

Request for Decision

All-Way Stop Control Report - Ramsey View Court at Centennial Drive

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2012
Report Date	Wednesday, Apr 04, 2012
Type:	Managers' Reports

Recommendation

That the intersection of Ramsey View Court and Centennial Drive be controlled by an all-way stop, and;

That a by-law be passed by City Council 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 April 4, 2012.

Background

The traffic impact study that was submitted for the new École St-Denis identified that an all-way stop may be warranted at the intersection of Ramsey View Court and Centennial Drive when the school was completed. With the new École St-Denis opening in January 2012, City staff have conducted a turning movement count to determine if an all-way stop is warranted.

Ramsey View Court at Centennial Drive is a cross intersection located one block east of Regent Street and one block west of Paris Street (**see Exhibit A**). The driveway entrance to the new École St-Denis forms the east leg of this intersection. Currently this intersection is controlled with a Stop sign facing eastbound traffic on Ramsey View Court and westbound traffic from École St-Denis.

Applying the data from the turning movement count that was conducted on February 13th, 2012 to the City's new Minimum Volume Warrant indicates that the vehicle and pedestrian volume from the side street meets the minimum volume requirements (**see Exhibit B**). A review of the City's collision information from 2008 to 2010 revealed that there was one collision that may be susceptible to relief through an all-way stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period. Since the traffic volume meets the minimum vehicle volume warrant, it is recommended that an all-way stop at the intersection of Ramsey View Court and Centennial Drive be installed.

Also, through the site plan control agreement process, it was identified that a curb extension should be

Signed By

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Division Review

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Director of Roads & Transportation
Services
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Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure
Services
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Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
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constructed at the northwest corner of the intersection to improve safety for pedestrians by reducing the distance needed to cross Centennial Drive. The School Board has provided a contribution towards the improvement which is currently scheduled for construction as part of the 2012 Capital Roads Program.

EXHIBIT: A

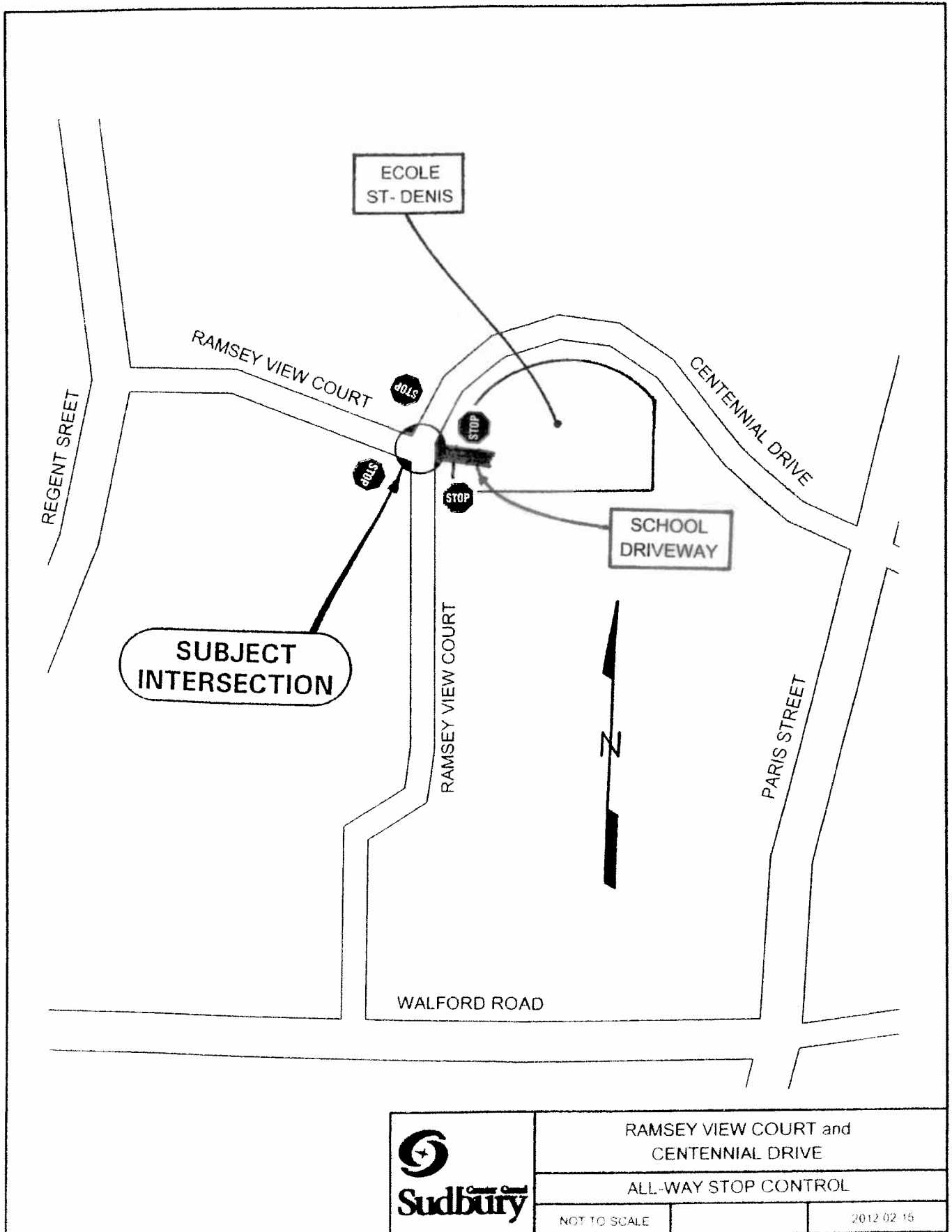


Exhibit A - Ramsey View Crt and Centennial Dr 1/1



EXHIBIT: B

CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	Ramsey View Court at Centennial Drive	Date:	February 13, 2012
Date of TM Count:	February 2, 2012	Analyst:	JR
Type of Intersection:	Cross		
Roadway Type	Minor Collector		
AADT of Main Road:	3000		

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	100.0	%
Warrant #2	Collision History	8.3	%
Warrant #3	Traffic Control Signals	No	Y/N

All-Way Stop Warranted?	Yes	Y/N
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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	371	100.0%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	168	100.0%
Traffic Split	70/30	70/30	70/30	55 / 45	100.0%

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*	1/3	8.3%
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 considered (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.