

**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, August 23<sup>rd</sup>, 2010

**at 4:00 pm**

Committee Room C-12, Tom Davies Square

# TRAFFIC COMMITTEE AGENDA

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For the 13<sup>rd</sup> Traffic Committee Meeting  
to be held on **Monday, August 23, 2010**  
**Committee Room C-12, Tom Davies Square at 4:00 pm**

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**COUNCILLOR JOE CIMINO, CHAIR**

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**Joscelyne Landry-Altmann, Vice-Chair**

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

### **MANAGERS' REPORTS**

1. Report dated August 17, 2010 from the General Manager of Infrastructure Services regarding School Zone Speed Limit - Various Schools. **4 - 11**  
**(RECOMMENDATION PREPARED)**  
The report recommends that the speed limit in the areas of Alexander Public School, C. R. Judd Public School, École publique Pavillon de l'Avenir and R. L. Beattie Public School be reduced to 40 km/h.
2. Report dated August 17, 2010 from the General Manager of Infrastructure Services regarding Traffic Control - Various Intersections. **12 - 22**  
**(RECOMMENDATION PREPARED)**  
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 August 23, 2010.
3. Report dated August 17, 2010 from the General Manager of Infrastructure Services regarding Parking Meter Zones. **23 - 29**  
**(RECOMMENDATION PREPARED)**
4. Report dated August 17, 2010 from the General Manager of Infrastructure Services regarding Traffic Calming Street Ranking. **30 - 38**

**Adjournment (Resolution Prepared)**

**ANGIE HACHE, CITY CLERK**

**LIZ COLLIN, PLANNING COMMITTEE SECRETARY**

## Request for Decision

### School Zone Speed Limit - Various Schools

Presented To:	Traffic Committee
Presented:	Monday, Aug 23, 2010
Report Date	Tuesday, Aug 17, 2010
Type:	Managers' Reports

### Recommendation

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 attached list of recommended changes all in accordance with the report from the General Manager of Infrastructure Services dated August 23, 2010.

### BACKGROUND

The City's Traffic and Transportation Engineering Section received requests to institute school zone speed limits in the areas of Alexander Public School, C.R. Judd Public School and École publique Pavillion de l'Avenir. Staff also recommends a school zone speed limit be implemented as outlined herein at R.L. Beattie Public School as it is located on a collector roadway, in an area considered for Traffic Calming with the highest AADT value.

To deal with numerous requests to reduce the speed limit near schools, City Council adopted a school zone speed reduction policy in 2001 and further revised the policy in 2009. The current approved policy states the following:

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

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

Generally, school zone speed limits will extend 150 metres beyond the property limits of the school.

#### Signed By

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

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

##### **Division Review**

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

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

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

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Aug 19, 10*

### **1) Alexander Public School, Sudbury**

Alexander Public School is a primary grade aged school situated west of St. Nicholas Street between St. Brendan Street and Edmund Street in Ward 1 (see Exhibit "A" attached). Edmund Street, Homewood Avenue, St. Brendan Street and St. Nicholas Street are all local residential roadways with posted speed limits of 50 km/h.

As the request is in keeping with the City's policy, staff recommends that the speed limits on Edmund Street, from Homewood Avenue to Marion Street; Homewood Avenue, from Wembley Drive to Edmund Street; St. Brendan Street, from Homewood Avenue to Marion Street; and St. Nicholas Street, from Edinburgh Street to Wembley Drive, be reduced to 40 km/h.

### **2) C.R. Judd Public School, Capreol**

C.R. Judd Public School is a primary grade aged school situated 35 metres northeast of Sellwood Avenue in Ward 7 (see Exhibit "B" attached). Lincoln Street is a residential collector roadway with a posted speed limit of 50 km/h.

As the request is in keeping with the City's policy, staff recommends that the speed limit on Lincoln Street from Sellwood Avenue to 200 metres northwest of Dennie Street be reduced to 40km/h.

### **3) École publique Pavillion de l'Avenir, Chelmsford**

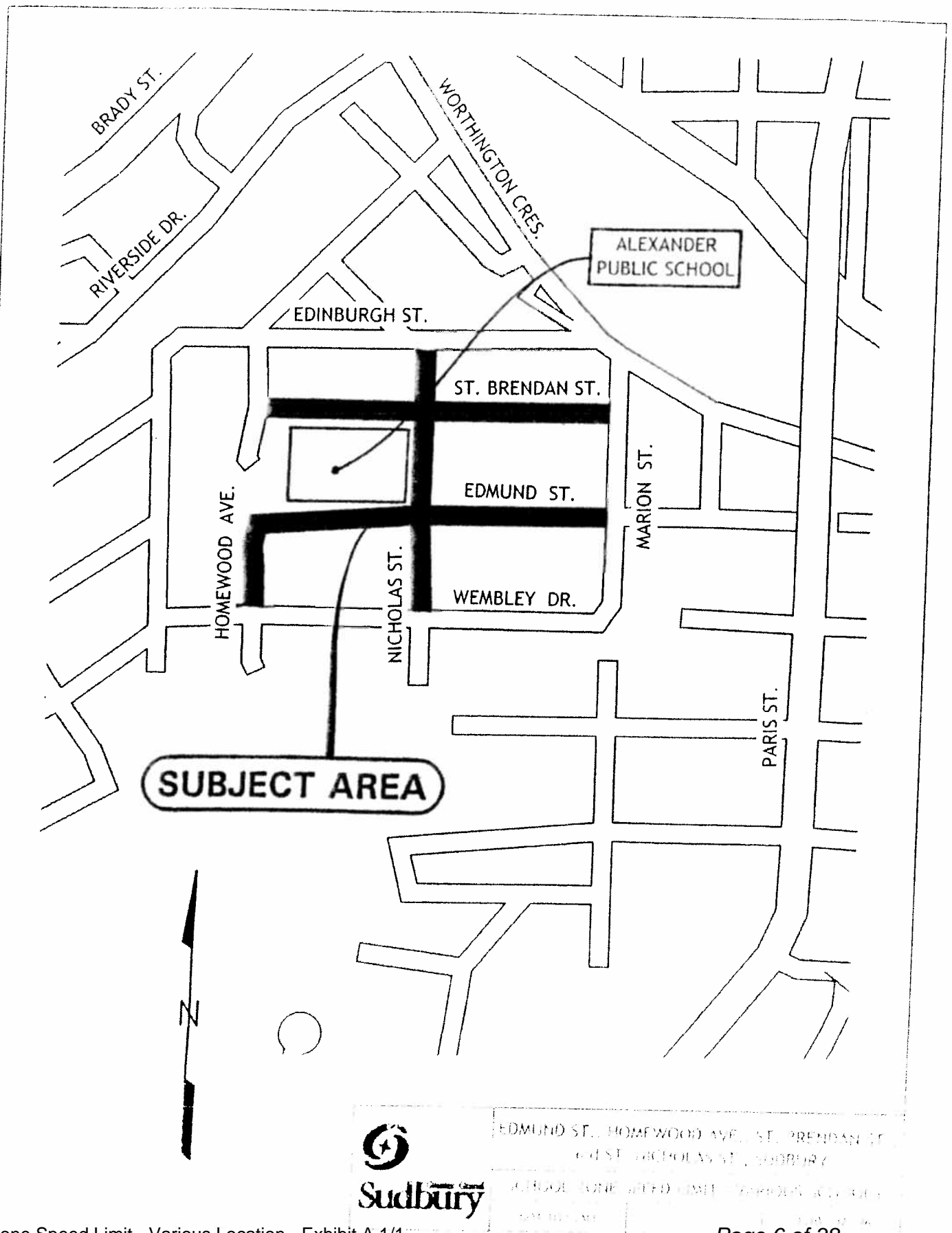
École publique Pavillion de l'Avenir is a primary grade aged school situated at the corner of Cote Avenue and Highway 144 in Ward 3 (see Exhibit "C" attached). Cote Avenue is a local residential roadway with a posted speed limit of 50 km/h. Chelmsford Valley District Composite School and École publique Pavillon de l'Avenir both occupy the same building at this location.

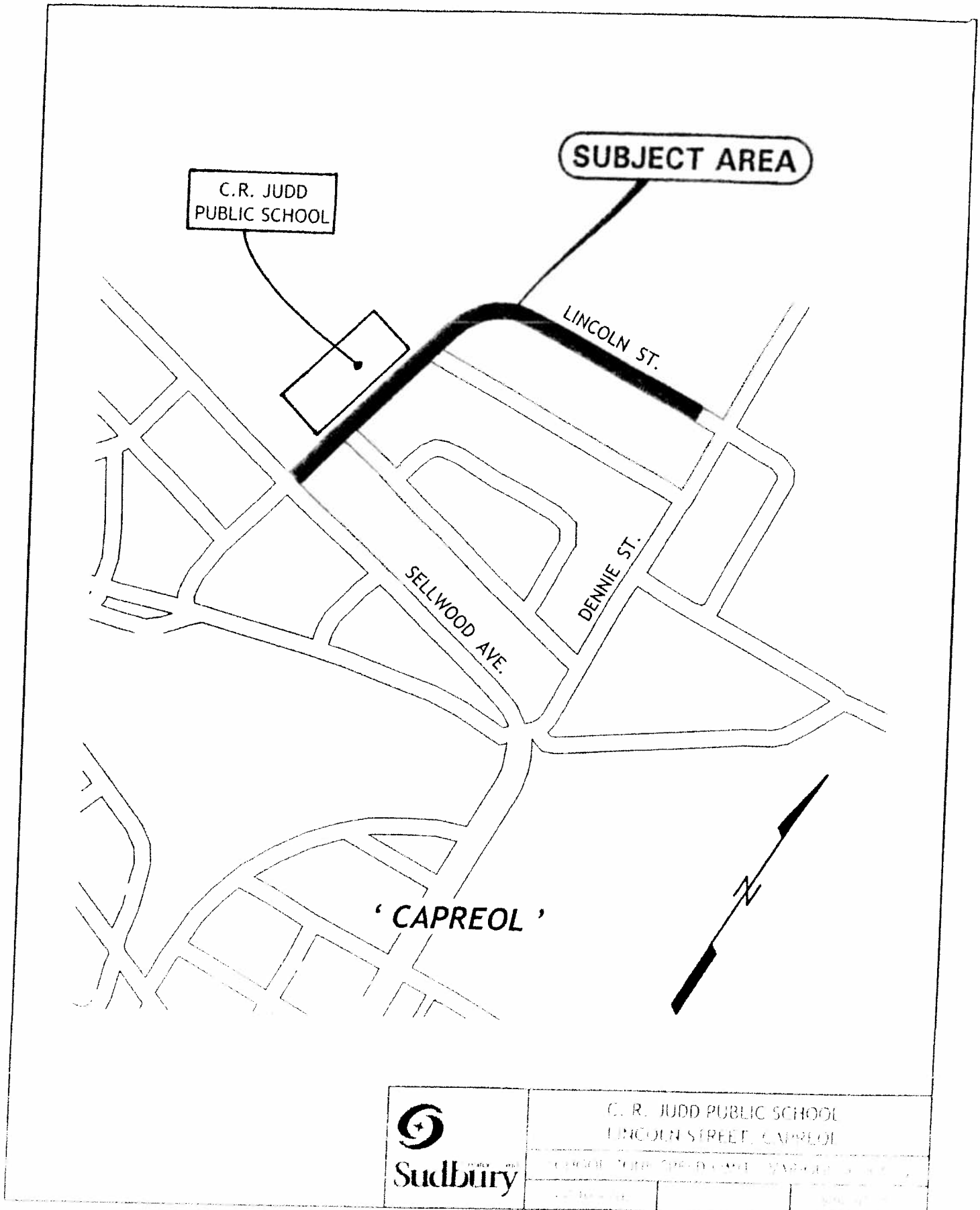
As the request is in keeping with the City's policy, staff recommends that the speed limit on Cote Avenue from Highway 144 to Hill Street be reduced to 40km/h.

