

Request for Decision

Traffic Control - Various Uncontrolled Intersections

Presented To: Traffic Committee

Presented: Tuesday, Apr 27, 2010

Report Date Wednesday, Apr 21, 2010

Type: Managers' Reports

Recommendation

That the Brock Street and Mathew Street intersection be controlled with a Yield sign facing northbound traffic on Mathew Street, and;

That the Christina Drive and Aberdeen Court intersection be controlled with a Yield sign facing eastbound traffic on Aberdeen Court, and;

That the Maplewood Crescent and Jarvis Court intersection be controlled with a Yield sign facing northbound traffic on Jarvis Street, and;

The Montcalm Avenue and Patterson Street intersection be controlled with Stop signs facing eastbound and westbound traffic on Patterson Street, and;

That the Stinson Hydro Road and Rochon Road intersection be controlled with a Stop sign facing southbound traffic on Rochon Road, and;

That the Ronchon Road and Mapleridge Road intersection be controlled with a Stop sign facing southbound traffic on Mapleridge Road, 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 changes all in accordance with the report from the General Manager of Infrastructures dated April 21, 2010.

Background

The City's Transportation and Traffic Engineering Services Section received a list of intersections from Operations staff outlining various uncontrolled intersections in the South East maintenance area of the City of Greater Sudbury.

Uncontrolled intersections have no Stop or Yield signs and operate under the "Right of Way Rule". Under this rule, when vehicles approach the intersection at the same time, the driver on the left yields right of way

Signed By

Report Prepared By

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Division Review

Robert Falcioni, P.Eng.
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Recommended by the Department

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General Manager of Infrastructure
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Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
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to the vehicle on the right. Uncontrolled intersections are becoming less common in urban areas, and unnecessary conflicts may be created.

The recommended traffic control for each intersection is described below:

1) Brock Street and Mathew Street, Sudbury

Mathew Street intersects Brock Street forming a "T" intersection. This intersection is located two (2) blocks north of Lloyd Street in Ward 12 (see Exhibit "A"). A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection all of these conditions are met. Therefore, it is recommended that traffic be controlled with a Yield sign facing northbound traffic on Mathew Street.

2) Christina Drive and Aberdeen Court, Sudbury

Aberdeen Court intersects Christina Drive forming a "T" intersection. This intersection is located approximately 150 metres south of Madison Avenue in Ward 8 (see Exhibit "B"). A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection all of these conditions are met. Therefore, it is recommended that traffic be controlled with a Yield sign facing eastbound traffic on Aberdeen Court.

3) Maplewood Crescent and Jarvis Court, Garson

Jarvis Court intersects Maplewood Crescent forming a "T" intersection. This intersection is located west of Garson-Coniston Road in Ward 7 (see Exhibit "C"). A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection all of these conditions are met. Therefore, it is recommended that traffic be controlled with a Yield sign facing northbound traffic on Jarvis Court.

4) Montcalm Avenue and Patterson Street, Sudbury

Patterson Street intersects Montcalm Avenue forming a cross intersection. This intersection is located one (1) block east of MacKenzie Street in Ward 12 (see Exhibit "D"). Patterson Street ends just east of Montcalm Avenue and is considered the minor roadway. A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection there are trees and bushes obstructing the sight lines on the southwest, southeast and northeast corners. Therefore, it is recommended that traffic be controlled with Stop signs facing eastbound and westbound traffic on Patterson Street.

5) Stinson Hydro Road and Rochon Road, Wahnapiatae

Rochon Road intersects Stinson Hydro Road forming a "T" intersection. This intersection is located approximately 600 metres north of Highway 17 in Wahnapiatae, Ward 9 (see Exhibit "E"). A Yield sign is appropriate when traffic volume is low, sight lines are good and stopping is not always required. At this intersection visibility is restricted due to horizontal and vertical curves on Stinson Hydro Road. Therefore, it is recommended that traffic be controlled with a Stop sign facing southbound traffic on Rochon Road.

6) Ronchon Road and Mapleridge Road, Wahnapiatae

Mapleridge Road intersects Rochon Road forming a "T" intersection. This intersection is located approximately 750 metres east of Stinson Hydro Road in Wahnapiatae, Ward 9 (see Exhibit "E"). A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. At this intersection visibility is restricted due to trees on the northeast corner and horizontal and vertical

curves on Ronchon Road. Therefore, it is recommended that traffic be controlled with a Stop sign facing southbound traffic on Mapleridge Road.

