

Presented To:	Operations Committee
Presented:	Monday, Oct 23, 2017
Report Date	Tuesday, Oct 03, 2017
Type:	Managers' Reports

Request for Decision

Second Avenue By-Law Amendments

Resolution

Resolution #1:

THAT the City of Greater Sudbury designates the center lane of Second Avenue for left turns only; from Donna Drive to north of Kenwood Drive, as outlined in the report entitled "Second Avenue By-law Amendments", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #2:

THAT the City of Greater Sudbury authorizes the installation of new traffic signals at the intersection of Second Avenue and Scarlett Drive, as outlined in the report entitled "Second Avenue By-law Amendments", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #3:

THAT the City of Greater Sudbury authorizes the relocation of the existing mid-block pedestrian signals from the entrance of the Morel Family Foundation Park to the north side of the intersection Second Avenue and Kenwood Drive, as outlined in the report entitled "Second Avenue By-law Amendments", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #4:

THAT the City of Greater Sudbury designates the boulevard on east side of Second Avenue, from Donna Drive to Kenwood Street, as a cycling facility (Cycle Track), as outlined in the report entitled "Second Avenue By-law Amendments", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #5:

THAT the City of Greater Sudbury designates the boulevard on the west side of Second Avenue, from

Signed By

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Manager Review

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Financial Implications

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Recommended by the Department

Tony Cecutti
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Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
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Donna Drive to Kenwood Street, as a cycling facility (Cycle Track), as outlined in the report entitled “Second Avenue By-law Amendments”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #6:

THAT the City of Greater Sudbury designates the shoulder on the east side of Second Avenue from Kenwood Street to 20 m south of First Avenue as a cycling facility (Multi-Use Path), as outlined in the report entitled “Second Avenue By-law Amendments”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #7:

THAT the City of Greater Sudbury designates the first lane from the west sidewalk on Second Avenue from Kenwood Street to 20 m south of First Avenue as a cycling facility (Bike Lane), as outlined in the report entitled “Second Avenue By-law Amendments”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #8:

THAT a by-law be prepared to amend Traffic and Parking By-law 2010-1 in the City of Greater Sudbury to implement the recommended changes, as outlined in the report entitled “Second Avenue By-law Amendments”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Relationship to the Strategic Plan / Health Impact Assessment

Implementing recommendations of the Transportation Master Plan (TMP) by building new cycling infrastructure supports the achievement of priorities under the Sustainable Infrastructure pillar of the Strategic Plan. Providing quality multimodal transportation options to connect neighbourhoods and communities within Greater Sudbury will also assist in promoting a quality of life that attracts and retains youth and professionals in our community.

Report Summary

As part of the City's ongoing capital road reconstruction project, new traffic signals have been installed at the intersections of Second Avenue and Scarlett Drive and Second Avenue and Kenwood Drive. The newly constructed roadway design for Second Avenue also incorporates a two-way center left turn lane and cycling facilities on both sides of the road between Donna Drive and First Avenue.

Financial Implications

Recommendations of this report may be carried out within existing approved budget and staff complement.

Second Avenue By-Law Amendments

The City's Roads and Transportation Services Division is responsible for providing a transportation network that is safe and efficient for all road users. When new traffic control devices are installed as part of a roads capital project, an amending by-law to the Traffic and Parking By-law 2010-1 must be passed to appropriately designate facilities and devices for use by residents.

Two-Way Centre Left Turn Lane

Traffic congestion often occurs along arterial roads through areas of strip commercial development, where there is left turn demand to approaches along both sides of the street. To keep traffic flowing safely and efficiently, while still providing access to properties abutting main roads, implementing a two-way centre left turn lane is a preferred option. Two-way centre left turn lanes are designed to allow for simultaneous left turns by vehicles travelling from both directions. A key benefit of two-way centre left turn lanes includes the removal of turning vehicles from the through traffic lanes, thereby reducing the potential for rear-end type collisions.

The City of Greater Sudbury is currently upgrading and reconstructing Second Avenue to an urban standard (Exhibit 'A'). As part of this reconstruction work, the newly designed roadway will incorporate a two-way centre left turn lane between Donna Drive and Kenwood Street. This two-way centre left turn lane will improve safety on this major arterial road by allowing an area outside of the through lane for left turn maneuvers to occur.

It is recommended that the City's Traffic and Parking By-law 2010-1 be amended to designate the new centre lane for two-way left turns between Donna Drive and Kenwood Street. The necessary signage and pavement markings will be installed as part of the capital project.

Traffic Signals

As part of the upgrades, new traffic signals are being installed at the intersection of Second Avenue and Scarlett Drive. In addition, the mid-block pedestrian traffic signals are being relocated to the north side of the intersection of Second Avenue and Kenwood Street from their current location at the entrance to the Morel Family Foundation Park (Exhibit 'A').

Amendments to the City's Traffic and Parking By-law 2010-1 are required in order to implement the recommended changes to the traffic signals on Second Avenue.

