

Presented To:	Operations Committee
Presented:	Monday, Dec 02, 2019
Report Date	Friday, Nov 15, 2019
Type:	Managers' Reports

Request for Decision

Right of Way Reassignment - Paul Street at Laurier Street West and Hollybrook Crescent

Resolution

THAT the City of Greater Sudbury directs staff to prepare a by-law to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes, as outlined in the report entitled "Right of Way Reassignment – Paul Street at Laurier Street West and Hollybrook Crescent", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 2, 2019.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

This report will provide a recommendation to reassign the right-of-way at the intersection of Paul Street at Laurier Street West and Hollybrook Crescent in order to implement a standard uniform system of traffic control.

Financial Implications

Recommendations of this report may be carried out within the existing approved operating budget.

Signed By

Report Prepared By

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Manager Review

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Financial Implications

Liisa Lenz
Coordinator of Budgets
Digitally Signed Nov 18, 19

Recommended by the Department

Tony Cecutti
General Manager of Growth and
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Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
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Right of way Reassignment Paul Street at Laurier Street west and Hollybrook Crescent

The City's Transportation and Innovation Services section received requests from area residents to review the intersection of Paul Street at Laurier Street West and Hollybrook Crescent where a non-standard system of traffic control was implemented. The requests were received in response to the City recently assuming Hollybrook Crescent and no traffic control being present for vehicles approaching the intersection from the west.

Paul Street, Laurier Street West and Hollybrook Crescent intersect forming a cross intersection. Currently there are two stop signs installed at the intersection; one facing westbound traffic on Laurier Street West and one facing southbound traffic on Paul Street (see Figure 1 below). This is not a standard form of traffic control at a cross intersection and may result in some confusion, especially for the drivers who are not familiar with the area.

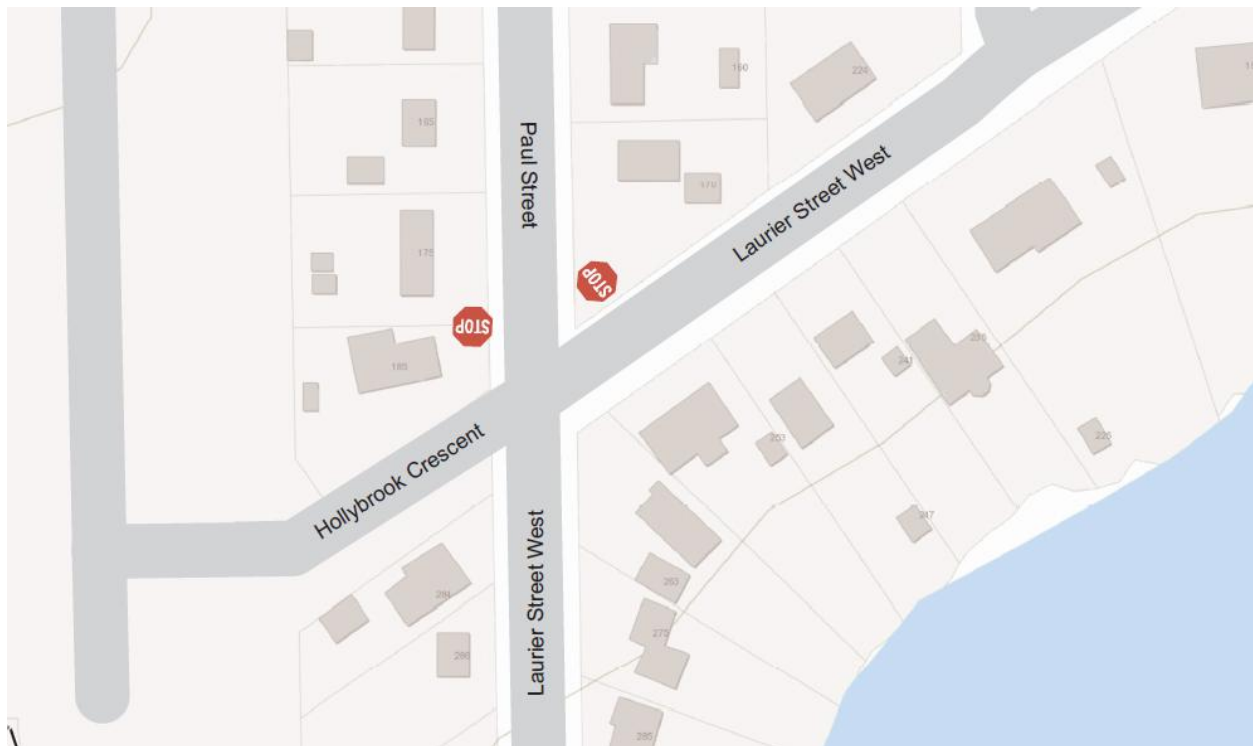


Figure 1 – Existing traffic control at the subject intersection

Staff first reviewed whether an all-way stop was warranted at this intersection. A turning movement count was completed at the intersection on July 11, 2019. Applying the data to the City's minimum vehicle volume warrant indicates that the total vehicle

volume meets only 47% of the minimum volume requirements (see Exhibit A). A review of the City's collision data from 2015 to 2019 year to date revealed that there were no reported collisions at the intersection during this 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 eastbound traffic on Hollybrook Crescent and westbound traffic on Laurier Street West. It is recommended that a by-law be passed to amend the Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury, to implement this change.

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 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 Laurier Street West and eastbound traffic on Hollybrook Crescent 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, large signs will be installed facing eastbound traffic on Hollybrook Crescent and westbound traffic on Laurier Street west 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 minimum of 15 days, the stop signs facing both northbound traffic on Laurier Street west and southbound traffic on Paul Street will be removed. The tab signs with the month and day are also removed.
- iv. After an additional period of a minimum of 15 days, the "cross traffic does not stop" signs are removed.

Besides utilizing the above sign installation procedure, 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.

Resources Cited:

Ontario Traffic Manual, Book 5 – Regulatory Signs, March 2000.



Exhibit A CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location: Paul St - Laurier St. - Hollybrook Cr Date: 9/24/2019
 Date of TM Count: 7/11/2019 Analyst: SB
 Type of Intersection: Cross

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	47%	%
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	350	250	164	47%
Veh + Pedestrian volumes from side street is ≥	200/hr	140/hr	N/A		
Traffic Split	70/30	70/30	70/30	70/30	100%

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%

Warrant #3	Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.	NO	Y/N
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* 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.