CITY OF GREATER SUDBURY
SCHEDULE “N” TO BY-LAW 2010-1

THROUGH HIGHWAYS

(1)
Highway

(2)
From

(3)
To

ADD:

Stinson Hydro Road
(Nickel Centre)

North Limit, Highway 17

North End

CITY OF GREATER SUDBURY
SCHEDULE “P” TO BY-LAW 2010-1

YIELD RIGHT-OF-WAY

(1)
Intersection

(2)
Direction of Travel

ADD:

Mathew Street – Brock Street (Sudbury)

North on Mathew Street

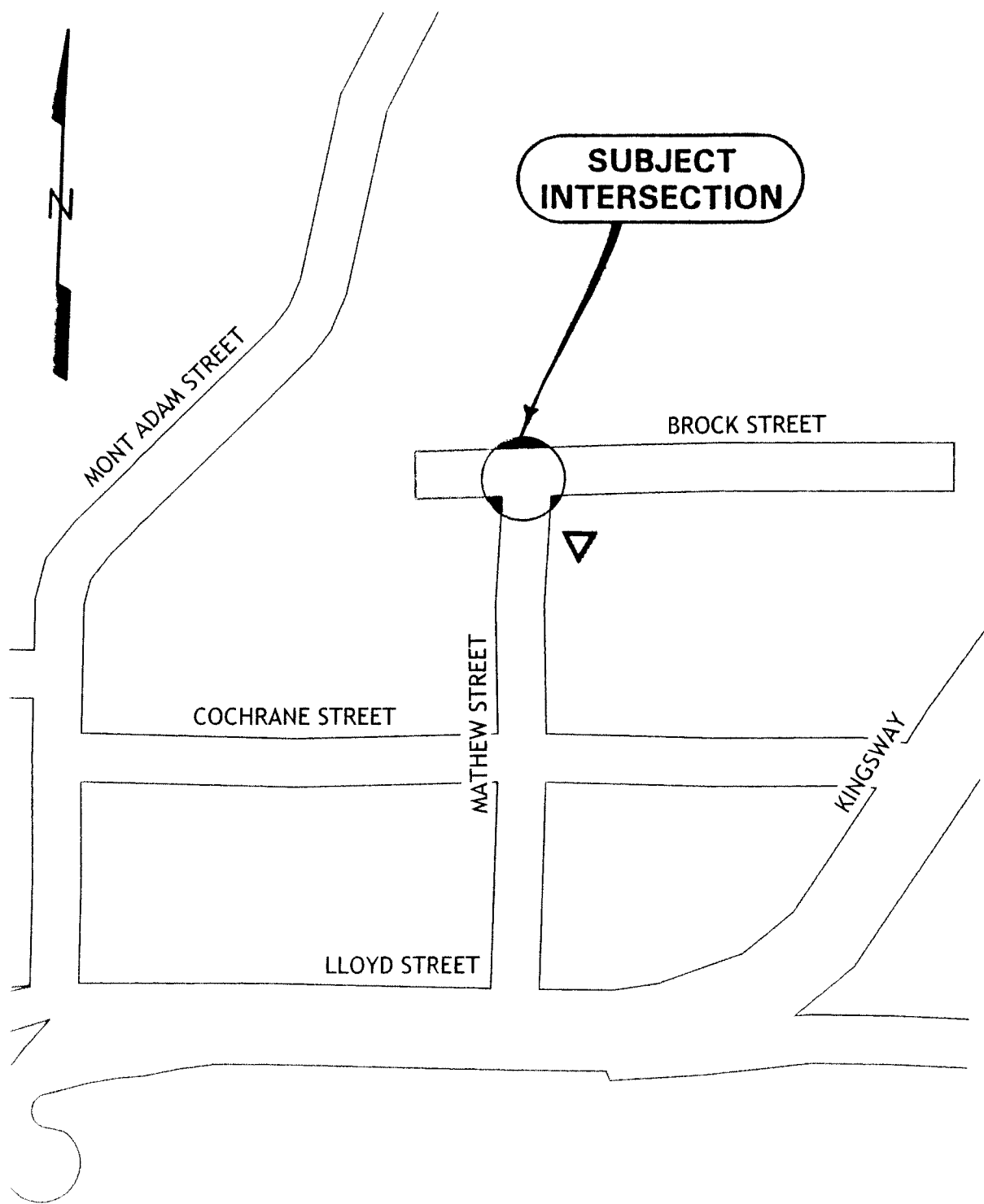
Aberdeen Court – Christina Drive (Sudbury)