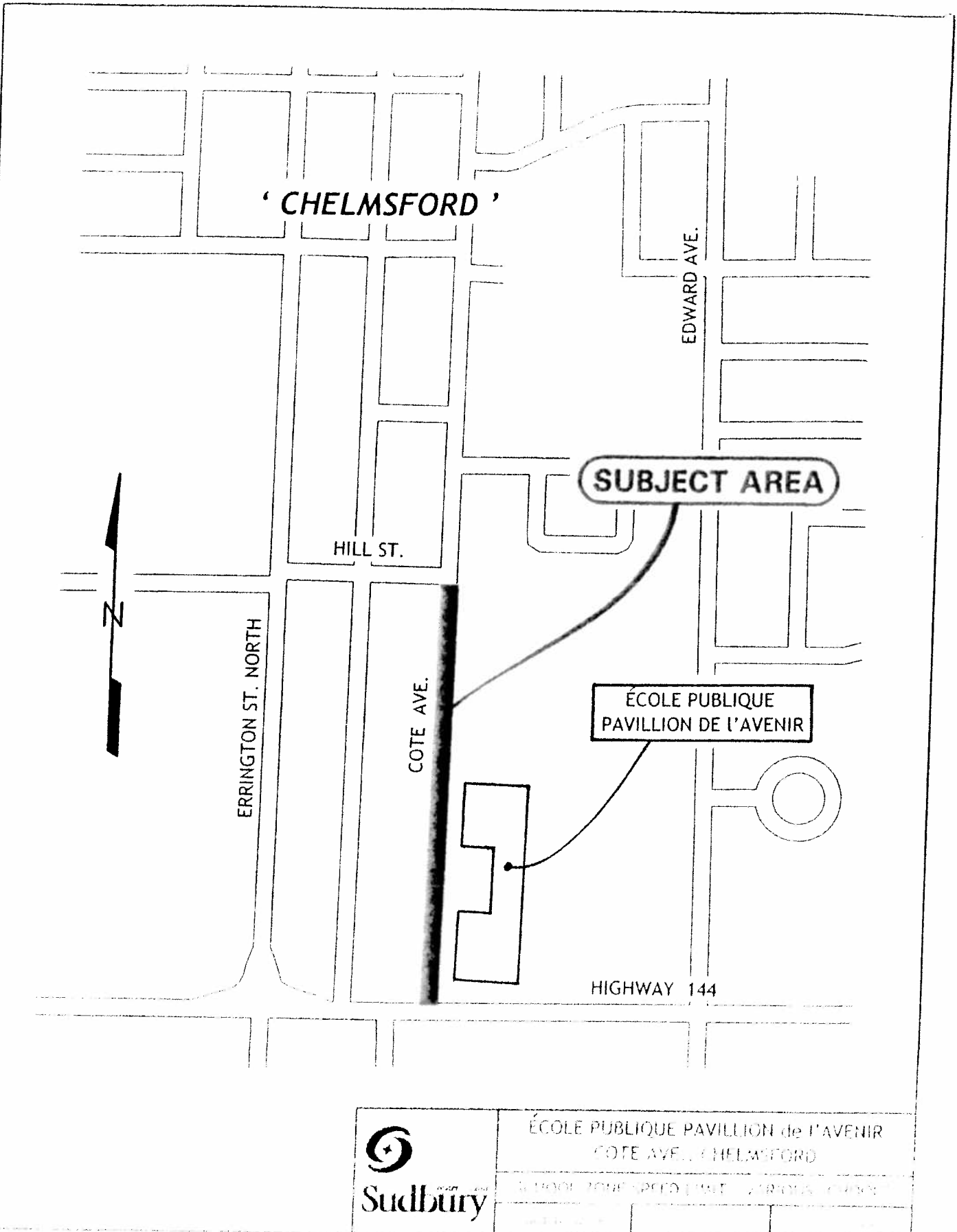
### **4) R.L. Beattie Public School, Sudbury**

R.L. Beattie Public School is a primary grade aged school located at the corner of Loach's Road and Service Road in Ward 10 (see Exhibit "D" attached). Loach's Road is a residential collector roadway and Service Road is a local roadway. Both roadways have a posted speed limit of 50 km/h.

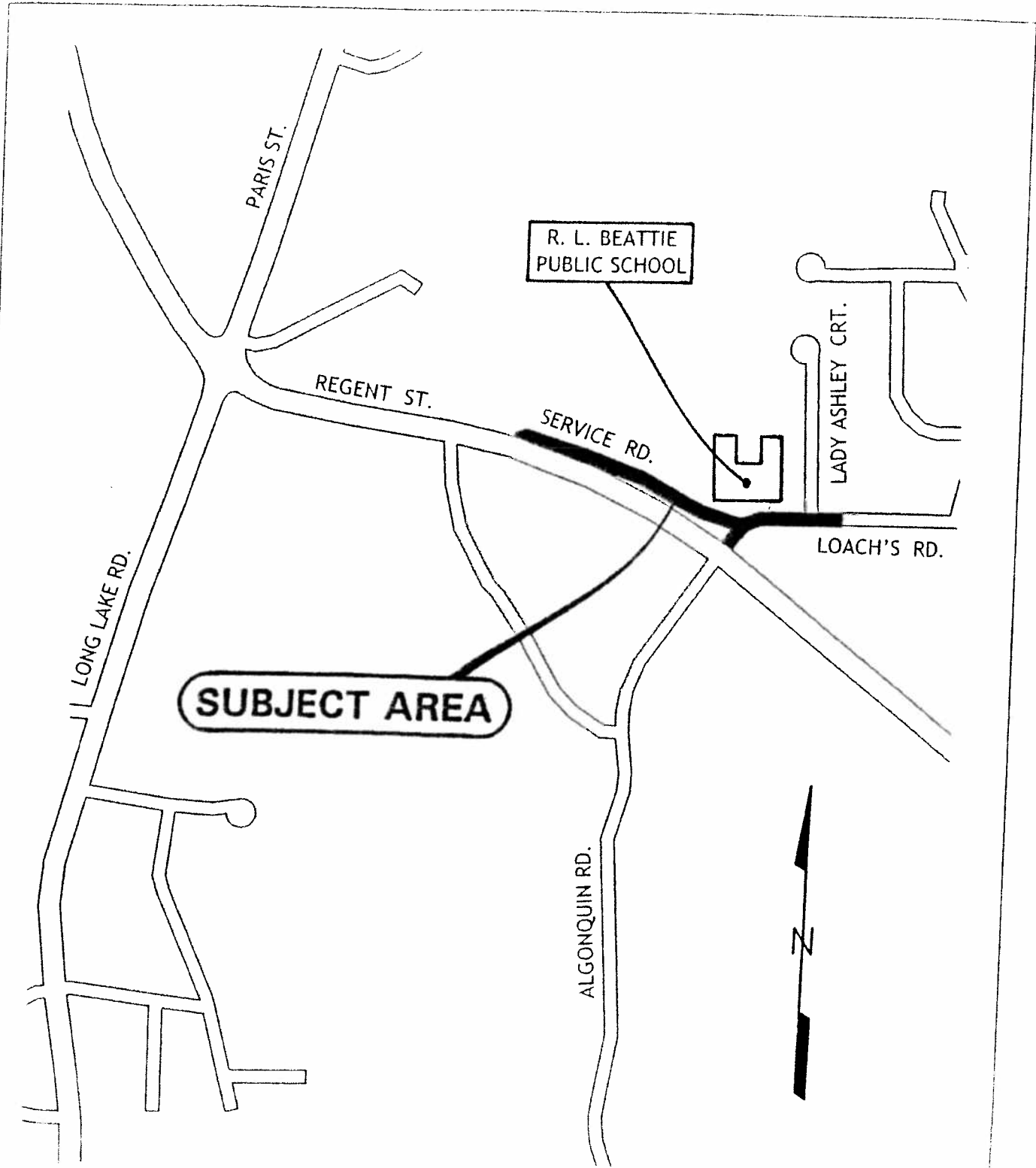
As the request is in keeping with the City's policy, staff recommends that the speed limit on Loach's Road from Regent Street to 90 metres east of Lady Ashley Court and the speed limit on Service Road from Loach's Road to Regent Street be reduced to 40 km/h.














**Sudbury**

R. L. BEATTIE PUBLIC SCHOOL  
LOACH'S ROAD and SERVICE ROAD, SUDBURY  
SCHOOL ZONE SPEED LIMIT - VARIOUS LOCATIONS

## **School Zone Speed Limit – Various Locations**

**August 23, 2010**

### **List of Recommendations – School Zone Speed Limits**

1. That the speed limit on Edmund Street, from Homewood Avenue to Marion Street; Homewood Avenue, from Wembley Drive to Edmund Street; St. Brendan Street, from Homewood Avenue to Marion Street; and St. Nicholas Street, from Edinburgh Street to Wembley Drive, be reduced to 40 km/h due to the presence of Alexander Public School.
2. That the speed limit on Lincoln Street from Sellwood Avenue to 200 metres northwest of Dennie Street be reduced to 40km/h due to the presence of C.R. Judd Public School.
3. That the speed limit on Cote Avenue from Highway 144 to Hill Street be reduced to 40km/h due to the presence of École publique Pavillion de l'Avenir.
4. That the speed limit on Loach's Road from Regent Street to 90 metres east of Lady Ashley Court and on Service Road from Loach's Road to Regent Street be reduced to 40 km/h due to the presence of R.L. Beattie Public School.

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 Hour</u>
<b><u>ADD:</u></b>			
Cote Avenue (Rayside)	Highway 144	Hill Street	40
Edmund Street (Sudbury)	Homewood Avenue	Marion Street	40
Homewood Avenue (Sudbury)	Wembley Drive	Edmund Street	40
Lincoln Street (Capreol)	Sellwood Avenue	200 metres northwest of Dennie Street	40
Loach's Road (Sudbury)	Regent Street	90 metres east of Lady Ashley Court	40
St. Brendan Street (Sudbury)	Homewood Avenue	Marion Street	40
St. Nicholas Street (Sudbury)	Wembley Drive	Edinburgh Street	40
Service Road (Sudbury)	Regent Street	Loach's Road	40

## Request for Decision

### Traffic Control - Various Intersections

Presented To:	Traffic Committee
Presented:	Monday, Aug 23, 2010
Report Date	Tuesday, Aug 17, 2010
Type:	Managers' Reports

### Recommendation

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 attached list of recommended changes all in accordance with the report from the General Manager of Infrastructure Services dated August 23, 2010.

### BACKGROUND

The City's Transportation and Traffic Engineering Services section received requests from operations staff and residents to review traffic control at various intersections throughout the City of Greater Sudbury.

The recommended traffic control for each intersection is described below.

#### 1) Montcalm Avenue and Patterson Street, Sudbury

Patterson Street intersects Montcalm Avenue forming a cross intersection. This intersection is located one block east of MacKenzie Street in Ward 12 (see Exhibit 'A'). 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. Sight lines are restricted in the northeast corner of the intersection by a cement retaining wall, a large tree, a bush and a utility pole. In the southeast corner, visibility is restricted by a wood fence and the vertical curve in the roadway (see Exhibit 'B').

