

FINANCE COMMITTEE AGENDA

to be held on
Monday, December 6, 2004
at
5:30 p.m.

**Councillor
Eldon Gainer
Chair**



**Councillor
Frances Caldarelli
Vice-Chair**



Finance Committee AGENDA

***TWENTIETH MEETING OF THE FINANCE COMMITTEE
TO BE HELD ON MONDAY, DECEMBER 6, 2004 AT 5:30 P.M.
IN THE COUNCIL CHAMBER, TOM DAVIES SQUARE***

DINNER WILL BE SERVED AT 4:45 P.M. IN THE COUNCILLORS' LOUNGE

COUNCILLOR GAINER, CHAIR

(PLEASE ENSURE CELL PHONES AND PAGERS ARE TURNED OFF)

The Council Chamber of Tom Davies Square is wheelchair accessible. Please speak to the City Clerk prior to the meeting if you require a hearing amplification device. Persons requiring assistance are requested to contact the City Clerk's Office at least 24 hours in advance of the meeting if special arrangements are required. Please call (705) 671-2489, extension 2475. Telecommunications Device for the Deaf (TTY) (705) 688-3919. Copies of Agendas can be viewed on the City's web site at www.greatersudbury.ca.

1. Declarations of Pecuniary Interest

PRESENTATIONS/DELEGATIONS

PAGE NO.

{NONE}

ROUTINE MANAGEMENT REPORTS

{NONE}

CORRESPONDENCE - INFORMATION ONLY

2. Report dated 2004-12-03, with attachments, from the General Manager of Corporate Services regarding Bond Rating. **1 - 5**
(FOR INFORMATION ONLY)

(At the Council meeting of 2004-11-25, Councillor Kett requested an information report on the process for establishing a credit rating for the City of Greater Sudbury.)

3. Report dated 2004-12-02 from the General Manager of Corporate Services regarding Economic Development/Community Loan Reserve Fund. **6 - 7**
(FOR INFORMATION ONLY)

(This reserve was established in 1999 by the former Region, with funding in the amount of \$1 million from the Industrial Reserve Fund.)

4. Report dated 2004-11-29, with attachments, from the General Manager of Public Works regarding M.R. #80, McCrea Heights. **8 - 103**
(FOR INFORMATION ONLY)

(At the Finance Committee meeting of 2004-11-23, the Committee requested previous reports dealing with MR 80 in McCrea Heights.)

MANAGERS' REPORTS

5. Report dated 2004-11-30, with attachments, from the General Manager of Public Works regarding Criteria for Capital Roads Prioritization. **104 - 108**

(Council has stated that its top priority for the remainder of its term is to increase capital allocations for road construction and rehabilitation. As the funding allocations increase in the next few years, Council has asked for criteria whereby projects are selected in a rational, defensible manner. A two step process is being proposed by staff.)

RECOMMENDATION: THAT Council approve the criteria for prioritizing Capital Road projects, as outlined in the report dated November 30, 2004.

2005 CURRENT BUDGET REVIEW

PAGE NO.

6. Demonstration of the Voting Process.
 - Ron St. Onge, Web Administrator/Developer
7. Voting on 2005 Current Budget Options. *Current Budget Enhancement Options Voting Package* enclosed.

Following the Voting Process there will be a 15 minute break.

8. Review Results of Voting and Determination of tentative Funding Line.

2005 CAPITAL BUDGET REVIEW

9. Report dated 2004-12-03 from the General Manager of Corporate Services regarding 2005 Capital Budget. **109 - 111**

Review of the 2005 Capital Budget and 2006/2007 Capital Forecast.
(CAPITAL BUDGET UNDER SEPARATE COVER)

RECOMMENDATION: THAT Council approve the 2005 Capital Budget, as summarized on the following schedule, to allow those projects approved to proceed in a timely fashion;

AND THAT the 2006 and 2007 Capital Forecasts be received.

10. Review of 2005 Capital Budget Options.

2005 PARKING LOT REVIEW - IF REQUIRED

11. The Chair of the Finance Committee will review each of the items placed in the Parking Lot during the meeting. The consensus of Council will be required for each item listed in the Parking Lot.
 - Councillor Eldon Gainer, Chair, Finance Committee

NEXT FINANCE COMMITTEE MEETING

DATE: WEDNESDAY, DECEMBER 8, 2004 (Potential Finalization of the Budget)
TIME: 5:30 P.M.
PLACE: COUNCIL CHAMBER

10:00 P.M. ADJOURNMENT **(RESOLUTION PREPARED)**

COUNCILLOR ELDON GAINER
CHAIR, 2004 FINANCE COMMITTEE

CORRIE-JO CAPORALE
COUNCIL SECRETARY

Correspondence for Information Only

Request for Recommendation Finance Committee



Type of Decision

Meeting Date	December 6, 2004				Report Date	December 3, 2004			
Decision Requested		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title

Bond Rating

Policy Implication + Budget Impact

☒ This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.

N/A

☒ Background Attached

Recommendation

FOR INFORMATION ONLY

Recommendation Continued

Recommended by the General Manager

D. Wukosinic
General Manager of Corporate Services

Recommended by the C.A.O.

M. Mieto
Chief Administrative Officer

Report Prepared By

C. Mahaffy
Manager of Financial Planning & Policy/Deputy Treasurer



Division Review

S. Jonasson
Director of Finance/City Treasurer



BACKGROUND

Council requested information of the advisability of obtaining a bond rating in order to secure lower interest rates should the City embark on a program of managed debt in the future.

Recent Debenture Experiences

The City has been very fortunate in obtaining excellent rates in its debenture issues of 2003 (199 Larch Street purchase) and 2004 (Pioneer Manor rehabilitation). On the most recent issue, the rate was between that which municipalities with an A+ or AA- rating would have been able to obtain. The City's rate was also equal to that of the Ontario School Boards Financing Corporation (OSBFC), which issued almost a half-billion dollars of debentures at about the same time as the City issue. The OSBFC has just been rated Aa3 by Moody's.

Costs of Ratings

There are only three main rating agencies - Standard and Poor, Dominion Bond Rating Service, and Moody's. The cost for the initial rating varies from \$20,000 to \$30,000 up front, with annual maintenance dues thereafter ranging from \$17,500 to \$25,000. On average, the costs would be \$25,000 initially and \$20,000 annually thereafter. These costs, particularly on an on-going basis, are rather steep, particularly if the intent was to issue debentures only infrequently.

In addition to the above costs, a considerable amount of staff time would be required, in order to provide all of the information necessary for the agency to complete the rating process.

Rating Factors

Many factors are considered when a bond rating agency is rating a municipality, such as

- debt to reserve ratio (Sudbury .4 - average .8)
- debt per capita (Sudbury \$166 - average \$485)
- reserves per capita (Sudbury \$404 - average \$511)
- tax receivables (Sudbury 6.9% - average 7.2%)
- Annual Debt Repayment Limit (updated to \$39 million)
- Commercial and Industrial growth
- unemployment rates
- Economic diversity of community

The BMA study, which Council receives each year is a snapshot view of many of these factors.

Risks

The City of Greater Sudbury may not be able to achieve a rating as high as A+ or AA-, regardless of the extremely low debt burden of the municipality. The City may still be seen as heavily reliant on a single industry, and not sufficiently diversified; the unemployment rate here is still higher than average; and the City has a very poor reserve ratio when compared to other Ontario municipalities. The end result of a rating below the A+ could well mean paying higher interest rates, not lower.

Alternatives

This past summer, the City applied to finance roads projects through the Ontario Strategic Infrastructure Financing Authority (OSIFA). The entire application, to finance \$18.2 million of road works over the next three years, was approved by OSIFA. Should Council decide to undertake a managed debt program, all that is necessary to take advantage of this financing method is to pass the by-laws required by OSIFA, since the approval is already in place. The OSIFA interest rates are excellent since it has such a high rating (Triple A).

Summary

Since the City does not frequently issue debt, and since debt financing up to \$18.2 million for road works is available through OSIFA, obtaining a bond rating is not necessary at this time. Council may wish to consider this option at some point in the future if a managed debt program is undertaken.

Since each agency uses different scales, a listing of the comparable ratings has been attached.

CREDIT RATING AGENCY SCALES

Each company produces credit ratings independently of other companies, such that for a particular entity ratings from different agencies may not necessarily reflect the scale below.

LONG-TERM RATING AGENCY SCALES

<u>Rating</u>	<u>Moody's</u>	<u>S&P</u>	<u>DBRS</u>	<u>Investment Grade</u>
Triple A	Aaa	AAA	AAA	Highest rating possible; capacity to pay interest and repay principal extremely strong.
Double A	Aa1 Aa2 Aa3	AA+ AA AA-	AA(high) AA AA(low)	Has a very strong capacity to pay interest and principal and differs from triple A only in a small degree.
Single A	A1 A2 A3	A+ A A-	A(high) A A (low)	Has a strong capacity to pay interest and principal, but more susceptible to adverse developments than higher rated categories.
High B	Baa1 Baa2 Baa3	BBB+ BBB BBB-	BBB (high) BBB BBB (low)	Average to adequate capacity to pay interest and principal. Current levels of protection are adequate but adverse economic conditions are more likely to lead to a weakened capacity.
<u>Non Investment Grade</u>				
Mid B to High C	Ba1,2,3 B1,2,3 Caa	BB,+,- B,+,- CCC	BB,(high,low) B,(high,low) C,(high,low)	Predominately speculative with respect to paying interest and principal, i.e. junk bonds
Mid C to D	Ca D	C D	C D	C rated bonds are highly speculative and often in default. D rated bonds are in default.

Note:	Moody's	=	Moody's Investor's Service, New York
	S&P	=	Standard & Poor's Corporation, New York
	DBRS	=	Dominion Bond Rating Service, Toronto

SHORT-TERM RATING AGENCY RANKINGS

<u>Rating</u>	<u>Moody's</u>	<u>S&P</u>	<u>DBRS</u>	<u>Explanation</u>
Highest Quality	Prime-1	A-1+	R-1(high) R-1(mid)	Degree of safety regarding timely repayment is extremely strong.
High Quality		A-1	R-1(low)	Degree of safety regarding timely repayment is strong.
Good Quality	Prime-2	A-2	R-2 (high) R-2 (mid) R-2 (low)	Capacity for timely payment on these issues is satisfactory. Major distinction lies in the relative strength the financial performance and the level of debt protection.
Medium Quality	Prime-3	A-3	R-3 (high)	Adequate capacity for timely repayment. More vulnerable to changes in circumstances. Liquidity and financial position considered adequate.
Poor Quality	Not Prime	B C D	R-3 (mid) R-3 (low)	Speculative capacity for timely repayment or debt in default.

Note:	Moody's	=	Moody's Investor's Service, New York
	S&P	=	Standard & Poor's Corporation, New York
	DBRS	=	Dominion Bond Rating Service, Toronto

Source: Committee on Municipal Debt Issuance and Investment Policy
 "Eligible Investments Subcommittee Report", Summer 2001

Request for Recommendation Finance Committee



Type of Decision

Meeting Date	December 6, 2004				Report Date	December 2, 2004			
Decision Requested		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title

Economic Development/Community Loan Reserve Fund

Policy Implication + Budget Impact

☒ This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.

N/A


☒ Background Attached

Recommendation

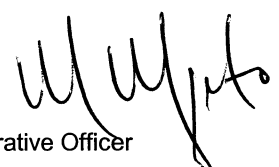
FOR INFORMATION ONLY

Recommendation Continued

Recommended by the General Manager


D. Waisaric
General Manager of Corporate Services

Recommended by the C.A.O.

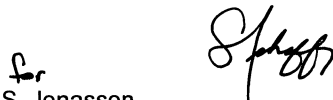

M. Mieto
Chief Administrative Officer

Date: December 2, 2004

Report Prepared By

C. Mahaffy
Manager of Financial Planning & Policy/Deputy Treasurer

Division Review

S. Jonasson
Director of Finance/City Treasurer**BACKGROUND**

This reserve fund was established in 1999 by the former Region, with funding in the amount of \$1 million from the Industrial Reserve Fund. The original intent was to use these funds to promote economic development by lending funds to prospective businesses. However, there were doubts as to exactly what could be legally undertaken with this fund, and no loans, as originally intended, have occurred.