Cycle Track

A raised cycle track is a cycling facility adjacent to and vertically separated from motor vehicle travel lanes. Raised cycle tracks are typically implemented on high volume arterial roads and are typically curb separated to the level of the adjacent sidewalk. This type of cycling facility is appropriate for both experienced and casual cyclists and is being implemented on Second Avenue as part of the reconstruction. The segment of Second Avenue from Donna Drive to Kenwood Street will be constructed with a 2.0 m wide raised cycle track on both sides of the street (Exhibit 'A'). On the west side of Second Avenue, from Kenwood Street to 20 m south of First Ave, an on-road bike lane is being implemented.

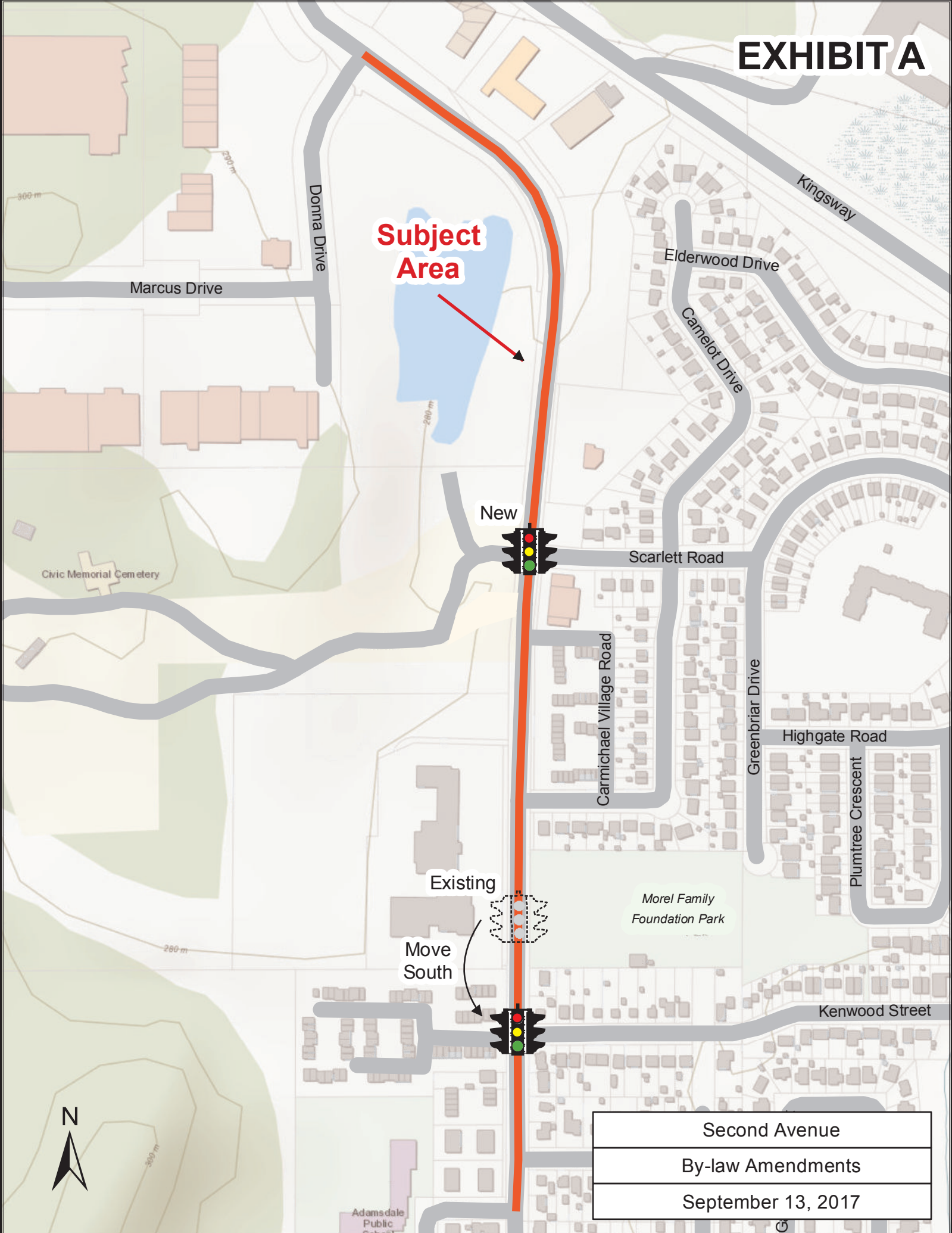
An amendment to the Traffic and Parking By-law 2010-1 is required to designate the in-boulevard cycle track facility for use by cyclists. Required signage and pavement markings will be installed as part of the capital project.

Multi-use Path

Multi-use paths are designed to accommodate various types of uses simultaneously and may be used as a solution where not enough space is available to provide separate dedicated facilities for pedestrians and cyclists. The minimum recommended width for a multi-use path for pedestrians and cyclists is 3.0m. Due to property and utility constraints in the corridor, a 3.0m wide, paved, multi-use path will be installed on the east side of Second Avenue from Kenwood Street to 20 m south of First Avenue (Exhibit 'A'). Only cyclists travelling in the northbound direction will be able to travel on the multi-use path, while pedestrians may travel in both directions.

The City's Traffic and Parking By-law 2010-1 requires an amendment to designate this multi-use path. Required signage and pavement markings will be installed as part of the capital project.

EXHIBIT A



Second Avenue
By-law Amendments
September 13, 2017