

## **Request for Decision**

Maximum Posted Speed Limit - Spanish River Road, Whitefish

Presented To:	Traffic Committee
Presented:	Monday, Mar 21, 2011
Report Date	Thursday, Mar 10, 2011
Type:	Managers' Reports

#### Recommendation

That the speed limit on Spanish River Road from Fairbank Lake Road to the City limits be 60 km/h, 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 March 10, 2011.

### **Background**

While reviewing warning sign requirements in the Whitefish area, City staff identified that the posted speed limit on Spanish River Road is 60 km/h while the Traffic and Parking By-Law 2010-1 indicates that the speed limit is 80 km/h. Due to the discrepancy, staff has undertaken a review to determine an appropriate maximum speed limit.

Spanish River Road is located in Whitefish and provides a connection between Fairbanks Lake Road (M.R. 4) and Nairn

Centre (**see Exhibit "A"**). Spanish River Road is a 6.1 m wide surface treated road with gravel shoulders. Under the Official Plan, it is classified as a local roadway.

## Signed By

#### **Report Prepared By**

Dave Kivi Co-ordinator of Transportation & Traffic Engineering Services Digitally Signed Mar 10, 11

#### **Division Review**

Robert Falcioni, P.Eng.
Director of Roads and Transportation
Services

Digitally Signed Mar 10, 11

#### **Recommended by the Department**

Greg Clausen, P.Eng. General Manager of Infrastructure Services Digitally Signed Mar 10, 11

#### Recommended by the C.A.O.

Doug Nadorozny Chief Administrative Officer Digitally Signed Mar 10, 11

At the October 13, 2010 meeting, City Council adopted the use of the Canadian Guidelines for Establishing Posted Speed Limits, published by the Transportation Association of Canada, for evaluating posted speeds on arterial and major collector roadways. Although Spanish River is classified as a local roadway, staff applied the physical characteristics of the road to the new Canadian Guidelines and the roadway obtained a total risk score of 20 ( see Exhibit "B"). Based on the functional classification of the road being "two lane rural undivided local roadway", a total risk score of 20 results in a recommended speed limit of 60 km/h.

Staff also completed a speed study on Spanish River Road on February 24, 2011. The study was conducted approximately 100 metres east of Worthington Road. The speed of nearly 350 vehicles was recorded, and showed the <u>average</u> speed to be 53.0 km/h and the 85<sup>th</sup> percentile speed to be 64.4 km/h. The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of drivers are travelling and is generally accepted as a good indicator of an appropriate speed limit. Considering the function of the

roadway and the prevailing operating speeds, staff recommends the maximum posted speed limit to be 60 km/h.

Additionally, there are several horizontal curves along Spanish River Road that have a measured "comfortable" speed of less than 60 km/h. Therefore, staff will be enhancing the existing curve warning and advisory speed signs along Spanish River Road to further enhance safety.

# **EXHIBIT: B**



# **Automated Speed Limit Guidelines**

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version: 10-Apr-09

Name of Corridor:

Spanish River Road

Segment Evaluated: Fairbank Lake Road

Geographic Region: Walden

Road Agency:

City of Greater Sudbury

Road Classification: Local

Length of Corridor:

10,000

60

64

m

Urban / Rural:

Design Speed: (Required for Freeway,

to City Limits

Expressway, Highway) Current Posted Speed: km/h

km/h

Divided / Undivided: Undivided

(For information only)

km/h

Major / Minor: # Through Lanes

Per Direction:

Minor 1 lane Prevailing Speed:

(85th Percentile - for information only)

Policy:

(Maximum Posted Speed)

A1 GEOMETRY (Horizontal)  A2 GEOMETRY (Vertical)  A3 AVERAGE LANE WIDTH  B ROADSIDE HAZARDS  C1 PEDESTRIAN EXPOSURE  C2 CYCLIST EXPOSURE  D PAVEMENT SURFACE  NUMBER OF INTERSECTIONS WITH PUBLIC ROADS  STOP controlled intersection  Signalized intersection  Roundabout or traffic circle  Crosswalk  Active, at-grade railroad crossing Sidestreet STOP-controlled or lane  Active, at-grade railroad crossing Sidestreet STOP-controlled or lane  E2 NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS Left turn movements permitted Right-in / Right-out only  E3 NUMBER OF INTERCHANGES Number of interchanges along corridor  F ON-STREET PARKING  Lower 1			RISK	Score	
A3 AVERAGE LANE WIDTH Medium 2  B ROADSIDE HAZARDS Lower 3  C1 PEDESTRIAN EXPOSURE Lower 1  C2 CYCLIST EXPOSURE Lower 1  D PAVEMENT SURFACE Medium 6  NUMBER OF INTERSECTIONS WITH PUBLIC ROADS STOP controlled intersection 0 Signalized intersection 0 Roundabout or traffic circle Crosswalk 0 Active, at-grade railroad crossing 2 Sidestreet STOP-controlled or lane 5  E2 NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS Left turn movements permitted Right-in / Right-out only 0 Number of Occurrences Number of Interchanges along corridor 0 Occurrences 0	A1	GEOMETRY (Horizontal)	Lower	2	
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C2 CYCLIST EXPOSURE Lower 1  D PAVEMENT SURFACE Medium 6  NUMBER OF INTERSECTIONS WITH PUBLIC ROADS STOP controlled intersection 0 Signalized intersection 0 Roundabout or traffic circle 0 Crosswalk 0 Active, at-grade railroad crossing 2 Sidestreet STOP-controlled or lane 5  NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS Left turn movements permitted 21 Right-in / Right-out only 0  NUMBER OF INTERCHANGES Number of interchanges along corridor 0	В	ROADSIDE HAZARDS	Lower	3	
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E2  NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS Left turn movements permitted Right-in / Right-out only  NUMBER OF INTERCHANGES Number of interchanges along corridor  Number of Occurrences 0		Active, at-grade railroad crossing	2		
E2  WITH PRIVATE ACCESS DRIVEWAYS  Left turn movements permitted 21 1  Right-in / Right-out only 0  NUMBER OF INTERCHANGES  Number of Occurrences Occu		Sidestreet STOP-controlled or lane	5		
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E3 NUMBER OF INTERCHANGES Number of Occurrences 0  Number of interchanges along corridor 0	E2	Left turn movements permitted			
Number of interchanges along corndor 0		Right-in / Right-out only	0		
Number of interchanges along corridor 0	E3	NUMBER OF INTERCHANGES		0	
F ON-STREET PARKING Lower 1		Number of interchanges along corridor	0	-	
	F	ON-STREET PARKING	Lower	1	

Total Risk	Score:
20	

### **Recommended Posted** Speed Limit (km/h):

As determined by road characteristics As determined by policy

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance

Comments:

# **EXHIBIT: A**

