

## For Information Only

### Mackenzie Street Connection (Val Caron)

Presented To: Operations Committee

Presented: Monday, Jan 15, 2018

Report Date: Wednesday, Dec 20, 2017

Type: Correspondence for Information Only

### Resolution

For Information Only.

### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

### Report Summary

The Roads and Transportation Services Division received a request to open the section of MacKenzie Street located between Leduc Avenue and Lina Street in Val Caron. This report provides information as to how staff arrived at the decision to recommend this remain unopened.

### Financial Implications

This report has no financial implications.

#### Signed By

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## **MacKenzie Street Connection (Val Caron)**

### **Background**

A petition was submitted to Council by the residents of the neighborhood located North of Main Street and West of Municipal Road 80 in Val Caron with respect to opening the section of MacKenzie Street located between Leduc Avenue and Lina Street (See Figure 1). Local residents want this connection to be opened to provide an additional access point to the neighborhood and the Raymond Plourde Arena. The petition also brought forward concerns with Emergency Services response times.

It was suggested to staff that this road connection had previously existed. Conversations with long time area forepersons and a review of as-built drawings and street files did not provide any evidence that this road connection existed. The earliest as-built information indicates Leduc Avenue ended in a small cul-de-sac west of Lina Street.

Community Development has undertaken a comprehensive review of ice facilities. Council accepted a business case as part of the 2018 budget that provides an option to replace the Centennial and Raymond Plourde arenas with a new twin gold pad facility. The development of a new twin pad facility is proposed to be located at the Howard Armstrong Recreation Centre property. If the Raymond Plourde arena is closed, there will be a significant reduction in traffic in this area.

When reviewing a request such as this, the City must consider the benefit to the entire road network. As part of the review, the City completed a traffic study to evaluate the number of vehicles which would use this road connection and the impact to the existing road network. The results of the traffic study indicate that approximately 300 vehicles would utilize this road connection during the afternoon peak hour of each day. Approximately 50 vehicles currently travel on MacKenzie Street during the same time period.

More than 2,500 vehicles would be expected to use this street over a 24 hour period. A typical local roadway is designed to accommodate up to 1,000 vehicles. It has been our experience that when this type of road connection is created, residents will have concerns with the increase in vehicle volume and speeds. This may result in the need for traffic calming devices to be installed on MacKenzie Street.

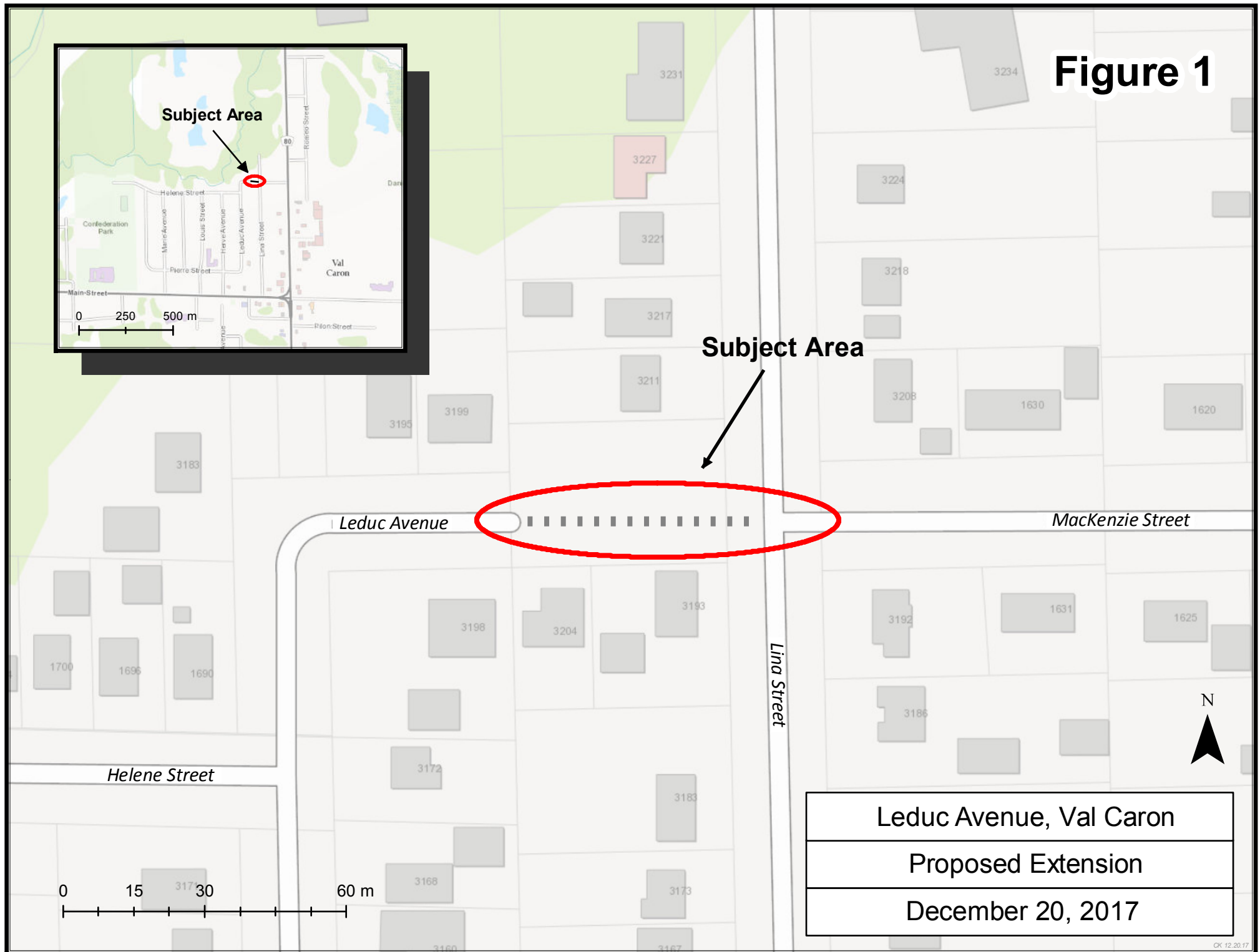
The operation of the proposed Municipal Road 80 and MacKenzie Street intersection needs to be considered. Residents can currently access Main Street (Municipal Road 15) at the signalized intersection at Marie Avenue and non-signalized intersection at Louis Street and Herve Avenue. If the identified road connection was created, we would not expect a traffic signal at the intersection of Municipal Road 80 and MacKenzie Street to be warranted.

