

## EXHIBIT: C2

**From:** "Young, Jeffrey" <jeffrey.young@tc.gc.ca>  
**To:** 'David Shelsted' <David.Shelsted@city.greatersudbury.on.ca>, 'Dave Kivi' <dave.kivi@greatersudbury.ca>, 'Tony DeSilva' <Tony.DeSilva@greatersudbury.ca>  
**Date:** 8/3/2012 12:48 PM  
**Subject:** Elm Street Railway Crossing - Mile 79.43 Cartier Subdivision - CP Rail - Traffic Queuing Issues  
**CC:** "Lee, Scott" <Scott.Lee@tc.gc.ca>, "Williams, Duwayne" <Duwayne.Williams@tc.gc.ca>, Allan Mielke <Allan\_Mielke@cpr.ca>, 'NormandThibert' <Normand\_Thibert@cpr.ca>

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4900 Yonge Street  
North York, Ontario  
M6N 1A3

August 3, 2012

Mr. David Shelsted, P. Eng  
Director of Roads and Transportation Services  
City of Greater Sudbury  
1800 Frobisher Street  
PO Box 5000  
Station A  
Sudbury Ontario P3A 5P3

Dear Sir,

On Thursday July 19<sup>th</sup>, 2012, the undersigned Railway Safety Inspector conducted monitoring activities at the Railway Crossing at Grade, Mile 79.43 Cartier Subdivision and Elm Street in the City of Sudbury.

During the monitoring activities, which were conducted between 1335 and 1430, the following observations were made;

- a) Four instances of westbound vehicle stopping the left hand lane of Elm Street to turn left into the "Surplus Liquidators" establishment. Subsequent traffic behind the left hand turning vehicle stopped so that they were fowl of the railway tracks.
- b) Two instances where eastbound vehicular traffic queued from the traffic signals at Elgin Street to the railway tracks, so that traffic stopped fowl of the railway tracks.
- c) One instance where westbound vehicle traffic queued from the traffic signals at Lorne Street to the railway tracks, so that traffic stopped fowl of the railway tracks.
- d) One instance where two trespassers were observed walking between the rails of the tracks from a point from the north to Elm Street.

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Further to the above monitoring activities, on August 1, 2012, a regulatory inspection of the Crossing Works at the Elm Street crossing was conducted by the undersigned inspector. During the inspection, the following was observed;

- a) Two additional instances were vehicular traffic queued from the traffic lights at Elgin Street to a point where the traffic was standing foul of the railway tracks.
- b) The white painted stop bars on the west side of the crossing are missing.
- c) The road way signage indicating to traffic to "Do Not Stop On Tracks" which have been located at this crossing historically are missing.

In conversation with CP Rail, it is my understanding that the City of Sudbury is conducting a pilot program where by vehicles are being permitted to park in the right hand lane of Elm Street during non rush hour periods between Elgin and Durham Street. As this practice effectively reduces the roadway from a four lane road to a two lane road, a natural traffic bottleneck occurs which may be contributing to the eastbound traffic queuing onto the railway tracks.

During the pilot project, and before parking be made permanent, it is recommended that the City of Sudbury undertake a traffic study to determine the frequency and severity that any new parking arrangement may have on vehicle traffic queuing onto the railway tracks on Elm Street.

The observed westbound traffic queue from the traffic lights at Lorne Street to the railway tracks was not as frequent as the eastbound traffic queue during the periods that traffic was observed. However, in conversation with CP Rail, during rush hour traffic, the westbound traffic queues from Lorne Street to the railway tracks on a regular basis. The City may also wish to further study the westbound traffic queuing issue as well to determine if any mitigating measures can be taken.

It should be pointed out that I can see the issue to traffic queuing over the tracks in both the eastward and westward directions becoming more intensified during the passage of a train when the traffic backs up while waiting for the train to clear the crossing. As the Elm Street crossing a three track crossing, the risk of a second train approaching the crossing as the first train clears presents a greater risk of possible train/vehicle collision to traffic being left stranded on the tracks.

Currently, CP Rail has a permanent 10 Mile per Hour slow order on the Elm Street crossing until the crossing is occupied. As trains due not whistle for this crossing, and until the traffic queuing issues are resolved, it is my opinion that the permanent 10 MPH slow order remain. I will communicate my opinion to the Railway.

I request that the City of Sudbury provide comment to the above within 30 days to the undersigned. I am willing to meet with the City as well as the Railway in an effort to find any solutions or address any concerns.

Sincerely,

Jeffrey Young, CET  
Regional Railway Signal Systems Inspector  
Transport Canada - Surface  
4900 Rue Yonge Street  
North York, Ontario M2N 6A5

Telephone: (416) 973-5902  
Fax: (416) 973-9907  
Cell: (416) 985-5754  
Email: [Jeffrey.Young@tc.gc.ca](mailto:Jeffrey.Young@tc.gc.ca)