Some expenditures have been made from the reserve fund as follows:

1999	\$1,000,000	establishment of reserve fund
	(\$ 20,000)	for a study of how an incubator loan fund might operate
2000	(\$ 50,000)	for the Great Canadian Mine Show
	(\$ 60,000)	for Music and Film in Motion
	(\$ 50,000)	for Expo 2000
	(\$ 15,000)	for the Northern Medical School
2002	(\$ 185,000)	loan to AlerTech
2003	\$ 185,000	repayment from AlerTech
1999 to present	\$ <u>232,000</u>	interest
Balance	\$ <u>1,037,000</u>	

Request for Recommendation Finance Committee




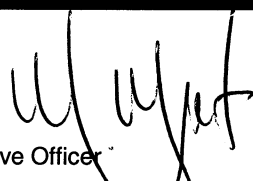
Type of Decision									
Meeting Date	December 6, 2004				Report Date	November 29, 2004			
Decision Requested		Yes	<input checked="" type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title
M.R. #80, McCrea Heights

Policy Implication + Budget Impact	
N/A	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<input checked="" type="checkbox"/>	Background Attached

Recommendation
FOR INFORMATION ONLY
Recommendation Continued

Recommended by the General Manager
 D. Bélisle General Manager of Public Works

Recommended by the C.A.O.
 M. Mieto Chief Administrative Officer

Date: November 29, 2004

Report Prepared By



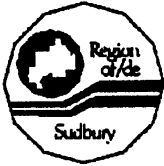
D. Bélisle
General Manager of Public Works

Division Review

At the budget meeting of November 23, 2004, Council asked for previous reports dealing with M.R. #80 in McCrea Heights.

Enclosed are the following:

- Report dated February 19, 1992, regarding pavement widening in McCrea Heights
- Report dated January 12, 1993, regarding signs in McCrea Heights
- Report dated April 14, 1993, regarding traffic in McCrea Heights
- Report dated June 9, 1993, regarding traffic control in McCrea Heights
- Report dated April 25, 1997, regarding curve realignment in McCrea Heights



Regional Municipality of Sudbury

From P.J. Morrow, P. Eng., Regional Engineer

Date 1992-02-19

☐ For Action

☐ For Information

☐ Planning Committee

☐ Sudbury Regional Development Corporation

☐ Engineering Committee

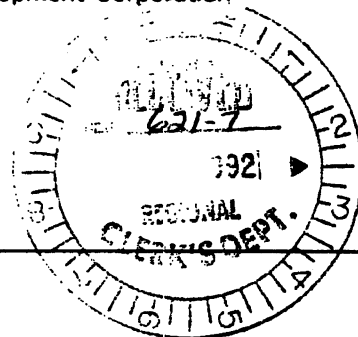
☐ Finance Committee

☐ Health and Social Services Committee

☐ Council

☐ Committee of the Whole

☐ Other



SUBJECT

**Pavement Widening - McCrea Heights Curve
Regional Road 80**

RECOMMENDATION

That the Town of Valley East be advised that the road widening on Regional Road 80 to provide a deceleration lane for house numbers 1786 and 1794 as described in their motion 92-06 is not warranted and, therefore, cannot be recommended for funding.

RECOMMENDED FOR APPROVAL

CHIEF ADMINISTRATIVE OFFICER

P.J. Morrow, P. Eng.

007

1992-02-19

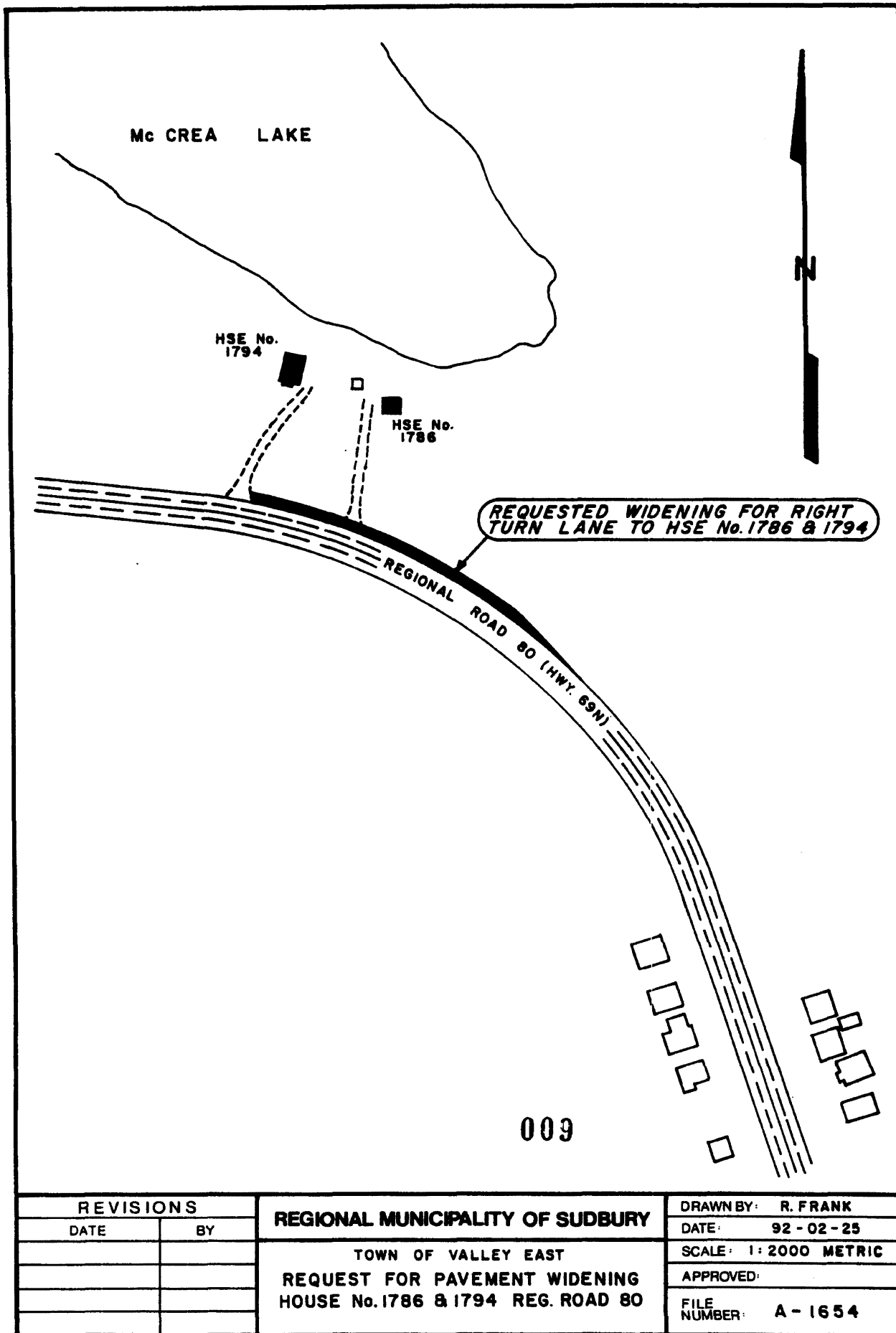
BACKGROUND

On February 3rd, 1992, the Town of Valley East requested that the Regional Municipality of Sudbury widen the northbound lane on Regional Road 80 at house numbers 1786 and 1794 to allow for a safer exit to their private driveways from Regional Road 80.

Regional Road 80 at this point is a four lane undivided roadway which carries approximately sixteen thousand (16,000) vehicles daily. The entrances which serve single family dwellings are located on the outside of a left hand curve in the McCrea Heights area. The posted speed limit is 70 kilometres per hour.

Standard Design Manuals suggest that right turn lanes and tapers be provided where a sufficient percentage of the traffic flow turns right interfering with the through traffic movement. Obviously single family dwellings which generate an average of four or five inbound trips per day would not satisfy those requirements.

The Municipality has already identified a number of major intersections where right turn lanes are required and in some cases, urgently needed. In the case of private entrances where new construction has occurred, the developer has been required to provide the funding for the required improvements. These situations obviously are related directly to high traffic generators, either commercial or industrial properties.



THE CORPORATION OF THE
Town of VALLEY EAST



LA MUNICIPALITÉ DE LA
Ville de VALLEY EAST

P.O. BOX - C.P. 430, VAL CARON, ONTARIO POM 3A0

TELEPHONE: (705) 897-4938

FAX: (705) 897-2667

**OFFICE OF THE
REGIONAL ENGINEER**

FEB 4 1992

February 3, 1992

The Regional Municipality
of Sudbury
Bag 3700, Station "A"
Sudbury, Ontario
P3A 5W5

Attention: Mr. Pat Morrow, P. Eng.
Regional Engineer

Dear Mr. Morrow:

Re: Request for Pavement Widening
McCrea Heights Curve
Regional Road #80

Please find enclosed a copy of a request to widen the northbound lane of R.R. #80 at the end of the curve to house numbers 1786 and 1794 respectively, to allow safer exit from R.R. #80 to their private driveways.

This issue was brought to the Public Works Committee on Monday, January 20, 1992 and a motion, namely Motion #92-06 duly ratified by Council was passed.

I am enclosing a copy of the report to the Committee and the motion for your information.

Would you please advise at your earliest convenience what, and if anything, can be done to rectify this situation.

Thank you in advance for your co-operation in this matter.

Yours truly,

Ronald A. Hurst,
Commissioner of Public Works

RAH:sc

encl.
c.c. - Mayor J.Y. Robert
- R. O. Chenier
- A. Houle
- C. Jean, Councillor Ward 1

010



The Corporation of the Town of Valley East
La Municipalité de la Ville de Valley East

No./Numéro 92-06

Date January 20, 1992

RÉSOLUTION/MOTION

Moved by/Proposée par: R. Trottier

Seconded by/Appuyée par: C. Jean

THAT this Committee recommends to Council that we petition the Regional Municipality of Sudbury to widen the northbound lane of Regional Road #80 at house numbers 1786 and 1794, Highway 69 North, to allow a safer exit to their private driveways from Regional Road #80.

Certified A True Copy


Municipal Clerk

THE CORPORATION OF THE
Town of VALLEY EAST



LA MUNICIPALITÉ DE LA
Ville de VALLEY EAST

P.O. BOX - C.P. 430, VAL CARON, ONTARIO P0M 3A0

TELEPHONE: (705) 897-4938

FAX: (705) 897-2667

M E M O R A N D U M

TO: Public Works Committee
FROM: Ronald A. Hurst
RE: Driveway Entrances
McCrea Heights Curve R.R. #80
DATE: January 16, 1992

Mayor Robert has received a request to investigate the possibility of widening the existing road pavement width on the northbound lane of R.R. #80 at the end of the curve to allow an exit ramp for two driveways, namely house #1786 and house #1794, Highway 69 North (R.R. #80).

The widening proposed will allow the residents to exit R.R. #80 without causing any disruption of traffic flow on this relatively dangerous section of roadway.

Recommendation:

That this Committee recommends to Council that we petition the Regional Municipality of Sudbury to widen the northbound lane of R.R. #80 at house numbers 1786 and 1794, Highway 69 North, to allow a safer exit to their private driveways.

Yours truly,

Ronald A. Hurst,
Commissioner of Public Works

RAH:sc

attach.

c.c. R. O. Chenier

012



Regional Municipality of Sudbury

From P.J. Morrow, P. Eng., Regional Engineer

Date 12 January 1993

☒ For Action

☐ For Information

☐ Planning Committee

☐ Sudbury Regional Development Corporation

☒ Engineering Committee

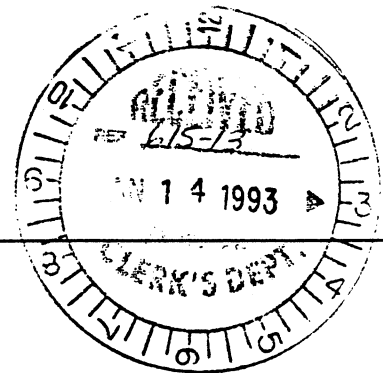
☐ Finance Committee

☐ Health and Social Services Committee

☐ Council

☐ Committee of the Whole

☐ Other



SUBJECT

Signs - Regional Road 80 at McCrea Heights

RECOMMENDATION

- That the Town of Valley East be advised in response to their Resolution 92-338 that the Regional Municipality of Sudbury will include for consideration as part of the 1993 Budget, the cost of relocating the existing overhead flashing amber beacon on Regional Road 80 near Neal Street to the existing curve warning and advisory speed signs in McCrea Heights.

