

## Request for Decision

### Traffic Parking By-law Amendment - Designated Traffic Lanes - Old Highway 17 (MR55) at Main Street (MR24)

Presented To: Operations Committee

Presented: Monday, Nov 18, 2019

Report Date: Wednesday, Oct 30, 2019

Type: Managers' Reports

### Resolution

THAT the City of Greater Sudbury designates the southbound curb lane to allow for left turn movements from Main Street (Municipal Road 24) onto Old Highway 17 (Municipal Road 55);

AND THAT staff be directed 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 "Traffic Parking By-law Amendment – Designated Traffic Lanes - Old Highway 17 (MR 55) at Main Street (MR 24)", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 18, 2019.

### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters

### Report Summary

This report outlined recommends the necessary amendments to the Traffic and Parking By-law 2010-1 for the conversion of the southbound curb lane to a shared left, through and right lane.

### Financial Implications

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

#### Signed By

**Report Prepared By**

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*Digitally Signed Oct 30, 19*

**Division Review**

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**Financial Implications**

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**Recommended by the Department**

Tony Cecutti  
General Manager of Growth and Infrastructure  
*Digitally Signed Nov 1, 19*

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

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Nov 1, 19*

## **Traffic Parking and Bylaw Amendment Designated Traffic Lanes - Old Highway 17 (MR 55) at Main Street (MR 24)**

The Transportation and Innovation Services section has received a number of requests to review how the traffic signals operate at the intersection of Municipal Road 55 and Municipal Road 24 in Lively to see if additional vehicle capacity can be added to the intersection for southbound vehicles. The common concern brought forward was long wait times and queues for southbound vehicles turning left onto Municipal Road 55.



In the eastbound and westbound directions, the intersection currently operates with protected left turn movements and simultaneous through movements for both directions. Due to the unbalanced vehicle volumes in the northbound and southbound directions, these two directions each have their own green traffic signal phase while the opposite direction remains red. This is commonly referred to as split phasing. In the southbound direction, there are two vehicle lanes. One is an exclusive left turn lane and the other is shared through and right turn lane.

Staff completed a capacity analysis and an on-site review of the intersection. Southbound vehicles were experiencing long delays and vehicle queues of over 800 metres were present during the A.M. and P.M. peak hours.

As part of the proposed 2020 Budget, this intersection is recommended for rehabilitation in 2021. As part of the design for the rehabilitation, staff will review whether an additional southbound lane can be constructed to help alleviate the capacity concerns. As an interim solution, staff have implemented a dual left turn lane to accommodate the southbound to eastbound traffic movement from Municipal Road 24 onto Municipal Road 55 by converting the existing shared through and right turn lane into a shared through, left and right turn lane. In order to officially designate the southbound curb lane to allow for left turn movements, staff recommend the Traffic and Parking By-Law 2010-1 be amended to allow left turns from the southbound curb lane.