The recommended traffic control at this intersection was deferred at the April 27, 2010 meeting of the Traffic Committee to determine if the sight line obstructions could be removed. As indicated above, due to the permanent nature of the restrictions it is recommended that traffic be controlled with Stop signs facing eastbound and westbound traffic on Patterson Street.

#### 2) Glenbower Crescent at Beverley Street, Wahnapiatae

The east end of Beverley Street intersects Glenbower Crescent forming a "T" intersection. This intersection is located approximately 170 metres south of Highway 17 in Ward 9 (see Exhibit 'C'). This intersection is currently uncontrolled.

#### Signed By

##### Report Prepared By

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

##### Division Review

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

##### Recommended by the Department

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

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Aug 19, 10*

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

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 Beverley Street.

### **3) Claudette Street at Langdon Street, Blezard Valley**

At the City Council meeting of January 13<sup>th</sup>, 2010, Councillor Dupuis submitted a petition requesting a 3-way stop at Claudette and Langdon Streets in Blezard Valley (see Exhibit "F"). Langdon Street intersects Claudette Street forming a "T" intersection. This intersection is located one block east of Martin Road in Ward 5 (see Exhibit 'G'). Recently, Claudette Street was extended west of Langdon Street for a new subdivision. This intersection is currently uncontrolled.

The subject intersection was counted on June 23, 2010, and City Staff completed an All-Way Stop warrant based on Council's new reduced criteria for local roads. The traffic volume passing through the intersection was very low, and is only 3% of the minimum requirement. A review of our collision information for 3 years shows that there have been no collisions at the intersection. Based on the above information, an All-Way Stop is not warranted.

As previously described, the subject intersection is uncontrolled. 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 to the vehicle on the right. Uncontrolled intersections are becoming less common in urban areas, and unnecessary conflicts may be created.

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 southbound traffic on Langdon Street.

### **4) Vaughan Avenue at Shaw Street, Capreol**

Shaw Street intersects Vaughan Avenue forming a cross intersection. This intersection is located 2 blocks east of Dennie Street in Ward 7 (see Exhibit 'D'). This intersection is currently controlled with a Yield sign facing southbound traffic only on Shaw Street. With a Yield Sign on only 1 approach, unnecessary conflicts may be created.

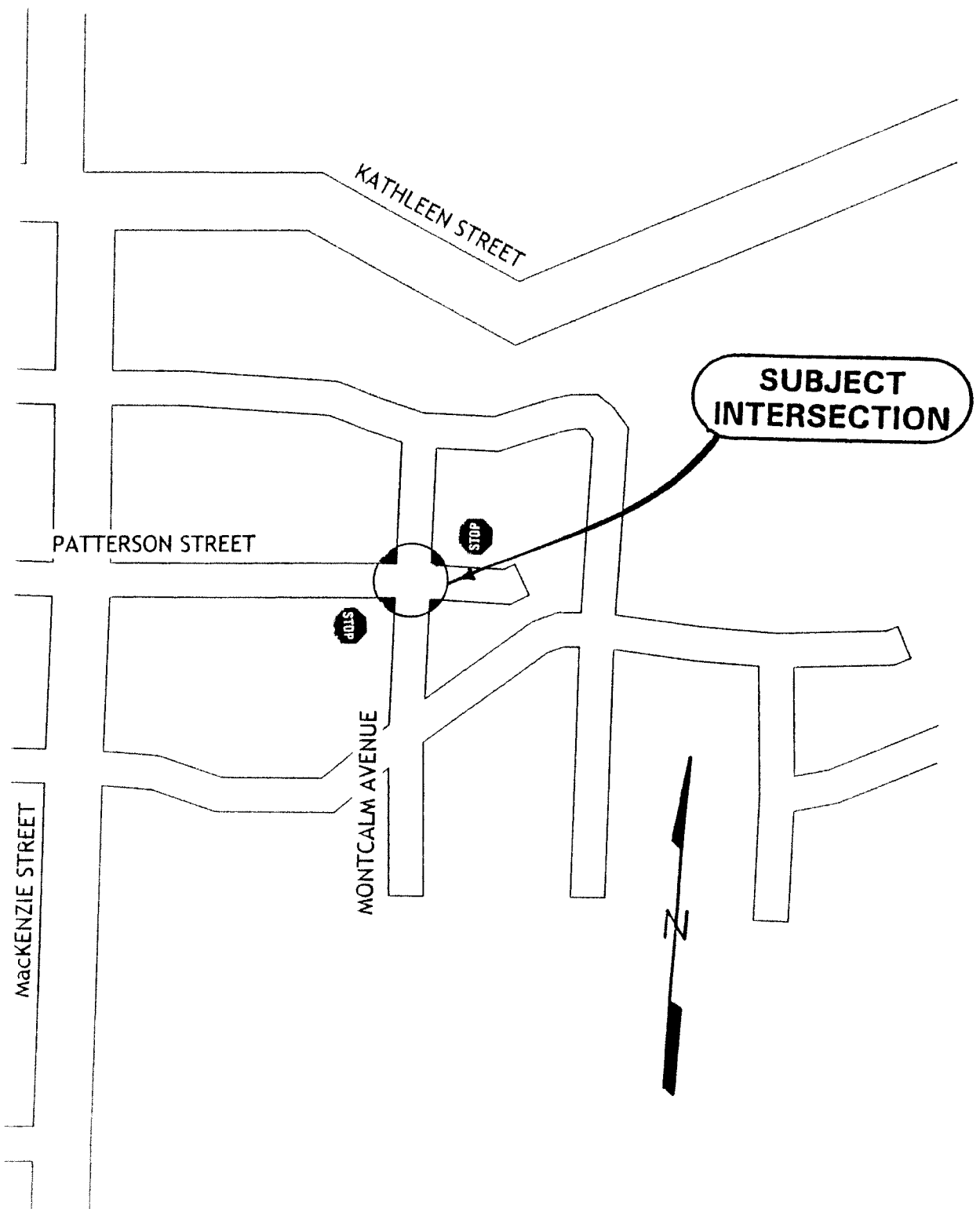
A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection all of these conditions are met, therefore it is recommended that traffic be controlled with an additional Yield sign facing northbound traffic on Shaw Street.

### **5) Old Falconbridge Road at Matson Road, Garson**

Matson Road intersects Old Falconbridge Road forming a "T" intersection. This intersection is located one block north of Maley Drive in Ward 7 (see Exhibit 'E'). This intersection is currently controlled with a Stop sign facing southbound traffic on Matson Road.

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 control be changed from a Stop sign to a Yield sign for southbound traffic on Matson Road.

