

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, March 22nd, 2010

at 5:30 pm

Committee Room C-10, Tom Davies Square

TRAFFIC COMMITTEE AGENDA

For the 11st Traffic Committee Meeting
to be held on **Monday, March 22, 2010**
Committee Room C-10, Tom Davies Square at 5:30 pm

COUNCILLOR JOE CIMINO, CHAIR

Joscelyne Landry-Altmann, Vice-Chair

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

COMMUNITY DELEGATIONS

1. A Green Approach to Overnight Traffic Signals
(**VERBAL PRESENTATION**) (**FOR INFORMATION ONLY**)
 - Dan Lee

MANAGERS' REPORTS

2. Report dated March 16, 2010 from the General Manager of Infrastructure Services regarding School Zone Speed Limit - School Street and Creighton Road, Copper Cliff. **4 - 7**
(**RECOMMENDATION PREPARED**)
(The report recommends that the speed limit on School Street from Godfrey Drive to Creighton Road and the speed limit on Creighton Road from School Street to Godfrey Drive be reduced to 40 km/h.)
3. Report dated March 16, 2010 from the General Manager of Infrastructure Services regarding New Traffic Signal Installations - Intersection of Regent Street and Mallard's Landing Drive/Cam Street. **8 - 10**
(**RECOMMENDATION PREPARED**)

(As part of the City's Capital Construction Program, new traffic signals are being constructed at the intersection of Regent Street and Mallard's Landing Drive/Cam Street. The contract for this project will be tendered in the spring and it is expected that the project will be completed later this summer. An amendment to the City's Traffic and Parking By-Law 2010-1 is required to implement the new traffic signals.)

4. Report dated March 16, 2010 from the General Manager of Infrastructure Services regarding Traffic Control - Cedar Green Subdivision. **11 - 13**
(RECOMMENDATION PREPARED)
(Cedar Green Subdivision is currently being developed in Nickel Centre and will require the City of Greater Sudbury to assume new public roadways. The report recommends that a "Stop" sign be installed for the newly created intersection of Alphine Street and Oakdale Street.)
5. Report dated March 18, 2010 from the General Manager of Infrastructure Services regarding Overnight Parking - Winter Months. **14 - 18**
(RECOMMENDATION PREPARED)
(The report recommends overnight parking prohibition during winter months that currently ends on March 31st be extended to and including May 15th of each year.)
6. Report dated March 17, 2010 from the General Manager of Infrastructure Services regarding Reduced Load Period - New Highway Exemptions. **19 - 21**
(RECOMMENDATION PREPARED)
(The report recommends that certain highways be exempt from the City's reduced load restrictions. In addition to these new highway exemptions, the required By-Law amendment will include some house keeping items.)
7. Report dated March 17, 2010 from the General Manager of Infrastructure Services regarding Request for Traffic Studies - Recommended Procedure. **22 - 24**
(RECOMMENDATION PREPARED)
(The report recommends a procedure for dealing with traffic requests.)

Adjournment (Resolution Prepared)

LISA OLDRIDGE, DEPUTY CITY CLERK

LIZ COLLIN, PLANNING COMMITTEE SECRETARY

Request for Decision

School Zone Speed Limit - School Street and Creighton Road, Copper Cliff

Presented To:	Traffic Committee
Presented:	Monday, Mar 22, 2010
Report Date	Tuesday, Mar 16, 2010
Type:	Managers' Reports

Recommendation

That the speed limit on School Street from Godfrey Drive to Creighton Road, and the speed limit on Creighton Road from School Street to Godfrey Drive be reduced to 40km/h due to the presence of Copper Cliff Public School, and;

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

Background:

The City's Traffic and Transportation Engineering Section received a request from the Principal of Copper Cliff Public School to reduce the speed limit on School Street and Creighton Road to 40 km/h.

Copper Cliff Public School is a primary grade aged school situated at the corner of School Street and Creighton Road (see Exhibit "A"). School Street is a local residential roadway that is constructed to a semi-urban standard with a ditch along the north side, a sidewalk along the south side and an asphalt surface width of approximately 7 metres.

Creighton Road is a local residential roadway that is constructed to semi-urban standard with a ditch and creek along the south side, a sidewalk along the north side and an asphalt surface width of approximately 8 metres.

