

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

Tuesday, April 27th, 2010

at 4:00 pm

Committee Room C-11, Tom Davies Square

TRAFFIC COMMITTEE AGENDA

For the 12nd Traffic Committee Meeting
to be held on **Tuesday, April 27, 2010**
Committee Room C-11, 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 April 22, 2010 from the General Manager of Infrastructure Services regarding Overnight Parking - Winter Months. **5 - 9**
(RECOMMENDATION PREPARED)
(The report recommends overnight parking prohibition during this winter months that currently ends on March 31st be extended to and including May 15th of each year.)
2. Report dated April 23, 2010 from the General Manager of Infrastructure Services regarding Request for Traffic Studies - Recommended Procedure. **10 - 12**
(RECOMMENDATION PREPARED)
(The report recommends a procedure for dealing with traffic requests.)

MANAGERS' REPORTS

3. Report dated April 20, 2010 from the General Manager of Infrastructure Services regarding All-Way Stop Control - (1) Woodbine Avenue at Agincourt and (2) Grandview Boulevard at Moss Street. **13 - 21**
(RECOMMENDATION PREPARED)
(Staff was directed to conduct peak hour traffic counts at the interesections of Woodbine Avenue at Agincourt Avenue and Grandview Boulevard at Moss Street to determine if an all-way stop would be warranted. This report will present staff's findings and provide a recommendation for traffic control at these intersections.)
4. Report dated April 21, 2010 from the General Manager of Infrastructure Services regarding Traffic Control - Various Uncontrolled Intersections. **22 - 32**
(RECOMMENDATION PREPARED)
(The City's Transportation and Traffic Engineering Services Section received a list of intersections from Operations staff outlining various uncontrolled intersections in the South East maintenance area of the City of Greater Sudbury.

This report will provide recommendations for appropriate traffic control at each intersection.)
5. Report dated April 21, 2010 from the General Manager of Infrastructure Services regarding Southview Drive Traffic Calming After Study Results. **33 - 43**
(RECOMMENDATION PREPARED)
(This report will provide the after study results for the traffic calming project that was implemented on Southview Drive.)
6. Report dated April 20, 2010 from the General Manager of Infrastructure Services regarding Walford Road - Parking Restrictions. **44 - 50**
(RECOMMENDATION PREPARED)

(Staff of the Sudbury Regional Hospital are parking on Walford Road, east of Paris Street, creating problems for area residents. Staff is recommending that parking restrictions be implemented to eliminate the long term on street parking problems.)

7. Report dated April 20, 2010 from the General Manager of Infrastructure Services regarding Truck Routes.

51 - 53

(RECOMMENDATION PREPARED)

(A recent review of the City's truck route system has revealed a number of omissions in the Traffic and Parking By-Law. It is recommended that Skead Road, Radar Road, Old Highway 17 west of Kelly Lake Road, and Old Highway 544/806 north of Capreol be added back to Schedule "Q" of By-Law 2010-1.)

Adjournment (Resolution Prepared)

LISA OLDRIDGE, DEPUTY CITY CLERK

LIZ COLLIN, PLANNING COMMITTEE SECRETARY

Request for Decision

Overnight Parking - Winter Months

Presented To:	Traffic Committee
Presented:	Tuesday, Apr 27, 2010
Report Date	Thursday, Apr 22, 2010
Type:	Referred & Deferred Matters

Recommendation

That the overnight parking prohibition during winter months that currently ends on March 31st be extended to and including April 30th of each year,

That the new overnight parking restrictions take effect on December 1, 2010, prior to the 2010/2011 winter season, and;

That a by-law be passed by City Council to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended change, all in accordance with the report from the General Manager of Infrastructure Services, dated March 22, 2010.

Finance Implications

There is no financial impact relating to this report.

Background

The City's Traffic and Parking By-Law 2010-1 currently prohibits the parking of vehicles on any roadway during the hours of 12:00 a.m. midnight to 7:00 a.m., from December 1st to March 31st. These restrictions are in place to facilitate the clearing and removal of snow during the Winter months. In the Staff report dated November 29, 2009 (see attached), the Roads and Transportation's Operations Division identified a significant problem with parked vehicles on the road during spring street sweeping operations. To facilitate this operation they requested that the overnight parking restrictions be extended from March 31st to May 15th.

At the Traffic Committee meeting held on December 3, 2009, "The Traffic Committee agreed to defer the item to obtain information from Legal Services regarding the ability to suspend the overnight parking by-law should the Winter season end early or the street sweeping be completed prior to May 15th.

Subsequently, the City's Legal Department has advised that there may be ways to give staff the authority to suspend the restrictions early with proper notification to the public. However, the City's By-Law Enforcement Section advised that the end date should be permanent, otherwise it will be difficult to enforce, and defend in court.

Therefore, to facilitate spring snow clearing and street sweeping operations without overly impacting area residents, staff recommends that the overnight restrictions be extended to April 30th each year. The proposed end date of April 30th is two (2) weeks shorter than originally requested, and represents a compromise to assist with enforcement of the by-law. Should Council approve staff's recommendation, the new restrictions will take effect on December 1, 2010.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Apr 22, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Apr 22, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Apr 22, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Apr 22, 10

CITY OF GREATER SUDSBURY

BY-LAW 2010-1

ADD:

Part III – Parking and Stopping

4. - (4) 14. Notwithstanding the contents of Column 2 of Schedule "C-1", and notwithstanding item 15 below, from December 1st to May 15th, night-time permit parking between the hours of 6:00 p.m. and 7:00 a.m. shall be on alternate sides of the street each day, as indicated by the parking permit issued, and no person shall allow a vehicle to be or parked on the side of a highway so designated and indicated on the parking permit issued.

5. - (2) No person shall park a vehicle on any highway during the hours of 12:00 midnight to 7:00 a.m. from December 1st in one year, to May 15th of the following year, inclusive, except physicians on emergency calls and operators of authorized emergency vehicles.

DELETE:

Parking Prohibited

4. - (4) 14. Notwithstanding the contents of Column 2 of Schedule "C-1", and notwithstanding item 15 below, from December 1st to March 31st, night-time permit parking between the hours of 6:00 p.m. and 7:00 a.m. shall be on alternate sides of the street each day, as indicated by the parking permit issued, and no person shall allow a vehicle to be or parked on the side of a highway so designated and indicated on the parking permit issued.

Parking Restricted

5. - (2) No person shall park a vehicle on any highway during the hours of 12:00 midnight to 7:00 a.m. from December 1st in one year, to March 31st of the following year, inclusive, except physicians on emergency calls and operators of authorized emergency vehicles.

Request for Recommendation Traffic Committee



Type of Decision

Meeting Date	December 3, 2009			Report Date	November 25, 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

Overnight Parking - Winter Months

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 the overnight parking prohibition during winter months that currently ends on March 31st be extended to and including May 15th of each year, 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 November 25, 2009.

Recommendation attached

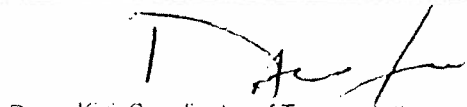
Recommended by the Department Head

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

Recommended by the C.A.O.

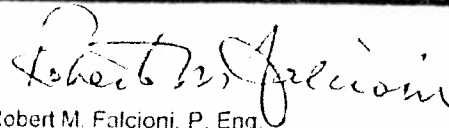
Doug Nadorozny
Chief Administrative Officer

Report Authored By



Dave Kivi, Coordinator of Transportation and Traffic,
Engineering Services

Division Review



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

Background:

The City's Traffic and Parking By-Law 2001-1 currently prohibits the parking of vehicles on any highway during the hours of 12:00 midnight to 7:00 a.m., from December 1st to March 31st. These restrictions are in place to facilitate the clearing and removal of snow during the winter months. The Roads and Transportation's Operation's Division has identified a significant problem with parked vehicles on the road during spring street sweeping operations. To facilitate this operation they have requested that the overnight parking restrictions be extended to from March 31st to May 15th.

In recent years, April snow storms have become a more common occurrence. Once snow and ice has melted, the City undertakes a comprehensive street sweeping operation on all roadways to remove the winter sand that has accumulated during the winter months. The street sweeping operation involves the deployment of thirteen (13) street sweepers and several sidewalk sweepers and takes approximately six (6) weeks to complete. The presence of parked cars on the street hampers this operation resulting in having to go around the parked cars and having to return to the street at a later time for a second pass. This results in additional cost, and delays the completion of the program. Extending the overnight parking restriction will greatly reduce the problems that are currently encountered. As spring clean up proceeds and each area of the city is completed, the enforcement of the bylaw will be suspended.

It is recommended that the Traffic and Parking By-law be amended to extend the overnight parking restrictions to May 15th each year and that the change become effective upon passing of this By-law. Should Council approve the recommendation, Staff will readvertise the change to keep the public informed. Staff will also arrange to change the regulatory signs that are posted at entry points into the local community.

Request for Decision

Request for Traffic Studies - Recommended Procedure

Presented To:	Traffic Committee
Presented:	Tuesday, Apr 27, 2010
Report Date	Friday, Apr 23, 2010
Type:	Referred & Deferred Matters

Recommendation

That the procedure for dealing with the requests outlined in the report from the General Manager of Infrastructure Services dated March 22, 2010 be approved.

Background

To manage staff resources in an effective manner, requests for traffic studies that involve more than two (2) hours of staff time to complete requires approval by the Traffic Committee and City Council. At the Traffic Committee meeting held on December 3, 2009, the Traffic Committee requested that "all traffic requests received by Clerk's Services through Council be forwarded to the Traffic and Transportation Division for a preliminary report to determine if a full traffic study and report is warranted". The following report is intended to clarify the process and recommend a procedure to follow when dealing with requests for traffic studies.

The City's Transportation and Traffic Engineering Services Section receives many requests each year to undertake traffic studies for transportation related matters such as: all-way stops; traffic and pedestrian signal warrants; speed limit reductions, and traffic calming. These studies involve data collection, field reviews and technical analysis which all involve a significant amount of staff time to complete. Formal reports to City Council and its committees also involves additional time and support from staff to complete.

Staff recommends the following procedure be followed when dealing with requests for traffic studies:

Recommend Procedure

1) Citizen Requests

Petitions received by Ward Councillors should be forwarded to Clerk's Services to be raised at the next Traffic Committee Meeting.

Signed By

Report Prepared By

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

Division Review

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

Recommended by the Department

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

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Apr 23, 10

Individual requests from area residents through the Ward Councillor should be forwarded to Clerk's Services to be raised at the next Traffic Committee Meeting.

2) Direction from Committee

At the Traffic Committee meeting, Staff will provide a verbal review of the request, including what the request is, who the request came from, and why the request has come in. At this time Staff will indicate the action required and the amount of time required to conduct a study, if necessary.

The decision of the Committee will be forwarded to the Ward Councillor and the requester in writing to inform them of the decision made. In the event that the request is denied, the reasons for the denial will be outlined.

3) Study Completion

Once the necessary data has been collected and analyzed, staff will make a recommendation based on approved policies or accepted practices. A positive recommendation in support of the original request will automatically be referred back to the Traffic Committee with a recommendation for approval with a formal report. If the results of staff's review result in a recommendation that does not support the original request, then staff will provide a response to the members of the Traffic Committee and Ward Councillor. The response will outline the results of staff's review, and seek the Committee's direction whether a formal report will be requested.

4) Formal Report Requirements

At the direction of the Traffic Committee, formal reports with staff's recommendation will be prepared for consideration of the Committee and City Council. In cases where formal reports are not required, staff will prepare a response to the petitioner or resident, outlining the results of staff's review.

Interoffice Memorandum

December 17, 2009

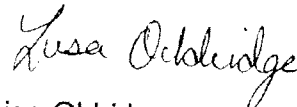
TO: G. Clausen, General Manager of Infrastructure Services

FROM: L. Oldridge, Deputy City Clerk

RE: Requests for Traffic Studies

At the December 3, 2009 meeting, the Traffic Committee requested that all traffic requests received by Clerks Services through Council be forwarded to the Traffic and Transportation Division for a preliminary report to determine if a full traffic study and report is warranted.

The Traffic Committee also requested preliminary reports regarding Stop Signs on Gateway Drive, speed limit reduction on Garson-Coniston Road, all-way stop signs at the intersection of Byng Street and Haig Street and all-way stop sign at the intersection of Simcoe Street and Spruce Street.