# EXHIBIT: A




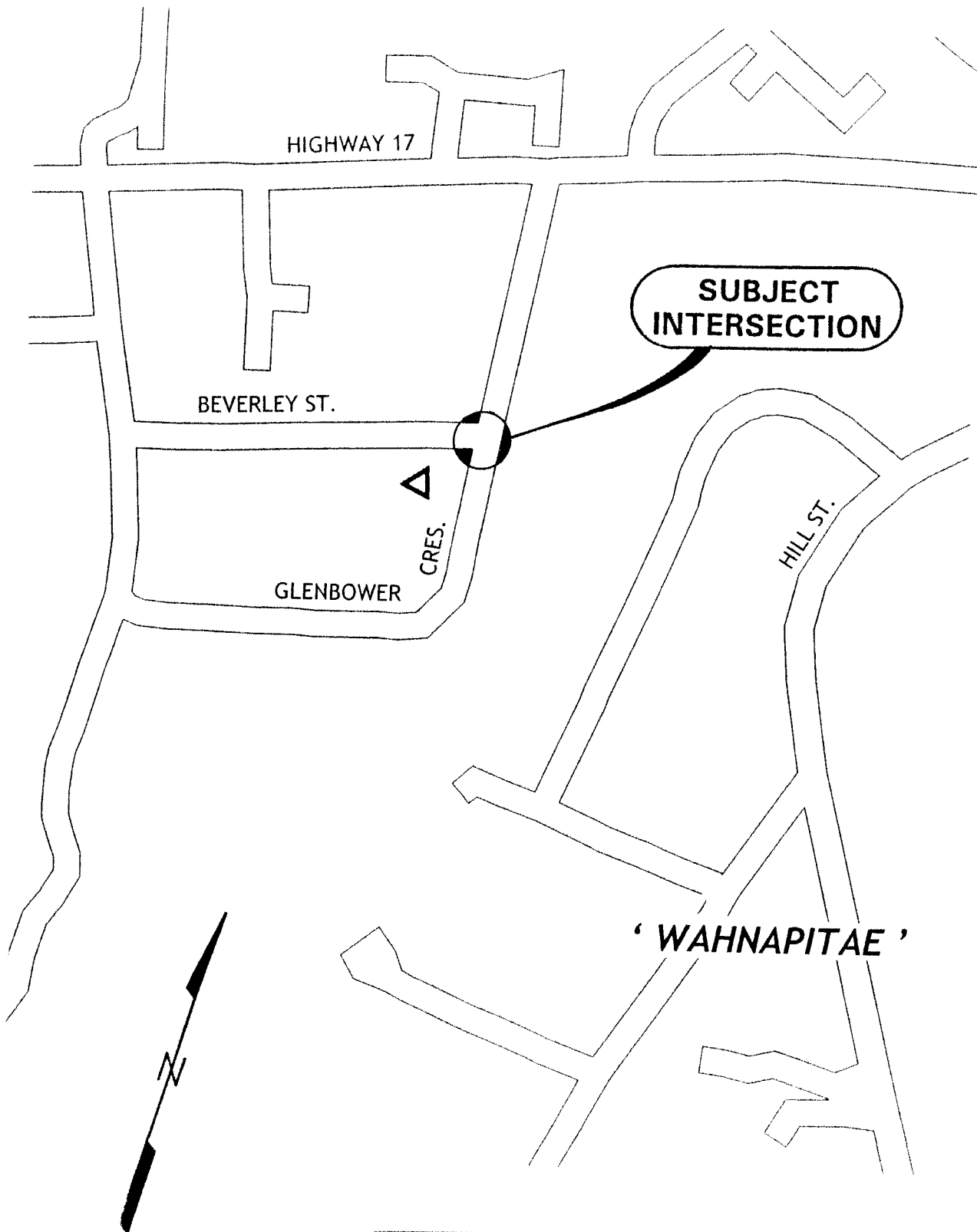

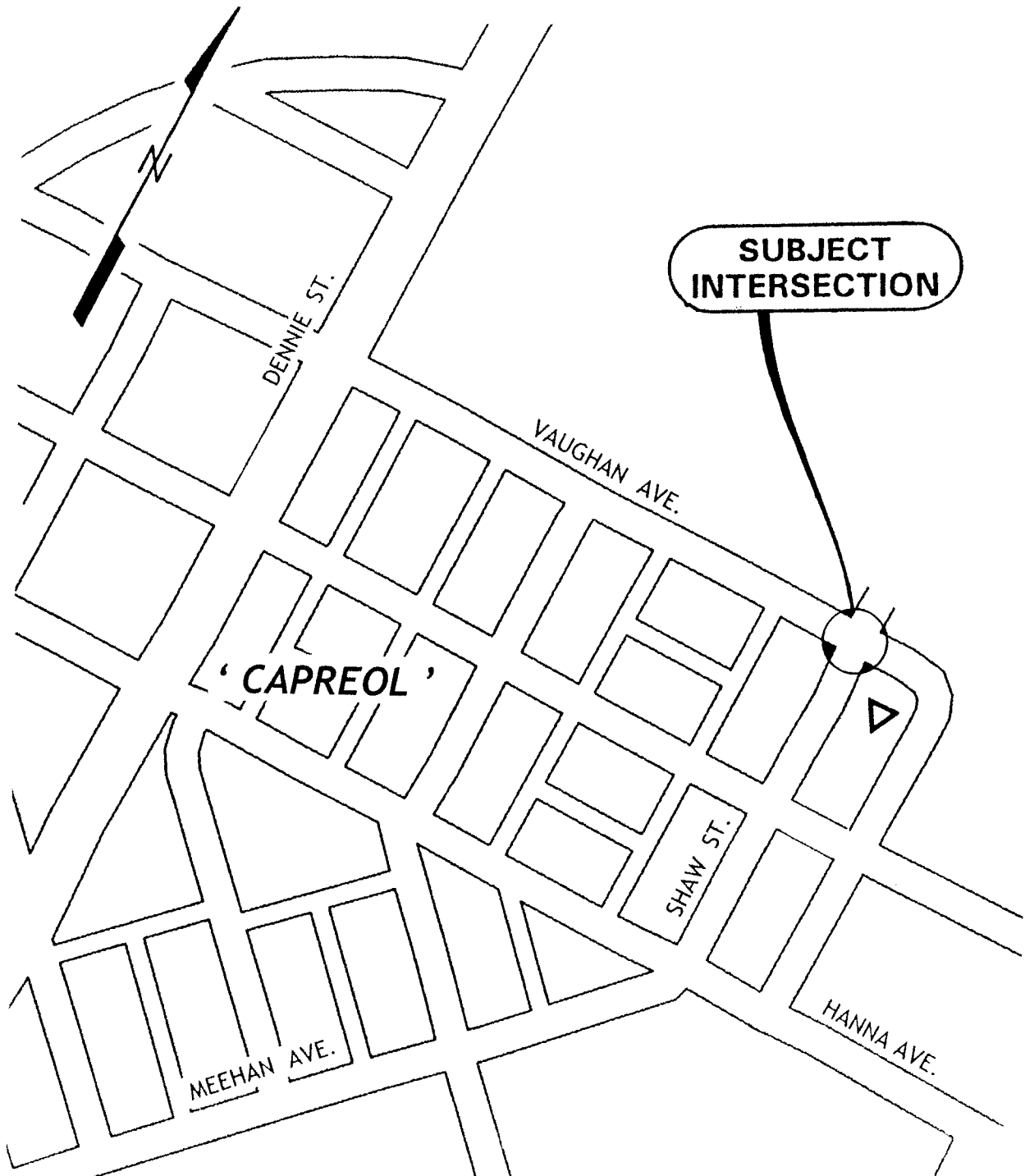
 <b>Sudbury</b>	MONTCALM AVENUE and PATTERSON ST., SUDBURY	
	TRAFFIC CONTROL - VARIOUS INTERSECTIONS	
	GEO. ONE	Page 14 of 38

EXHIBIT: C



 <b>Sudbury</b>	GLENBOWER CRESCENT at BEVERLEY STREET, WAHNAPITAE	
	TRAFFIC CONTROL - VARIOUS INTERSECTIONS	
NOT TO SCALE	Page 15 of 38	2010-07-26

# EXHIBIT: D



VAUGHAN AVENUE at  
SHAW STREET, CAPREOL

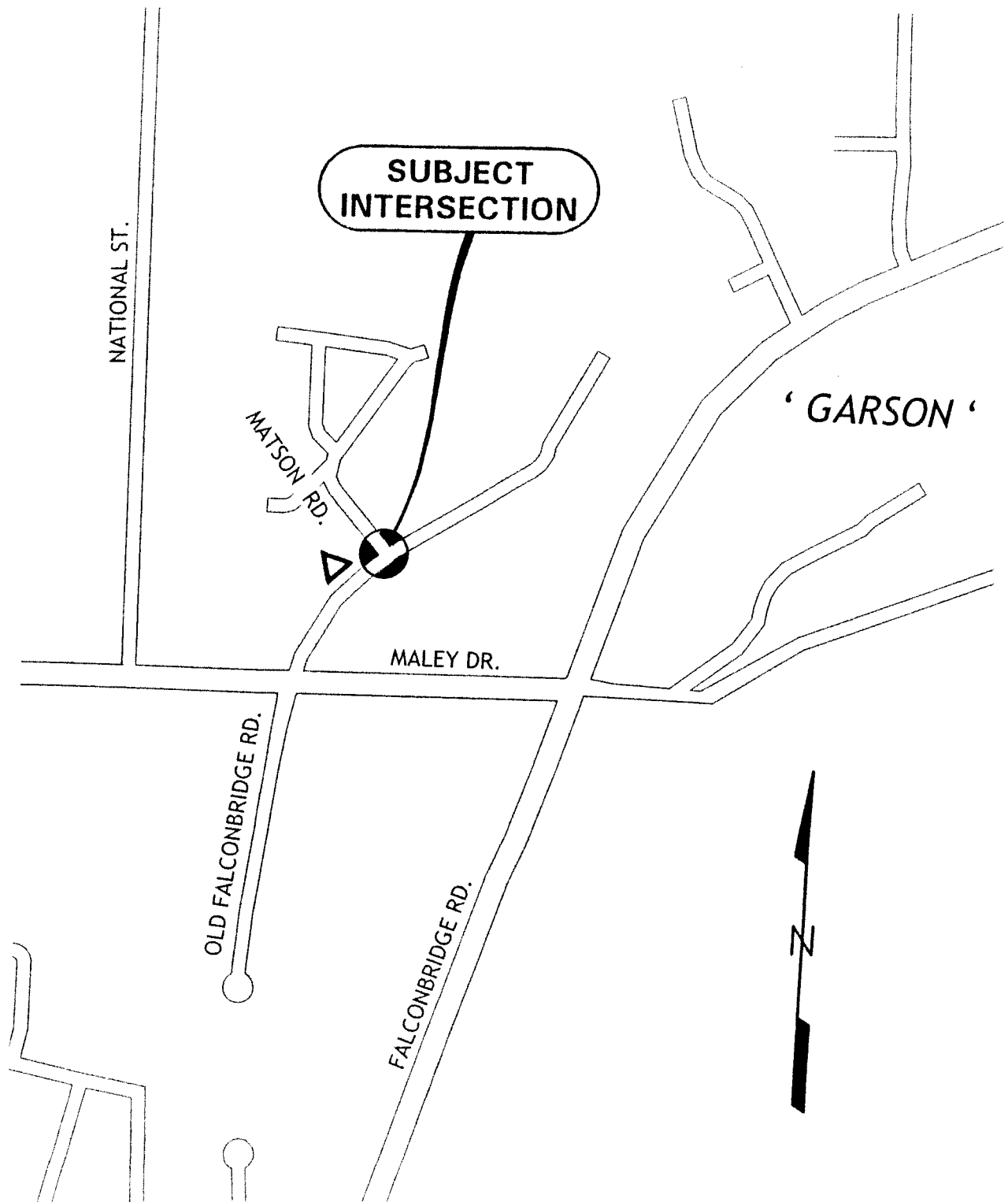
TRAFFIC CONTROL VARIOUS INTERSECTIONS

NOT TO SCALE

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# EXHIBIT: E



**Sudbury**

OLD FALCONBRIDGE ROAD at  
MATSON ROAD, GARSON

TRAFFIC CONTROL - VARIOUS INTERSECTIONS

5/11/10 5/11/10

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## INTEROFFICE MEMO

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**DATE:** January 19, 2010  
**TO:** G. Clausen, General Manager of Infrastructure Services  
**FROM:** A. Haché, City Clerk  
**RE:** **Petition – 3-way Stop at Claudette & Langdon Streets, Blezard Valley**

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At the City Council meeting of January 13<sup>th</sup>, 2010, Councillor Dupuis submitted a petition to the City Clerk requesting a 3-way stop at Claudette & Langdon Streets in Blezard Valley signed by approximately 26 residents.

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

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

A handwritten signature in cursive script that reads 'A. Haché'.

Angie Haché  
City Clerk

/fb

Attachment

cc: R. Falcioni, Director of Roads & Transportation

# EXHIBIT: F

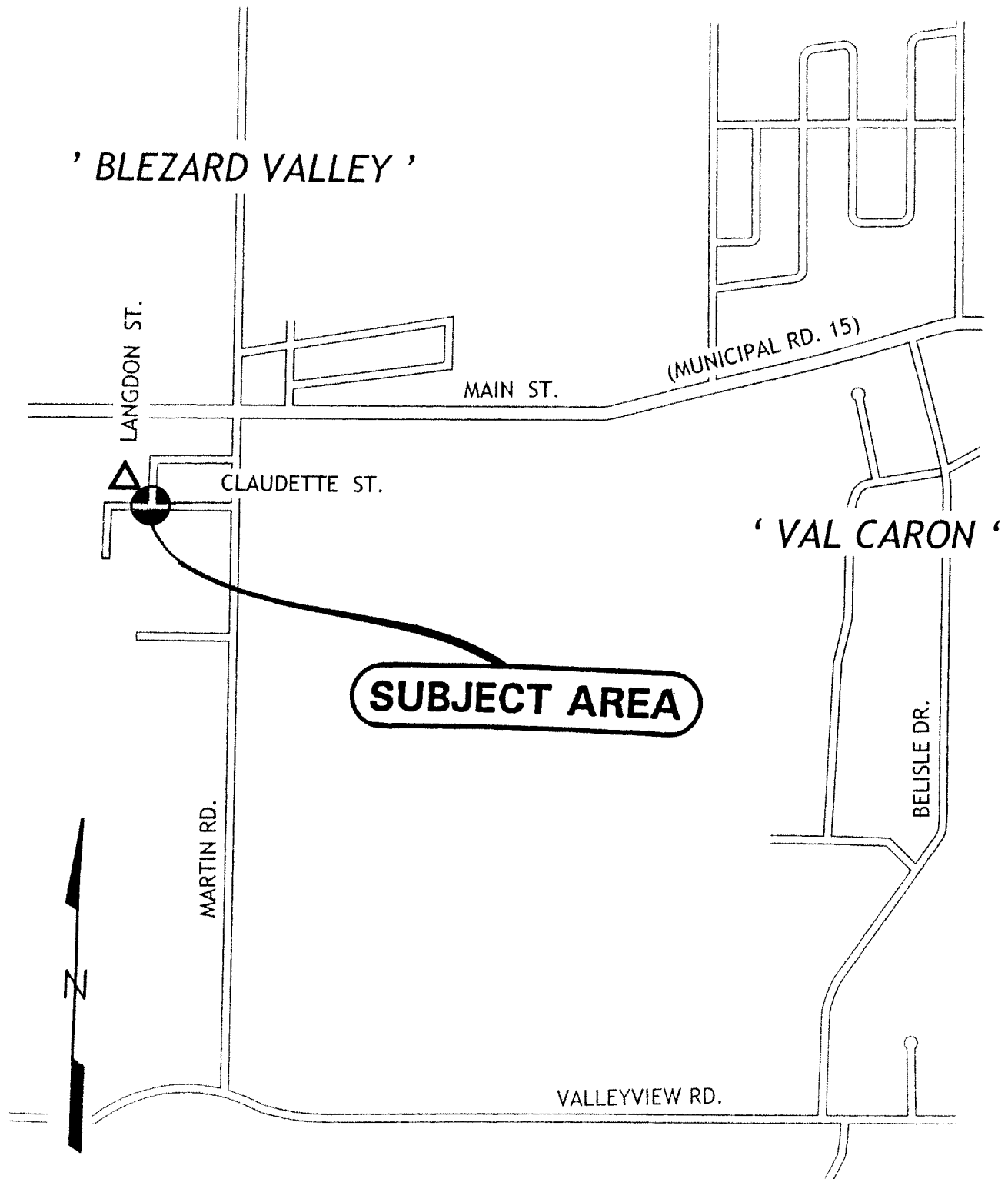
We the undersigned residents are hereby requesting the installation of a 3-way stop at Claudette Street and Langdon Street. There is a new subdivision being built at the end of Claudette Street and there have been numerous vehicles taking the ditch. The posted speed limit is not being followed and with a playground bordering the extension of Claudette Street, we feel it has become very unsafe for pedestrians as well as residents when exiting their driveways. We urge you to please give serious consideration to this reasonable request.

