

Presented To:	Operations Committee
Presented:	Monday, Aug 21, 2017
Report Date	Friday, Aug 04, 2017
Type:	Managers' Reports

Request for Decision

Traffic Control - Various Uncontrolled Intersections

Resolution

Resolution #1:

THAT the City of Greater Sudbury controls traffic at the intersection of Connaught Avenue and Kincora Court with a stop sign facing westbound traffic on Kincora Court, as described in the report entitled Traffic Control - Various Uncontrolled Intersections, from the General Manager of Growth and Infrastructure Services, dated July 26, 2017.

Resolution #2:

THAT the City of Greater Sudbury controls traffic at the intersection of Hillsdale Crescent and Mark Street with a yield sign facing northbound traffic on Mark Street, as described in the report entitled Traffic Control - Various Uncontrolled Intersections, from the General Manager of Growth and Infrastructure Services, dated July 26, 2017.

Resolution #3:

THAT the City of Greater Sudbury controls traffic at the intersection of Lakeview Drive and Crown Street with a yield sign facing northbound traffic on Crown Street, as described in the report entitled Traffic Control - Various Uncontrolled Intersections, from the General Manager of Growth and Infrastructure Services, dated July 26, 2017.

Resolution #4:

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 all in accordance with the report entitled Traffic Control - Various Uncontrolled Intersections, from the General Manager of Growth and Infrastructure Services, dated July 26, 2017.

Signed By

Report Prepared By

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Health Impact Review

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Manager Review

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Division Review

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Recommended by the Department

Tony Cecutti
General Manager of Growth and
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Financial Implications

Liisa Brule
Coordinator of Budgets
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Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
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Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

The Roads and Transportation Services Division has received a list of intersections from Operations staff outlining various uncontrolled intersections in the York Street area of the City of Greater Sudbury.

This report will provide recommendations for appropriate traffic control at each intersection consistent with the recognized standard for the municipal design, namely the Ontario Traffic Manual Book 5, Regulatory Signs.

Financial Implications

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

Background

The City's Roads and Transportation Services Division received a list of intersections from operations staff outlining various uncontrolled intersections in the York Street Area in Ward 10 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 to the vehicle on the right. Uncontrolled intersections are becoming less common in urban areas as unnecessary conflicts may be created.

A more appropriate approach is to follow the recommended standard practices contained in the Ontario Traffic Manual Book 5, Regulatory Signs. The recommended traffic control for each intersection is described below. Following this standard, the recommended traffic control for each intersection is described below.

Connaught Avenue and Kincora Court

Kincora Court intersects Connaught Avenue forming a "T" intersection. This intersection is located south of York Street (see Exhibit 'A'). A Yield sign is appropriate when the traffic volume is low, sight lines are good and stopping is not always required. Sight lines are restricted in the northeast corner of this intersection by the grade of the yard at #2 Kincora Court. Therefore, it is recommended that the traffic be controlled with a Stop sign facing westbound traffic on Kincora Court and Connaught Avenue remain a through street.

Hillsdale Crescent and Mark Street

Mark Street intersects Hillsdale Crescent forming a "T" intersection. This intersection is also located south of York Street (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 traffic be controlled with a Yield sign facing northbound traffic on Mark Street and Hillsdale Crescent remain a through Street.

Lakeview Drive and Crown Street

Crown Street intersects Lakeview Drive forming a "T" intersection. This intersection is also located south of York Street (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 traffic be controlled with a Yield sign facing northbound traffic on Crown Street and Lakeview Drive remain a through Street.