RECOMMENDED FOR APPROVAL

CHIEF ADMINISTRATIVE OFFICER

P. J. Morrow, P. Eng.
Regional Engineer

STAFF REPORT

Traffic and Transportation Division
J. A. Reilly, Director
Prepared by: J. A. Reilly

12 January 1993

SUBJECT: Signs - Regional Road 80 at McCrea Heights

BACKGROUND

Council of the Town of Valley East passed the following Resolution:

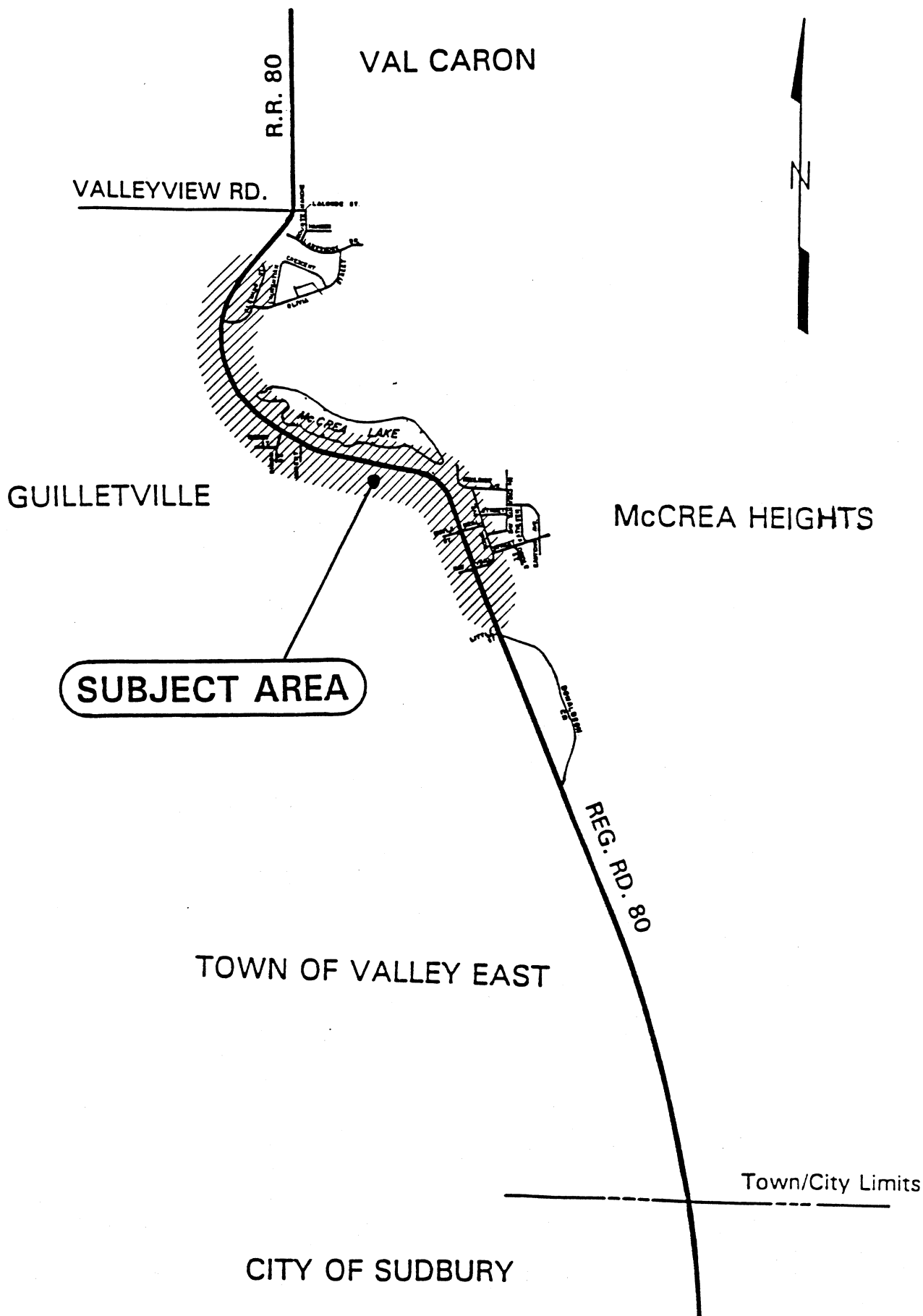
Resolution #92-338

THAT the Council of the Town of Valley East request that the Regional Municipality of Sudbury install two signs with flashing lights at both limits of McCrea Heights (North and South) to re-emphasize the speed limit.

This Resolution emanated as the result of a recent fatal collision which occurred on Regional Road 80 in that area. (See Figure "1") Indeed, several fatal collisions have occurred on this section of Regional Road 80 over the years, together with a number of non-fatal injury accidents.

Several reviews have been conducted by staff and a number of initiatives have been taken. These range from upgraded signage and pavement markings to increased speed enforcement by Regional Police. In spite of these efforts, serious collisions continue to occur.

The request to install flashing beacons on regulatory speed signs is proposed by the Town to remind motorists of the legal limit. This proposal is not consistent with normal signing practices. A similar installation, however, on advisory speed signs is an accepted practice in extreme cases. Currently, curve warning signs, together with sixty (60) kilometre per hour advisory tabs are posted on both approaches to the sharp curve in McCrea Heights where many of the collisions have been recorded.



SUBJECT: Signs - Regional Road 80 at McCrea Heights

Beacons can be salvaged from an older overhead installation near Neal Street. These were installed by the Town a number of years ago and it is generally agreed by most that they have served their useful purpose.

In order to install beacons on the present signs, two new Hydro services will be required, together with an underground duct system to provide power for the beacons. Preliminary estimates suggest an expenditure of ten thousand dollars (\$10,000.00).

In spite of the fact that previous studies have been conducted, the record seems to suggest that a further and more detailed review is needed. Possible solutions should not be limited to simple control devices but should examine such areas as realignment, redesign or median separation. Obviously, the ability to conduct this study will be limited by the availability of staff time. For that reason, work will have to be conducted as an ongoing project. A report will be prepared for consideration by the Engineering Committee once the work is completed.

THE CORPORATION OF THE
Town of VALLEY EAST



LA MUNICIPALITÉ DE LA
Ville de VALLEY EAST

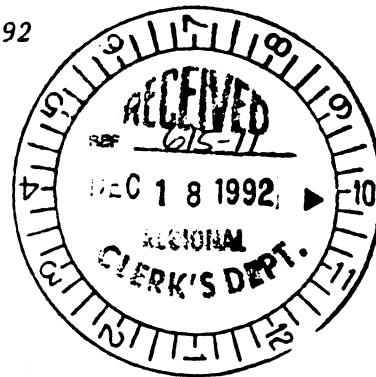
P.O. BOX - C.P. 430, VAL CARON, ONTARIO P3N 1P6

TELEPHONE: (705) 897-4938

FAX: (705) 897-2667

December 10, 1992

Mr. Paul Philion
Regional Clerk
The Regional Municipality
of Sudbury
Bag 3700, Station 'A'
Sudbury, Ontario
P3A 5W5



Dear Sir:

Re: Request for Signs in McCrae Heights

On November 16th, 1992, we forwarded a copy of resolution 92-308 to your office requesting two signs at the North and South limits of McCrae Heights with the number of accidents on that section of Regional Road 80.

Please be advised that this resolution was reconsidered at the regular meeting held December 8th, 1992 and was amended to read as follows:

Resolution #92-338

THAT resolution #92-308 be amended to read:
THAT the Council of the Town of Valley East request that the Regional Municipality of Sudbury install two signs with flashing lights at both limits of McCrae Heights (North and South) to re-emphasize the speed limit.

Trusting this is satisfactory, I remain.

Yours truly,

Diane B. Trottier, A.M.C.T. (A)
Deputy Clerk

DBT:al



Regional Municipality of Sudbury

From P.J. Morrow, P. Eng., Regional Engineer

Date 14 April 1993

☒ For Action

☐ For Information

☐ Planning Committee

☐ Sudbury Regional Development Corporation

☒ Engineering Committee

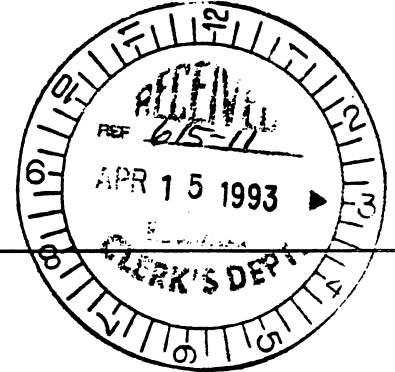
☐ Finance Committee

☐ Health and Social Services Committee

☐ Council

☐ Committee of the Whole

☐ Other



SUBJECT

**Traffic Operations Study - Regional Road 80
(McCrea Heights/Guilletville Area)
Town of Valley East**

RECOMMENDATIONS

- That staff be directed to change the signing within the study area by removing the "Keep Right Except to Pass" sign south of Donaldson Crescent and adding ground mounted lane designation signs to indicate that left turns occur from the centre lane and right turns occur from the curb lane.
- That the Town of Valley East be advised, in response to their Resolution 93-61, that the Regional Municipality of Sudbury will not install traffic signals at the intersection of Regional Road 80 and Neal Street.
- That the Town of Valley East be advised, in response to their Resolution 93-28, that a by-pass around the McCrea Heights/Guilletville area cannot be justified, based on current and reasonable foreseeable transportation demands.

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

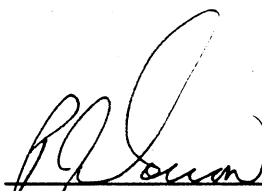
15 April 1993

RECOMMENDATIONS cont'd...

- That the Town of Valley East be advised, in response to their Resolution 93-29, that the need to realign the 7°00' curve north of Neal Street, at an estimated cost of 1.5 million dollars will be reviewed after a one year trial period of the speed zone and signing changes which have and will be carried out. In the interim, the guide rail on the east side of the curve be extended north and driveway embankments and side slopes be flattened at the north end of the curve, subject to maintenance funding being made available in the 1994 Current Budget.
- That the Town of Valley East be advised, in response to their Resolution 93-63, that pedestrian crossings of Regional Road 80 in the McCrea Heights area are best addressed through the provision of a median storage area developed as part of a continuous left turn lane which is not currently warranted.
- That the Region include the construction of a left turn storage lane on Regional Road 80 at Simon Street extending southerly for a distance of five hundred (500) metres, as part of its future Roads Program.

RECOMMENDED FOR APPROVAL

CHIEF ADMINISTRATIVE OFFICER


P. J. Morrow, P. Eng.
Regional Engineer

STAFF REPORT

Traffic and Transportation Division
J. A. Reilly, Director
Prepared by: D. R. Kivi

14 April 1993

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

BACKGROUND

In December 1992, the Region's Traffic and Transportation Department initiated a Traffic Operations Study of Regional Road 80 in the McCrea Heights/Guilletville area as a result of some serious collisions which had recently occurred there. Since that time, a number of resolutions from the Town of Valley East (see Appendix "A") have been received. In addition, a report has been submitted to the Engineering Committee by a Committee of concerned Ward 1 residents, (see Appendix "B") as well as suggestions from local residents provided at a public meeting on January 25th, 1993.

The section of Regional Road 80 that is being studied lies within the Town of Valley East and extends from 200 metres south of the north intersection of Donaldson Crescent northerly 3.8 km to Valleyview Road. (See Figure "1") Regional Road 80 is a four lane primary arterial and has a 1992 Annual Average Daily Traffic Volume (A.A.D.T.) of 17,000. It serves as the major link between Valley East, Capreol and the City of Sudbury.

The roadway was reconstructed in 1977-78 with four, twelve (12) foot wide traffic lanes. Curb and gutter with open storm drainage is in place along the built-up sections of McCrea Heights and Guilletville. The less densely developed sections have been constructed with eight foot gravel or paved shoulders and open storm drainage.

Due to the rugged topography, Regional Road 80, within the study area, contains numerous horizontal and vertical curves. Based on the Ministry of Transportation's contract drawings 77-49, there are seven horizontal curves in the study area, all with a design speed of 80 km/h or higher. The sharpest curve is the 7°00' curve which is located 200 metres north of Neal Street and corresponds to a design speed of 80 km/h.

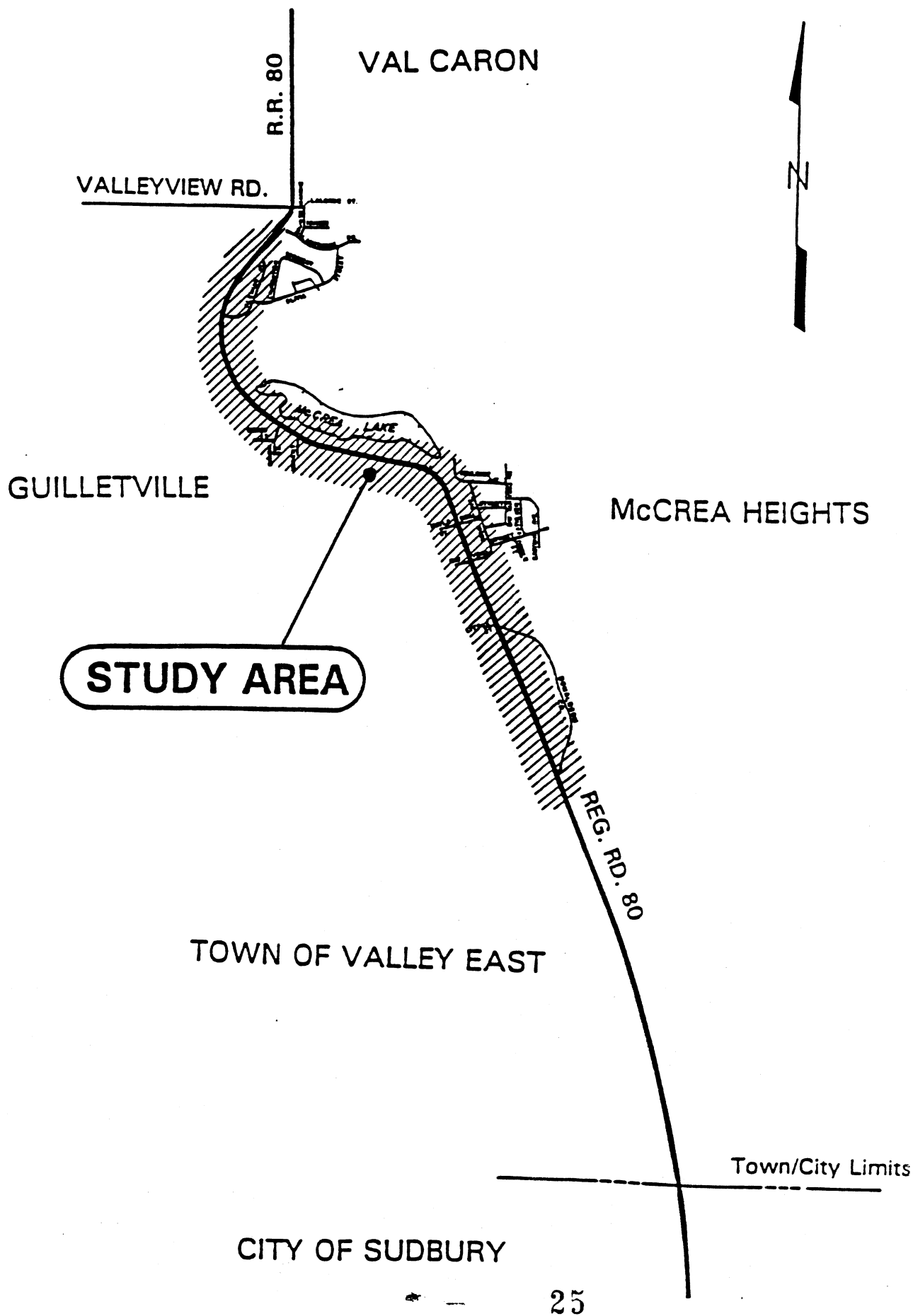


FIGURE: 1

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

14 April 1993

There are a number of vertical crest and sag curves in the study area, generally corresponding to a design speed of 70 km/h.

