

Request for Decision

All Way Stop Control - Moss Street at Beaumont Avenue, Sudbury

Presented To: Operations Committee

Presented: Wednesday, Oct 14, 2020

Report Date Friday, Sep 25, 2020

Type: Managers' Reports

Resolution

THAT the City of Greater Sudbury controls the intersection of Moss Street at Beaumont Avenue with an All-Way Stop;

AND THAT the City of Greater Sudbury directs staff to amend Traffic and Parking By-Law 2010-1 to implement the recommended change, as outlined in the report entitled "All-Way Stop Control – Moss Street at Beaumont Avenue", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 14, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

This report responds to a request from Ward Councillor Landry-Altmann and area residents to determine if an all-way stop is warranted at the intersection of Moss Street and Beaumont Avenue. This report presents results of the traffic study and provides a recommendation for traffic control at this intersection.

Financial Implications

There are no financial implications associated with this report. Recommendations of this report may be carried out within existing approved budget and staff complement.

Signed By

Report Prepared By

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Manager Review

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Recommended by the Department

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Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
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All-Way Stop Control – Moss Street at Beaumont Avenue

Background

City staff received a request from Ward Councillor Landry-Altmann and area residents to determine if an all-way stop is warranted at the intersection of Moss Street and Beaumont Avenue. This intersection is located in Ward 12, north of LaSalle Boulevard and is currently controlled with a stop sign facing westbound traffic on Moss Street (Figure 1)

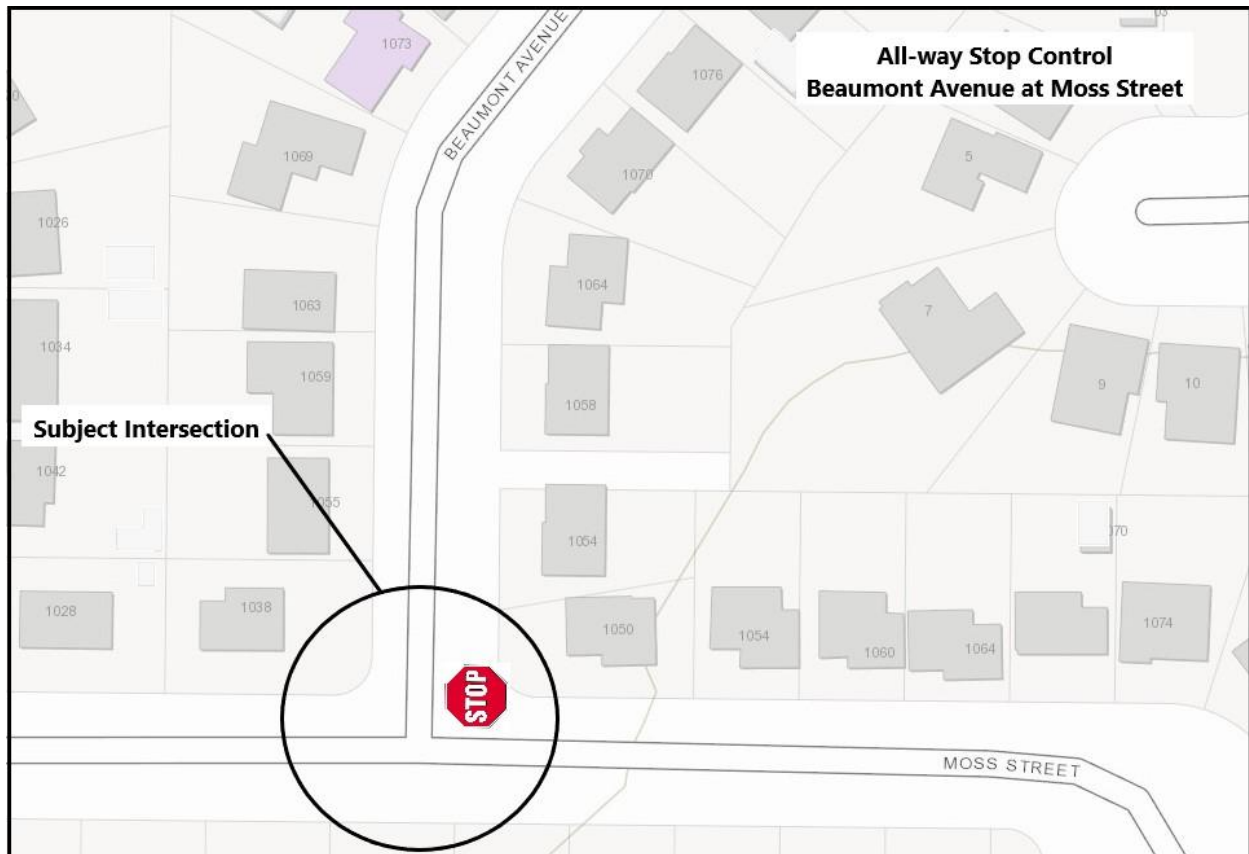


Figure 1: Existing stop sign configuration at Moss Street and Beaumont Avenue

The current stop sign configuration is not a standard form of traffic control at a “T” intersection. Typically at a “T” intersection, vehicles on the intersecting road are required to stop or yield to vehicles on the through road. Intersections with a non standard system of traffic control may create driver confusion and conflicts between various turning movements.

In an effort to gauge resident support, Councillor Landry-Altmann surveyed the residents of Moss Street and Beaumont Avenue to determine whether or not they supported an all-way stop at the intersection. In total, 30 residents responded and the results of the survey indicated that 77% of residents were in favor of an all-way stop and expressed safety and a high volume of cut through traffic at the intersection as their main concerns.

Data Collection and Analysis

In 2008, City Council adopted an all-way stop policy for the City of Greater Sudbury. The policy is based on a jurisdictional scan of Ontario municipalities and reduces the requirements to have all-way stops installed.

Staff conducted a turning movement count on November 20, 2019 at this intersection and applied the data to the all-way stop policy. As shown in Appendix A, the minimum vehicle volumes meet the requirements to have an all-way stop installed.

A review of the collision information from 2017 to 2020 year to date revealed that there were no collisions that may be susceptible to relief through an all-way stop during this three year period. The all-way stop warrant for a local road requires there be a minimum of 2 collisions per year over a 3 year period.

Based on the volume of traffic, staff recommend the installation of an all-way stop at the intersection of Moss Street and Beaumont Avenue.



APPENDIX A

CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location: Moss Street at Beaumont Avenue
 Date of TM Count: November 20, 2019
 Type of Intersection: T
 Roadway Type: Local
 AADT of Main Road: 900

Date: May 11, 2020
 Analyst: DK

All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	<table border="1"><tr><td>100</td><td>%</td></tr></table>	100	%
100	%			
Warrant #2	Collision History	<table border="1"><tr><td>0</td><td>%</td></tr></table>	0	%
0	%			
Warrant #3	Traffic Control Signals	<table border="1"><tr><td>No</td><td>Y/N</td></tr></table>	No	Y/N
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	292	100%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	147	N/A
Traffic Split	70/30	70/30	70/30	50/50	100%

Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Total Number of Collisions	Percent Compliance
Total Collisions over a 3 year period	12*	9*	6*	0	0%

Warrant #3 **Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.**

No	Y/N
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* Only those collisions susceptible to relief through multi-way stop control must be consider (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.