Lisa Oldridge
Deputy City Clerk

/ec

cc: R. Falcioni
D. Kivi
D. Shelsted

Presented To:	Traffic Committee
Presented:	Tuesday, Apr 27, 2010
Report Date	Tuesday, Apr 20, 2010
Type:	Managers' Reports

Request for Decision

All-Way Stop Control - (1) Woodbine Avenue at Agincourt and (2) Grandview Boulevard at Moss Street

Recommendation

That the intersection of Grandview Boulevard at Moss Street be controlled by an all-way stop, and;

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

Background

1) Woodbine Avenue at Agincourt Avenue

At the August 26th, 2009 Traffic Committee meeting, staff was directed to conduct a peak hour traffic count at the intersection of Woodbine Avenue and Agincourt Avenue while college classes were still in session, to determine if an all-way stop is warranted.

Woodbine Avenue at Agincourt Avenue is a three legged intersection located four blocks west of Barry Downe Road (see Exhibit 'A'). Currently this intersection is controlled with a Stop sign facing southbound traffic on Agincourt Avenue. An all-way stop warrant for this intersection was previously completed based on a turning movement count that was conducted on June 13, 2008. The Minimum Volume Warrant at that time indicated that the volumes on Woodbine Avenue and Agincourt Avenue met 53% of the minimum requirements (see Exhibit 'B').

Applying the data from the turning movement count that was conducted on March 24, 2010 to the Minimum Volume Warrant indicates that the new side street volume from Agincourt Avenue is 51 vehicles per hour were 140 vehicles per hour is required (see Exhibit 'C'). A review of the City's collision information from 2004, 2008 and 2009, revealed that there were no collisions that may be susceptible to relief through an all-way stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period.

Based on the traffic volumes and collision history, staff does not recommend installing an all-way stop at the

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Apr 21, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Apr 21, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Apr 22, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Apr 22, 10

intersection of Woodbine Avenue and Agincourt Avenue.

As previously approved by City Council, No Parking signs have been installed on the north side of Woodbine Avenue from Agincourt Avenue to 120 metres east of Agincourt Avenue. This section of Woodbine Avenue will also be evaluated under the City's Traffic Calming Policy.

2) Grandview Boulevard at Moss Street

At the December 3rd, 2009 Traffic Committee meeting, staff was directed to conduct a peak hour traffic count at the intersection of Grandview Boulevard and Moss Street prior to April 2010 to determine if an all-way stop is warranted.

Grandview Boulevard at Moss Street is a three legged intersection located north of Lasalle Boulevard (see Exhibit 'D'). Currently this intersection is controlled with a Stop sign facing westbound traffic on Moss Street.

Applying the data from the turning movement count that was conducted on March 24, 2010 to the City's new Minimum Volume Warrant indicates that the total vehicle volume meets 91% of the volume requirements (see Exhibit 'E'). A review of the City's collision information from 2004, 2008 and 2009, revealed that there were no collisions that may be susceptible to relief through an all-way stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period.

While the traffic volumes fall just below the warrants, staff recommends installing an all-way stop at the intersection of Grandview Boulevard and Moss Street. To address concerns with pedestrian crossings, crosswalks will also be painted in conjunction with installing the all-way stop.

CITY OF GREATER SUDBURY
SCHEDULE "O" TO BY-LAW 2001-1
STOPS AT INTERSECTIONS

(1)
Intersection

(2)
Direction of Travel

ADD:

Grandview Boulevard – Moss Street (Sudbury)

North and South on Grandview Boulevard
West on Moss Street

CITY OF GREATER SUDBURY
SCHEDULE "N" TO BY-LAW 2001-1
THROUGH HIGHWAYS

(1)
Highway

(2)
From

(3)
To

DELETE:

Grandview Boulevard
(Sudbury)

East Limit, Montrose Avenue

North Limit, Wedgewood Drive

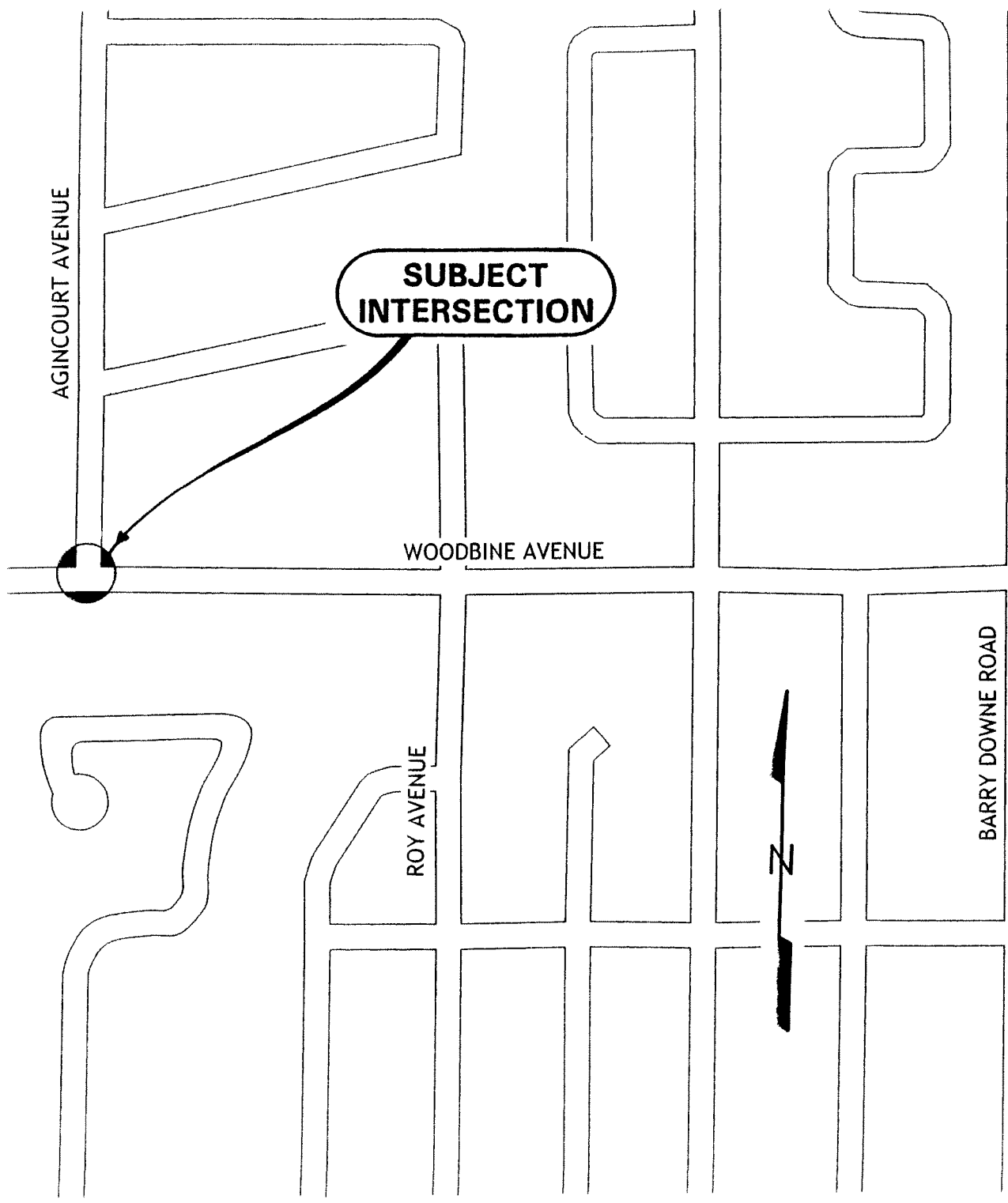
ADD:

Grandview Boulevard
(Sudbury)

East Limit, Montrose Avenue

North Limit, Moss Street

EXHIBIT: A




	ALL-WAY STOP CONTROL	
	WOODBINE AVENUE at AGINCOURT AVENUE	
	NOT TO SCALE	Page 17 of 53 2010 04 15

EXHIBIT: B
**CITY OF GREATER SUDBURY
ALL-WAY STOP WARRANTS**

Location:	Woodbine @ Agincourt	Date:	April 16, 2010
Date of TM Count:	June 13, 2008	Analyst:	JR
Type of Intersection:	3 Way		
Roadway Type	Minor Collector		
AADT of Main Road:	4800		

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	53.3	%
Warrant #2	Collision History	22.2	%
Warrant #3	Traffic Control Signals	No	Y/N

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

Warrant #1 - Minimum Vehicle Volume					
Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	477	100.0%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	77	55.0%
Traffic Split	70/30	70/30	70/30	84 / 16	53.3%

Warrant #2 - Collision History					
Roadway Type	Arterial/Major Collector	Minor Collector	Local	Number of Collisions per year	Percent Compliance
Collisions per Year over 3 year period	4*	3*	2*	2/3	22.2%
Warrant #3	Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.			No	Y/N

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

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

EXHIBIT: C
**CITY OF GREATER SUDBURY
ALL-WAY STOP WARRANTS**

Location:	<u>Woodbine Ave at Agincourt Ave</u>	Date:	<u>April 16, 2010</u>
Date of TM Count:	<u>March 24, 2010</u>	Analyst:	<u>JR</u>
Type of Intersection:	<u>T</u>		
Roadway Type	<u>Minor Collector</u>		
AADT of Main Road:	<u>4600</u>		

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	<u>36.4</u>	%
Warrant #2	Collision History	<u>0.0</u>	%
Warrant #3	Traffic Control Signals	<u>No</u>	Y/N

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

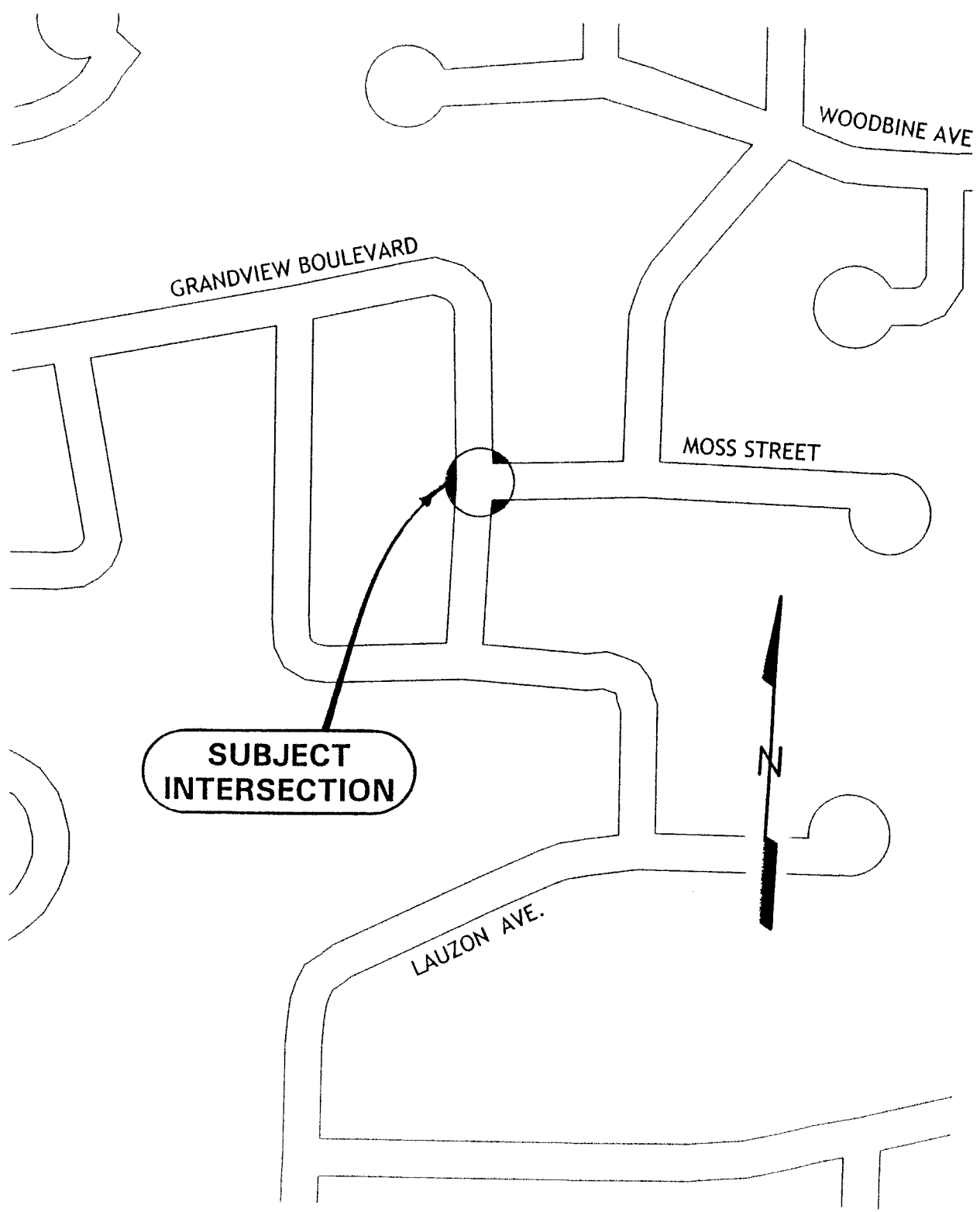
Warrant #1 - Minimum Vehicle Volume					
Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is \geq	500/hr	350/hr	250/hr	412	100.0%
Veh + Pedestrian volume from side street is \geq	200/hr	140/hr	N/A	51	36.4%
Traffic Split	70/30	70/30	70/30	88 / 12	40.0%