The petition indicated concerns with respect to Emergency Services and response times. The Ministry of Health and Long-Term Care have established a Response Time Standard (RTS) and since 2001 the municipal sector has had the legislated responsibility to provide proper land ambulance services to its residents. The RTS uses the Canadian Triage and Acuity Scale, a five-level triage scale with the highest severity level 1 (resuscitation) and the lowest severity levels 5 (non-urgent) to assign a level of acuity to patients and more accurately define the patient's need for care primarily based on the optimal time to medical intervention. Refer to Appendix A from the Ministry of Health and Long-Term Care website which indicates the RTS Reporting Table for the City of Greater Sudbury. In the case of a sudden cardiac arrest patient, classified as the most serious kind of call, the response time standard is six minutes. The existing response time is under six minutes as calculated using the posted speed limit and the distance between the Val Therese Emergency Services Station to the Raymond Plourde Arena which is the farthest distance in the subdivision to the station. The highest severity response time is met without the extension of Mackenzie Street. The actual response time from the station will be shorter than this theoretical calculation due to the ambulance's use of lights and sirens.

## **Conclusion**

In consideration of traffic impacts on the local road, the existing Emergency Services response times and the prioritization of the City's capital projects, staff does not recommend the opening of MacKenzie Street between Leduc Avenue and Lina Street.

**Figure 1**



# Appendix A

Name	2013 Response Time Standard		
Greater Sudbury, City of	Plan in Minutes	Plan in Percentage	Performance in Percentage Submitted March 31, 2014
SCA	6	70%	67.0%
CTAS 1	8	80%	73.0%
CTAS 2	10	85%	87.0%
CTAS 3	15	85%	97.0%
CTAS 4	15	85%	97.0%
CTAS 5	15	85%	97.0%

Name	2014 Response Time Standard		
Greater Sudbury, City of	Plan in Minutes	Plan in Percentage	Performance in Percentage Submitted March 31, 2015
SCA	6	70%	65.0%
CTAS 1	8	80%	80.0%
CTAS 2	10	85%	86.0%
CTAS 3	15	85%	97.0%
CTAS 4	15	85%	98.0%
CTAS 5	15	85%	97.0%

Name	2015 Response Time Standard		
Greater Sudbury, City of	Plan in Minutes	Plan in Percentage	Performance in Percentage Submitted March 31, 2016
SCA	6	70%	73.0%
CTAS 1	8	80%	81.0%
CTAS 2	10	85%	86.0%
CTAS 3	15	85%	97.0%
CTAS 4	15	85%	98.0%
CTAS 5	15	85%	97.0%

Name	2016 Response Time Standard		
Greater Sudbury, City of	Plan in Minutes	Plan in Percentage	Performance in Percentage
SCA	6	70%	Due March 31, 2017
CTAS 1	8	80%	
CTAS 2	10	85%	
CTAS 3	15	85%	
CTAS 4	15	85%	
CTAS 5	15	85%	