The posted speed limit has recently been reduced from 70 km/h to 60 km/h from 200 metres south of the north intersection of Donaldson Crescent northeast 5.4 kilometres to 200 metres south of Regional Road 15. The new speed limit signs were installed on March 13th, 1993. Parking is prohibited along both sides of Regional Road 80 within the study area.

A review of the collision experience for this section of Regional Road 80, from 1989 to 1991 inclusive, revealed there were a total of ninety-three (93) collisions resulting in a collision rate of 1.3 collisions per million vehicle kilometres (c/mvkm). There were no fatalities within the study area during this time period, however, two (2) fatal collisions resulting in three (3) fatalities occurred in 1992.

This is comparable to the Provincial rate for King's Highways of 1.1 c/mvkm for the same three year period. The Provincial collision rate for King's Highways applies to major highways such as 11, 17 and 69. These types of highways are designed to very high standards and for the most part, development is sparse. Therefore, in built-up areas where there are numerous sideroads and private entrances, you would expect an increase in the collision experience.

The highest collision rate occurred in the 500 metre section starting 185 metres north of Neal Street which includes the sharpest curve in the area. There were a total of twenty (20) collisions in three years, resulting in a collision rate of 2.2 c/mvkm. Of the twenty collisions, eighteen occurred on the 7°00' curve north of Neal Street. The majority of the collisions on the curve involved northbound vehicles losing control under adverse road and/or weather conditions.

The built-up area of McCrea Heights from south of Donaldson Crescent to 185 metres north of Neal Street has a collision rate of 1.6 c/mvkm. Although undesirable, this rate is not unusually high considering the level of development. A review of the collision reports revealed no particular patterns with respect to types and locations of collisions.

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

14 April 1993

A total of sixteen (16) collisions occurred in the area from just south of Hubert Street to 300 metres north of Simon Street resulting in a collision rate of 1.8 c/mvkm. The intersection of Regional Road 80 and Simon Street experienced seven (7) of the collisions with six (6) of those involving left turns from Regional Road 80 to Simon Street.

EVALUATION

Signing

Recently, the Region has approved the installation of flashing amber beacons above the "curve warning" signs for each approach to the 7°00' curve north of Neal Street. The existing oversized "curve warning" signs will be made even larger. The new signs and flashing beacons are scheduled for installation by the end of April 1993. Large "checkerboard" signs have also been installed on the curve facing each approach.

It is expected that these measures will provide additional emphasis and guidance to motorists approaching the curve. The increased signing should especially provide a benefit to northbound motorists who rely more on the signing because the curve is not as apparent in advance, due to the down grade.

Consideration should be given to the removal of the "Keep Right Except to Pass" sign south of the Donaldson crescent, facing northbound motorists. As left turns are required to be made from the centre lane, the message on the sign may be inappropriate. New ground mounted lane designation signs would provide further emphasis that left turns occur from the centre lane and right turns from the curb lane and they should be added.

Other signs that have been requested and evaluated include the following:

"Residential Area"

The boundaries of McCrea Heights and Guilletville are identified on Regional Road 80 with municipal identification signs and the residential development is apparent to motorists. Therefore, these signs are not required. It should be

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

14 April 1993

noted throughout that the vast majority of users are local residents who are familiar with both the road and the abutting land use. This fact is borne through an examination of the collision reports.

"Danger - Vehicles Using Passing Lane for Left Turn"

The previously mentioned lane designation signs and the removal of the "Keep Right Except to Pass" sign should clear up any confusion that motorists may have with respect to left turns occurring from the centre lane.

**"Next Three Kilometres Dangerous -
Numerous Curves, Hills and Hidden Driveways"**

Besides displaying an inappropriate, negative message, the sign would not be legible to motorists due to the number of words. Individual curves and side roads are all identified to motorists through the use of "Curve Warning" and "Intersection Warning" signs. Intersections are further marked with street name signs. Again, the vast majority of motorists are local and familiar with the roadway.

"Caution - Pedestrians"

"Pedestrian Warning" signs are normally used where the presence of pedestrians may come as a surprise to motorists. In built-up areas such as McCrea Heights/Guilletville, motorists would expect that they may encounter pedestrians and, therefore, a sign is not required.

"Speed Checked by Detection Devices"

This type of sign is not a very effective deterrent to speeding. Motorists who choose to speed generally react only to the presence of a Police vehicle or the possibility of encountering a Police vehicle when enforcement in the area has been active.

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

14 April 1993

"Signs Informing Motorists of Speeding Fines"

The Ministry of Transportation is currently conducting a detailed study to determine the effectiveness of this type of sign. Signs informing motorists of speed fines have been erected at various locations on Highway 401, between Trenton and Kingston. Although the study is not yet complete, preliminary indications are that the signs have very little effect on vehicle speeds without adequate enforcement.

"Too Fast Signs"

"To Fast" signs of various designs have been used by a number of Road Authorities to warn drivers that they are exceeding the safe speed for an upcoming curve in the road. The Ministry of Transportation has used this type of sign with some success at freeway off ramps where there is a high number of collisions. At these locations, there is a significant difference in the design speed of the off ramp and the freeway. To be effective, the signs should flash only when the safe speed for the curve is being exceeded. In the case of the 7°00' curve north of Neal Street, the safe speed for the curve is in excess of the posted speed limit. If the sign was set to flash only when the safe speed is exceeded, it might promote speeding. Conversely, if the sign were set to flash when the speed limit of 60 km/h was being exceeded, it would quickly be ignored. Our recent speed study indicated that only three (3) drivers of two hundred and eleven (211) surveyed complied with the existing 60 km/h advisory speed signs.

Also, this type of sign can make no adjustment for adverse road and weather conditions. Drivers may be misled into thinking that the speed they are travelling is safe because the sign did not flash even though the road is icy. As previously stated, the majority of collisions on the curve occur under adverse road and weather conditions. There are also questions regarding liability if the signs should malfunction and a collision results.

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

14 April 1993

TRAFFIC SIGNALS

The Region has received requests for the installation of traffic control signals at the intersection of Regional Road 80 and Neal Street, including Resolution 93-61 from the Town of Valley East. The purpose of the traffic signals would be to provide access to Regional Road 80 by area residents and to slow traffic down.

The primary function of traffic signals is to alternately assign right-of-way to conflicting movements of traffic. When justified, properly installed and timed traffic signals can provide for an orderly movement of traffic and increase the traffic handling capacity of an intersection. They can also reduce certain types of collisions, most notably, right angle and left turn collisions. There are also a number of disadvantages with their use. They can increase delay to the major traffic movement and increase the frequency of rear-end collisions. Also, they can cost up to seventy thousand dollars (\$70,000) to install with an annual operating cost of approximately four thousand dollars (\$4,000).

When unjustified, traffic signals provide almost no benefit to traffic operations while adding to the list of disadvantages by; increasing delay to all approaches; increase driver frustration and encouraging disobedience of the signal indications.

The Ontario Ministry of Transportation has developed minimum warrants for the installation of traffic signals on Ontario roadways. These warrants are based on traffic volumes, including pedestrian volumes and collision experience. The warrants must be satisfied in order to receive subsidy from the Province.

Turning movement information is not available at the intersection of Regional Road 80 and Neal Street. However, a projected turning movement count was developed, based on the number of dwelling units within the neighbourhood being serviced by Neal Street. Trip generation rates were applied to the neighbourhood based on recognized standards published by the Institute of Transportation Engineers.

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

14 April 1993

This data was then applied to the Ministry's warrants for the installation of traffic signals. (See Figure "2") The results indicate that the highest compliance to the warrant is thirty percent. Traffic volumes on Neal Street are far too low to warrant traffic signals. A review of the collision reports at the intersection revealed that there were no collisions at Neal Street that would be correctable by the installation of traffic signals.

Although not recommended and unwarranted, traffic signals can be installed at this location, however, the Region will be responsible for all costs. If signals are to be installed at Neal Street, consideration should be given to closing off access to Vera Street. This will route all traffic through the signals at Neal Street and eliminate a potential conflict point. The additional traffic, however, will not satisfy the minimum warrants.

BY-PASS

The construction of a by-pass around the McCrea Heights and Guilletville area has been recommended by the Committee of Concerned Ward 1 Residents. On January 26th, 1993, the Town of Valley East passed Resolution 93-28 requesting the Region to conduct a feasibility study.


The Region's Engineering Department have conducted a preliminary design of a potential by-pass alternative. The by-pass consists of four (4) twelve foot lanes with eight foot gravel shoulders and is based on a design speed of 100 km/h.

The by-pass (see Figure "3") is 4.7 kilometres long and begins approximately 400 metres south of the south intersection of Donaldson Crescent and extends northerly to 700 metres south of Valleyview Road. The route was selected, based on existing topographic and aerial photographic information to minimize construction costs. The existing Regional Road 80 would connect to the by-pass at the north and south end, complete with turning lanes and possibly traffic signals at the south end.

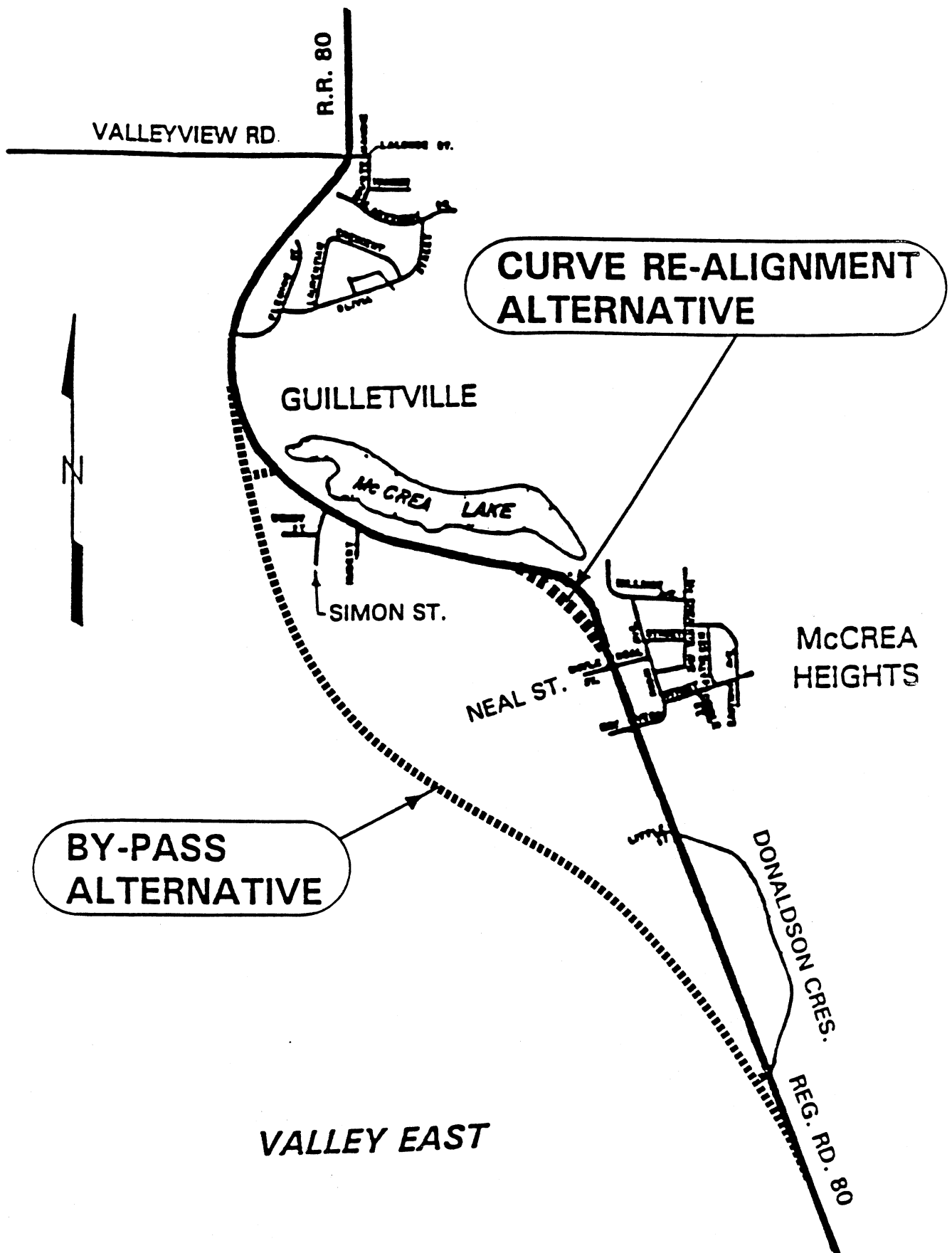
Table 1. Minimum Requirements For Installation of Traffic Signals