Warrant #2 - Collision History					
Roadway Type	Arterial/Major Collector	Minor Collector	Local	Number of Collisions per year	Percent Compliance
Collisions per Year over 3 year period	4*	3*	2*	0	0.0%
Warrant #3	Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.			No	Y/N

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

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

EXHIBIT: D




	ALL-WAY STOP CONTROL	
	GRANDVIEW BOULEVARD at MOSS STREET	
	NOT TO SCALE	Page 20 of 53 2010-04-15

EXHIBIT: E
**CITY OF GREATER SUDBURY
ALL-WAY STOP WARRANTS**

Location:	Grandview Blvd at Moss St	Date:	April 16, 2010
Date of TM Count:	March 23, 2010	Analyst:	JR
Type of Intersection:	T		
Roadway Type	Minor Collector		
ADT of Main Road:	2431		

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	91.8	%
Warrant #2	Collision History	0.0	%
Warrant #3	Traffic Control Signals	No	Y/N

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

Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is \geq	500/hr	350/hr	250/hr	321	91.8%
Veh + Pedestrian volume from side street is \geq	200/hr	140/hr	N/A	168	100.0%
Traffic Split	70/30	70/30	70/30	52 / 48	100.0%

Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Number of Collisions per year	Percent Compliance
Collisions per Year over 3 year period	4*	3*	2*	0	0.0%

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

No

Y/N

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

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

Request for Decision

Traffic Control - Various Uncontrolled Intersections

Presented To:	Traffic Committee
Presented:	Tuesday, Apr 27, 2010
Report Date	Wednesday, Apr 21, 2010
Type:	Managers' Reports

Recommendation

That the Brock Street and Mathew Street intersection be controlled with a Yield sign facing northbound traffic on Mathew Street, and;

That the Christina Drive and Aberdeen Court intersection be controlled with a Yield sign facing eastbound traffic on Aberdeen Court, and;

That the Maplewood Crescent and Jarvis Court intersection be controlled with a Yield sign facing northbound traffic on Jarvis Street, and;

The Montcalm Avenue and Patterson Street intersection be controlled with Stop signs facing eastbound and westbound traffic on Patterson Street, and;

That the Stinson Hydro Road and Rochon Road intersection be controlled with a Stop sign facing southbound traffic on Rochon Road, and;

That the Ronchon Road and Mapleridge Road intersection be controlled with a Stop sign facing southbound traffic on Mapleridge 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 all in accordance with the report from the General Manager of Infrastructures dated April 21, 2010.

Background

The City's Transportation and Traffic Engineering Services Section received a list of intersections from Operations staff outlining various uncontrolled intersections in the South East maintenance area of the City of Greater Sudbury.

Uncontrolled intersections have no Stop or Yield signs and operate under the "Right of Way Rule". Under this rule, when vehicles approach the intersection at the same time, the driver on the left yields right of way

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
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Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Apr 21, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Apr 22, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Apr 22, 10

to the vehicle on the right. Uncontrolled intersections are becoming less common in urban areas, and unnecessary conflicts may be created.

The recommended traffic control for each intersection is described below:

1) Brock Street and Mathew Street, Sudbury

Mathew Street intersects Brock Street forming a "T" intersection. This intersection is located two (2) blocks north of Lloyd Street in Ward 12 (see Exhibit "A"). A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection all of these conditions are met. Therefore, it is recommended that traffic be controlled with a Yield sign facing northbound traffic on Mathew Street.

2) Christina Drive and Aberdeen Court, Sudbury

Aberdeen Court intersects Christina Drive forming a "T" intersection. This intersection is located approximately 150 metres south of Madison Avenue in Ward 8 (see Exhibit "B"). A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection all of these conditions are met. Therefore, it is recommended that traffic be controlled with a Yield sign facing eastbound traffic on Aberdeen Court.

3) Maplewood Crescent and Jarvis Court, Garson

Jarvis Court intersects Maplewood Crescent forming a "T" intersection. This intersection is located west of Garson-Coniston Road in Ward 7 (see Exhibit "C"). A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection all of these conditions are met. Therefore, it is recommended that traffic be controlled with a Yield sign facing northbound traffic on Jarvis Court.

4) Montcalm Avenue and Patterson Street, Sudbury

Patterson Street intersects Montcalm Avenue forming a cross intersection. This intersection is located one (1) block east of MacKenzie Street in Ward 12 (see Exhibit "D"). Patterson Street ends just east of Montcalm Avenue and is considered the minor roadway. A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection there are trees and bushes obstructing the sight lines on the southwest, southeast and northeast corners. Therefore, it is recommended that traffic be controlled with Stop signs facing eastbound and westbound traffic on Patterson Street.

5) Stinson Hydro Road and Rochon Road, Wahnapiatae

Rochon Road intersects Stinson Hydro Road forming a "T" intersection. This intersection is located approximately 600 metres north of Highway 17 in Wahnapiatae, Ward 9 (see Exhibit "E"). A Yield sign is appropriate when traffic volume is low, sight lines are good and stopping is not always required. At this intersection visibility is restricted due to horizontal and vertical curves on Stinson Hydro Road. Therefore, it is recommended that traffic be controlled with a Stop sign facing southbound traffic on Rochon Road.

6) Ronchon Road and Mapleridge Road, Wahnapiatae

Mapleridge Road intersects Rochon Road forming a "T" intersection. This intersection is located approximately 750 metres east of Stinson Hydro Road in Wahnapiatae, Ward 9 (see Exhibit "E"). A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection visibility is restricted due to trees on the northeast corner and horizontal and vertical

curves on Ronchon Road. Therefore, it is recommended that traffic be controlled with a Stop sign facing southbound traffic on Mapleridge Road.

CITY OF GREATER SUDBURY
SCHEDULE “N” TO BY-LAW 2010-1

THROUGH HIGHWAYS

(1)
Highway

(2)
From

(3)
To

ADD:

Stinson Hydro Road
(Nickel Centre)

North Limit, Highway 17

North End

CITY OF GREATER SUDBURY
SCHEDULE “P” TO BY-LAW 2010-1

YIELD RIGHT-OF-WAY

(1)
Intersection

(2)
Direction of Travel

ADD:

Mathew Street – Brock Street (Sudbury)

North on Mathew Street

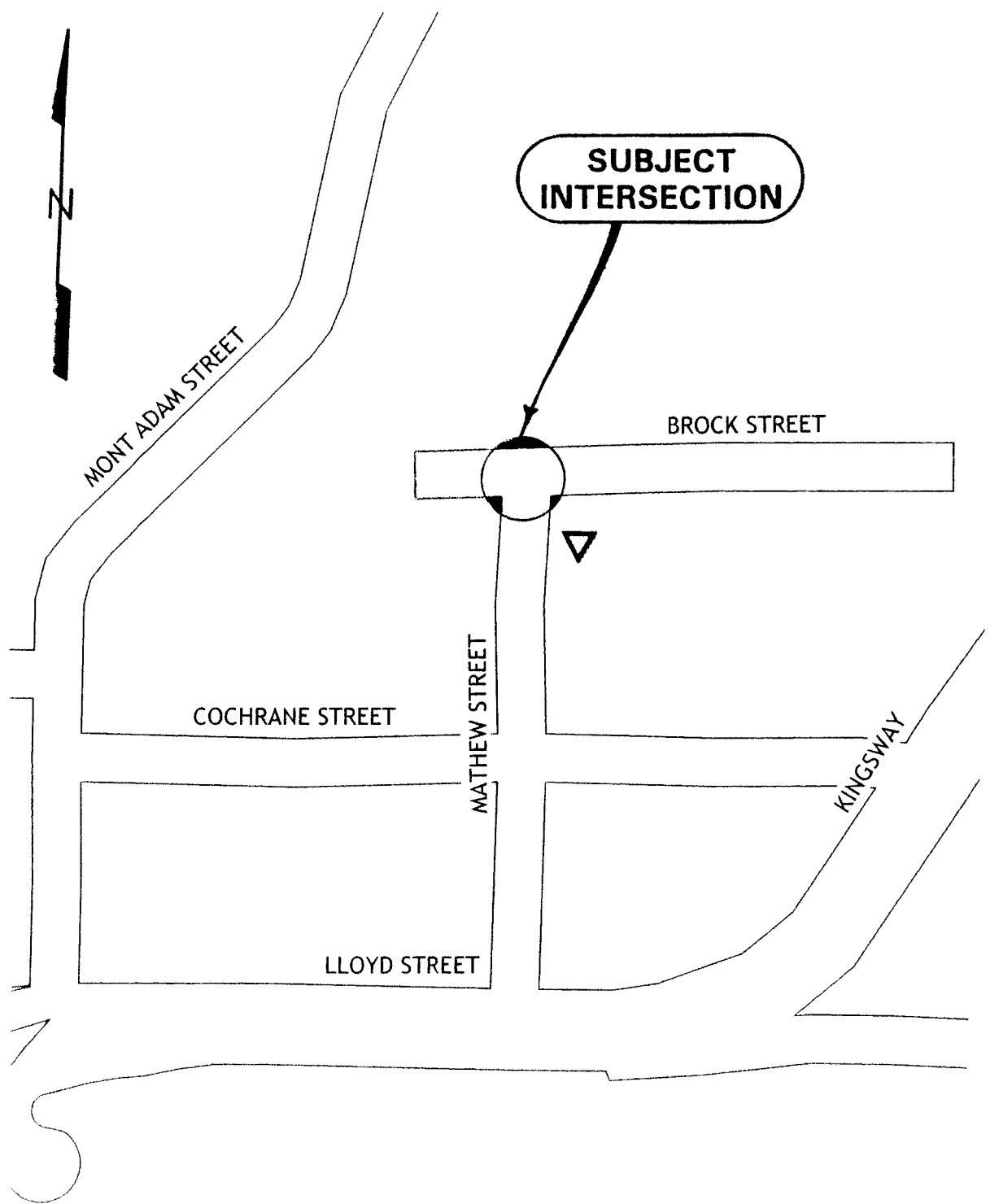
Aberdeen Court – Christina Drive (Sudbury)

East on Aberdeen Court

Jarvis Court – Maplewood Court (Nickel Centre)