**Name**

**Address**

Ken Dupuis	2652 Main St.
Art Dupuis	2720 Claudette
G. Legend	2665 Claudette, Blyard
Lise Legend	2665 Claudette St Blyard Valley
SHAUN BOY	2680 CLAUDETTE ST- Blyard Valley
Eric Comeau	2680 Claudette st.
Jen Comeau	2680 Claudette st.
Marcel Rainville	2686 Claudette st. Blyard Val.
Leanne Rainville	2686 Claudette st. Blyard Val.
Georgina Rainville	2699 Rue Claudette Blyard Valley
Francine Rainville	2699 Rue Claudette Blyard Valley
[Signature]	2737 Claudette Blyard Valley
[Signature]	2737 Claudette Blyard Valley
Yvonne Carrière	2681 Kingston Blyard Valley

# EXHIBIT: G



CLAUDETTE STREET at  
LANGDON STREET, BLEZARD VALLEY

SCHOOL ZONE SPEED LIMIT VARIOUS SCHOOLS

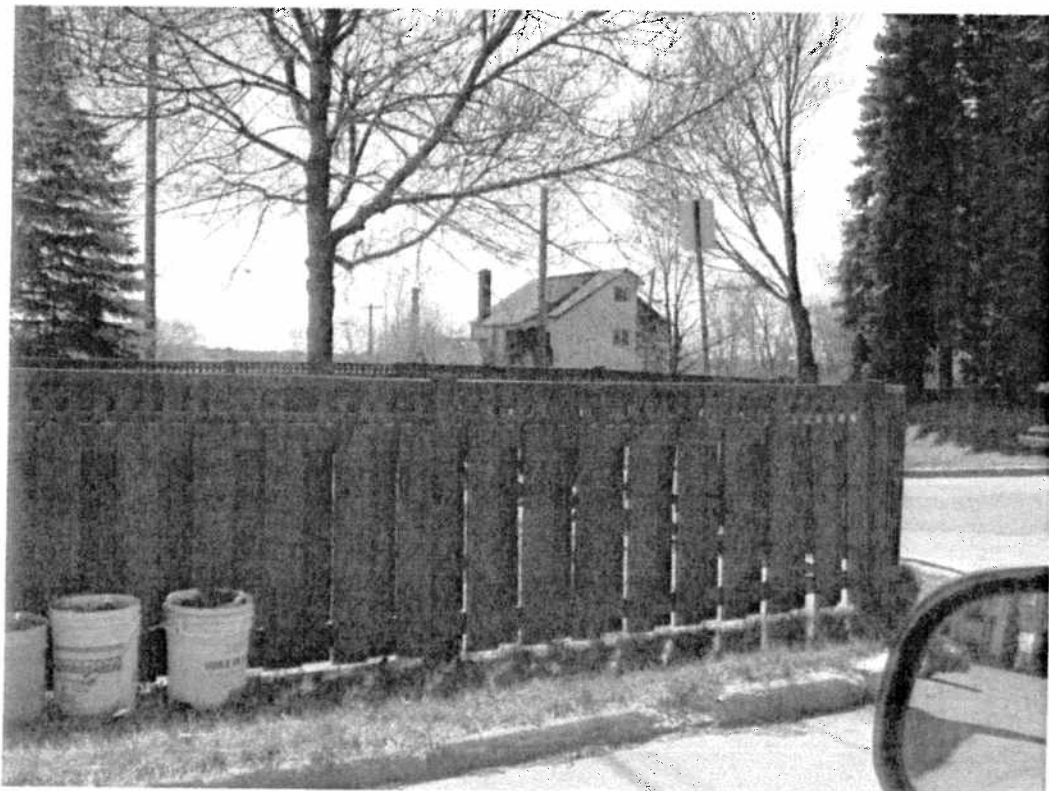
NOT TO SCALE

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## EXHIBIT: B



Northeast corner of the intersection



Southeast corner of the intersection

### **List of Recommendations**

1. That the Montcalm Avenue and Patterson Street intersection be controlled with Stop signs facing eastbound and westbound traffic on Patterson Street.
2. That the Glenbower Crescent and Beverley Street intersection be controlled with a Yield sign facing eastbound traffic on Beverley Street.
3. That the Claudette Street and Langdon Street intersection be controlled with a Yield sign facing southbound traffic on Langdon Street.
4. That the Vaughan Avenue and Shaw Street intersection be controlled with a Yield sign facing northbound traffic on Shaw Street.
5. That traffic control at the Old Falconbridge Road and Matson Road intersection be changed from a Stop sign facing southbound traffic on Matson Road to a Yield sign facing southbound traffic on Matson Road.

## Request for Decision

### Parking Meter Zones

Presented To:	Traffic Committee
Presented:	Monday, Aug 23, 2010
Report Date	Tuesday, Aug 17, 2010
Type:	Managers' Reports

### Recommendation

That a parking meter zone be created on the south side of Applegrove Street between Birch Street and Lorne Street;

And that the double headed parking meter on the west side of Elgin Street be relocated approximately 4 metres to the north to maintain 2 on-street parking spaces;

And that a By-Law be passed 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 August 23, 2010.

### Finance Implications

The funding of the installation of the additional parking meters will be provided for from the Parking section budget. All revenues generated from the meters will credited to the Parking section.

### BACKGROUND

#### Applegrove Street – Lorne Street to Birch Street

Applegrove Street is local roadway that provides a connection between Lorne Street and Alder Street (see Exhibit "A"). Applegrove Street is located in an area of the City where sufficient off-street parking has not been provided resulting in the need for on-street parking. The subject area is also located adjacent to the Sudbury District Court House which operates a "Pay for Parking" system on its property. This further increases the demand for on-street parking.

The area businesses, through the Councillor for Ward 1, Joe Cimino, have requested that parking meters be installed on the south side of Applegrove Street, from Lorne Street to Birch Street, to ensure the turnover and availability of parking spaces for their customers.

Based on the staff report dated January 8, 2007, City Council approved 2 hour parking for the south side of Applegrove Street, on weekdays from 8:00 a.m. to 5:00 p.m. (see Exhibit "A"). While this measure has helped increase the availability of short term parking for the local merchants, it requires a high level of enforcement to remain effective.

#### Signed By

##### Report Prepared By

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

##### Division Review

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

##### Recommended by the Department

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

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Aug 19, 10*

Parking meters can be an effective tool for providing short term parking. They are much easier to enforce than the current 2 hour limit, as the officer does not have to visit the street twice to issue a ticket. The revenue generated by the meters will help offset the cost of installing and maintaining them. The drawback to parking meters is that customers have to pay for parking where usually it is free. A review of this section of Applegrove Street revealed that 9 legal parking spaces can be provided through the installation of 3 single and 3 double parking meters. The estimated cost to install the meters is \$3,000.00. Both, the Director of Transit and the Manager of By-Law Enforcement Services have indicated that they support this measure.

Based on the above information, staff recommends that parking meters be installed on the south side of Applegrove between Birch Street and Lorne Street. To be consistent with other parking meter zones in the City, they will be applicable Monday to Friday (except Statutory Holidays) from 9:00 a.m. to 6:00 p.m. The maximum parking time will be 120 minutes. It is also noted that vehicles displaying a disabled person parking permit or war pensioner's permit are allowed to park at a meter for up to 4 hours for free.

#### **Elgin Street – Elm Street to Beech Street**

Elgin Street is located in the City's central business district (see Exhibit "B"). Between Elm Street and Beech Street, Elgin Street is constructed with a four lane urban cross-section and sidewalks on both sides. Currently, there are 3 metered parking spaces along the west side of the road. The new Shopper's Drug Mart currently under construction on Elm Street, will have an entrance onto Elgin Street opposite Jesuites Lane. This new entrance will reduce the number of parking spaces from 3 to 1.

There is a high demand for parking in this area and the reduction in the number of on-street parking spaces will have an impact in the local businesses. In order to maintain at least 2 parking spaces in this area, staff recommends that the City's Traffic and Parking By-Law 2010-1 be amended to allow the parking metre zone to begin 11 metres north of Beech Street instead of the 15 metres currently stated. The change is not expected to have any negative impacts to traffic operations. The cost to relocate the double meter and no parking signs is minor and can be accommodated within existing budgets.



# Agenda Checklist Form



**EXHIBIT: A**

www.greatersudbury.ca

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**COUNCIL**

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**PRIORITIES**

## Meeting Date

**For the Meeting of:**

January 31, 2007

Please submit electronically by 12:00 noon on the Friday, three weeks prior to the Meeting in order to be included in the Agenda.  
Return this form to Corrie-Jo Caporale, Council Secretary, in the City Clerk's Office.

## Council (Check one box only)

<input type="checkbox"/>	In Camera
<input type="checkbox"/>	Delegations / Presentations
<input type="checkbox"/>	Public Hearings
<input type="checkbox"/>	Minutes
<input type="checkbox"/>	Tenders
<input type="checkbox"/>	Routine Management Reports
<input checked="" type="checkbox"/>	By-Laws
<input type="checkbox"/>	Correspondence - Information Only
<input type="checkbox"/>	Referred/Deferred Matters
<input type="checkbox"/>	Managers' Reports
<input type="checkbox"/>	Motions

## Priorities (Check one box only)

<input type="checkbox"/>	Delegations / Presentations
<input type="checkbox"/>	Managers' Reports
<input type="checkbox"/>	Correspondence - Information Only

THE FINAL REPORT, SIGNED BY THE DEPARTMENT HEAD IS DUE IN THE CLERK'S OFFICE BY 9:00 A.M. ON THE THURSDAY OF THE WEEK PRIOR TO THE MEETING. REPORTS RECEIVED AFTER THIS DEADLINE WILL BE PUT ON THE NEXT COUNCIL OR PRIORITIES AGENDAS

## Report From

<input type="checkbox"/>	C.A.O.	
<input checked="" type="checkbox"/>	GM Infrastructure & Emergency Services	GM Community Development
<input type="checkbox"/>	GM Growth & Development	CFO/Treasurer
<input type="checkbox"/>	Exec Dir. Administrative Services	Councillor
<input type="checkbox"/>	Dir. Human Resources/Organization	Other

## Report Information


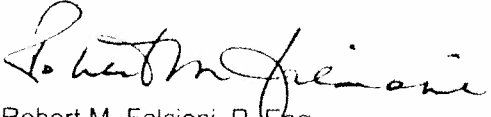
Will the report contain a <b>recommendation</b> ?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
Will the report contain <b>attachments</b> ?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
Will the presenter <b>need audio-visual equipment</b> ?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
Name of Presenters:				
Report title to be used on the Agenda Report:	Parking Restrictions - Applegrove Street - Lorne Street to Birch Street, Sudbury			
Date of Report:	January 8, 2007			

## Report Summary

That parking on the south side of Applegrove Street from Lorne Street to Birch Street be restricted to a maximum period of two consecutive hours between 8:00 a.m. and 5:00 p.m., Monday to Friday, inclusive.

That a By-Law be passed to amend Traffic and Parking By-Law 2001-1 in the City of Greater Sudbury, to implement the recommended changes.