East on Aberdeen Court

Jarvis Court – Maplewood Court (Nickel Centre)

North on Jarvis Court

EXHIBIT: A




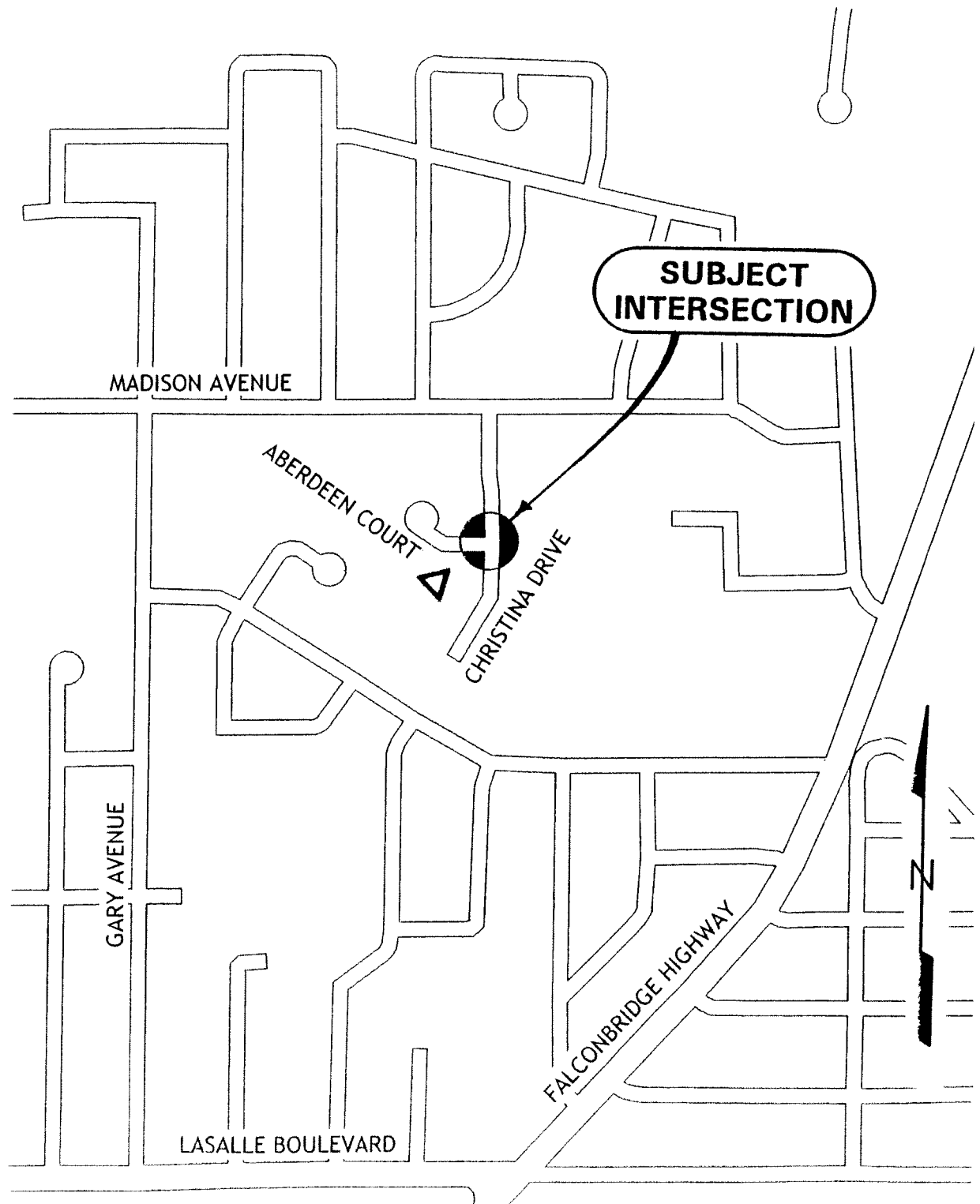
	TRAFFIC CONTROL		
	VARIOUS UNCONTROLLED INTERSECTIONS		
	BROCK STREET at MATHEW STREET		
NOT TO SCALE			2010-04-13