North on Jarvis Court

EXHIBIT: A




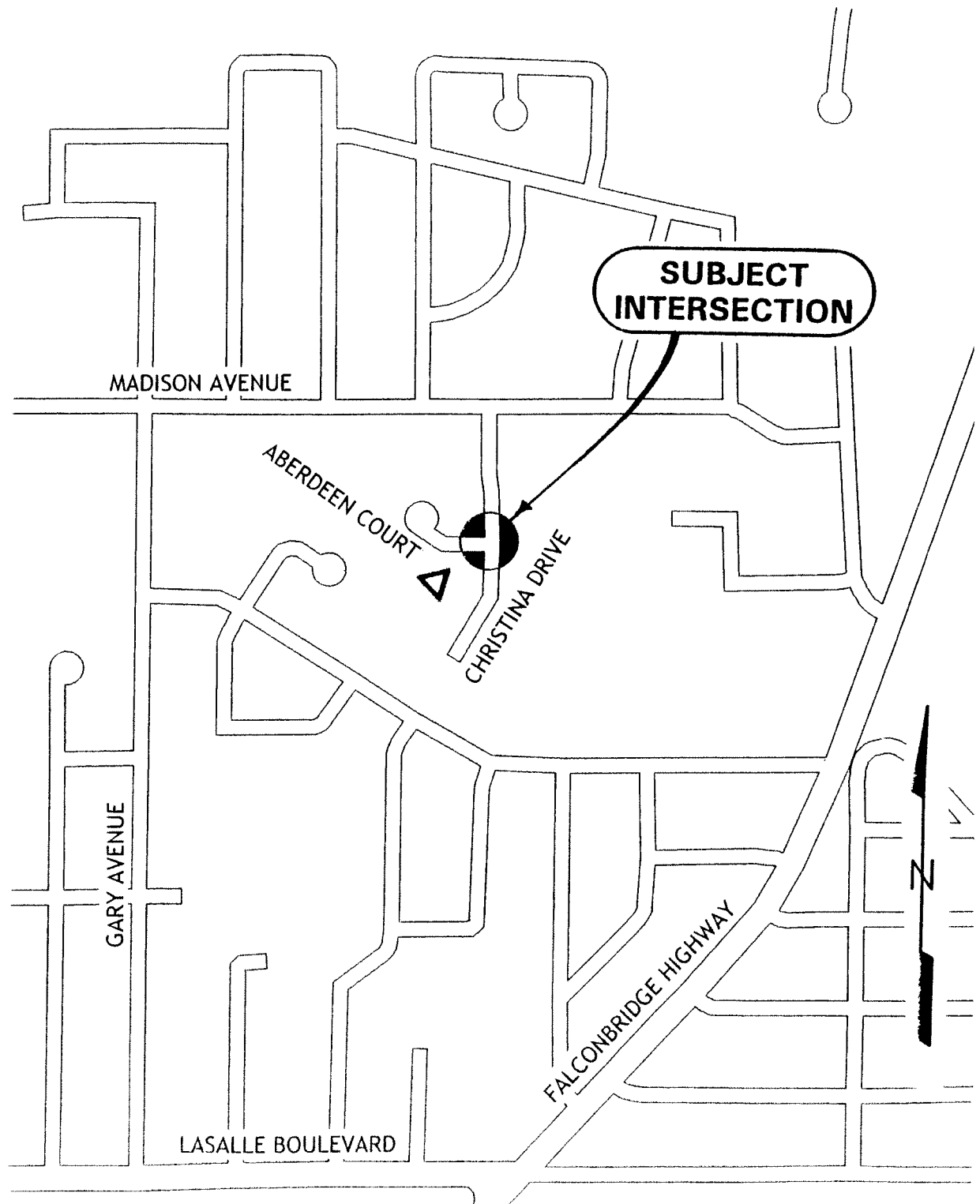
	TRAFFIC CONTROL	
	VARIOUS UNCONTROLLED INTERSECTIONS	
	BROCK STREET at MATHEW STREET	
NOT TO SCALE		Page 27 of 53
		2010-04-13

EXHIBIT: B



TRAFFIC CONTROL
VARIOUS UNCONTROLLED INTERSECTIONS

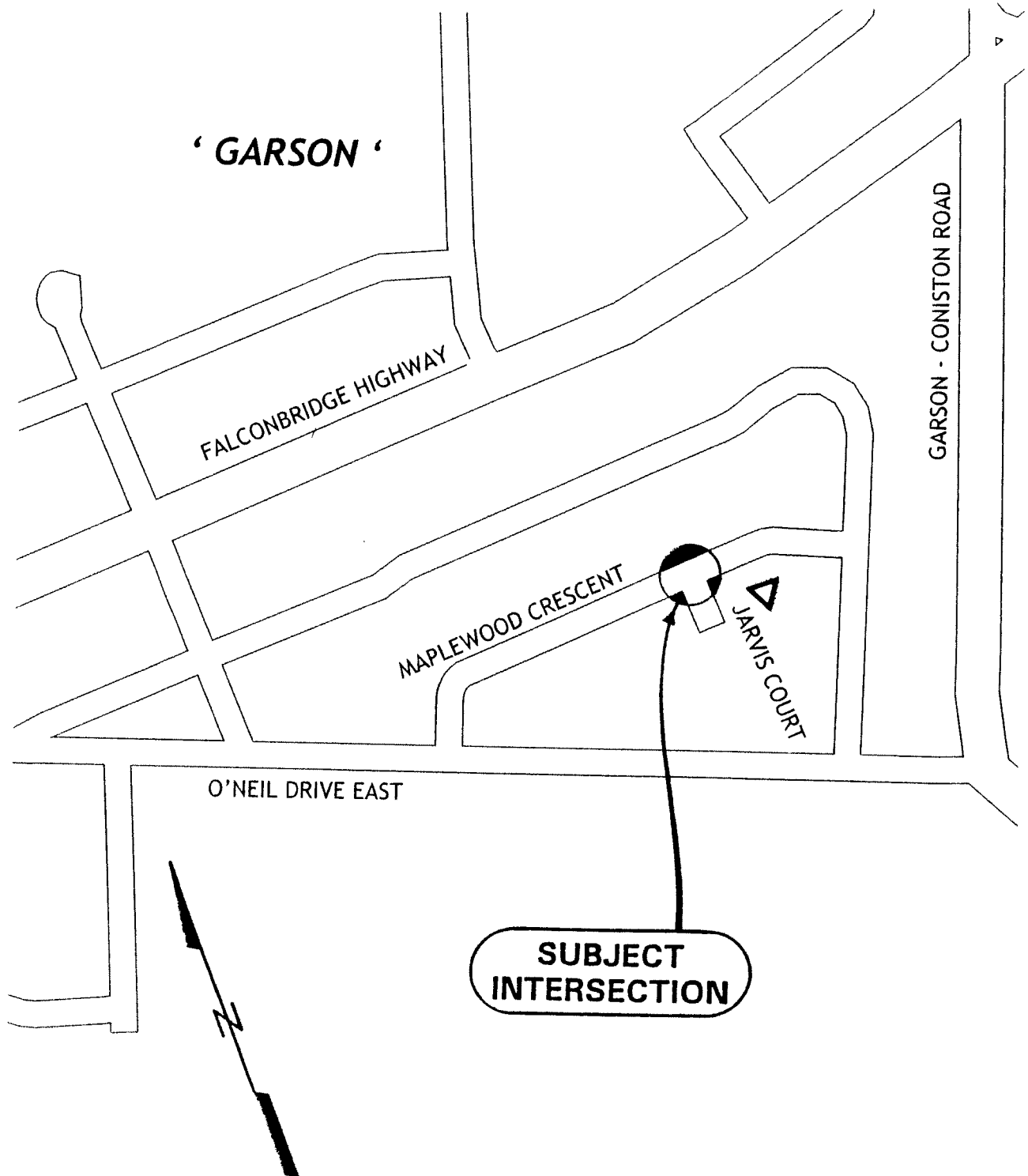
CHRISTINA DRIVE at ABERDEEN COURT

NOT TO SCALE

Page 28 of 53

2010-04-15

EXHIBIT: C




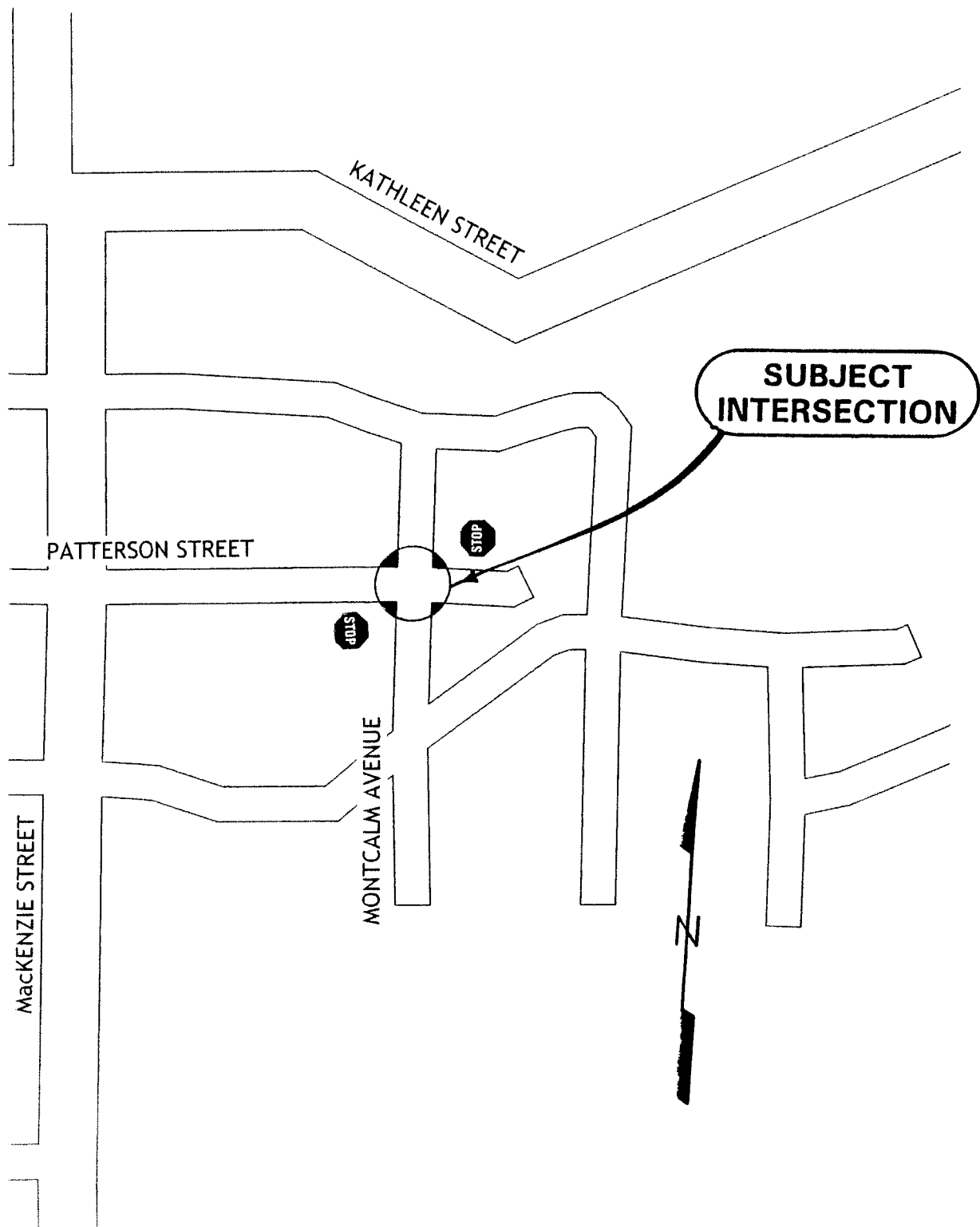
 Sudbury <small>Greater Sudbury</small>	TRAFFIC CONTROL	
	VARIOUS UNCONTROLLED INTERSECTIONS	
	MAPLEWOOD CRESCENT at JARVIS COURT	
	NOT TO SCALE	Page 29 of 53 2010-04-15