Date: January 8, 2007

Report Prepared By	Division Review
 Dave Kivi Co-ordinator of Transportation & Traffic Engineering Services	 Robert M. Falcioni, P. Eng. Director of Roads and Transportation

### Background:

The City's Transportation and Traffic Engineering Services Section received a petition from a number of property owners on Applegrove Street requesting that parking be restricted to a maximum period of two consecutive hours from 8:00 a.m. to 5:00 p.m., Monday to Friday inclusive (see Exhibit "A"). Joe Cimino, the Councillor for Ward 1 has indicated his support for the petition.

Applegrove Street is a local roadway that provides a connection between Lorne Street and Alder Street (see Exhibit "B"). Applegrove Street is located in an older area of the City where sufficient off-street parking has not been provided resulting in the need for on-street parking. The subject area is also located adjacent to the Sudbury District Court House which operates a "Pay for Parking" system on its property. This further increases the demand for on-street parking.

This section of Applegrove Street is constructed to an urban standard with an asphalt surface width of 9.5 metres and sidewalks along both sides. Currently, parking is prohibited along the north side of the road, and permitted along the south side. Although parking is permitted along the south side of the road, under the general provisions of the City's Traffic and Parking By-Law 2001-1, a vehicle shall not park on any roadway for a longer period than four consecutive hours.

As indicated in the petition, "There is a lack of on-street parking for local merchants due to the presence of vehicles parked all day on the south side of Applegrove Street. Restricting parking for a specified maximum period is an effective and inexpensive way to ensure that short term parking is available on the street for local merchants. This measure has been used successfully in other areas of the City.

To provide short term parking for area merchants, it is recommended that parking on the south side of Applegrove Street from Lorne Street to Birch Street be restricted to a maximum period of two consecutive hours between the hours of 8:00 a.m. and 5:00 p.m., Monday to Friday inclusive.

Applegrove Parking Signs Petition

There is a lack of on-street parking for local merchants due to the presence of vehicles parking all day on the south side of Applegrove Street. In order to provide short term customer parking, it is recommended that signs be installed along the south side\* of Applegrove Street from Lorne Street to Birch Street, restricting parking for a maximum period of 1 hour from 8:00 am to 5:00 pm, Monday to Friday inclusive.

I agree that the above mentioned recommendation should be implemented by the City of Greater Sudbury.

Printed NameSignatureAddressPhone  
Number

GEORGE HATTAW (Chair, Applegrove Merchants Assoc) *George Hattaw* 135 Applegrove 673-5401

Richard Guy *Richard Guy* 137-151 Applegrove 673-1101

\* I prefer parking on the north side\* for signage on the north side and 1.5 hrs. R.G.

JOHN STOPCIATI *John Stopciati* 153 APPLEGROVE 673-4443

Michael ... *Michael ...* 153 Applegrove 673-4443

Joe ... *Joe ...* Councilor - Ward 1

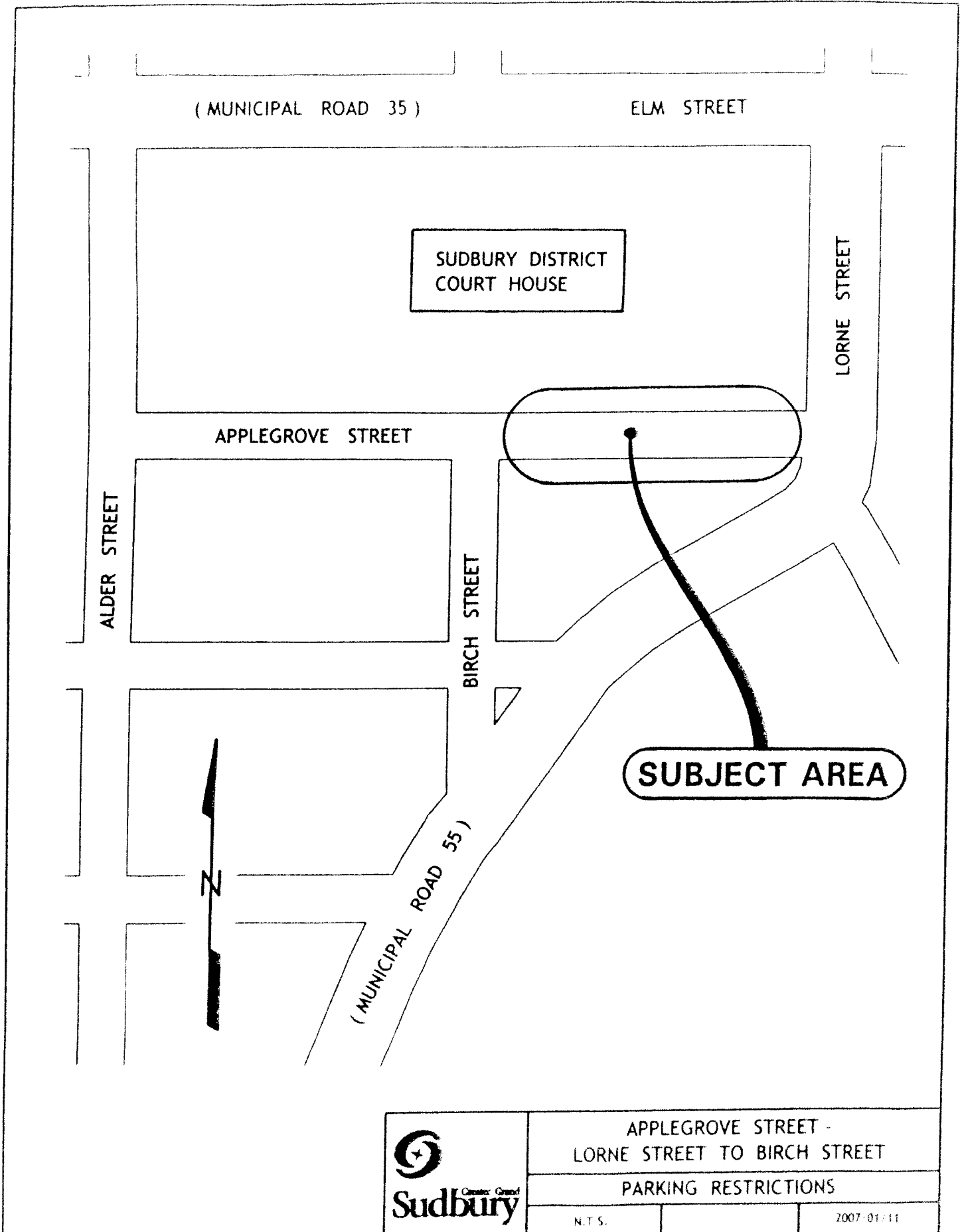
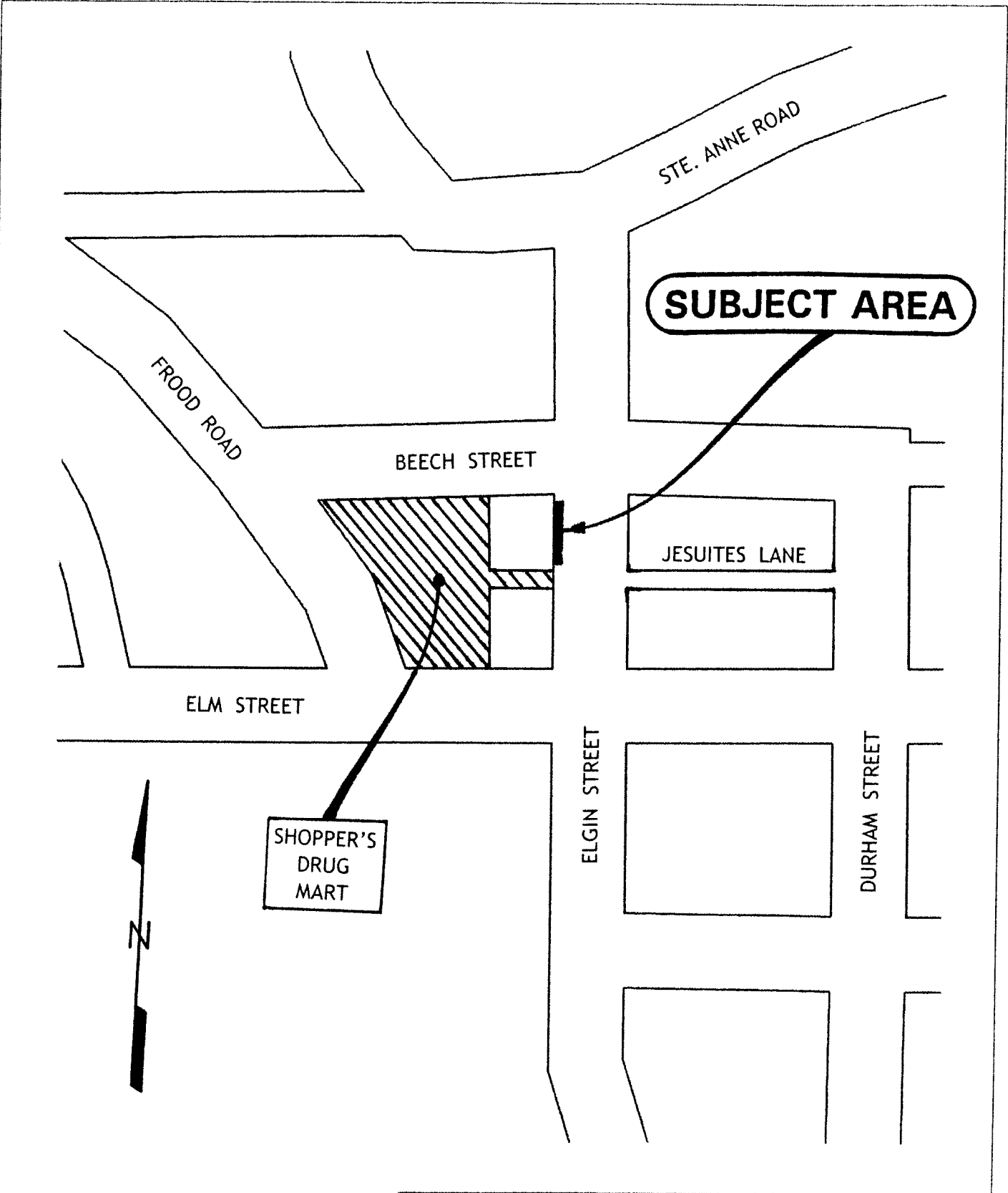



EXHIBIT: B



	ELGIN STREET	
	ELM STREET to BEECH STREET	
	PARKING METER ZONES	
NOT TO SCALE	Page 29 of 38 07 - 26	

## Request for Decision

### Traffic Calming Street Ranking

Presented To:	Traffic Committee
Presented:	Monday, Aug 23, 2010
Report Date	Tuesday, Aug 17, 2010
Type:	Managers' Reports

### Recommendation

That the Traffic Committee approve the 2010 ranking list for Traffic Calming Eligible Roadways contained in the report from the General Manager of Infrastructure Services dated August 23, 2010;

And that Staff be directed to initiate the public support component for the Traffic Calming process based on the ranking order. Projects from lower in the ranking may be chosen to fully utilize the annual budget;

And that Staff be directed to receive final approval from Council for Traffic Calming projects prior to issuing tenders for construction;

And that Staff forward the results of the speed studies to the Greater Sudbury Police Services and request increased enforcement on roadways identified with speeding problems.

### Finance Implications

The 2010 capital budget provides for \$150,000 related to traffic calming. Annual expenditures for traffic calming will be limited to the approved budget.