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

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

- That a speed zone be installed at schools with primary grade aged students.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Mar 16, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Mar 17, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Mar 17, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Mar 18, 10

- That the school speed zone be limited to residential streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 50 km/h.
- That if schools are closed, the speed limit will revert back to 50 km/h.
- That only those requests that meet the above four criteria be brought forward by staff to City Council for consideration.

As the request is in keeping with the City's Policy, staff recommends that the speed limit on School Street and Godfrey Drive to Creighton Road and the speed limit on Creighton Road from School Street to Godfrey Drive be reduced to 40 km/h.

As part of the 2010 City Budget, staff brought forward a budget enhancement to accelerate the standardizing of school zone speed limits over a two year period throughout the City of Greater Sudbury. This budget enhancement was not approved. Therefore, staff will continue to bring forward requests that meet the approved Policy within approved budgets.

CITY OF GREATER SUDBURY

SCHEDULE "U" TO BY-LAW 2010-1

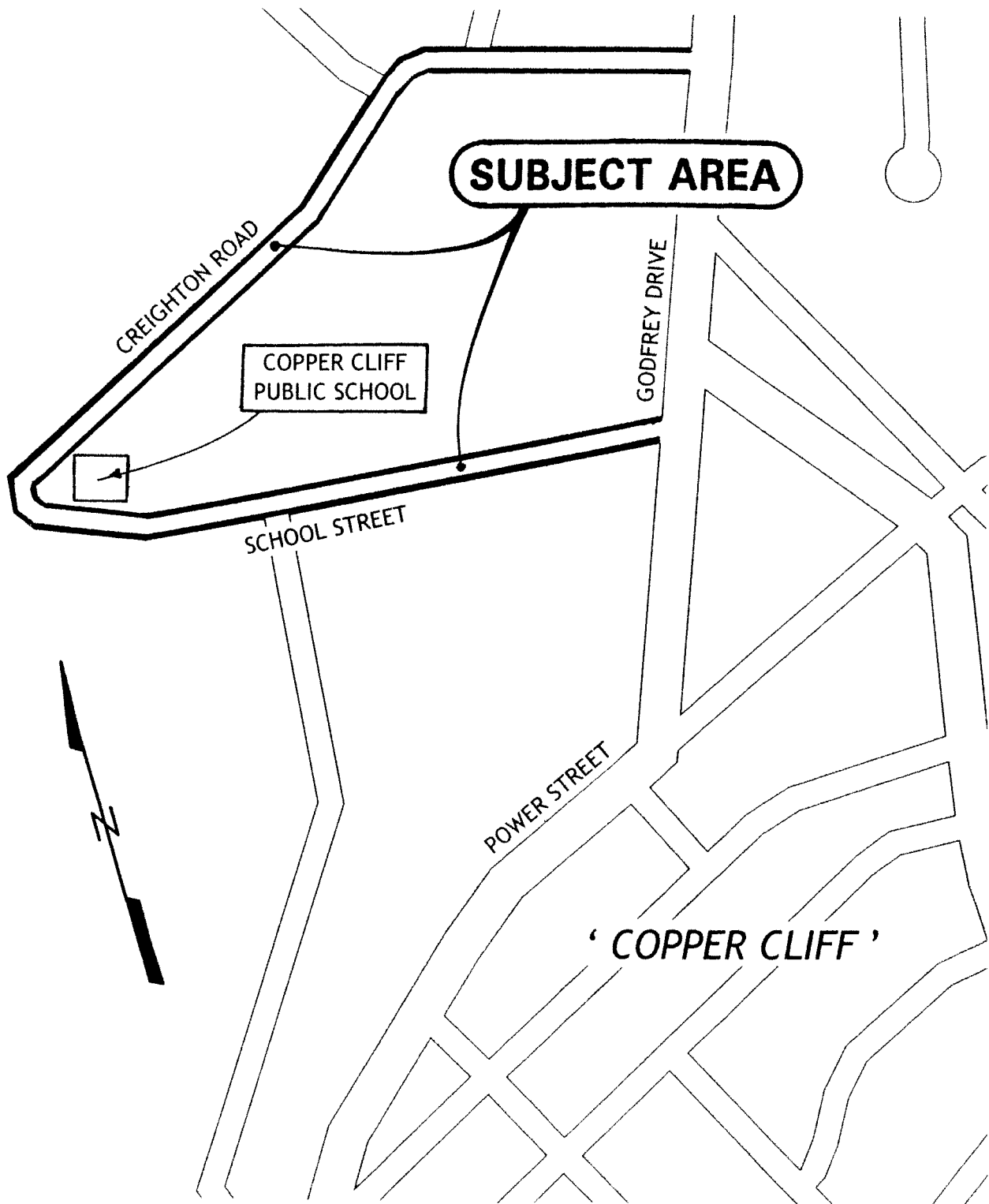
HIGHER OR LOWER RATES OF SPEED THAN
THAT PRESCRIBED BY THE REGIONAL ACT
OF THE HIGHWAY TRAFFIC ACT