EXHIBIT: D




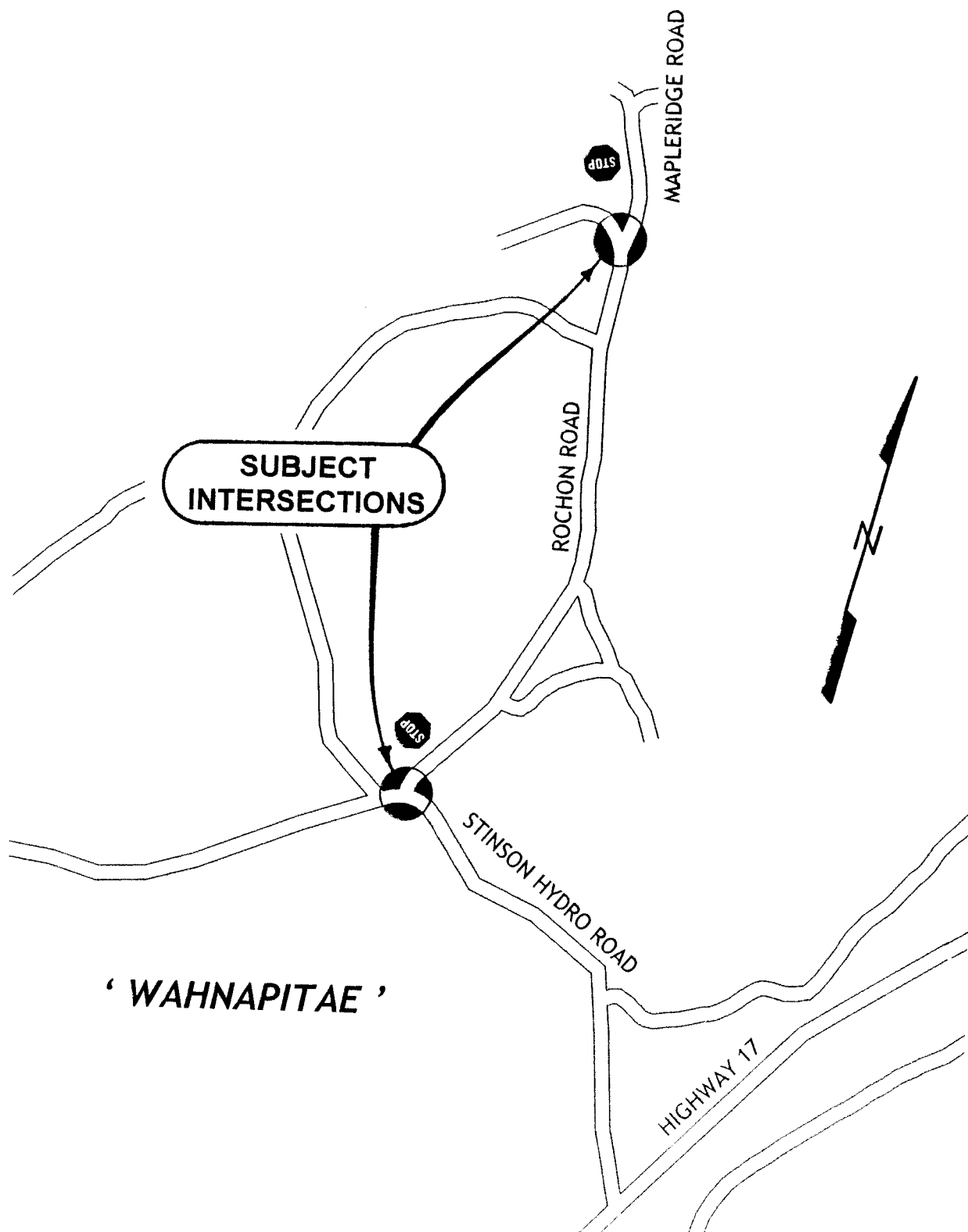

	TRAFFIC CONTROL	
	VARIOUS UNCONTROLLED INTERSECTIONS	
	MONTCALM AVENUE at PATTERSON STREET	
	NOT TO SCALE	Page 30 of 53

EXHIBIT: E



 Sudbury	STINSON HYDRO ROAD at ROCHON ROAD ROCHON ROAD at MAPLERIDGE ROAD	
	TRAFFIC CONTROL	
	NOT TO SCALE	Page 31 of 53 0010 04 - 15

CITY OF GREATER SUDBURY
SCHEDULE “O” TO BY-LAW 2010-1

STOPS AT INTERSECTIONS

(1)
Intersection

(2)
Direction of Travel

ADD:

Patterson Street – Montcalm Avenue (Sudbury)

East and West on Patterson
Street

Mapleridge Road – Rochon Road (Nickel Centre)

South on Mapleridge Road

Request for Decision

Southview Drive Traffic Calming After Study Results

Presented To:	Traffic Committee
Presented:	Tuesday, Apr 27, 2010
Report Date	Wednesday, Apr 21, 2010
Type:	Managers' Reports

Recommendation

That based on the results of the Southview Drive pilot project, By-Law 2009-36T, being a By-Law of the City of Greater Sudbury, to adopt a Traffic Calming Policy be approved on a permanent basis, and;

That staff be directed to bring forward a list ranking the roadways that qualify for traffic calming based on the approved Traffic Calming Policy, all in accordance with the report from the General Manager of Infrastructure Services dated April 21, 2010.

Background

Project History

The City has received numerous complaints in the past about speeding, trucks, high traffic volumes and aggressive driving on Southview Drive and Bouchard Street from Janmar Court to Regent Street (see Exhibit "A").

The need for all-way stops at Cranbrook Crescent and at the intersection of Southview Drive and Bouchard Street have been reviewed in the past, and are not warranted. Although commonly requested, all-way stops are not effective as speed control devices, and can actually increase mid-block speeds as drivers make up for lost time. The unwarranted installation of all-way stops can decrease safety due to driver disrespect and non-compliance, especially for young children who expect that drivers will obey the law. All-way stops also have a negative environmental and economic impact by increasing fuel consumption as well as air and noise pollution caused by the constant braking and acceleration.

To deal with illegal trucking along the corridor, truck prohibition signs have been installed and letters have been sent to commercial property owners on Kelly Lake Road. Two Radar Speed Display signs have been installed on Southview Drive, which have increased driver compliance with the speed limit.

To continue to find solutions to the traffic problems the City retained IBI Group in 2008 to

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Apr 21, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Apr 21, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Apr 22, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Apr 22, 10

develop a Traffic Calming Policy and undertake a traffic calming pilot project for the Southview Drive/Bouchard Street corridor. The Institute of Transportation Engineers defines traffic calming as "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users".

The study process involved a site visit to document the existing conditions along the route, and to gain an understanding of the issues surrounding the roadway. Speed studies, traffic volume counts and cut-through traffic were all reviewed by IBI Group. The study included two (2) public information meetings with area residents.

The first public meeting was held in May of 2008, and was intended to confirm the main issues with residents, present the results of the data collection, and introduce potential traffic calming measures.

IBI Group then began to develop alternative traffic calming plans for Southview Drive. The options reviewed included a "pedestrian oriented plan"; a "cycling oriented plan"; and a "full" traffic calming plan (see Exhibit "B"). The study recommended the implementation of the "full" traffic calming plan. The treatments recommended in the plan include the following:

1) Raised Median Island - West of Janmar Court

- Act as a gateway to the community
- Highlight the transition from rural to urban development
- Slow traffic by narrowing the lane and requiring vehicles to follow an indirect path

2) Curb Extensions at Kelly Lake Road

- Shorten crossing distance and improve safety for pedestrians
- Reduced turning radius to make it more difficult for trucks to turn

3) Raised Median Island - East of Stephen Street

- Slow traffic by narrowing the lane and requiring vehicles to follow an indirect path

4) Mid Block Curb Extension - Between East and West Leg of Cranbrook Crescent

- Improve visibility for vehicles exiting driveways on the north side of Southview Drive
- Slow traffic by narrowing the lane and requiring vehicles to follow an indirect path

5) Traffic Circle - Intersection of Southview Drive and Cranbrook Crescent East

- Area with high number of resident complaints about speeding and traffic volumes
- Greatest potential for speed reduction as they require a larger lateral shift for drivers to negotiate
- Does not deflect traffic vertically. Vertical elements are not approved for use on transit and emergency routes

6) Painted Centre Line - West of Bouchard Street

Traffic Calming devices were not recommended in this area due to the long horizontal curve and limited sight distance. However, as recommended in the Study, the centre line of Southview Drive was moved to the middle of the road to move westbound traffic away from the inside of the curve, allowing additional space for residents to back out of their driveways.

7) Raised Median Island - East of Marcel Street

- Serve as eastern gateway to the Southview Drive corridor
- Improve pedestrian safety by providing a refuge area in centre of road
- Slows traffic by narrowing the lane and requiring vehicles to follow an indirect path

The second public information meeting was held in June 2008 where IBI Group presented the preliminary preferred alternative, and received feedback from area residents.

In February 2009, City Council approved the Traffic Calming Policy for a one (1) year trial period. In March of 2009, IBI Group completed the traffic calming pilot project report for Southview Drive.

In June 2009, survey forms were delivered to all the properties on Southview Drive and Bouchard Street within the study area. The survey form included a layout and information about the preferred plan and requested that owners return the form indicating whether they supported the plan. A total of 87 responses were returned with an 86 percent support rate for the plan. This was well in excess of the 50 percent response rate and 60 percent approval rate required by the Traffic Calming Policy. In the Fall of 2009, the traffic calming devices were constructed along Southview Drive/Bouchard Street.

Upon completion of construction, the City received feedback both positive and negative towards the traffic calming devices. The following represents some of the negative comments received from residents and road users:

- Safety concerns
- Winter maintenance concerns
- Devices are not working to slow traffic
- Confusion about the traffic circle
- Difficulty accessing driveways near median islands
- Lack of devices west of the Southview Drive/Bouchard Street intersection

Subsequently, improvements have been made to signing and pavement markings along the corridor, and additional improvements are planned for this year, such as providing yellow hatching in advance of the medians and the traffic circle.

In order to determine the impact the traffic calming plan has had on speed, traffic volume and safety, staff has conducted a number of studies along the corridor this spring which are presented below:

Speed

High traffic speeds were identified by Southview Drive residents as a major concern prior to commencement of the traffic calming project, and at the May 8, 2008 public meeting.

Traffic speeds were measured prior to the installation of traffic calming devices by both City staff and the IBI Group. The results showed that the average speed for eastbound traffic ranged from 44 to 52 km/h along the corridor, while 85th percentile speeds ranged from 54 to 60 km/h. The 85th percentile speed is the speed at or below which 85 percent of drivers are travelling. This speed is used in the Traffic Calming Warrant and is a good indicator of how fast the majority of "reasonable" drivers are travelling.

City staff conducted additional speed studies in March and April 2010 to determine the effect that the implemented traffic calming devices has had on the average and 85th percentile speeds. The results of before and after speed studies are presented in Exhibits 'B' and 'C' and summarized below:

1) Raised Median Island - West of Janmar Court

As shown in Exhibit 'B' and 'C', the results of the speed studies show that average speed was reduced by 3.0 km/h for eastbound traffic and 0.7 km/h for westbound traffic. The 85th percentile speed was reduced by 6.9 km/h for eastbound traffic and 3.3 km/h for westbound.

The Canadian Guide to Neighbourhood Traffic Calming indicates that a 3 km/h reduction in the 85th percentile speed was achieved in a study in Maryland, U.S.A. using raised median islands.

These results indicate that the raised median island at this location has significantly reduced vehicle speeds for both eastbound and westbound traffic in this area. The results at this location have met and exceeded expectations based on previous studies.

2) Raised Median Island - East of Stephen Street

A speed study was conducted by City staff using the radar speed display sign that is installed between the two legs of Cranbrook Crescent from June 18, 2008 to August 18, 2008. The data collected from the speed signs on Southview Drive does not indicate direction of travel. Therefore, staff could only determine the average and 85th percentile speeds of the combined traffic which was 50.9 km/h, and 58.0 km/h respectively.

The post Traffic Calming Study at this location showed a 1.5 km/h reduction in the average speed, and a 2.0 km/h reduction in the 85th percentile speed.

While the speed reduction was not as great as achieved west of Janmar Court, these results fall within the expectations of the project. Speed reductions at narrowings are achieved by reducing lane widths. The more narrow the lane width, the greater the reduction in speed. However, as lane widths are reduced additional operational challenges are introduced.

3) Mid-Block Curb Extension - Between East and West Legs of Cranbrook Crescent

The results of the before and after speed studies at this location shows that the average speed for eastbound and westbound traffic was reduced by 1.9 km/h and 0.7 km/h respectively. The reduction in the 85th percentile speed was even greater at 5.3 km/h for eastbound traffic and 3.3 km/h for westbound traffic.

The Canadian Guide to Neighbourhood Traffic Calming indicates that when curb extensions have been installed on a collector road, the City of Ottawa has seen reductions of up to 8 km/h while the cities of Burlington and Kitchener have seen reductions of 2 km/h.

These results indicate that the curb extensions at this location have significantly reduced vehicles speeds for both eastbound and westbound traffic in this area.