### BACKGROUND

The City's Traffic and Transportation Engineering Section receives numerous requests each year to install Traffic Calming measures such as speed humps and traffic circles to reduce speeding and improve safety on its roadways. In February, 2008, the City of Greater Sudbury retained IBI Group to develop a Traffic Calming Policy to aid staff in evaluating requests and the application of Traffic Calming devices. This policy was permanently adopted by City Council on May 12, 2010. Council also directed staff to bring forward a list ranking the roadways that qualify for traffic calming based upon the approved policy.

### What is Traffic Calming?

The Institute of Transportation Engineering defines Traffic Calming as "the combination of mainly physical

#### Signed By

##### Report Prepared By

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

##### Division Review

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

##### Recommended by the Department

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

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Aug 19, 10*

measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non motorized street users.”

### **Traffic Calming Warrant**

The City's Traffic Calming Warrant is based upon the review of the best practices of 24 jurisdictions throughout North America. In addition, public input was solicited through surveys posted on the City's website and at the Citizen Services Centres. Two (2) stakeholder workshops were also held with City departments and agencies including City Councillors, Police, Fire, EMS, Planning, Roads and Engineering.

The Traffic Calming Warrant consists of an initial screening where a combination of requirements must be met for a site to be eligible for Traffic Calming. The threshold criteria and screening process can be found in the attached Exhibits “A” and “B”.

Sites that pass the initial screening are then ranked against each other using a weighted point criteria based on the classification of the road. Each eligible site is awarded points based on its score for each factor, with a maximum score of 100 points. A score of 30 points has been established as a minimum threshold to qualify for traffic calming consideration. The scoring criteria for local and collector roads is outlined in the attached Exhibit “C”.

### **Initial Screening and Ranking of City of Greater Sudbury Roads**

During the summer of 2009 and the spring of 2010, City staff collected collision and traffic data for all formally requested locations as well as a list of roads where the speed and volume of traffic is a frequent concern of residents. Roads in all 12 wards were selected for review to ensure that the policy was appropriate for all areas of the City. The initial screening process was completed for 138 road segments on 80 different roads. Of the 138 road segments reviewed, 40 qualified for the ranking process, and of these, 38 scored more than 30 points. As part of the final ranking process, any abutting road segments that scored greater than 30 points were combined into one segment and assigned the highest score, resulting in a total of 27 roadways. (see attached Exhibits “D” and “E”).

The results of the studies shows that the initial screening criteria used in the Traffic Calming Policy is working well. Approximately 30 percent (30%) of road segments reviewed, qualified for Traffic Calming. The goal of the initial screening is to ensure that Traffic Calming is appropriate for the road section being reviewed.

### **Final Ranking**

As indicated in the attached Exhibit “D”, a total of 27 roadways qualify for Traffic Calming. Depending on the calming devices chosen and the length of the project, the City's Annual Traffic Calming of \$150,000 should be enough to complete one major roadway, similar in size to Southview Drive, or a couple of smaller projects per year.

In addition to the eligible roadways, Exhibit “D” shows the project length, preliminary cost estimate and indicates whether the road is a transit route or primary emergency services route. It is noted that the cost estimates may vary greatly depending on the devices preferred by the residents. For example, on a 1 km road, you could paint bike lanes for \$5,000 or construct physical devices for \$100,000. Also, roadways that are not transit routes or primary emergency service routes qualify for vertical traffic calming measures such as speed humps. Speed humps are not only effective in reducing vehicle speed but are also less expensive to construct than many other calming devices.

Also, roadways that are eligible for Traffic Calming and are not part of the Road Capital Program will have recommended traffic calming devices incorporated as part of the design and construction. Kathleen Street is an example of where Traffic Calming was incorporated as part of the capital contract.

### **Recommendations**

As indicated in the Traffic Calming Policy, Council approval is required for a project or series of projects

prior to initiating the public support component. Staff recommends that Council approve the list ranking the eligible roadways. Based on approved budget limitations, staff will initiate the public support component in the order the roadways are ranked. However, some similar projects may be selected out of order to fully utilize the available capital budget.

Based on the time of year, and length of time needed to complete the public consultation component, actual construction of traffic calming devices will not occur until next year.

Prior to tendering, staff will obtain Council's approval for plans that have received the necessary public support. As indicated in the Traffic Calming Policy, if a request is rejected at any point in the process, the applicants and affected residents will be informed in writing, and Traffic Calming shall not be reconsidered for the same section of road for two years.

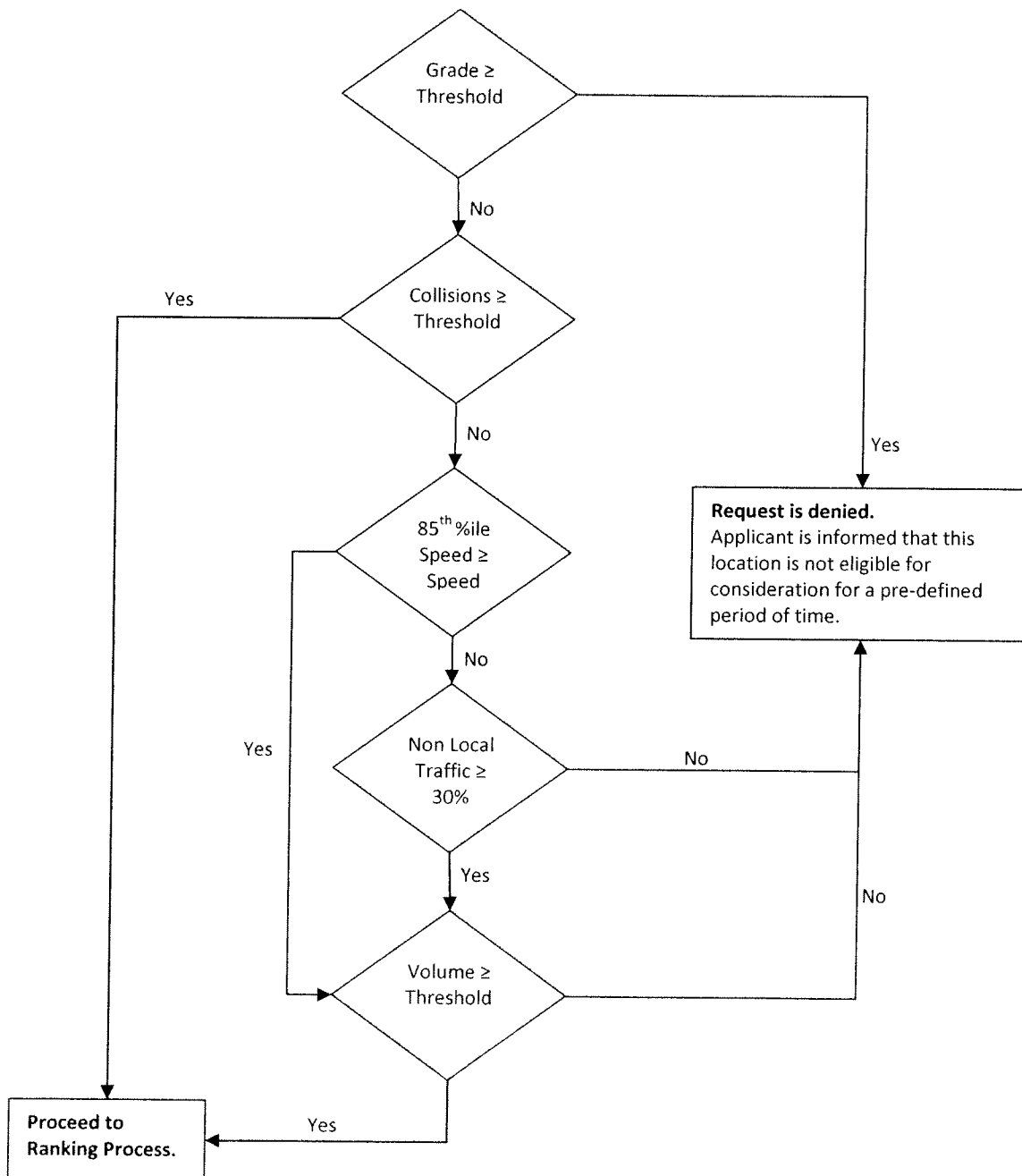
Many roads which did not pass the initial screening for traffic calming had 85<sup>th</sup> percentile speeds that exceeded the posted speed. City staff will compile a list of these roadways and forward it to Greater Sudbury Police Services to be considered for speed enforcement campaigns.



## Traffic Calming Criteria

Criteria	Threshold		Notes
	Local Road	Collector/ Tertiary Arterial	
Grade	< 8%		If the grade is equal to or greater than 8%, traffic calming is not permitted
Collision History	≥ 6	≥ 12	Number of collisions within the last three years involving vulnerable road users and/or which may be potentially corrected by traffic calming measures.
Volume	≥ 900 vpd	≥ 3,000 vpd (Collector) ≥ 5,000 vpd (Tertiary Arterial)	Two-way AADT volume
Speeds	≥ posted speed limit		85 <sup>th</sup> percentile speed
Non-Local Traffic	≥ 30%		'Cut-through traffic'

## Screening Process



## Scoring Criteria

### Local Roads

Factor	Point Criteria	Maximum Points
Collision History	4 points for each qualifying collision in the past three years	20
Traffic Speeds	1 point for each km/h above posted speed limit	15
Non-Local Traffic	3 points for each 10% of non-local traffic above 20% (maximum reached at 60% non-local traffic)	15
Traffic Volumes	1 point for each 50 vehicles above 900	20
Pedestrian Generators	5 points for each school or park within the study area (other Pedestrian Generators may be defined by City staff)	10
Pedestrian Facilities	5 points if there are no sidewalks in the study area	5
Emergency Services and Routes	4 points if the study area is a primary Emergency Services route	0
Transit Services and Routes	2 points if the study area is an existing or planned transit route	0
Block Length	1 point for each 50 metre increment between stop-controlled points	10
Adjacent Land Uses (residential)	1 point for each 20% of residential land use	5
		<b>100</b>

### Collector and Tertiary Arterial Roads

Factor	Point Criteria	Maximum Points
Collision History	3 points for each qualifying collision in the past three years	15
Traffic Speeds	1 point for each km/h above posted speed limit	20
Non-Local Traffic	2 points for each 10% of non-local traffic above 20% (maximum reached at 60% non-local traffic)	10
Traffic Volumes	1 point for each 100 vehicles above 3000 for Collector roads and 5000 for Tertiary Arterials	20
Pedestrian Generators	5 points for each school or park within the study area (other Pedestrian Generators may be defined by City staff)	10
Pedestrian Facilities	10 points if there are no sidewalks in the study area, 5 if only on one side	10
Emergency Services and Routes	6 points if the study area is a primary Emergency Services route	0
Transit Services and Routes	4 points if the study area is an existing or planned transit route	0
Block Length	1 point for each 50 metre increment between stop-controlled points	10
Adjacent Land Uses (residential)	1 point for each 20% of residential land use	5
		<b>100</b>