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

ADD:

School Street (Sudbury)	Godfrey Drive	Creighton Road	40
Creighton Road (Sudbury)	Godfrey Drive	School Street	40

EXHIBIT: A



	SCHOOL STREET and CREIGHTON ROAD, COPPER CLIFF	
	SCHOOL ZONE SPEED LIMIT	
	NOT TO SCALE	2010 - 03 - 12

Request for Decision

New Traffic Signal Installations - Intersection of Regent Street and Mallard's Landing Drive/Cam Street

Presented To:	Traffic Committee
Presented:	Monday, Mar 22, 2010
Report Date	Tuesday, Mar 16, 2010
Type:	Managers' Reports

Recommendation

That traffic signals be installed at the intersection of Regent Street and Mallard's Landing Drive/Cam Street as approved as part of the 2010 Roads Capital Budget, 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 in accordance with the report from the General Manager of Infrastructure Services dated March 22, 2010.

Finance Implications

There is no budget impact as funding for this installation has been provided for in the 2010 Roads Capital Budget.

Background

As part of the City's 2010 Capital Construction Program, new traffic signals are being constructed at the intersection of Regent Street and Mallard's Landing Drive/Cam Street (see Exhibit "A"). The contract for this project will be tendered by the City and it is expected that the project will be completed later this summer.

An amendment to the City's Traffic and Parking By-law 2010-1 is required to implement the new traffic signals.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic Engineering Services
Digitally Signed Mar 16, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation Services
Digitally Signed Mar 17, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure Services
Digitally Signed Mar 17, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Mar 18, 10

THE CITY OF GREATER SUDBURY
SCHEDULE "A" TO BY-LAW 2010-1

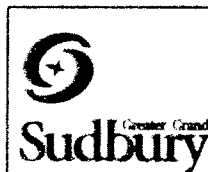
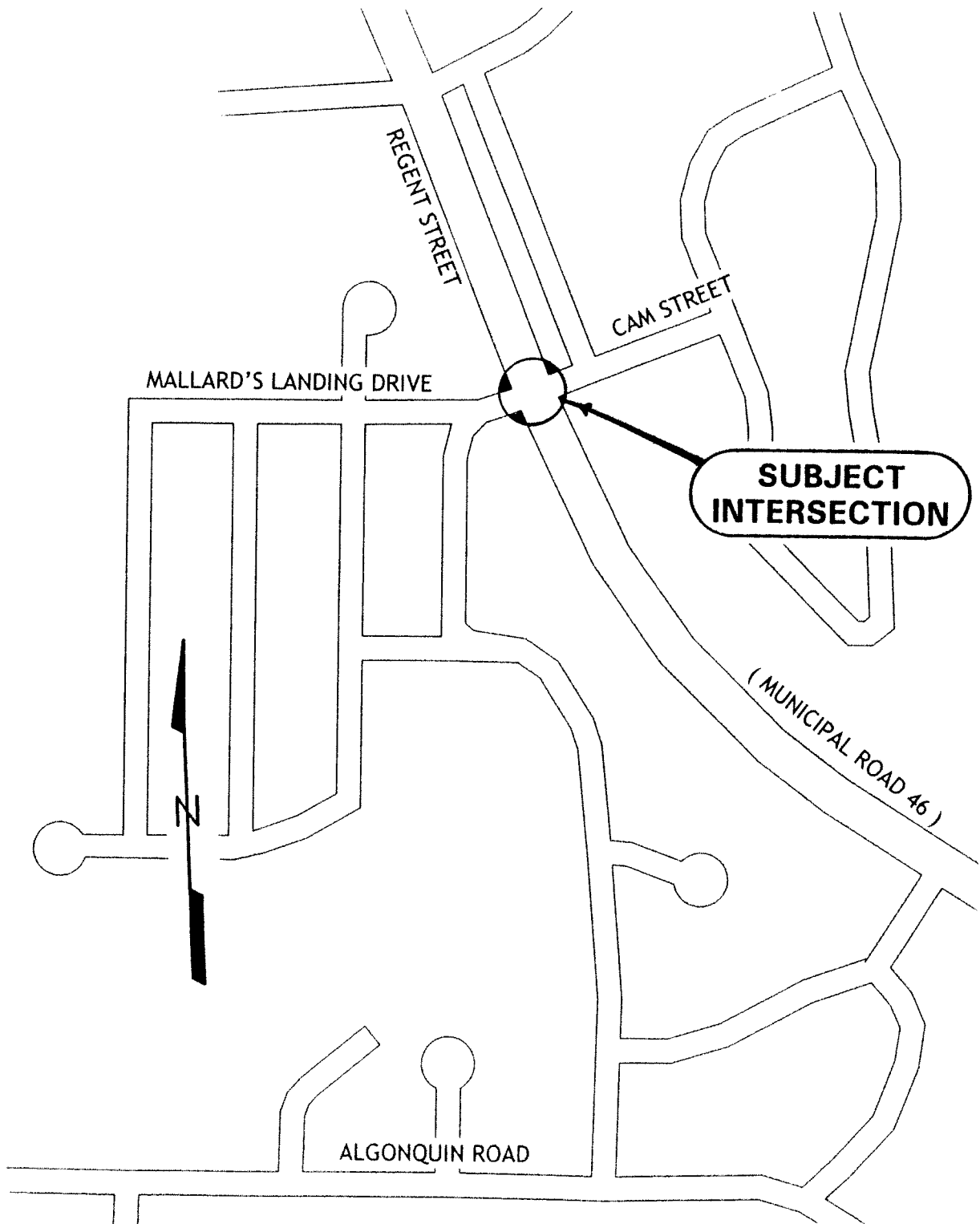
Placement of Traffic Control Signal System Devices