4) Traffic Circle - Intersection of Southview Drive and Cranbrook Crescent East

A speed study was conducted by City staff using the radar speed display sign that is installed west of Cranbrook Crescent from June 18, 2008 to August 18, 2008. The results show that the average speed recorded was 47.0 km/h, while the 85th percentile speed

was 54.0 km/h before the traffic circle was installed.

City staff performed a post installation speed study at this location from March 9th to 19th, 2010. The results show the average speed was 41 km/h (6.0 km/h reduction), while the 85th percentile speed was 49 km/h (5.0 km/h reduction).

It should be noted that the radar display sign is actually recording speeds east of the circle. An additional speed study taken directly at the circle showed even lower speeds. The results show the average speed was 34.8 km/h (12.2 km/h reduction) while the 85th percentile speed was 40.2 km/h (13.8 km/h reduction).

The Canadian Guide to Neighbourhood Traffic Calming indicates municipalities have observed 85th percentile speed reductions ranging from 1 km/h (Richmond Hill, Ontario) to 21 km/h (Boulder, Colorado, U.S.A.) with the median (50th percentile) speed reduction being 6 km/h when using traffic circles.

These results indicate that the traffic circle installed at this location has achieved the highest reduction in speeds within the study area.

5) No Traffic Calming Devices between Cranbrook Crescent and Bouchard Street

City staff performed a speed study on March 23rd and 24th, 2010 on the horizontal curve, west of Bouchard Street, where no traffic calming devices were installed. The results of the speed study showed that the average speed for eastbound traffic was 52.1 km/h and 53 km/h for westbound traffic, while the 85th percentile speed was 56.3 km/h for eastbound traffic and 57.9 km/h for westbound traffic.

There were no speed studies taken directly in this area prior to Traffic Calming. Therefore, the speed in this area was compared to the vehicle speeds recorded by the IBI Group between the two legs of Cranbrook Crescent. The results show that the average speed increased by 0.1 km/h and 3.0 km/h in the eastbound and westbound directions, but decreased in the 85th percentile speed by 3.7 km/h for eastbound traffic and 0.1 km/h for westbound traffic.

These results appear to confirm the concerns that residents have expressed to City staff that there has been no significant reduction in vehicle speeds in this area since traffic calming was implemented on Southview Drive.

6) Raised Median Island - East of Marcel Street

A speed study conducted by the IBI Group on April 22nd and 23rd, 2008 at this location concluded that the average speed was 44 km/h for eastbound traffic and 47 km/h for westbound traffic, while the 85th percentile speed was 50 km/h for eastbound traffic and 55 km/h for westbound traffic.

As shown on Exhibits 'B' and 'C', the results of the after study indicate only a modest reduction in operating speed was achieved in this area (0.1 km/h to 1.9 km/h).

While the results do not indicate a significant reduction in vehicles speeds for either direction of traffic, it is important to note that vehicle speeds at this location were the lowest in the study area prior to traffic calming being installed.

Volume

High traffic volumes were identified by Southview Drive residents as an area of concern prior to commencement of the Traffic Calming Project and at the May 8, 2008 public meeting. In April 2008, the IBI Group recorded volume in 3 locations on Southview Drive. These volumes were factored by City staff to determine the AADT at each location (see Exhibit 'D'). Staff collected volume data at the same three (3) locations in March 2010. The results show that traffic volume appears to have decreased significantly on Bouchard Street, west of Marcel Street by 1,600 vehicles. However, they have increased slightly between both legs of Cranbrook Crescent by 400 vehicles. These results may be affected by the current labour dispute, and City staff will collect additional volume studies in the future to validate these results.

Truck Traffic

A major concern of Southview Drive residents prior to undertaking the traffic calming project was the significant amount of illegal truck traffic using the corridor. Since traffic calming measures were implemented, fewer complaints have been received regarding prohibited trucks using this corridor.

Collision Analysis

A desired effect of traffic calming is to reduce the number of collisions that involve vulnerable road users such as pedestrians and cyclists, or that may have been caused by vehicles travelling at excessive speeds or aggressive driver behaviour.

City staff reviewed collision data from January 1, 2008 to June 31, 2009. During this time frame, there were ten reported collisions that occurred between Janmar Court and Regent Street, excluding the intersection of Bouchard Street and Regent Street. Of these ten reported collisions, no collisions involved vulnerable road users, and staff identified six (6) collisions that may have been preventable by the installation of traffic calming measures. The collision data was reviewed from September 1, 2009 to March 31, 2010 after the traffic calming measures were installed. During this time frame, there were five reported collisions within the study area. Of these five reported collisions, no collisions involved vulnerable road users while four of the collisions may have been the result of vehicles travelling at excessive speeds or aggressive driver behaviour.

The City's maintenance staff also had to replace the hazard markers on the various traffic calming devices. This may be indication of unreported collisions or acts of vandalism.

Since only a seven month period has lapsed, it is difficult to assess if the installed traffic calming measures have had an effect on the number of collisions in the study area.

Maintenance

Snow plowing issues around the traffic calming measures was a concern raised by many people. During this past winter season (November 1, 2009 to April 13, 2010) there were only two winter maintenance calls logged by the City regarding the installed traffic calming devices. The low number of maintenance calls received this season may be due more to the lack of snowfall events than the design of the traffic calming devices. The costs and complaints related to winter maintenance will need to be monitored in the future.

Robinson Drive

One of the goals of traffic calming is to not move the problems to a parallel street in the neighbourhood. In this area, Robinson Drive would be the most likely roadway to be used to by-pass the Southview Drive corridor.

To determine if traffic calming on Southview Drive has had any adverse effect on Robinson Drive, traffic volume and speed studies were conducted before and after the traffic calming measures were constructed. The traffic volume count conducted on Robinson Drive, between the two legs of Strathmere Crescent, shows there was a slight decrease in the annual average daily traffic volume (AADT) after traffic calming was constructed. In June 2009 the AADT was 1,130 compared to 1,070 in April 2010.

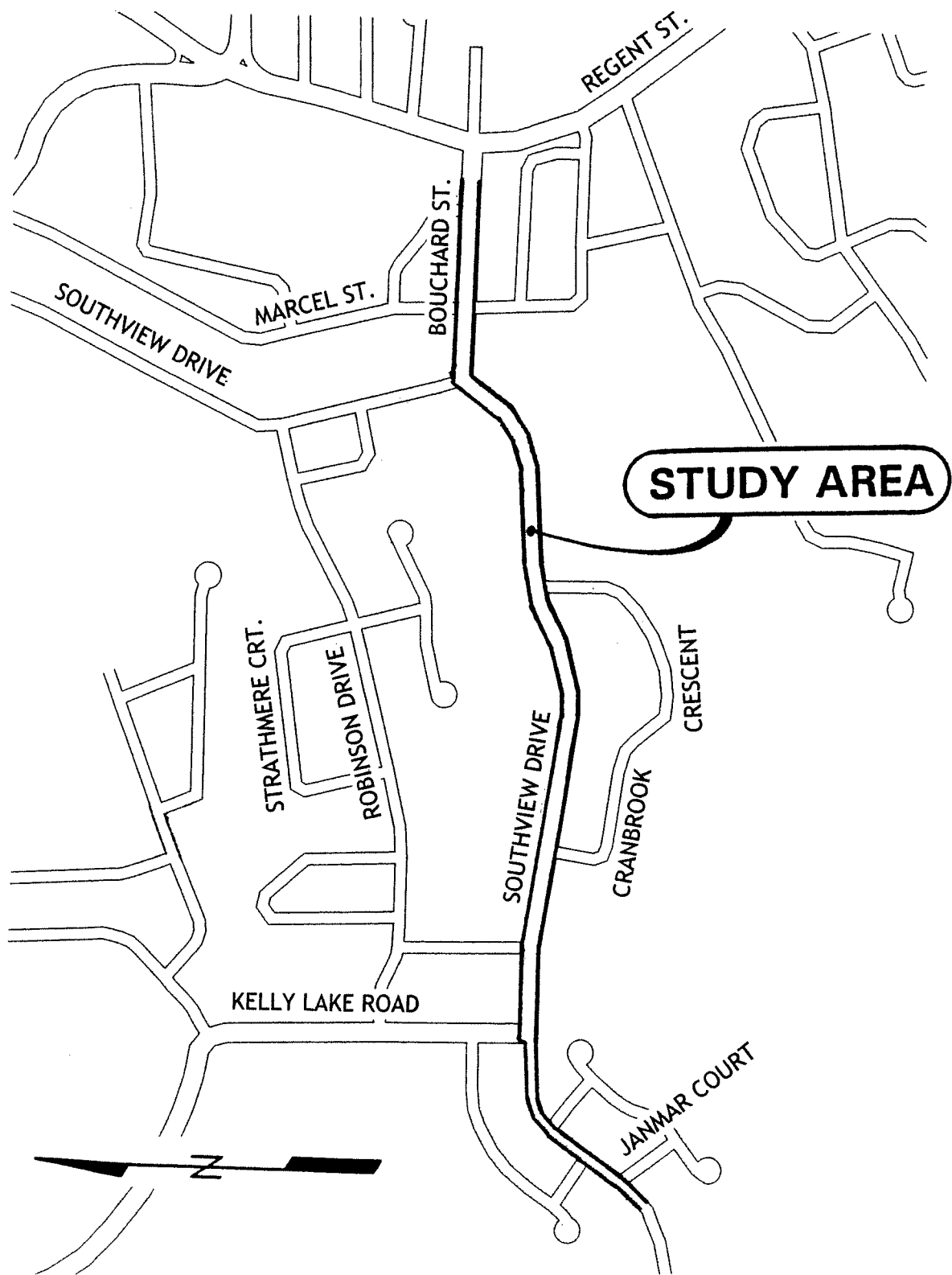
Speed studies conducted at the same location revealed a slight increase in average speed after the traffic calming measures were introduced. The average speed increased by 1 km/h from 46 km/h to 47 km/h respectively.


Comments received by the residents of Robinson Drive indicate that they have not noticed a change in traffic patterns on their street since traffic calming was installed.

Conclusion

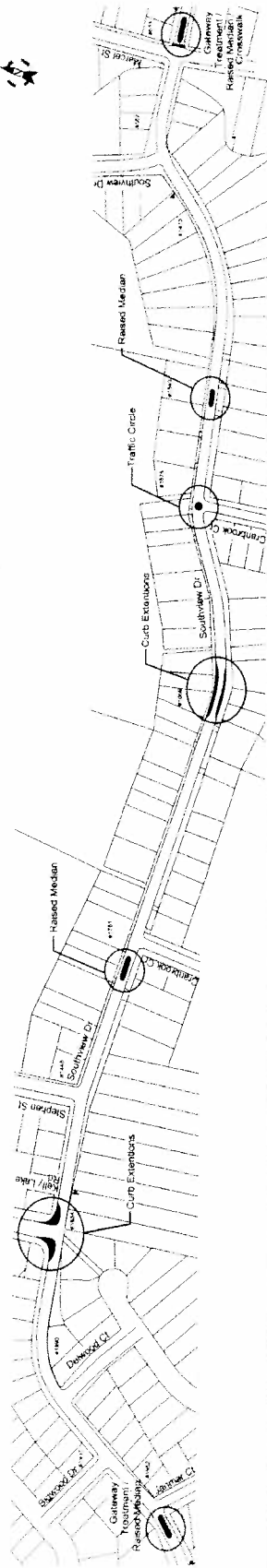
The results of the before and after studies show that the traffic calming devices have been successful in reducing vehicle operating speeds. Therefore staff recommends that the Traffic Calming Policy be adopted on a permanent basis.

