

City of Greater Sudbury Spot Street Light Warrant

Location: _____
 Number of Lights Requested: _____
 Analyst: _____
 Field Review Date: _____
 Photo Taken? Yes No
 Warrant Completion Date: _____

Initial Screening

- | | | |
|---|-----|----|
| 1. Is there existing lighting at the requested location? | Yes | No |
| 2. Is there existing full lighting on the roadway? | Yes | No |
| 3. Will a new pole be required for the requested location? | Yes | No |
| 4. Is the requested location outside of a 'community' or 'non-urban settlement' as defined by the Official Plan? (If a geometric deficiency will be addressed, select No) | Yes | No |

If "Yes" to ANY of the above questions, the location does not qualify for a spot street light.
 If "No" to ALL of the above questions, proceed to the Ranking section below.

Ranking

	Ranking Factor	Rating Factor					Weight	Rating	Score
		1	2	3	4	5			
1	Classification	Lane	Local	Collector/ Tertiary Arterial	Secondary Arterial	Primary Arterial	1.0		
2	Driveways and Entrances/km	<20	20 to 40	40 to 60	60 to 80	> 80	1.4		
3	Horizontal Curve Speed Reduction (km/h)		<10	10 to 20	20 to 30	>30	5.5		
4	Vertical Grade (%)	<3	3 to 4	4 to 5	5 to 7	>7	0.4		
5	Sight Distance (m)	>210	150 to 210	90 to 150	60 to 90	<60	0.2		
6	Parking	Prohibited	Loading	Off Peak	One Side	Both Sides	0.1		
7	Operating or Posted Speed (km/h)	<=40	50	60	70	>=80	0.6		
8	Pedestrian Nighttime Activity Level (#/peak hour)			Low (<10)	Medium (11 to 99)	High (>=100)	3.2		
9	Percentage of Development Adjacent to Road (%)	nil	nil to 30	30 to 60	60 to 90	>90	0.2		
10	Area Classification	Rural	Industrial	Residential	Commercial	Downtown	0.2		
11	Distance from Development to Roadway (m)	>60	45 to 60	30 to 45	15 to 30	<15	0.2		
12	Ambient (off Roadway) Lighting	Nil	Sparse	Moderate	Distracting	Intense	1.4		
13	Safety (# of nighttime collisions from previous 3 years or GSPS priority rating)	0	1	2	3	>3	5.6		
							Total		

Field Notes

Review Criteria

Full Lighting is when the entire roadway width within a defined area has lighting in a uniform manner.

The Horizontal Curve Reduction speed is determined by measuring the comfortable speed of the horizontal curve using a ball bank meter.

Pedestrian Nighttime Activity is estimated using the adjacent land uses.

Ambient Lighting Definitions

Sparse - typically includes rural roadways with little or no development

Moderate - typically includes rural or urban roads with some building lighting and development outside of commercial areas.

Areas with residential and industrial development will typically have moderate ambient lighting.

Distracting - typically is downtown commercial areas with well lighted building exteriors adjacent to the roadway. It can also include commercial development where lighting is used to attract attention to businesses.

Intense - typically is areas with large advertising signs, sports lighting and other intense light sources adjacent to the roadway.