

Presented To:	Operations Committee
Presented:	Monday, Nov 14, 2016
Report Date	Monday, Oct 24, 2016
Type:	Managers' Reports

Request for Decision

Traffic Control - Montee Genereux at Pilon Street

Resolution

THAT the City of Greater Sudbury reassigns the right-of-way at the intersection of Montee Genereux and Pilon Street so that westbound traffic on Pilon Street is controlled by a Stop sign and the existing Stop sign facing southbound traffic on Montee Genereux is removed;

AND THAT a by-law be presented 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 October 24, 2016.

Background

Roads and Transportation Services received a request from area residents to review the traffic control at the intersection of Montee Genereux and Pilon Street in Rayside Balfour.

Pilon Street intersects Montee Genereux forming a "T" intersection. Currently, traffic at this intersection is controlled by a Stop sign facing southbound traffic on Montee Genereux (see Exhibit 'A'). This is not a standard form of traffic control at a "T" intersection and may result in some confusion, especially for the drivers who are not familiar with the area.

Staff first reviewed whether an all-way stop was warranted at this intersection. A turning movement count was completed on June 8, 2015 at this intersection. Applying the data to the City's minimum vehicle volume warrant indicates that the total vehicle volume meets only 12 percent of the minimum volume requirements (see Exhibit 'B'). A review of the City's collision data from 2013 to 2015 revealed that there were no reported collisions at this intersection during this three year period. Based on traffic volume and collision history, an all-way stop is not warranted at this intersection. However, in order to improve safety and to implement a standard uniform system of traffic control, it is recommended that traffic be controlled with a Stop sign facing westbound traffic on Pilon Street.

The process for reassigning the right-of-way at an intersection is a multiple step process which can be confusing to drivers. To try and minimize the risk of a collision, the Ontario Traffic Manual (OTM) has

Signed By

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provided a procedure that is to be followed to safely carry out the transition. The intent of the procedure is to change driver expectation and behavior by alerting drivers to a state of operational change. The following is a summary of the required procedure:

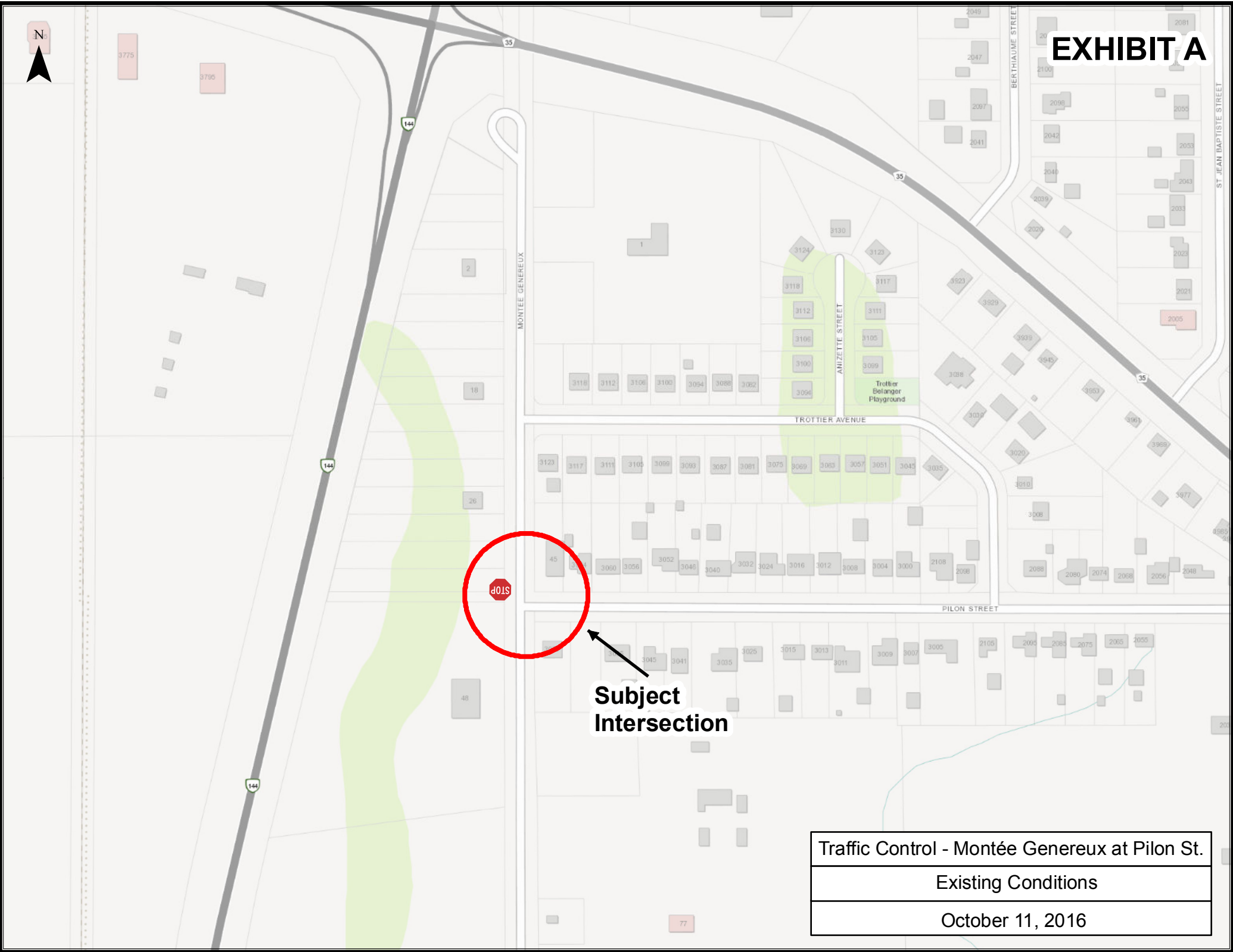
- i. The process will begin by installing new stop signs facing northbound traffic on Montee Genereux and westbound traffic on Pilon Street with appropriate tabs to create an all-way stop at the intersection. The all-way stop is to remain in effect for at least 15 days.
- ii. At the same time, signs will be installed on the westbound approach of Pilon Street indicating “cross traffic does not stop”. Below this sign, a tab sign is installed stating “After”, with the month and day indicating when the stop sign will be removed.
- iii. After a minimum of 15 days, the stop signs facing both northbound and southbound traffic on Montee Genereux and the tab signs with the month and day will be removed.
- iv. After an additional period of a minimum of 15 days, the “cross traffic does not stop” sign will be removed.

In addition to utilizing the recommended process from the OTM, staff will issue a public service announcement to advise the public of the change in traffic control at the intersection. Greater Sudbury Police Services will also be requested to increase the level of enforcement at the intersection during the transition period.

Recommendation

In order to improve safety and to implement a standard uniform system of traffic control, it is recommended that the right-of-way be reassigned at the intersection of Montee Genereux and Pilon Street so that westbound traffic on Pilon Street is controlled with a stop sign and the existing stop sign facing southbound traffic on Montee Genereux is removed. It is also recommended that the process for reassigning the right-of-way at an intersection that is outlined in the Ontario Traffic Manual be followed to facilitate this change.

EXHIBIT A



**Subject
Intersection**

Traffic Control - Montée Genereux at Pilon St.	
Existing Conditions	
October 11, 2016	

EXHIBIT B

CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	Montee Genereux at Pilon Street	Date:	October 12, 2016
Date of TM Count:	June 8, 2015	Analyst:	SB
Type of Intersection:	T		
Roadway Type	Local		
AADT of Main Road:	300		

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	12	%
Warrant #2	Collision History	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 ≥	500/hr	350/hr	250/hr	29	12%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	11	N/A
Traffic Split	70/30	70/30	70/30	63/37	100%

Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Total Number of Collisions	Percent Compliance
Total Collisions over a 3 year period	12*	9*	6*	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.