EXHIBIT: B



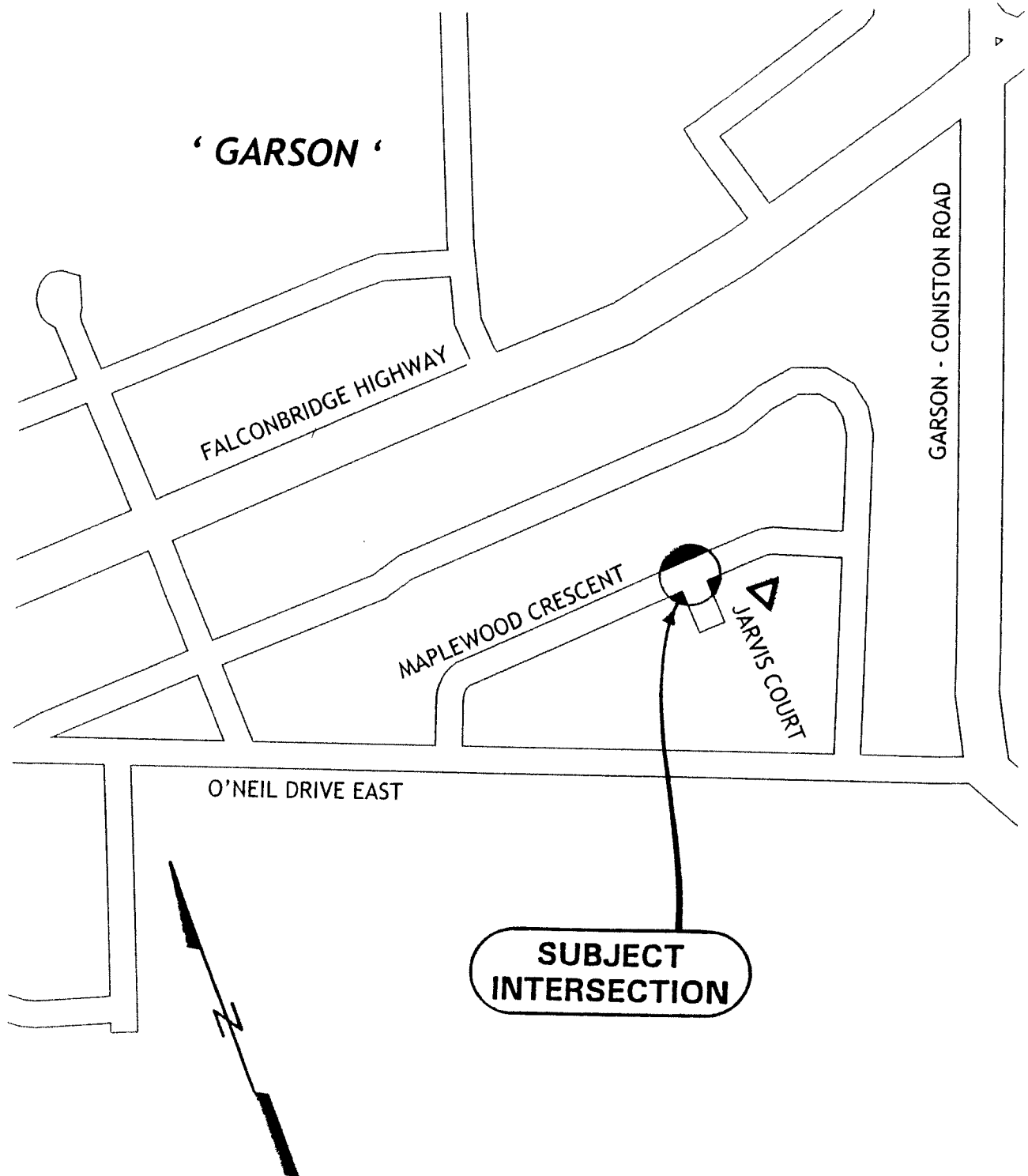
TRAFFIC CONTROL
VARIOUS UNCONTROLLED INTERSECTIONS

CHRISTINA DRIVE at ABERDEEN COURT

NOT TO SCALE

2010-04-15

EXHIBIT: C



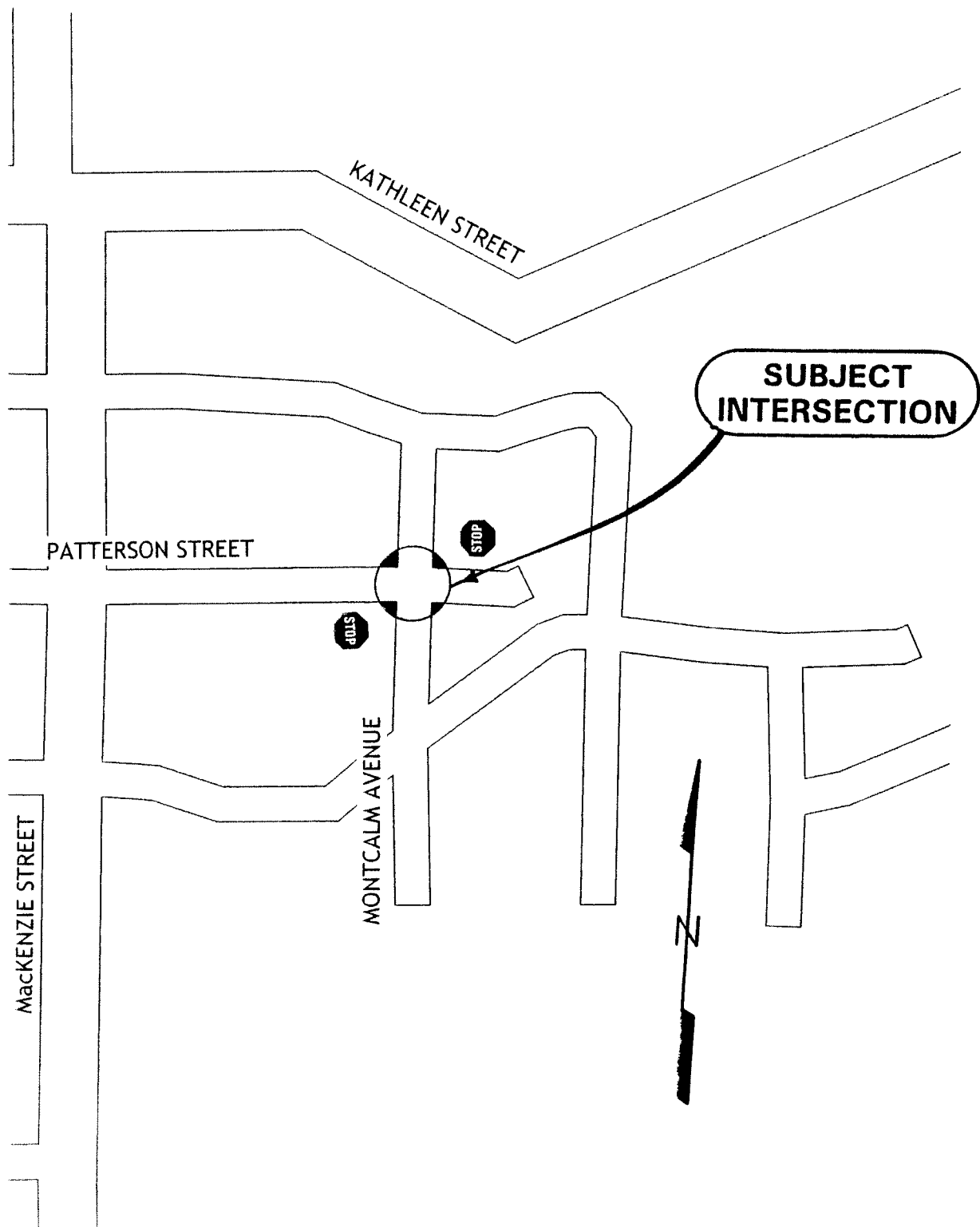
TRAFFIC CONTROL
VARIOUS UNCONTROLLED INTERSECTIONS

MAPLEWOOD CRESCENT at JARVIS COURT

NOT TO SCALE