(February 1982)

LOCATION REGIONAL ROAD 80 AT NEAL STREET
MUNICIPALITY VALLEY EAST DATE OF SURVEY 93/03/26

WARRANT	DESCRIPTION	MINIMUM REQUIREMENT FOR TWO-LANE ROADWAYS		COMPLIANCE	
		FREE FLOW	RESTRICTED FLOW		
		OPERATING SPEED GREATER THAN OR EQUAL TO 70 km/h	OPERATING SPEED LESS THAN 70 km/h	SECTIONAL %	ENTIRE %
INTERSECTION	1. MINIMUM VEHICULAR VOLUME	①A Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and ①B Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	480 180 XXXXXX 170	720 170	100 17
	2. DELAY TO CROSS TRAFFIC	②A Vehicle Volume, Along Major Street for Each of the Heaviest 8 Hours of an Average Day, and ②B Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours	480 50	720 75	100 30 30
	3. ACCIDENT HAZARD	A Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged Over a 36 Month Period, and B Adequate Trial of Less Restrictive Remedies, Where Satisfactory Observance and Enforcement Have Failed to Reduce the Number of Accidents, and C Fulfillment of Either of the Above Warrants (Minimum Vehicular Volume or Delay to Cross Traffic) to the Extent of 80% or More.	5 YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	0	0
	4. COMBINATION WARRANT	Two or More of the Above Warrants (1, 2 or 3) Satisfied to the Extent of 80% or More.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		0
	5. MINIMUM PEDESTRIAN VOLUME	A Pedestrian Volume Crossing the Major Street Average per Hour for the Heaviest 8 Hours of an Average Day, and ①B Vehicle Volume Along Major Street Average Per Hour for the Same 8 Hours.	120 290	240 575	

- NOTES: ① Vehicle Volume Warrants (1A), (2A) and (5B) for Roadways Having Two or More Moving Lanes in one Direction Should Be 25% Higher Than Values Given Above.
- ② For Definition of Crossing Volume Refer to Note ④ on the Signal Warrant Analysis Form B2.03.08
- ③ The Lowest Sectional Percentage Governs the Entire Warrant.
- ④ For "T" Intersections the Values for Warrant (1B) Should Be Increased by 50%



**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

14 April 1993

The preliminary cost-estimate for construction of the by-pass is 10.65 million dollars. Presently, there is no program to recover one hundred percent subsidy from the Provincial Government. Therefore, if the new route were warranted as a project by the Region, it would be eligible for Ministry funding as part of the normal annual allotment. The project, however, must compete locally with those needs identified in the Regional Transportation Study. (e.g., Brady and Maley extensions and four laning of Regional Road 35) Further, based on the present traffic data, the by-pass cannot be justified.

The advantages of the by-pass include the following:

- 1) Increased capacity due to the elimination of private entrances and side roads.
- 2) Increased safety due to improved alignment and reduced number of entrances.
- 3) Reduced travel time.
- 4) Improved traffic and pedestrian operations on the by-passed portion of Regional Road 80 through McCrea Heights/Guilletville.

Disadvantages to the proposed by-pass include the following:

- 1) High construction costs of approximately 10.65 million dollars.
- 2) Current operational and safety problems could be reduced at less cost with spot improvements to the existing road.
- 3) Potential negative impact to local businesses on the by-passed portion of Regional Road 80, due to a reduction in drive-by traffic.
- 4) The section of Regional Road 80, through the study area, is currently operating at an acceptable level of service and should continue with localized improvement, to continue to do so well into the foreseeable future.

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

14 April 1993

- 5) The new road would cause a negative impact on the environment.
- 6) There would be an increased cost to maintain an additional four lane road. The by-passed portion of Regional Road 80 could be transferred to the Town of Valley East.

A by-pass of the McCrea Heights/Guilletville area would provide an immediate improvement for the local residents and regular commuters. However, many improvements can be made to the existing road at far less cost, to improve traffic operation. When growth and development increase in Valley East and Capreol, to a point approaching the handling capacity of the road, an alternate route connecting Valley East to Sudbury should be studied (ie. Hanmer to BarryDowne Road).

GEOMETRIC IMPROVEMENTS

Realignment of 7° Curve North of Neal Street

On January 26th, 1993, Council of the Town of Valley East passed Resolution 93-29 requesting that the Region evaluate the feasibility of straightening out the problem corner in McCrea Heights.

The feasibility of improving the vertical and horizontal alignment of the 7°00' curve, north of Neal Street has been reviewed by the Region's Engineering Department. Alignments based on a design speed of 90 km/h and 100 km/h have been evaluated.

The design based on a speed of 100 km/h involved moving the road to the west which results in the construction a new road through the rock. This alternative also involved the need to acquire approximately five residences on the west side of the road. Due to the high construction costs and the negative impact on local residents, this option was eliminated from further study.

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilleville Area)
Town of Valley East**

14 April 1993

The design, which improves the horizontal and vertical alignment, to a design speed of 90 km/h also shifts the road to the west. (See Figure "3") However, it still utilizes some of the existing road bed which reduces the cost. From the preliminary drawings, it appears that property requirements are minimal. The preliminary cost-estimate for the realignment is 1.455 million dollars.

Realignment of the curve to a design speed of 90 km/h will make it more consistent with the other curves in the area. Improving the alignment of the curve would likely reduce the number of collisions that are presently occurring by allowing drivers to negotiate it at a higher rate of speed. This may be a negative impact for local residents who have expressed concern about the speed of traffic.

It is recommended that the collision experience on the curve be reviewed after a one year trial period of the previously recommended signing changes to determine their effectiveness. If the number of collisions has not been reduced, then realignment of the curve should be considered for placement on the priority list of the Capital Roads Program.

A review of the collision reports for the curve showed that a number of collisions involved northbound vehicles losing control near the north end of the curve and striking the driveway embankments. As an interim measure to realign the curve, the guide rail on the east side should be extended north and driveway and side slope embankments flattened to reduce the severity for a vehicle which has left the roadway. The estimated cost for these improvements is thirty thousand, four hundred dollars (\$30,400).

Vertical Alignment

Currently, the vertical curves within the study area provide for a minimum stopping sight distance based on an operating speed of 70 km/h. Although this speed is greater than the legal posted speed limit of 60 km/h, our speed study shows speeds to be higher than 70 km/h. Therefore, improvement of the vertical crest curves at an estimated cost of 1.4 million dollars must be given consideration in light of the collision rate on this road section.

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

14 April 1993

Turning Lanes

The Honourable Shelley Martel, Minister of Northern Development and Mines requested in a letter to the Minister of Transportation, Honourable Gilles Pouliot, that they review the possibility of constructing a left turn lane at Simon Street. The Minister responded by saying that Regional Road 80 is under the jurisdiction of the Regional Municipality of Sudbury and he would forward their concerns. Correspondence regarding this matter is attached. (See Appendix "C").

Left turn lanes should be considered when the number of left turning vehicles at an intersection is such that it creates a hazard and reduces the capacity of the road.

Turning movement information is not available at the intersection of Regional Road 80 and Simon Street. Trip generation rates were applied to the number of residential units being serviced by Simon Street. This number was applied to the Ministry of Transportation's warrants for a left turn lane. (See Figure "4") The results indicate that the volumes fall near the warrant line.

As previously stated, the collision experience at the intersection revealed that there were six (6) collisions in three years that may have been avoided with the provision of a left turn lane. This number also is below the Ministry of Transportation's warrants based on collision experience.

The volume and collision information indicates that operational problems are being experienced at this intersection as a result of left turns occurring from the through lane. These problems will increase as traffic volumes increase.

To alleviate current problems, the provision of a left turn lane for Simon Street should be placed on the priority list of the Capital Roads Program. The parallel portion of the left turn lane should be extended south, approximately five hundred (500) metres to provide for a centre two-way left turn lane for the urban area of Guilletville. (see Figure "5" Section "C") In addition to removing left turns from the through traffic lane, the centre turn lane will improve access