EXHIBIT: A

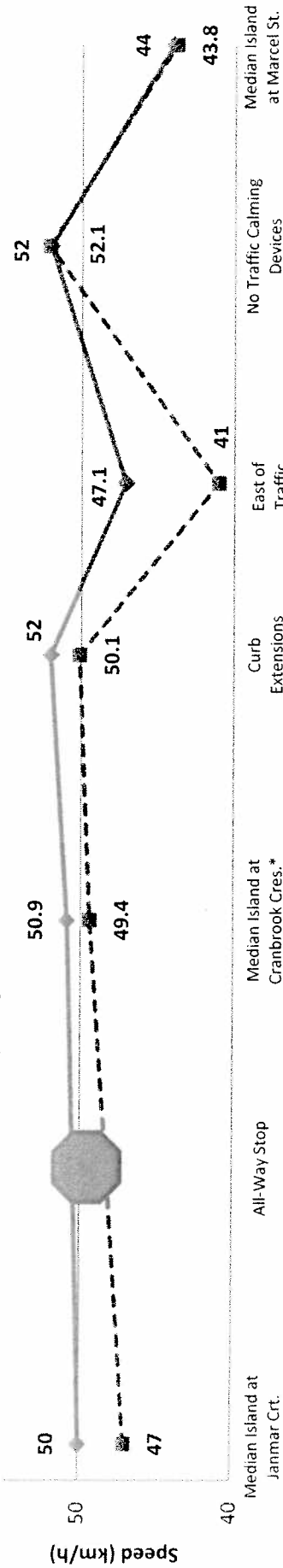


	SOUTHVIEW DRIVE TRAFFIC CALMING	
	AFTER STUDY RESULTS	
	NOT TO SCALE	Page 40 of 53 2010 - 04 - 19

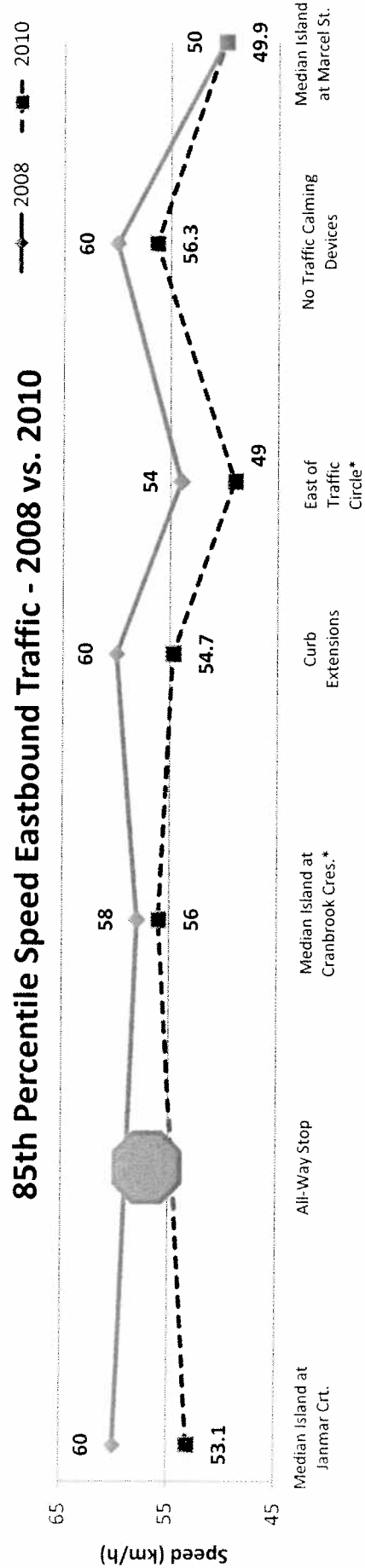
Southview Drive / Bouchard Street - Traffic Calming "Fuji Plan"



Average Speed Eastbound Traffic - 2008 vs. 2010

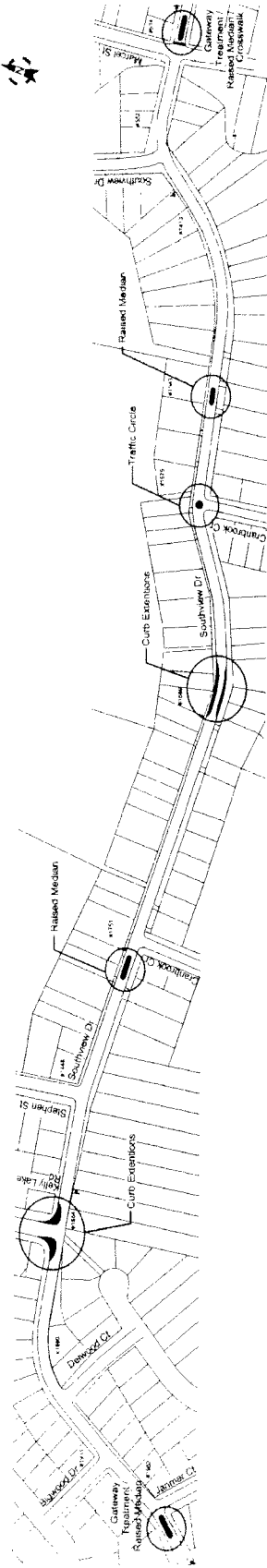


85th Percentile Speed Eastbound Traffic - 2008 vs. 2010

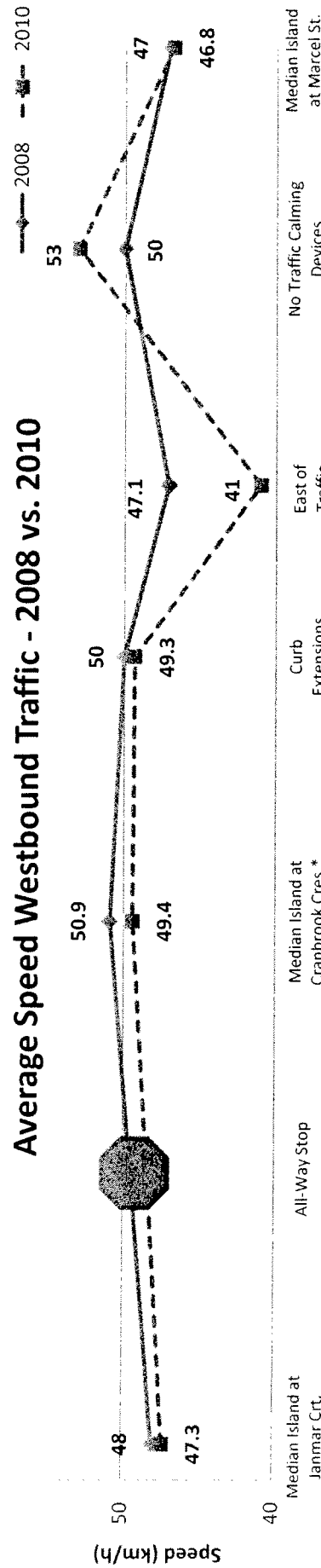


Data recorded at these locations does not record direction of travel. Displayed speeds are for combined Eastbound and Westbound traffic.

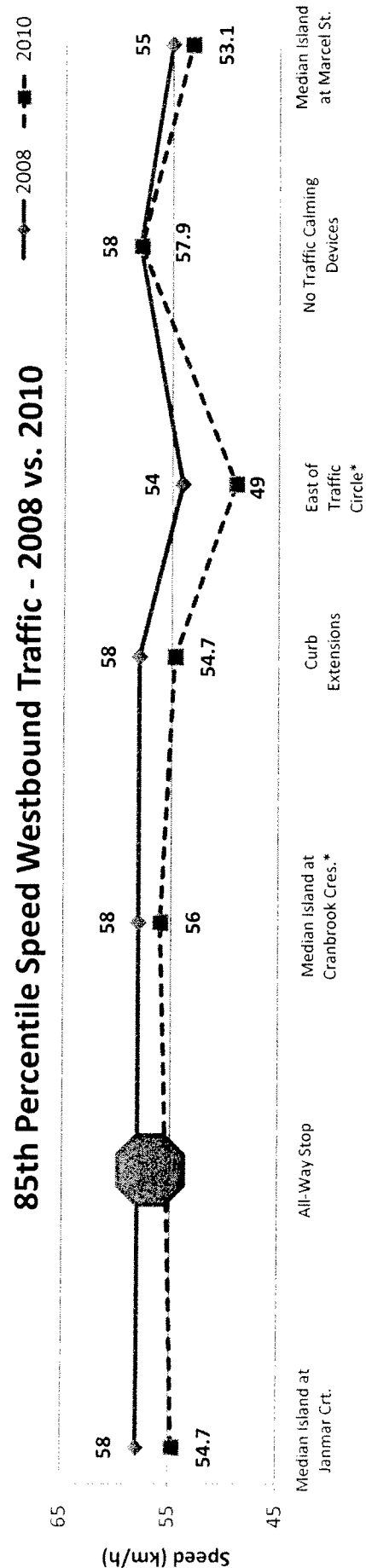
Southview Drive / Bouchard Street - Traffic Calming "Full Plan"



Average Speed Westbound Traffic - 2008 vs. 2010



85th Percentile Speed Westbound Traffic - 2008 vs. 2010



*Data recorded at these locations does not record direction of travel. Displayed speeds are for combined Eastbound and Westbound traffic.

Southview Drive/Bouchard Street AADT

	April 2008	March 2010	Difference	
			# of Vehicles	%
Between Janmar Court and Bigwood Drive	1930	1900	-30	-1.6
Between the legs of Cranbrook Crescent	9060	9470	410	4.5
Between Southview Drive and Marcel Street	11010	9420	-1590	-14.4

Presented To:	Traffic Committee
Presented:	Tuesday, Apr 27, 2010
Report Date	Tuesday, Apr 20, 2010
Type:	Managers' Reports

Request for Decision

Walford Road - Parking Restrictions

Recommendation

That parking be prohibited on both sides of Walford Road from 61 metres east of Paris Street to 275 metres east of Paris Street, between the hours of 6:00 a.m. and 7:00 p.m., each day and;

That parking be prohibited on both sides of Walford Road from Paris Street to 61 metres east of Paris 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 all in accordance with the report from the General Manager of Infrastructure Services dated April 21, 2010.

Background

The City's Roads and Transportation Services Division received a petition from the residents of Walford Road requesting that parking be prohibited on both sides of Walford Road East (see Exhibit 'B'). At their meeting on December 3rd, 2009, the Traffic Committee agreed to defer the request until the parking issues at the Sudbury Regional Hospital – Laurentian Site have been addressed. Recently Councillor Caldarelli has asked that the request be brought back to the Traffic Committee for consideration.

The section of Walford Road under review is designated as a collector roadway located east of Paris Street (see Exhibit 'A'). Walford Road provides access to the local residential properties and the Idylwyld Golf and Country Club at the east end of the road. In this area, Walford Road is constructed to an urban standard with an asphalt surface width of 10 metres and a sidewalk on the north side.

Recently, the Sudbury Regional Hospital has closed the St. Joseph site on Paris Street and relocated staff and patient care to the new hospital site located north of Walford Road. 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 Walford Road adjacent to the south limit of their parking lot.

The primary function of a public road is for the safe movement of traffic. On-street parking is usually

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
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Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Apr 21, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Apr 22, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Apr 22, 10

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.