2010-04-15

EXHIBIT: D




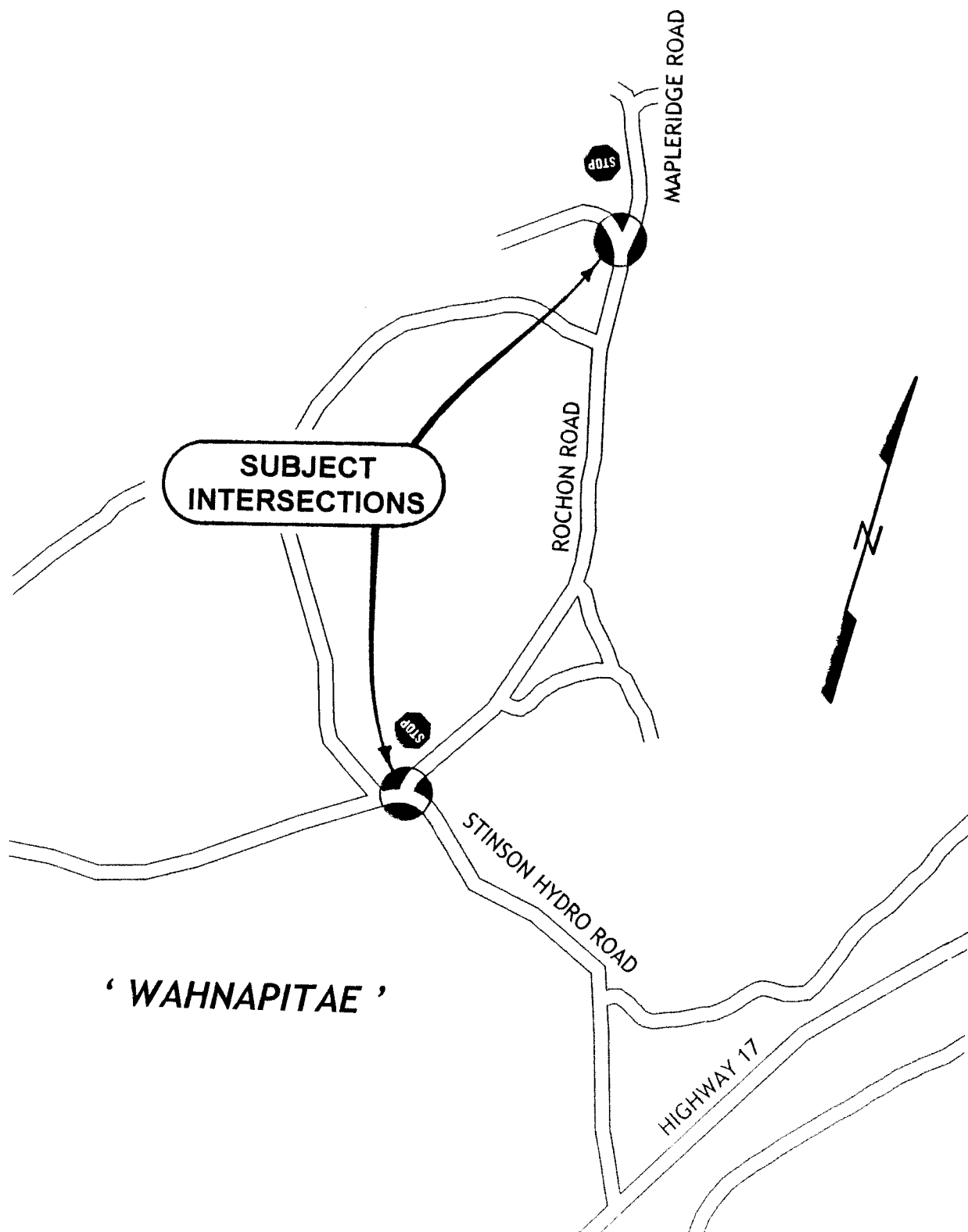

	TRAFFIC CONTROL		
	VARIOUS UNCONTROLLED INTERSECTIONS		
	MONTCALM AVENUE at PATTERSON STREET		
	NOT TO SCALE		2010-04-15

Exhibit D - Uncontrolled Intersections 1/1

EXHIBIT: E



	STINSON HYDRO ROAD at ROCHON ROAD ROCHON ROAD at MAPLERIDGE ROAD		
	TRAFFIC CONTROL		
	NOT TO SCALE		2010 04 - 15

CITY OF GREATER SUDBURY
SCHEDULE “O” TO BY-LAW 2010-1

STOPS AT INTERSECTIONS

(1)
Intersection

(2)
Direction of Travel

ADD:

Patterson Street – Montcalm Avenue (Sudbury)

East and West on Patterson
Street

Mapleridge Road – Rochon Road (Nickel Centre)

South on Mapleridge Road