## Traffic Calming Final Street Ranking - 2010

	Location	Score	Length (m)	Transit or ES Route?	Preliminary Cost Estimate
1	Attlee Avenue (Lasalle Boulevard to Westmount Avenue)	77.8	1660	Yes	\$250,000
2	Auger Avenue (Lasalle Boulevard to Gemmell Street)	74.2	1000	Yes	\$150,000
3	Riverside Drive (Regent Street to Broadway Street)	74.2	960	Yes	\$145,000
4	Michelle Drive (MR 80 to Ivan Street)	71.6	1100	Yes	\$165,000
5	Brenda Drive (Moonrock Avenue to St Charles Lake Road)	69.8	1300	No	\$195,000
6	Lansing Avenue (Lasalle Boulevard to Maley Drive)	63.4	1750	Yes	\$265,000
7	Grandview Boulevard (Montrose Avenue to Wedgewood Drive)	63.1	290	Yes	\$45,000
8	Hillcrest Drive (Brian Street to Mikkola Road)	63.0	710	Yes	\$110,000
9	Loach's Road (Regent Street to Lo-Ellen Park School)	59.3	360	Yes	\$55,000
10	Kelly Lake Road (Southview Drive to Copper Street)	59.3	490	Yes	\$75,000
11	Hawthorne Drive (Barry Downe Road to Auger Avenue)	54.3	860	Yes	\$130,000
12	Dublin Street (Attlee Avenue to Arthur Street)	50.3	540	No	\$85,000
13	Robinson Drive (Kelly Lake Road to Southview Drive)	49.4	950	Yes	\$145,000
14	Balsam Street (Garrow Road to Nickel Street (East Leg))	48.2	1200	Yes	\$180,000
15	Hawthorne Drive (Auger Avenue to Claudia Court (East Leg))	47.4	330	No	\$45,000
16	Meekhan Street (Dennie Street to Coulson Street)	47.0	330	No	\$50,000
17	Valleyview Road (Municipal Road 80 to L Horizon Secondary School)	39.8	180	No	\$30,000
18	Second Avenue (Highway 17 to Government Road)	39.2	940	Yes	\$145,000
19	Gemmell Street (Attlee Avenue to Downland Avenue)	37.4	200	No	\$30,000
20	Kathleen Street (CP Rail Crossing to Flood Road)	37.4	420	Completed 2010	
21	Edward Avenue (Highway 144 to Falcon Street)	37.3	570	Yes	\$90,000
22	Woodbine Avenue (Agincourt Avenue to Roy Avenue)	37.1	450	Yes	\$70,000
23	Mackenzie Street (Baker Street to Elgin Street)	35.6	380	Yes	\$60,000
24	Douglas Street (Brady Street to Riverside Drive)	34.3	170	No	\$30,000
25	Copper Street (Martindale Road to Zinc Street)	32.8	1300	Yes	\$195,000
26	Loach's Road (Oriole Drive to Cerilli Crescent)	32.6	660	Yes	\$100,000
27	Stonewate Drive (Beatrice Crescent to Attlee Avenue)	31.7	250	No	\$40,000

## Road Segments Which Did Not Qualify

Location	Reason Segment is not Eligible
Algonquin Road (Trailridge Drive to Maurice Street)	Volume Does Not Meet Minimum Requirements
Arlington Drive West (Gilles Court to Gerard Avenue)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Arnold Street (400 m west of Skyward Drive to Moonrock Avenue)	Volume Does Not Meet Minimum Requirements
Arnold Street (Barbara Street to Skyward Drive)	Volume Does Not Meet Minimum Requirements
Arnold Street (Regent Street to Barbara Street)	Volume Does Not Meet Minimum Requirements
Arnold Street (Skyward Drive to 400 m west of Skyward Drive)	Volume Does Not Meet Minimum Requirements
Balsam Street (Godfrey Drive to Garrow Road)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Brebeuf Avenue (Kathleen Street to Tanguay Avenue)	Grade of Road is Greater Than 8%
Carl Street (Cote Boulevard to North End)	Speed & Volume Do Not Meet Minimum Requirements
Centennial Road (Lapointe Street to Centennial Arena)	Volume Does Not Meet Minimum Requirements
Church Street (Spruce Street to Falconbridge Highway)	Volume Does Not Meet Minimum Requirements
Church Street (Spruce Street to Pine Street)	Volume Does Not Meet Minimum Requirements
Colonial Court (Melbourne Street to Melbourne Street - East Leg)	Speed, Non-Local Traffic and Volume Do Not Meet Minimum Requirements
Colonial Court (Melbourne Street to Melbourne Street - West Leg)	Speed, Non-Local Traffic and Volume Do Not Meet Minimum Requirements
Copper Street (Kelly Lake Road to Zinc Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Corsi Hill (Between Gold Street and Gemma Street)	Scored Less Than 30 Points in Ranking Process
Dell Street (Bruce Avenue to Boivin Avenue)	Volume Does Not Meet Minimum Requirements
Desmarais Road (MR 80 to Talon Street)	Volume Does Not Meet Minimum Requirements
Dugas Street (East Street to MR 80)	Volume Does Not Meet Minimum Requirements
Edward Avenue (Falcon Street to Gaudette Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Gateway Drive (Long Lake Road to Treeview Road)	Volume Does Not Meet Minimum Requirements
Gatien Avenue (MR 80 to Francis Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Gemmell Street (Barrydowne Road to Westmount Avenue)	Volume Does Not Meet Minimum Requirements
Gemmell Street (Downland Avenue to Barrydowne Road)	Volume Does Not Meet Minimum Requirements
Gemmell Street (Westmount Avenue to Auger Avenue)	Volume Does Not Meet Minimum Requirements
Godfrey Drive (Balsam Street to Serpentine Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Godfrey Drive (Power Street to Balsam Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Godfrey Drive (Serpentine Street to North End)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Grandview Boulevard (Inglewood Court to Montrose Avenue)	Volume Does Not Meet Minimum Requirements
Grandview Boulevard (Rideau Street to Inglewood Court)	Volume Does Not Meet Minimum Requirements
Greenwood Drive (Second Avenue to Bayridge Court)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Hawthorne Drive (Attlee Avenue to Lynwood Drive)	Volume Does Not Meet Minimum Requirements
Hawthorne Drive (Beatrice Crescent to Attlee Avenue)	Volume Does Not Meet Minimum Requirements
Hawthorne Drive (Lynwood Drive to Barry Downe Road)	Scored Less Than 30 Points in Ranking Process
Holland Road (Lamothe Street to Woodbine Avenue)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Holland Road (Sparks Street to Lamothe Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Holland Road (Woodbine Avenue to Lillian Boulevard)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Houle Avenue (Arlington Drive to Riverside Drive)	Volume Does Not Meet Minimum Requirements
Houle Avenue (Highway 144 to Arlington Drive)	Volume Does Not Meet Minimum Requirements
Junction Avenue (Notre Dame Road to Laurin Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Keith Avenue (Edward Avenue to Pinellas Road)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Lamothe Street (Holland Road to Leon Avenue)	Volume Does Not Meet Minimum Requirements
Lamothe Street (Paquette Street to Lansing Avenue)	Volume Does Not Meet Minimum Requirements
Levesque Street (Bancroft Drive to Rheal Street)	Volume Does Not Meet Minimum Requirements
Levesque Street (Rheal Street to Kingsway)	Volume Does Not Meet Minimum Requirements
Lillian Boulevard (Holland Road to Barry Downe Road)	Volume Does Not Meet Minimum Requirements
Lincoln Crescent (Sellwood Avenue to Dennie Street)	Speed & Volume Do Not Meet Minimum Requirements
Loach's Road (Lo-Ellen Park School to Oriole Drive)	Volume Does Not Meet Minimum Requirements
Long Lake Road (McFarlane Lake Road to Chief Lake Road)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Lourdes Street (Van Horne Street and St. Raphael Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Mackenzie Street (Kathleen Street to Baker Street)	Volume Does Not Meet Minimum Requirements
Madison Avenue (Gary Avenue to Sherwood Avenue)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Madison Avenue (Lansing Avenue to Gary Avenue)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Madison Avenue (Sherwood Avenue to Old Falconbridge Road)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Marie Avenue (MR 15 to Helene Street)	Volume Does Not Meet Minimum Requirements
Marier Street (Notre Dame Street to MR 35)	Volume Does Not Meet Minimum Requirements
Mont Adam Street (Between Cochrane Street and Sunrise Ridge Road)	Grade of Road is Greater Than 8%
Mont Adam Street (Between Sunrise Ridge Drive and Mountain Street)	Grade of Road is Greater Than 8%
Nephawin Avenue (Paris Street to Walford Road)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Niemi Road (MR 24 to Turner Road)	Scored Less Than 30 Points in Ranking Process
Niemi Road (Santala Road to West End)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Niemi Road (Turner Road to Santala Road)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Notre Dame Avenue (Jules Street to Gravel Drive)	Volume Does Not Meet Minimum Requirements
Notre Dame Avenue (St. Isidore Street to Jules Street)	Volume Does Not Meet Minimum Requirements
O'Neil Drive East (Margaret Street to Garson-Coniston Road)	Volume Does Not Meet Minimum Requirements
O'Neil Drive East (Penman Avenue to Margaret Street)	Volume Does Not Meet Minimum Requirements
O'Neil Drive West (Pilotte Road to Heino Road)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Paquette Street (Lasalle Boulevard to Lamothe Street)	Volume Does Not Meet Minimum Requirements
Ramsey Road (Worthington Crescent to John Street)	Speed & Non-Local Traffic Do Not Meet Minimum Requirements

Roland Street (Lauzon Avenue to Attlee Avenue)	Volume Does Not Meet Minimum Requirements
Roxborough Drive (Winchester Avenue to Laura Avenue)	Volume Does Not Meet Minimum Requirements
Roy Avenue (Lamothe Street to Lasalle Boulevard)	Volume Does Not Meet Minimum Requirements
Sixth Avenue (B Street to Maple Street)	Volume Does Not Meet Minimum Requirements
Sixth Avenue (Coronation Boulevard to MR 24)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Sixth Avenue (Maple Street to Tenth Avenue)	Volume Does Not Meet Minimum Requirements
Sixth Avenue (MR 24 to B Street)	Volume Does Not Meet Minimum Requirements
Spruce Street (Gilman Street to Ethelbert Street)	Volume Does Not Meet Minimum Requirements
Spruce Street (Travers Street to Gilman Street)	Volume Does Not Meet Minimum Requirements
St. Agnes Street (Leo Street to Montée Principale)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
St. Agnes Street (Montcalm Street to Leo Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
St. Raphael Street (Lourdes Street to Howey Drive)	Speed, Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Sunnyside Road (Orange Road to Norma Street)	Traffic Calming is Not Typically Applied to Rural Roads
Talon Street (Desmarais Road to Tremblay Street)	Speed & Volume Do Not Meet Minimum Requirements
Telstar Avenue (Moonrock Avenue to Skyward Drive)	Volume Does Not Meet Minimum Requirements
Telstar Avenue (Regent Street to Skyward Drive)	Volume Does Not Meet Minimum Requirements
Third Avenue (Bancroft Drive to Kenwood Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Third Avenue (Evergreen Street to First Avenue)	Volume Does Not Meet Minimum Requirements
Third Avenue (Kenwood Street to Kingsway)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Third Avenue (Nickel Street to Evergreen Street)	Volume Does Not Meet Minimum Requirements
Tupper Street (Centennial Road to east end)	Speed, Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Valleyview Road (L'Horizon Secondary School to Fournier Drive)	Volume Does Not Meet Minimum Requirements
Victoria Street (Regent Street to Eyre Street)	Speed, Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Wembley Drive (Killarney Avenue to Winchester Avenue)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Wembley Drive (Laura Avenue to Marion Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Wembley Drive (Regent Street to Wellington Heights)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Westmount Avenue (Barrydowne Road to Kingston Court)	Volume Does Not Meet Minimum Requirements
Westmount Avenue (Gemmell Street to Hawthorne Drive)	Volume Does Not Meet Minimum Requirements
Westmount Avenue (Kingston Court to Gemmell Street)	Volume Does Not Meet Minimum Requirements
Worthington Crescent (Marion Street to Ramsey Road)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements
Worthington Crescent (Riverside Road to Marion Street)	Non-Local Traffic & Volume Do Not Meet Minimum Requirements