Add:

Location

Regent Street and Mallard's Landing Dive and Cam Street

EXHIBIT: A



REGENT STREET,
MALLARD'S LANDING DRIVE and CAM STREET

NEW TRAFFIC SIGNAL INSTALLATIONS

NOT TO SCALE

2010 - 03 - 12

Request for Decision

Traffic Control - Cedar Green Subdivision

Presented To:	Traffic Committee
Presented:	Monday, Mar 22, 2010
Report Date	Tuesday, Mar 16, 2010
Type:	Managers' Reports

Recommendation

That traffic at the intersection of Alpine Street and Oakdale Street be controlled with a "Stop" sign facing northbound traffic on Oakdale Street, and;

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

Background

Phase 7 of Cedar Green Subdivision is currently being developed in Garson (see Exhibit "A"). The City of Greater Sudbury will assume the extension of Alpine Street as a public road.

Alpine Street and Oakdale Street intersect and form a "T" intersection. Due to sight line restrictions in the southwest corner, staff recommends that traffic be controlled with a "Stop" sign facing northbound traffic on Oakdale Street.

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

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Mar 16, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Mar 17, 10

Recommended by the Department

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

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Mar 18, 10

THE CITY OF GREATER SUDBURY
SCHEDULE "O" TO BY-LAW 2010-1

STOPS AT INTERSECTIONS

Add:

(1)

