

Request for Decision

Speed Limit - Paris Street, John Street to York Street, Sudbury

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

Recommendation

That the maximum speed limit on Paris Street from John Street to York Street remain at 40 km/h all in accordance with the report from the General Manager of Infrastructure Services dated March 10, 2011.

Background

At the Traffic Committee meeting held on August 23, 2010, staff was asked to "prepare a report regarding the speed limit on Paris Street from John Street to York Street as the St. Joseph Health Centre is now closed". The following information is provided in response to the request.

The section of Paris Street under review is located south of the Bridge of Nations and extends to York Street at Bell Park (**see Exhibit "A"**). Paris Street, from John Street to Facer Street, is constructed to a four (4) lane urban standard. South of Facer Street, the road widens to provide a continuous left turn lane for the former St. Joseph's Health Centre and Boland Avenue. This section of Paris Street carries an average annual daily traffic volume (AADT) of 33,000 and has a posted speed limit of 40 km/h. North of John Street the speed limit increases to 50 km/h and the speed limit south of York Street is 60 km/h. The section of Paris Street under review is approximately 875 metres in length, and is characterised by a number of horizontal and verticle curves. The sharp horizontal curve located at Facer Street has a measured comfortable operating speed of 40 km/h in the northbound direction and 50 km/h in the southbound direction. The history of the existing 40 km/h speed zone is not known, but it likely has more to do with the sharp curve at Facer Street and lack of a centre left turn lane than the presence of the hospital itself.

A review of the City's collision information for 2008, 2009 and the first six (6) months of 2010 shows that this section of Paris Street experiences a high frequency of collisions. In 2008 there were a total of 40 collisions between John Street and York Street. In 2009, there were 28 collisions, and 17 collisions have occurred in the first six (6) months of 2010. All of the collisions occurred from Boland Avenue to John Street, and the majority of collisions (73 percent) were rear end type collisions. These types of collisions are caused by

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

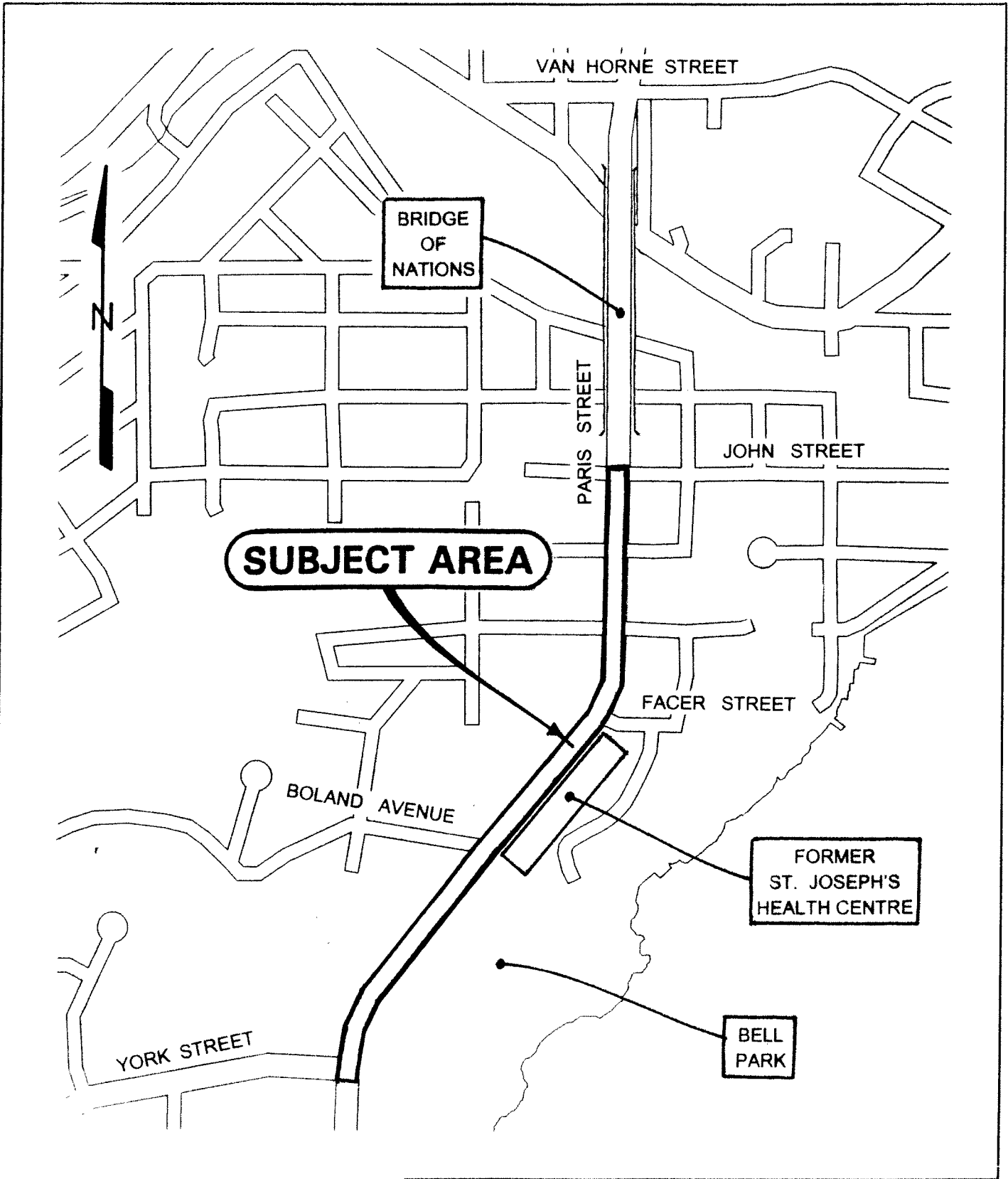
Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Mar 10, 11

aggressive driving behavior such as “speeding” and “following too close”. The lack of a centre left turn lane south of John Street and the sharp curve at Facer Street contribute to the collision problems.

Generally, lowering the legal speed limit is not considered an effective tool for reducing the number of collisions along a roadway. However, raising the speed limit on a road with a high frequency of collisions and sharp curves does not appear to be appropriate. Safety research studies show that collision severity increases as operating speeds increase. Therefore, based on the above information, it is recommended that the existing 40 km/h speed limit be maintained until geometric improvements to the roadway can be made along the corridor. The proposed redevelopment of the former hospital may provide some opportunities for improvements to Paris Street.

EXHIBIT: A




 Sudbury	SPEED LIMIT PARIS STREET	
	JOHN STREET TO YORK STREET	
	NOT TO SCALE	2011-03-03

Exhibit A - John Street to York Street 1/1