INTERSECTION OF REGIONAL ROAD 80 AND SIMON STREET

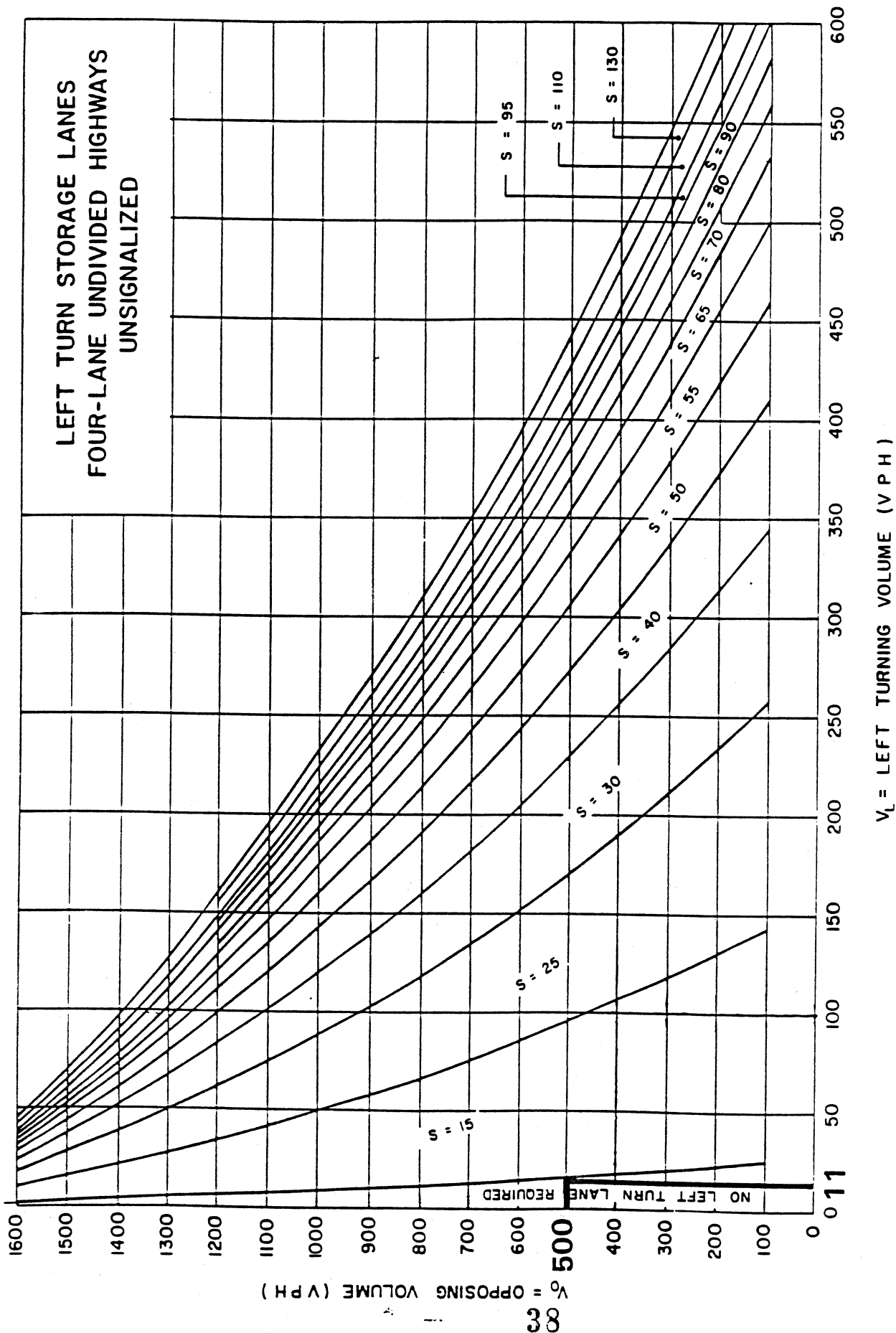
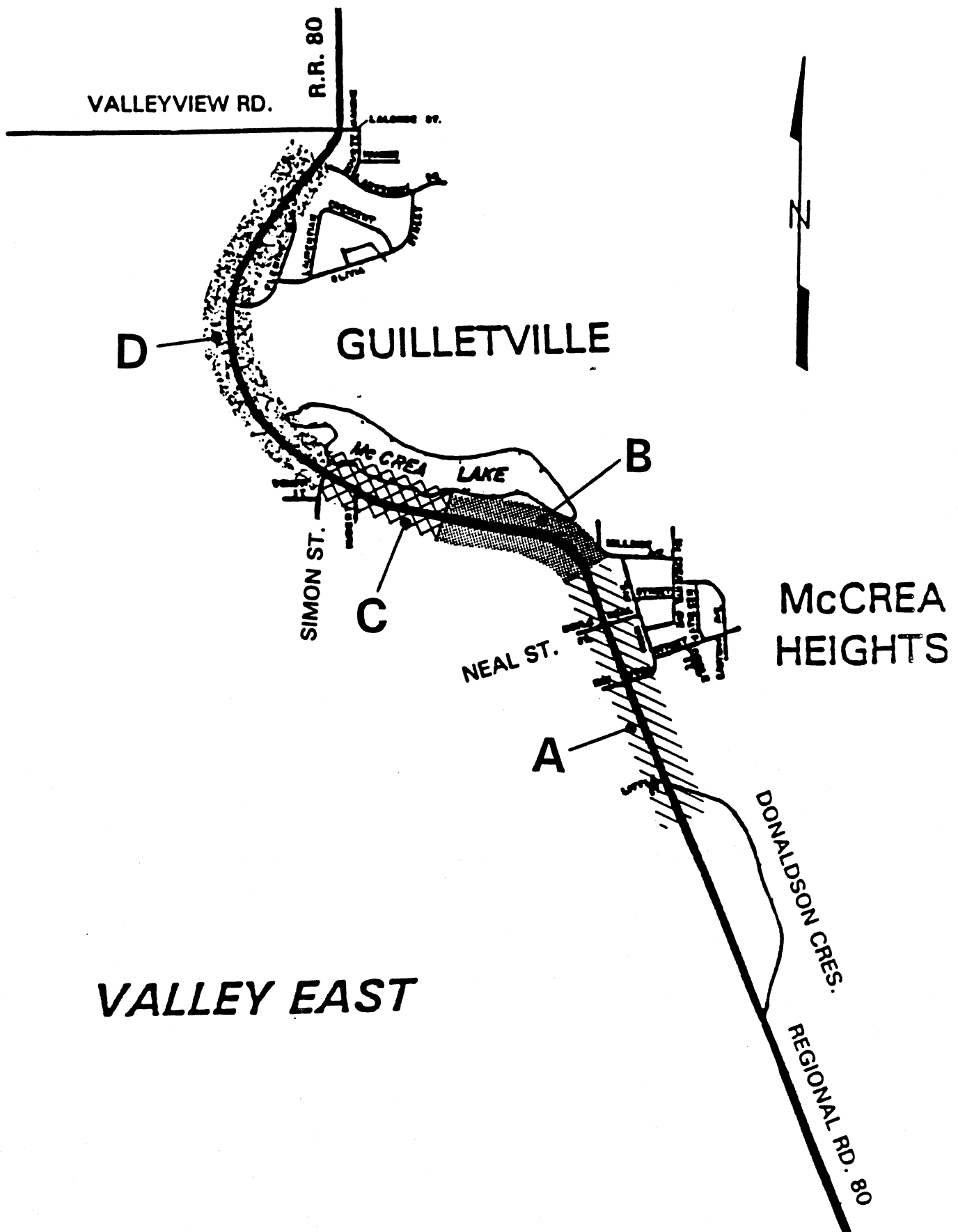


FIGURE: 4



**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilleville Area)
Town of Valley East**

14 April 1993

onto Regional Road 80 from the side roads and private entrances by allowing motorists to cross one stream of traffic at a time. The centre left turn lane also provides a refuge area for pedestrians crossing Regional Road 80. The cost estimate for the centre left turn lane is six hundred and seventy thousand dollars (\$670,000).

Many of the problems related to the vertical curves are also addressed through the provision of a median turn lane. This option represents less than half the cost developed in the chapter "Vertical Alignment".

A centre two-way turn lane should also be considered as desirable from approximately one hundred and seventy (170) metres south of the north intersection of Donaldson Crescent, northerly one kilometre to two hundred metres north of Neal Street. (See Figure "5" Section "A") This section through McCrea Heights contains the highest density of private entrances and side road intersections within the study area.

Although not warranted by volume or collision experience, the centre left turn lane would improve operations for vehicular and pedestrian traffic.

The Regional Engineering Department has estimated that the cost for the centre turn lane, one kilometre in length, to be \$1,075,000. The estimate provided for widening on only one side of Regional Road 80 and includes the cost of resurfacing and a new storm sewer system.

The section of Regional Road 80, from Simon Street to Valleyview Road (see Figure "5" Section "D"), has fewer driveways and side roads and does not exhibit a high collision rate. Therefore, a centre two-way left turn lane is not required.

Fully Paved Shoulder

The provision for fully paved shoulders in areas with existing gravel shoulders was reviewed in order to provide a paved surface for vehicles turning right into private entrances and side roads. The number and spacing of entrances in the rural area does not warrant paved shoulders at this time. Also, due to the absence of a sidewalk in the area, a paved shoulder would create the potential for conflict between pedestrians and vehicles using the shoulder.

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

15 April 1993

Centre Median

The possibility of providing a median barrier or flush median throughout the 7°00' curve north of Neal Street was reviewed.

A raised median through the curve would prevent vehicles travelling in opposite directions from coming into contact with each other. It would eliminate head-on type collisions which are generally more severe. However, there are a number of problems with this type of treatment. There are a number of private entrances on or near the curve which would have access to Regional Road 80 in only one direction due to the barrier. The barrier would also restrict visibility for vehicles entering or exiting Regional Road 80 in the vicinity of the barrier.

The curve would have to be widened by approximately four (4) metres to accommodate the barrier. The regional Engineering Department has estimated the cost of the widening to be \$370,000. This cost provided for no improvement to the alignment of the curve.

Also, the termination points of the barrier are a hazard in themselves, and would have to include an expensive energy attenuation system for each end.

A review of the collision records revealed that six of the eighteen collisions involved a vehicle crossing the centre line, and only one of those collided with an oncoming vehicle. Therefore, the problems associated with the provision of a median barrier are not justified at this time.

If realignment of the curve to a design speed of 90 km/h is considered, the 1.455 million dollar estimate includes the cost of widening the road to provide for a centre left turn lane which would act as a flush median. (See Figure "5" Section "B") The flush median would provide a recovery area for out-of-control vehicles and is wide enough to accommodate a barrier if cross median type accidents were occurring.

Sidewalks

Although the provision of sidewalks in the study area would provide a separation between vehicular and pedestrian traffic, they are the responsibility of the Town of Valley East. Requests for sidewalks should be forwarded to them for consideration.

**SUBJECT: Traffic Operations Study -
(McCrea Heights/Guilletville Area)
Town of Valley East**

14 April 1993

Pedestrian Crossing

The Town of Valley East passed Resolution 93-63 requesting that the Region present alternatives for pedestrian crossing in the vicinity of Neal Street. We have no pedestrian traffic volume information in the vicinity of Neal Street, however, it is assumed to be light with only occasional trips to the convenience store and to visit friends and neighbours.

Presently, pedestrians crossing Regional Road 80 must wait for a gap in traffic before crossing. A review of the collision reports from 1989 to 1991 revealed that there were no collisions involving pedestrians within the study area.

Other alternatives which provide for pedestrian crossings include traffic signals, pedestrian crossovers and a centre refuge area. Traffic signals at this location are not warranted by traffic or pedestrian volumes and are not recommended for reasons previously stated in the report.

Pedestrian crossovers provide for a protected pedestrian movement through the use of pedestrian activated signs. The use of the device is strongly discouraged due to the high operating speed of traffic, the low number of pedestrians, the lack of familiarity with the device in the Community and the visibility problems which exist to the north of Neal Street.

The provision of a centre two-way left turn lane previously recommended for consideration would improve pedestrian crossings by providing a refuge area so pedestrians would only have to cross traffic moving in one direction at a time. As the left turn lane is continuous, a refuge area would be provided throughout the built-up portion of McCrea Heights and Guilletville.

THE CORPORATION OF THE
Town of VALLEY EAST



LA MUNICIPALITÉ DE LA
Ville de VALLEY EAST

P.O. BOX - C.P. 430, VAL CARON, ONTARIO P3N 1P6

TELEPHONE: (705) 897-4938

FAX: (705) 897-2667

February 2, 1993

Mr. Paul Phillion
Regional Clerk
The Regional Municipality
of Sudbury
Bag 3700, Station 'A'
Sudbury, Ontario
P3A 5W5

Dear Sir:

Re: Regional Road 80

Please be advised that the Council of the Town of Valley East at its regular meeting held January 26, 1993, passed the following resolutions:

Resolution #93-28

THAT the Town of Valley East Council request the Region that a feasibility study be conducted to establish an alternative by-pass from McCrea Heights, Donaldson Street to Guilletville area, to alleviate existing traffic problems in the built-up residential area.

Resolution #93-29

THAT the Region of Sudbury be requested to evaluate the feasibility of straightening out the "problem" corner on McCrea Heights by both property purchase and rock excavation;
AND THAT the report be forwarded to Valley East Council for analysis and input. Details to be appended in letter form.

Thanking you for your co-operation in this matter, I remain.

Yours truly,

Diane B. Trotter, A.M.C.T.(A)
Deputy Clerk

DBT:al

THE CORPORATION OF THE
Town of VALLEY EAST



LA MUNICIPALITÉ DE LA
Ville de VALLEY EAST

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TELEPHONE: (705) 897-4938

FAX: (705) 897-2667

February 16, 1993

Mr. Paul Phillion
Regional Clerk
The Regional Municipality
of Sudbury
Bag 3700, Station 'A'
Sudbury, Ontario
P3A 5W5

Dear Sir:

Further to a presentation by Mr. Simon Guillet at the Council meeting held February 9th, 1993, the following resolution was passed:

Resolution #93-38

THAT we fully support the intent of the report from the Committee of Concerned Ward 1 Residents pertaining to Guilletville/McCrea Heights Highway Traffic Hazards.

This is submitted for your information.

Yours truly,

Diane B. Trottier, A.M.C.T.(A)
Deputy Clerk

DBT:al

THE CORPORATION OF THE
Town of VALLEY EAST



LA MUNICIPALITÉ DE LA
Ville de VALLEY EAST

P.O. BOX - C.P. 430. VAL CARON, ONTARIO P3N 1P6

TELEPHONE: (705) 897-4938

FAX: (705) 897-2667

March 16, 1993

Mr. Paul Phillion
Regional Clerk
The Regional Municipality
of Sudbury
Bag 3700, Station 'A'
Sudbury, Ontario
P3A 5W5

Dear Sir:

The Council of the Town of Valley East, at its regular meeting held March 9th, 1993, passed the following resolutions:

Resolution #93-61

THAT the Corporation of the Town of Valley East request from the Region that a study be conducted at the corner of Neal Street and Regional Road 80 (Hwy 69 North at McCrea Heights) to establish the feasibility of erecting traffic lights at that location, i.e., keeping in mind safety first and foremost.

Resolution #93-62

THAT the Regional Traffic Department, through Regional Engineering, be requested to present alternatives with corresponding costs which would allow pedestrians crossing Regional Road 80 at approximately the vicinity of Neal Street intersecting that road in McCrea Heights.

Thanking you for your co-operation in this matter, I remain,

Yours truly,

Roland O. Chenier
Town Administrator

ROC:al

SUBMISSION TO:
THE CORPORATION OF THE TOWN OF VALLEY EAST COUNCIL

REGARDING:
GUILLETVILLE/McCREA HEIGHTS HIGHWAY TRAFFIC HAZARDS

FROM:
COMMITTEE OF CONCERNED WARD 1 RESIDENTS

January 25, 1993

*** * ***

Mayor John Robert and Councillors:

First, we appreciate the opportunity of meeting with you to convey to you our concerns and recommendations to alleviate the dangerous traffic and pedestrian situation on Regional Road 80 in McCrea Heights and Guilletville.