Intersection

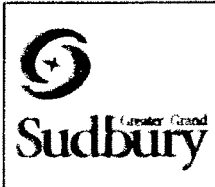
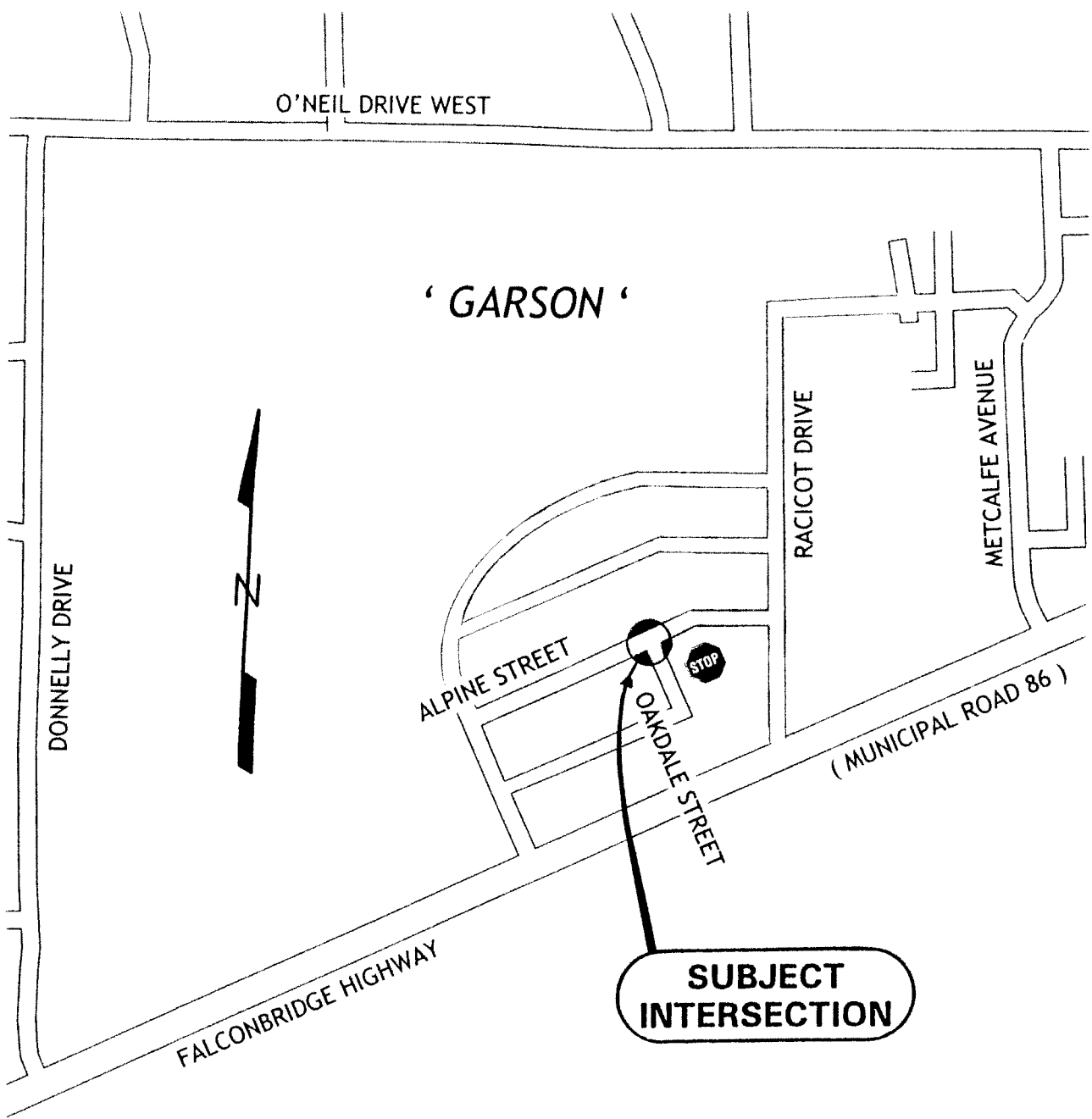
Alpine Street – Oakdale Street
(Nickel Centre)

(2)

Direction of Travel

North on Oakdale Street

EXHIBIT: A



CEDAR GREEN SUBDIVISION, PHASE 7

TRAFFIC CONTROL

NOT TO SCALE

2010 03 - 12

Request for Decision

Overnight Parking - Winter Months

Presented To:	Traffic Committee
Presented:	Monday, Mar 22, 2010
Report Date	Thursday, Mar 18, 2010
Type:	Managers' Reports

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.

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Mar 18, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Mar 18, 10

Recommended by the Department

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

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Mar 18, 10

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.

CITY OF GREATER SUDBURY

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

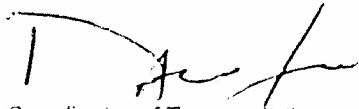
Recommended by the Department Head

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

Recommended by the C.A.O.

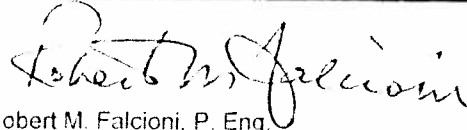
Doug Nadorozny
Chief Administrative Officer

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

Reduced Load Period - New Highway Exemptions

Presented To:	Traffic Committee
Presented:	Monday, Mar 22, 2010
Report Date	Wednesday, Mar 17, 2010
Type:	Managers' Reports

Recommendation

That the following highways be exempt from the City's reduced load restrictions:

- Donna Drive from Marcus Drive to Second Avenue
- Frood Road from Elm Street to Beech Street
- Lamondin Street from Belisle Drive to west end
- Poole Court from White Avenue to north end
- Power Street from Old Highway 17 (MR 55) to south end
- Second Avenue from Donna Drive to Kingsway
- Trudeau Drive from Main Street (MR 15) to Belisle Drive
- Whissell Street from King Street to north end
- White Street from Belisle Drive to Lamondin Street, and;

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic Engineering Services
Digitally Signed Mar 17, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation Services
Digitally Signed Mar 17, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure Services
Digitally Signed Mar 17, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Mar 18, 10

That By-Law 2010-1 be amended to change the end date for the reduced load period from May 31st to December 31st each year.