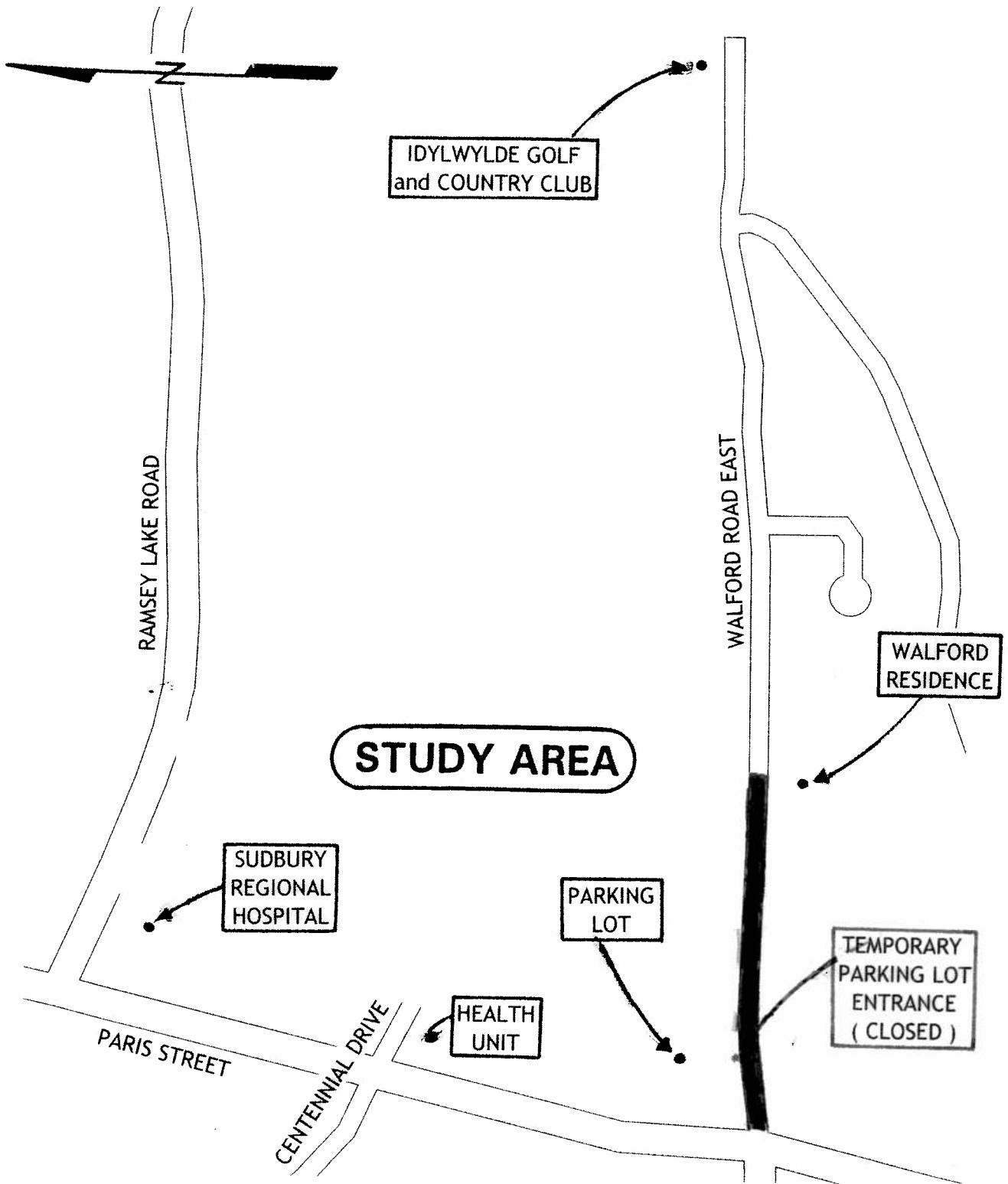
Parking is currently prohibited on the north side of Walford Road from Paris Street to 46 metres east of Paris Street, and on the south side of Walford Road from Paris Street to 61 metres east of Paris Street. Parking is also prohibited on the south side of Walford Road from Nephawin Road to the east end.


In order to try and eliminate the long term hospital parking problem, while still maintaining some on-street parking for residents, it is recommended that parking be prohibited on both sides of Walford Road from 61 metres east of Paris Street to the Walford Residence located 275 metres east of Paris Street, between the hours of 6:00 a.m. and 7:00 p.m. This time period should cover the various shifts at the hospital while leaving evening parking available for residents. While it is difficult to know how far people will walk for free parking, the Walford Residence is a good starting point for the easterly limit. If the parking problems move further to the east, then the parking restrictions can be extended in the future.

It is also recommended that the parking prohibition near Paris Street be evened out so that parking is prohibited on both sides of Walford Road from Paris Street to 61 metres east of Paris Street.

Councillor Caldarelli has indicated her support for Staff's recommendation.

EXHIBIT: A



	WALFORD ROAD	
	PARKING RESTRICTIONS	
	NOT TO SCALE	Page 46 of 53 2019-04-19

INTEROFFICE MEMO

DATE: November 27, 2009

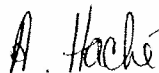
TO: G. Clausen, General Manager of Infrastructure Services

FROM: A. Haché, City Clerk

RE: **Petition - Parking on Walford Road & Emergency Exit from Hospital**

At the City Council meeting of November 25, 2009, Councillor Caldarelli submitted a petition to the City Clerk regarding requesting that a "No Parking – Both Sides" sign be installed on Walford Road at the bottom of the hill by Paris Street and that the 'emergency exit' on Walford Road from the hospital not be opened for permanent daily use, signed by approximately 48 residents of Walford Road.

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.



Angie Haché
City Clerk

/fb

Attachment

cc: R. Falcioni, Director of Roads & Transportation

November 20, 2009

City of Greater Sudbury
200 Brady Street
P.O. Box 500
Station A
Sudbury, Ontario
P3A 5P3

ATTENTION: **FRANCES CALDARELLI - WARD 10**
Phone: 671-2224 - Fax: ~~671-2408~~ 671-7176

RE: 1. Hospital Visitors/Staff Parking on Walford Road
2. Use of Emergency Exit from Hospital to Walford Road

As a resident of Walford Road I would like to voice my concerns with the staff and visitors of the Sudbury Regional Hospital Laurentian Site using our street as an extension of the Hospital parking lot – presumably to avoid paying the \$4.00/day or the \$50.00/month parking fee for that Site.
The Hospital parking lot is extensive, and fully capable of handling these parking requirements.

Walford Road is a narrow, residential street without adding more congestion, to an already very busy traffic flow.

We currently have the Idylwyde Golf & Curling Club traffic; the Walford Seniors Home; students walking to attend the 3 schools at the West End of Walford (MacLeod Public School; St. Theresa, and Lockerby Composite Highschool) there is also school buses picking up and dropping off children twice daily; and of course, the daily use by the residents of our road.

Apparently, (according to the By-Law Office) it is legal to park on the side of the road for a period of 4 hours. I feel that even for that length of time, the obstruction of 2-way traffic is greatly hindered. This is in evidence now, with Winter approaching it will be even worse

I am suggesting that a "No Parking – Both Sides" sign be installed at the bottom of our hill by Paris Street. This should suffice to inform the Public. I certainly would not want a series of signs lining Walford Road as this would be unnecessary; visual clutter.

In reference to the Emergency Exit – there have been "rumblings" that it be opened up for permanent daily use – I am totally against that be instituted for the same above concerns.

Thanking you in advance for your consideration of these matters.

Sincerely,



D. Richer
141 Walford Road
Sudbury, Ontario P3E 2G8

Cc: David Kivi
Traffic Committee
1800 Frobisher Street
Sudbury, Ontario P3A 4R7
Phone: 671-2489 Fax: ~~671-2489~~ 560-9798

cc: Dr Roy, Chief Executive Office
Sudbury Regional Hospital

**PETITION RE: HOSPITAL STAFF/VISITORS PARKING ON WALFORD ROAD /
USE OF EMERGENCY EXIT ON WALFORD ROAD**

NAME	ADDRESS
Dorothy A. Wall	15 Walford Rd.
Lorraine Manninen	73 Walford Rd.
Peter Manninen	73 Walford Rd.
Toini Tupakka	67 Walford Rd.
Tammy Chequis and Rob Rice	79 Walford Rd.
Sharon Regent	85 Walford Rd.
Sharon	86 Walford Rd.
R. Tate (R. TATE)	104 Walford Rd.
Debi Polano	96 Walford Rd.
Barbara Polano	96 Walford Rd.
Liz Nichols	135 Walford Rd.
Wayne Buckingham	149 Walford Rd.
Graeme Mount	150 Walford Rd.
Cicile Pollasel	127 Walford Rd.
Bruno Pollasel	127 Walford Rd.
Pat Pulladine -	120 Walford Rd.
R. Mount R. MOUNT	142 Walford Rd.
Yajima Carmiello	158 Walford Rd.
Mike	166 Walford Rd.
MARY LIND	269 Walford Rd.

December 2, 2009

City of Greater Sudbury
200 Brady Street
P.O. Box 500
Sudbury, Ontario P3A 5P3

ATTENTION: **FRANCES CALDARELLI – WARD 10**
Phone: 671-2224 Fax - 671-7176

RE **1. Clarification of sign to be posted for parking on Walford Road East**
2. Closure of South Tower Side Entrance – to be used for Emergency Use only

I am writing to respond to my notice of Councillor Caldarelli's submission to the City Clerk re: No Parking Both Sides Signs to be installed at the bottom our hill by Paris Street.

We are asking that the sign posting be **very clear - that the No Parking Both Sides would be enforced for the entire length of Walford Road East (not only at the top of the hill by the Emergency Exit).** We already have no parking at the end of our road by the Idylwyde Golf and Curling Club to advise the patrons that they must use their parking facility only, as the neighbours at that end of our road were having difficulty accessing and leaving their driveways.

Although the major contributor to the parking on the sides of our road is Hospital staff and visitors, unfortunately we do have a select few neighbours who do not monitor where their residents and guests of their home park – which also compounds and adds to the congestion and bottleneck driving on our road. ***We all have difficulty safely entering and exiting our driveways, in any season. This sign would clearly rectify that problem.***

It has been noted that since the South Tower Side Entrance has been temporarily closed (November 27, 2009 for 2 weeks only) there has been significant less cars parked on Walford Road. I assume the option of parking on Walford Road for free, and facing the long walk from the road, across the parking lot, up the hill to the Main Entrance of the Hospital, is a bit too labour intensive, the option being, ***paying for parking***, and having close proximity to the Hospital. My suggestion would be to have the South Tower Exit as is an Emergency Exit only which discourage people from parking on our road..

To address Mr. Sean Barrette's Communication Officer for Sudbury Regional Hospital's concern that when we have a single site Hospital – with 1400 staff – the Hospital might have to resubmit a request to reopen the Emergency Exit – I would bring to Mr. Barrette's attention that in the next few weeks Ellis Don and Ontario Electric will be leaving – giving the Hospital even more parking than they do now.

As a daily walker/runner across this parking lot - it has always be very clearly evident that this parking lot is very extensive. The 1400 staff – will not be on site at the same time; there will be staggering shifts – therefore there will not be a necessity to open up the Emergency Exit – the Ramsey Lake Road and Paris Street Exits will be more that accommodating for this traffic flow of staff and visitors.

Thanking you in advance for consideration of these matters.

Sincerely



D. Richer
141 Walford Road
Sudbury, Ontario P3E 2G8

Cc: G. Clausen General Manager of Infrastructure Services
✓ R. Falcioni, Director of Roads & Transportation

cc: Sean Barrette, Communications Officer

Request for Decision

Truck Routes

Presented To:	Traffic Committee
Presented:	Tuesday, Apr 27, 2010
Report Date	Tuesday, Apr 20, 2010
Type:	Managers' Reports

Recommendation

That the following roadways be added to the list of truck routes contained in Schedule "Q" to By-Law 2010-1:

- Old Highway 17 - From Highway 17 West to Kelly Lake Road
- Radar Road - From Cote Boulevard to Skead Road
- Skead Road - From Falconbridge Highway to Poupore Road
- Moose Mountain Mine Road (M.R. 84) - From Sellwood Avenue to North End

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 April 21, 2010.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Apr 21, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Apr 21, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Apr 22, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Apr 22, 10

Background

The City's Roads and Transportation Department has recently reviewed the City's designated Truck Route By-Law, and noted that a number of arterial roadways have been omitted from Schedule "Q" of By-Law 2010-1. Skead Road, Radar Road, M.R. 55 west of Kelly Lake Road, and Moose Mountain Mine Road (M.R. 84) north of Capreol have all been left off of the Schedule. A review of the previous Traffic and Parking By-Laws shows that these roadways were truck routes in the past. Likely, these routes were inadvertently removed from the list after amalgamation when the former "Regional Road" system was eliminated.

Skead Road, Radar Road, M.R. 55 west of Kelly Lake Road, and Moose Mountain Mine Road (M.R. 84) north of Capreol are all designated as arterial roads that are designed to carry the loads of heavy vehicles. Staff recommends that they be added back into Schedule "Q" of By-Law 2010-1.

THE CITY OF GREATER SUDBURY
SCHEDULE “Q” TO BY-LAW 2010-1

DESIGNATED TRUCK ROUTES

<u>(1)</u> <u>Highway</u>	<u>(2)</u> <u>From</u>	<u>(3)</u> <u>To</u>
<u>Add:</u> Old Highway 17 (Sudbury/Walden)	Highway 17 West	Kelly Lake Road
Radar Road (Valley East/Nickel Centre)	Cote Boulevard	Skead Road
Skead Road (Nickel Centre)	Falconbridge Hwy.	Poupore Road
Moose Mountain Mine Road (Capreol)	Sellwood Avenue	North End