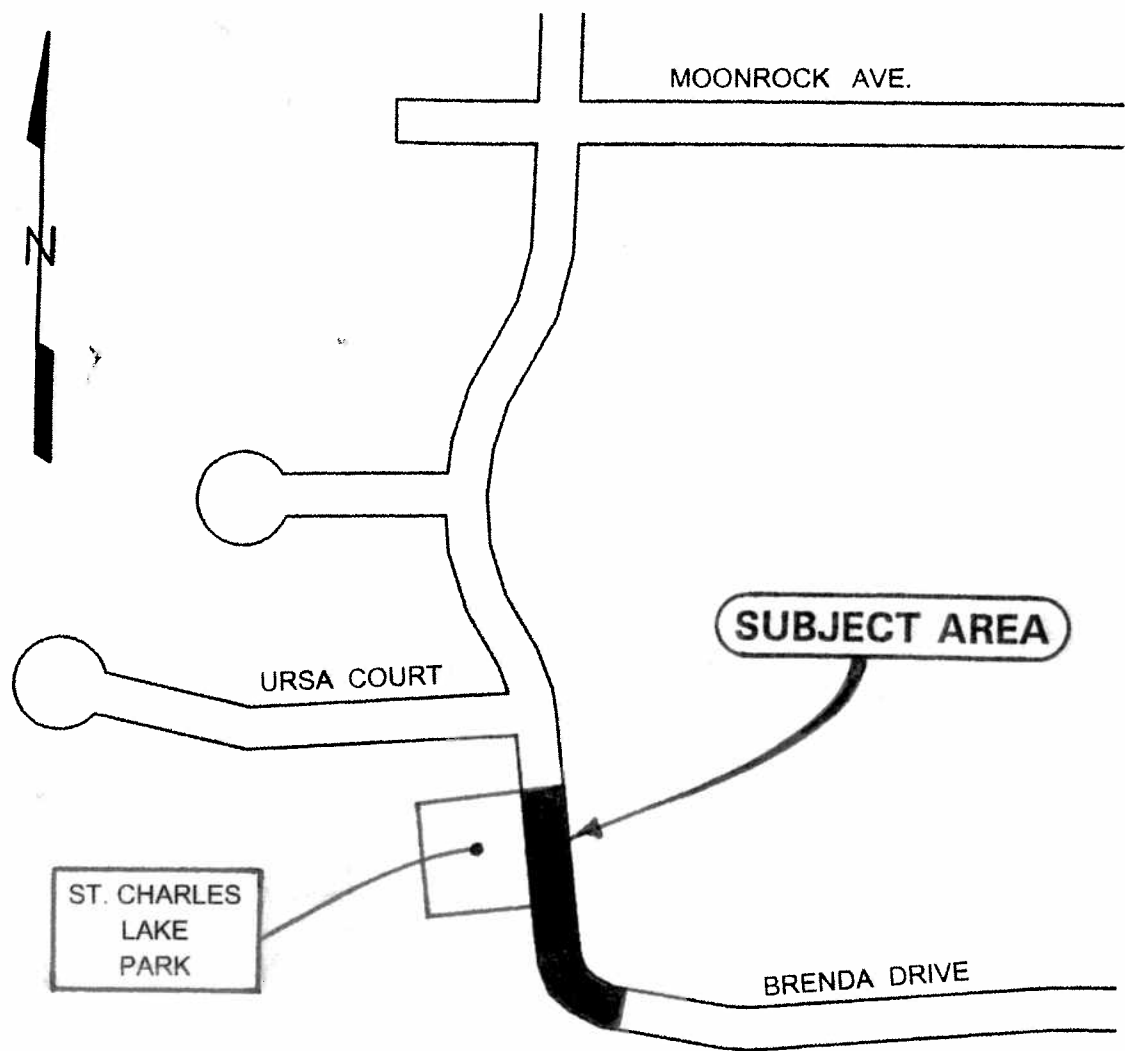
Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Oct 27, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Oct 27, 10

EXHIBIT: A



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