In summary, the following is the existing situation in our area:

- Of the complete Highway 69N corridor (Regional Roads 80 and 84) the approximately three kilometre section through our residential area contains the most curves, hills and irregular topography of any section of similar distance.
- At last count, an average of 19,000 vehicles per day travel through this area.
- Since our residential area lies between the growing Valley population and Sudbury, almost all traffic must presently pass through the area. Even if the Valley East population, light industry, commerce and the resulting traffic should grow by only a normal amount, we will be facing 23,000 to 25,000 vehicles per day in five years from now.
- The planned opening of the Mount Fraleck Ski Resort north of Capreol in a few years would add significant numbers of additional vehicles during the most hazardous driving season.
- Although Inco's Whissel Mine near Capreol is temporarily not in operation, the dozen or so huge transport trucks used to haul ore on Hwy 69N, operate on a 24-hour basis, and present a definite safety hazard. Additionally, their loud noise and clatter have disturbed residents' sleep and outdoors enjoyment.

- There were three fatalities in Guilletville/McCrea Heights in 1992 with numerous accidents and near-fatalities. 16 people have lost their lives on the Hwy 69N corridor in the last five years. While the 1991 Regional Road 80 total of 50 accidents is close to the provincial average of 1.2 motor vehicle collisions per million vehicle miles, fatalities exceed the provincial average.
- In recent memory, apart from the many fatalities that have occurred at the "killer curve" five people have been killed as a result of traffic accidents in Guilletville, from a point 0.5 km west of the curve to about 1.2 km west of the curve, and one pedestrian was killed in McCrea Heights about 0.5 km south of the curve. Therefore, the "killer curve" is not the sole problem area, rather the problem lies in the complete three-kilometre section of the subject area.
- There are presently no sidewalks and only a very narrow shoulder next to a cement curb on parts of Regional Road 80 in the subject area, resulting in a dangerous situation for pedestrians, especially now that residents must walk further to collect mail from the new (and fewer) "super boxes". Winter, of course, aggravates the situation.
- Sudbury Board of Education Superintendent for Valley East, Patricia Falter, has echoed residents' fears in expressing her concerns "for the safety of students who walk or are bussed to schools in the area" in a recent letter, a copy of which she sent to Valley East Council and to Regional officials.
- Sudbury East MPP and Minister of Mines and Northern Development, Shelley Martel, has also expressed her concern for the safety of residents in the area in a recent letter to the Minister of Transportation, Gilles Pouliot.

- In the January 7, 1993, issue of the Sudbury Star, Regional Director of Traffic and Transportation Jack Reilly is quoted as saying that his department has looked at this stretch of road several times over the years, "because of the collisions, and the severity of collisions, and the fact that they are higher than normal." In the same edition, Regional Police Traffic Supervisor Brian Insley stated that the area is a "trouble spot" with "a large number of fatalities".
- Although "Police presence and enforcement" has been suggested as a solution to the problem, it will be difficult to maintain the current high (and welcomed) police profile in the area, given the present police staffing levels. Approximately 10 years ago, the Regional Traffic Department had a complement of 14 traffic officers, one sergeant plus one staff sergeant. Presently, with increased traffic and responsibility, the Traffic Department has only five traffic officers and one supervisor. This means that with shift work, normal days off, vacation, etc., often, only one traffic officer is available for the whole of the Regional Municipality of Sudbury.
- Several times in recent years, Regional Road 80 has been closed for several hours due to accidents, forcing residents to wait for the road to be reopened or drive around by Azilda or Falconbridge and Radar Roads.
- The present speed limit though the subject area is 70 kmh and Valley East Council, at a meeting held December 8th, 1992, defeated, by a count of 4 to 3, a motion to lower the speed limit to 60 kmh.

We believe the above facts to be accurate and the best information that we could obtain from reliable sources.

CURRENT ACTION

The recent announcement by Council and Regional Engineering concerning a flashing light and warning signs at both ends of the major curve at the east end of McCrea Lake, while commendable, is only, as they themselves expressed, a temporary solution. It is, in our opinion, a band-aid solution that addresses only one part of the problem because, as we described above, many fatalities have occurred, and will likely continue to occur, in the three-kilometre section in question and not only at the curve.

We believe the speed limit should have been reduced to 60 kmh throughout the area and a regular traffic light should be installed at the bisection of Neil Street and RR 80, to replace the present flashing yellow light. Such a traffic light, by stopping highway traffic intermittently, would permit motorists from subdivisions and driveways to enter the traffic stream more safely and should slow traffic down until a more permanent solution, such as a by-pass, is found.

It has also been our experience that motorists who regularly use the highway soon get accustomed to a flashing warning light and its function thereby loses its effectiveness. Such has been the case with the flashing yellow light at Neil Street and RR 80 in McCrea Heights. It was effective for several weeks and then was ignored by all but possibly drivers motoring through the area for the first time. However, we appreciate the effort and hope it has a positive effect until a lasting solution is approved.

We also note and appreciate the efforts of Council, Regional officials and Regional Police in addressing the problem in recent years. However, the situation, in the words of Councillor Jim Griffin, is a cumulative problem that is getting worse year by year and with the growing motorist population. It is also a problem of the topography of the area and excessive speeds. Therefore, more

forceful action is required, and required immediately to prevent further highway carnage and deaths in Ward 1.

RECOMMENDATIONS:

It is therefore our strong recommendation that the following action be taken immediately to resolve the problem:

- **THAT THE MOTION PUT FORTH AT THE JANUARY 12, 1993, COUNCIL MEETING BY COUNCILLOR NICEFORO REGARDING THE CONSTRUCTION OF A BY-PASS AROUND McCREA HEIGHTS AND GUILLETVILLE, WITH FUNDING FROM THE PROVINCIAL GOVERNMENT, BE PASSED AND FORWARDED TO THE REGION AND THE PROVINCIAL GOVERNMENT FOR ACTION.**

We firmly believe that a by-pass road around the (+ -)three-kilometre section in question is the most logical and the most reasonable for the long term benefit of all Valley East residents and motorists. Since the cost of such construction is usually paid 100% from our provincial taxes, it will not place an undue hardship on the taxpayers of Valley East or the Region. It is also the solution most favoured by residents of Ward 1 as expressed during door-to-door discussions and by the over 240 signatures of residents and RR 80 users on this document (more signatures to come). While no solution ever pleases 100% of the affected population, a by-pass is a popular and effective way to resolve the situation and should assist in the future growth and development of Valley East by providing safe, unencumbered and swifter highway access to the valley.

A by-pass around Guilletville/McCrea Heights would also likely gain the favour of the 19,000 motorists who now regularly use the highway. Their route to and from Sudbury via the by-pass would be straighter, safer, faster and paid for from their provincial taxes.

It is also a solution that addresses all of the concerns that we, and others, have outlined in the opening pages of our submission. We have attached a layperson's suggested outline of a possible route for such a by-pass, a route that should not cause lost business potential to the many commercial establishment, mostly situated north of the water tank and into Val Caron, etc. The proposed by-pass, in our layperson's opinion, would start from a point 0.4 km south of Valleyview Drive and exit at a point 0.2 km south of the north entrance of Donaldson Crescent, as shown on the attached sketch.

INTERIM MEASURES:

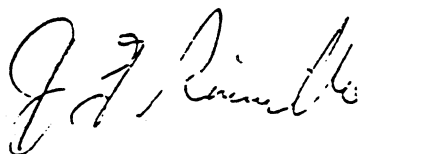
However, until such a by-pass can be approved and built, we propose that certain interim measures be carried out immediately in order to prevent further fatalities and serious accidents.

- Lower the speed limit to 60 kmh. The speed limit in many municipalities with four lane highways, (such as Val Caron and Garson) is presently 60 kmh and traffic flow presents no significant problems, with probably much fewer accidents. The difference in time saved by motorists driving these three kilometres at 10 kmh faster is only a matter of minutes. The difference in fewer accidents and saved lives could be unbelievable!
- Erect large warning signs such as "RESIDENTIAL AREA" and "DANGER - VEHICLES USING PASSING LANES FOR LEFT TURNS" and "NEXT THREE KILOMETRES DANGEROUS - NUMEROUS CURVES, HILLS AND HIDDEN DRIVEWAYS" and "CAUTION - PEDESTRIANS", and "SPEED CHECKED BY DETECTION DEVICES" and a posted schedule of amounts of fines for different speed infractions.
- Construct a paved sidewalk on at least one side of RR 80 to allow pedestrian to walk in greater safety.

- Supply the necessary resources to the Regional Police Service, especially the important and seriously under-staffed Traffic Department, to enable them to better concentrate on the many traffic problems in our area and throughout the Region.
- Replace the flashing yellow light at Neil St. and RR 80 with a side-traffic-activated traffic light to provide safer access to RR 80 by area residents and to slow traffic.

We hope that you find our comments and recommendations constructive and useful in your deliberations, and would appreciate, as soon as possible, your response to our brief.

Respectfully,
Committee of Concerned Ward 1 Residents



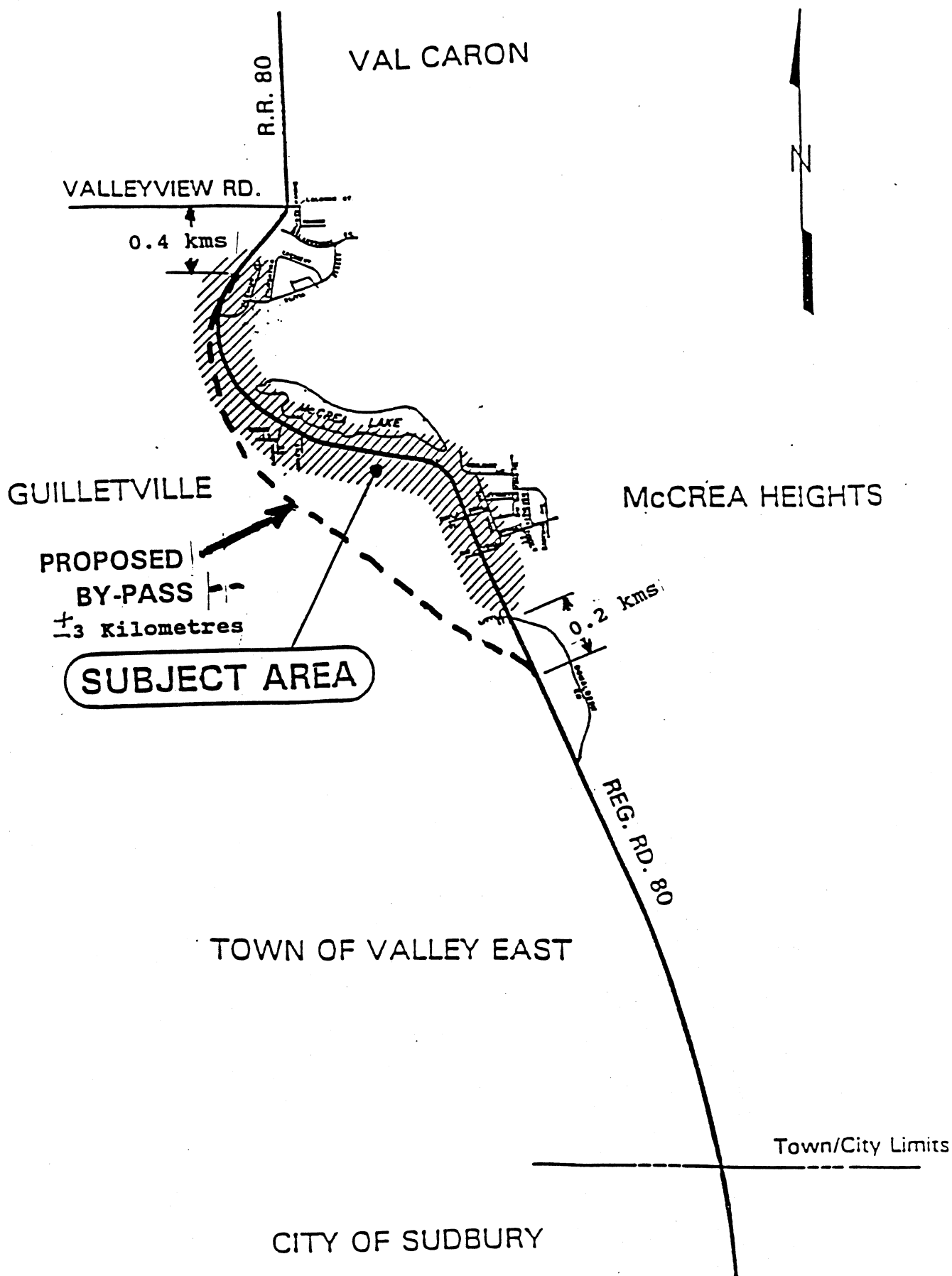
J. Guy Rainville,
Chair



Simon R. Guillet,
Secretary

146 signatures attached.

XC: Hon. Shelley Martel
Hon. Gilles Pouliot
Regional Chair Tom Davies
Police Chief Richard Zannibi
Regional Engineer P.J. Morrow





January 22, 1993

The Honourable Shelley Martel,
Minister of Northern Development
and Mines,
10 Wellesley St. E.,
10th Floor, TORONTO, Ontario.
M4Y 1G2

Dear Shelley:

Thank you for your letter of December 11, 1992, concerning the traffic situation in Guilletville.