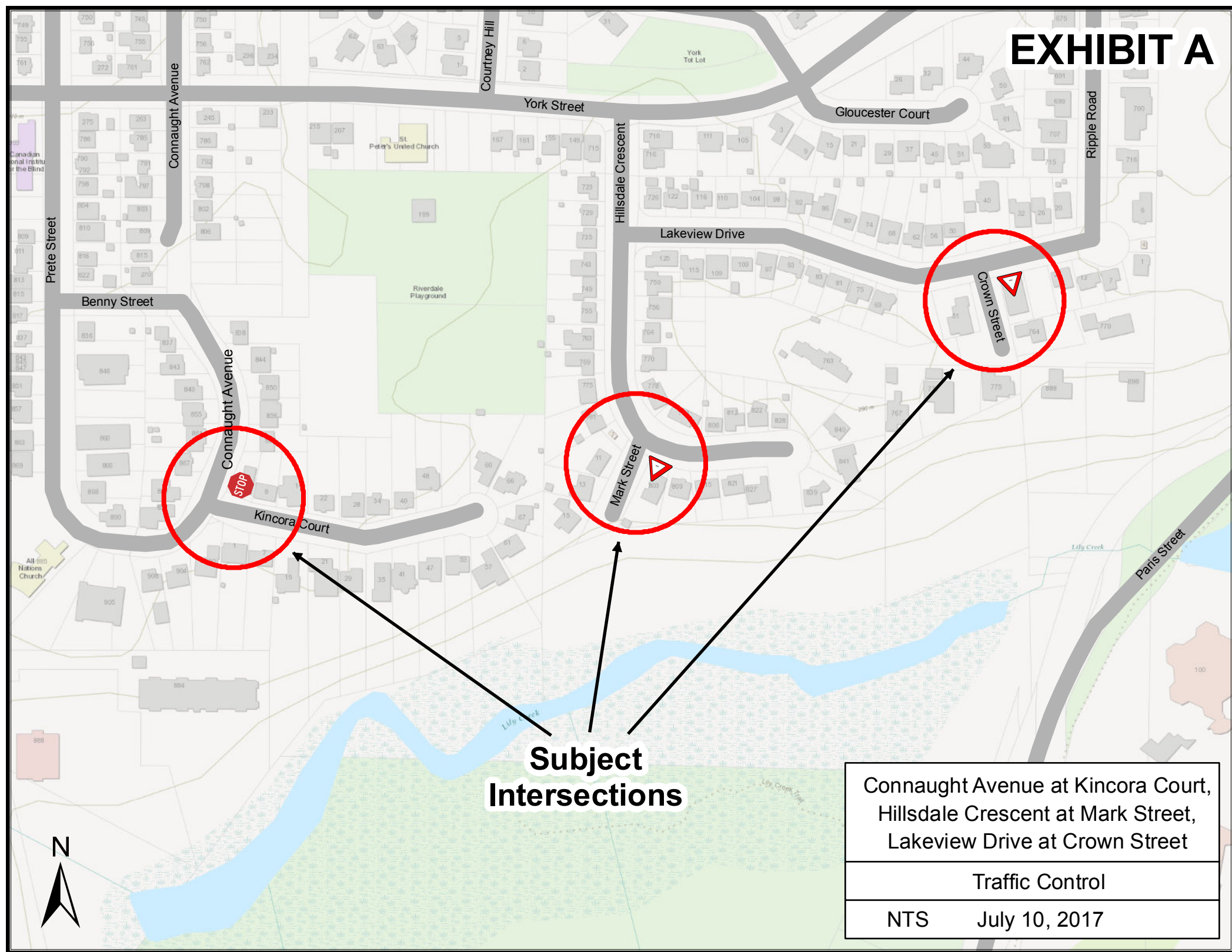
Conclusion

Improving the above noted intersections with the installation of traffic control devices will ensure they meet best practice in the design of urban roadway.

Resources Cited:

Ontario Traffic Manual Book 5, *Regulatory Signs*, March 2000

EXHIBIT A



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

STOP AT INTERSECTIONS

Intersection

Direction of Travel

Add:

Connaught Avenue – Kincora Court
(Sudbury)

West on Kincora Court

**THE CITY OF GREATER SUDBURY
SCHEDULE "N" TO BY-LAW 2010-1**

YIELD RIGHT OF WAY

Intersection

Direction of Travel

Add:

Hillsdale Crescent – Mark Street
(Sudbury)

North on Mark Street

Lakeview Drive – Crown Street
(Sudbury)

North on Crown Street