That Schedule "J" to By-Law 2010-1 amendment include other minor changes that will bring it up to date, 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 March 22, 2010.

Finance Implications

There are no financial implications relating to this report.

Background

During the spring thaw, the City's roadways become more susceptible to damage by heavy trucks. To minimize the damage to our roadways, the Ontario Highway Traffic Act has given municipalities the authority to designate a reduced load period.

The City's Traffic and Parking By-Law 2010-1 indicates that the spring reduced load restrictions apply to all highways within the City, **except** the parts of the highways named in Schedule "J" of the By-Law. Generally, the highways that are exempt from the reduced load restrictions are the City's main arterial roads and truck routes. These roads are generally constructed to a higher standard to accept the loading of trucks. They are also needed to maintain service to commercial businesses and the trucking industry.

Through the years, the City has received requests to exempt certain roads near industrial and commercial areas from the reduced load restrictions to accommodate the needs of their businesses. Staff recommends that the following roads can be exempt from the reduced load restrictions without compromising the integrity of the road:

<u>Highway</u>	<u>From</u>	<u>To</u>
Donna Drive (Sudbury)	Marcus Drive	Second Avenue
Frood Road (Sudbury)	Elm Street	Beech Street
Lamondin Street (Valley East)	Belisle Drive	West End

Poole Court (Sudbury)	White Avenue	North End
Power Street (Sudbury)	Old Highway 17 (MR 55)	South End
Second Avenue (Sudbury)	Donna Drive	Kingsway
Trudeau Drive (Valley East)	Main Street (MR 15)	Belisle Drive
Whissell Street (Valley East)	King Street	North End
White Street (Valley East)	Belisle Drive	Lamondin Street

The existing By-Law currently specifies an end date of May 31st for the reduced load period. Currently, reduced load restrictions on gravel roads extend to the end of June. To protect some of the City's roads from damage due to heavy loads, staff recommends that the reduced loading end date be extended to December 31st each year. Extending the time period to December 31st will restrict roadways that may be subjected to unusual loading, beyond the capacity of the roadway during other times in the year. It is expected that only a limited number of roadways will be included in this extended period. They will be indicated with maximum weight signs accordingly.

In addition to above changes, the required By-Law amendment will include some minor amendments, such as road name changes, etc. that will bring the By-Law up to date.

Request for Decision

Request for Traffic Studies - Recommended Procedure

Presented To:	Traffic Committee
Presented:	Monday, Mar 22, 2010
Report Date	Wednesday, Mar 17, 2010
Type:	Managers' Reports

Recommendation

That the procedure for dealing with 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 it's 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) Petitions and Councillor's Requests

Petitions received by Ward Councillor's should be forwarded to Clerk's Services to be placed on the next agenda of the Traffic Committee.

Individual requests from area residents through the Ward Councillor should be discussed with Traffic

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Mar 17, 10

Division Review

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services
Digitally Signed Mar 17, 10

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
Digitally Signed Mar 17, 10

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Mar 18, 10

and Transportation Division staff to determine if a traffic study is required. If it is determined that a study is necessary, then the request will be forwarded to Clerk's Services to be placed on the next Traffic Committee agenda.

2) Traffic Committee Approval

At the Traffic Committee meeting, staff will provide a verbal overview of the request, and indicate the approximate amount of time required to conduct a study. Staff will also provide an estimated completion date for the study. Based on this information, the Traffic Committee will approve or not approve staff to undertake the required study.

Once study requests are approved, staff will contact the petitioner and/or Ward Councillor and inform them that a study will be conducted and provide an estimated completion date. For requests that are not approved for study, staff will provide a written response to the petitioner and/or Ward Councillor outlining the reasons for the request not being approved.

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.

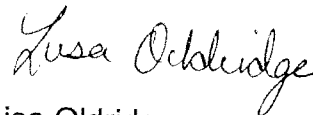
Interoffice Memorandum

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