The section of highway referred to in your letter is actually part of Regional Road 80 and is under the jurisdiction of the Regional Municipality of Sudbury.

By copy of this letter I am taking the liberty of forwarding your concerns to the Regional Municipality of Sudbury for their consideration.

Sincerely,

ORIGINAL SIGNED BY
MINISTER

Gilles Pouliot
Minister

c.c. Regional Municipality of Sudbury

APPENDIX: C



LEGISLATIVE ASSEMBLY

Shelley Martel
MPP/DEPUTÉE
SUDBURY EAST

Constituency Office
Hammer Valley Plaza
Hammer, Ontario
POM 1Y0
(705) 969-3621
Zenith 52970
Fax 969-3538

December 11, 1992

Hon. Gilles Pouliot
Minister of Transportation
3rd Floor Ferguson Block
77 Wellesley Street West
Toronto M7A 1Z8

Minister Pouliot:

We recently had a very serious accident in Guilletville, an area in my riding of Sudbury East just outside of the City of Sudbury.

The accident occurred on a stretch of Highway 69 North. Traffic is very fast and very heavy at times in the area and numerous accidents have happened and will probably keep occurring. Residents of the area have approached me to find out if it is possible to get a turning lane at Simon Street, in Guilletville. There are many vehicles turning at this intersection, and due to the speed other vehicles are moving at, it is extremely difficult and dangerous to execute this turn.

I would appreciate if you could look into this matter. Any information would be appreciated.

I look forward to a response at your earliest convenience.

Sincerely,

A handwritten signature in black ink that reads "Shelley Martel".

Shelley Martel, MPP
Sudbury East



Regional Municipality of Sudbury

From P.J. Morrow, P. Eng., Regional Engineer

Date 9 June 1993

☒ For Action

☐ For Information

☐ Planning Committee

☐ Sudbury Regional Development Corporation

☒ Engineering Committee

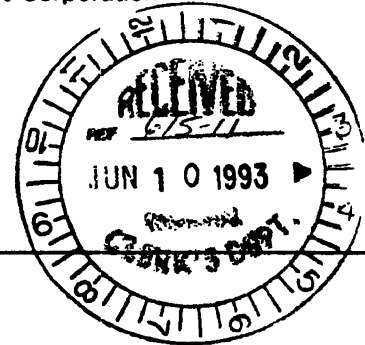
☐ Finance Committee

☐ Health and Social Services Committee

☐ Council

☐ Committee of the Whole

☐ Other



SUBJECT

**Traffic Control -
Regional Road 80, McCrea Heights/Guilletville Area
Town of Valley East**

RECOMMENDATION

- That staff be directed to remove the "Keep Right Except to Pass" sign south of Donaldson Crescent.
- That lane designation signs be installed indicating that left turns occur from the centre lane and right turns occur from the right lane.
- That signs not be installed at each end of the study area indicating "Caution Next 3 Km - Many Hills, Curves, Driveways".
- That traffic control signals not be installed at the intersection of Regional Road 80 and Neal Street.
- That the request for splash guards (paved sidewalks) along Regional Road 80, for pedestrian safety, be directed to the Town of Valley East for their consideration.

RECOMMENDED FOR APPROVAL

CHIEF ADMINISTRATIVE OFFICER

15


P. J. Morrow, P. Eng.
Regional Engineer

56

STAFF REPORT

Traffic and Transportation Division

9 June 1993

D. R. Kivi, Acting Director

Prepared by: D. R. Kivi

**SUBJECT: Traffic Control -
R.R. 80, McCrea Heights/Guilletville Area
Town of Valley East**

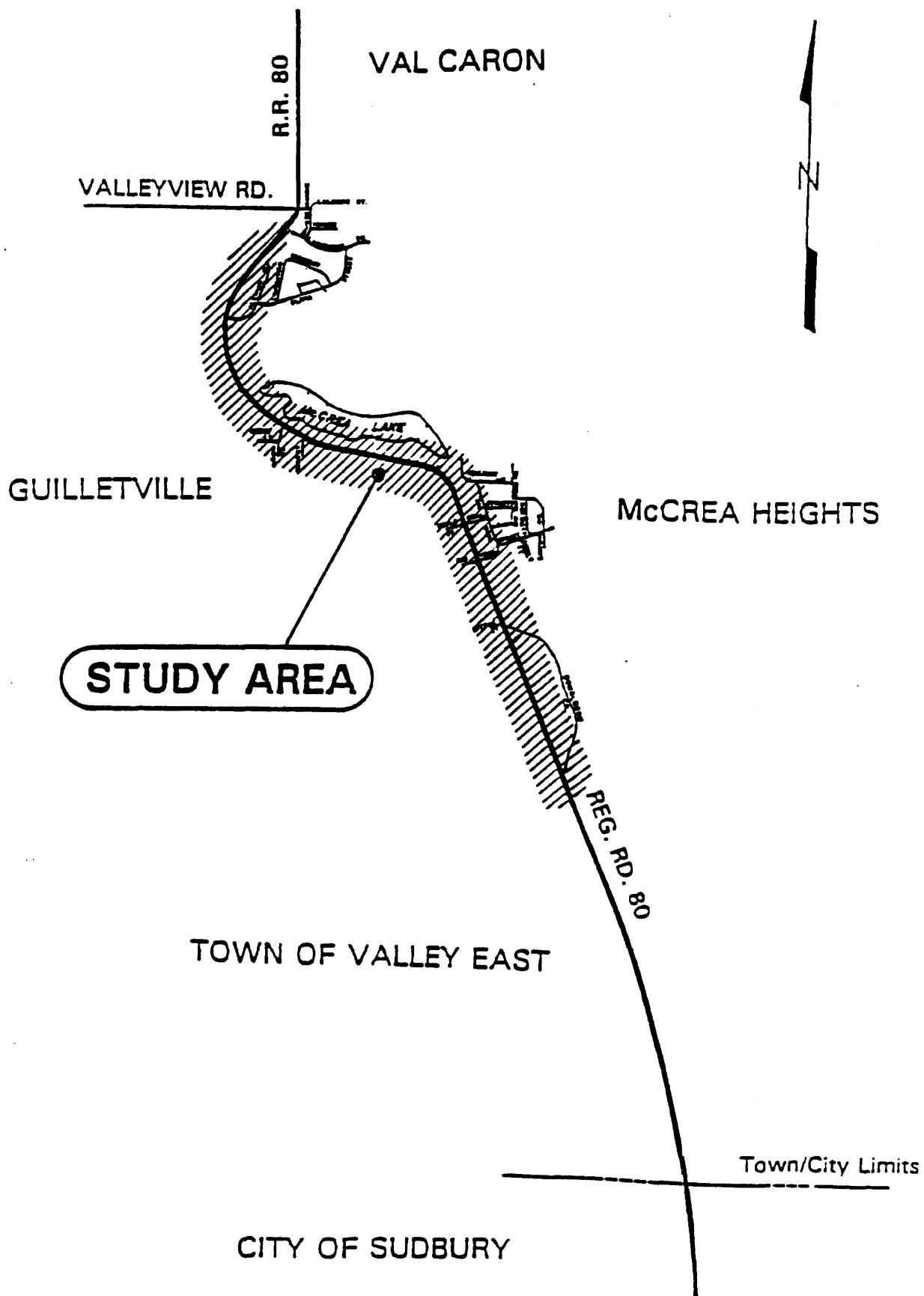
BACKGROUND

A Traffic Operations Study was recently conducted by staff on Regional Road 80 in the McCrea Heights/Guilletville area and a report dated April 14th, 1993 was prepared for the Engineering Committee. The report contained recommendations regarding signs, signals and geometric improvements. The local residents requested that the matter be deferred pending a review by the Provincial Government. In a letter dated May 18th, 1993, the Committee of Concerned Residents - Ward One, Town of Valley East have requested that the Regional Engineering Committee consider installing additional signs, traffic signals and sidewalks, as short-term improvements until the Province's review is completed.

The section of Regional Road 80 that is being studied lies within the Town of Valley East and extends from 200 metres south of the north intersection of Donaldson Crescent northerly 3.8 km to Valleyview Road. (See Figure 1) Regional Road 80 is a four lane primary arterial and has a 1992 Annual Average Daily Traffic Volume (A.A.D.T.) of 17,000. It serves as the major link between Valley East, Capreol and the City of Sudbury.

The roadway was reconstructed in 1977-78 with four, twelve (12) foot wide traffic lanes. Curb and gutter with open storm drainage is in place along the built-up sections of McCrea Heights and Guilletville. The less densely developed sections have been constructed with eight foot gravel or paved shoulders and open storm drainage.

The posted speed limit has recently been reduced from 70 km/h to 60 km/h, from 200 metres south of the north intersection of Donaldson Crescent northeast 5.4 kilometres to 200 metres south of Regional Road 15. The new speed limit signs were installed on March 13th, 1993. Parking is prohibited along both sides of Regional Road 80 within the study area.



**SUBJECT: Traffic Control -
R. R. 80, McCrea Heights/Guilleville Area
Town of Valley East**

9 June 1993

A review of the collision experience for this section of Regional Road 80, from 1989 to 1991 inclusive, revealed there were a total of ninety-three (93) collisions resulting in a collision rate of 1.3 collisions per million vehicle kilometres (c/mvkm). There were no fatalities within the study area during this time period, however, two (2) fatal collisions resulting in three (3) fatalities occurred in 1992.

Signing

Recently, the Region has approved the installation of flashing amber beacons above the oversized "curve warning" signs for each approach to the 7°00' curve north of Neal Street. The new signs and flashing beacons have recently been installed. Large "checkerboard" signs have also been installed on the curve facing each approach.

Consideration should be given to the removal of the "Keep Right Except to Pass" sign on Regional Road 80 south of Donaldson Crescent, facing northbound motorists. The sign may be inappropriate as left turns are required to be made from the centre lane. This sign should be replaced with a ground mounted lane designation sign. Lane designation signs are regulatory signs which indicate by an arrow symbol, the permitted movements for each traffic lane. Additional lane designation signs should be installed facing northbound drivers south of Hubert Street and southbound drivers north of Simon Street. These signs will provide further emphasis that left turns occur from the centre lane and right turns occur from the right lane.

The Committee of Concerned Residents have also requested that signs be posted at each end of the study area indicating "Caution Next 3 Km - Many Hills, Curves, Driveways". This type of non-standard sign is not recommended due to difficulty drivers have trying to understand unfamiliar word message signs. It is important that warning signs be recognized at a glance so the driver can concentrate on the driving task and respond to the warning correctly. A bilingual version of the sign would also be required.

**SUBJECT: Traffic Control -
R. R. 80, McCrea Heights/Guilletville Area
Town of Valley East**

9 June 1993

It should be noted that the vast majority of traffic through this area is comprised of local residents who are very familiar with the road and abutting land uses and additional signs will have little impact.

Traffic Signals

The Region has received requests for the installation of traffic control signals at the intersection of Regional Road 80 and Neal Street, including Resolution 93-61 from the Town of Valley East. The purpose of the traffic signals would be to provide access to Regional Road 80 by area residents and to slow traffic down.

The primary function of traffic signals is to alternately assign right-of-way to conflicting movements of traffic. When justified, properly installed and timed traffic signals can provide for an orderly movement of vehicle and pedestrian traffic and increase the traffic handling capacity of an intersection. They can also reduce certain types of collisions, most notably, right angle and left turn collisions. There are also a number of disadvantages with their use. They can increase delay to the major traffic movement and increase the frequency of rear-end collisions. Also, they can cost up to seventy thousand dollars (\$70,000) to install with an annual operating cost of approximately four thousand dollars (\$4,000).

When unjustified, traffic signals provide almost no benefit to traffic operations while adding to the list of disadvantages by; increasing delay to all approaches; increase driver frustration and encouraging disobedience of the signal indications. Therefore, the Ontario Ministry of Transportation has developed minimum warrants for the installation of traffic signals on Ontario roadways. These warrants are based on traffic volumes, including pedestrian volumes, and collision experience. The warrants must be satisfied in order to receive subsidy from the Province.

**SUBJECT: Traffic Control -
R. R. 80, McCrea Heights/Guilleville Area
Town of Valley East**

9 June 1993

Turning movement information is not available at the "T" intersection of Regional Road 80 and Neal Street. However, a projected turning movement count was developed, based on the number of dwelling units within the neighbourhood being serviced by Neal Street. Trip generation rates were applied to the neighbourhood based on recognized standards published by the Institute of Transportation Engineers.

This data was then applied to the Ministry's warrants for the installation of traffic signals. (See Figure 2) The results indicate that the highest compliance to the warrant is thirty percent (30%). Traffic volumes on Neal Street are far too low to warrant traffic signals. A review of the collision reports for the intersection revealed that there were no collisions at Neal Street that would have been correctable by the installation of traffic signals. Visibility is also reduced for southbound traffic due to the curve, which may result in a higher rate of rear-end collisions for queued vehicles. Therefore, the installation of traffic signals is not recommended at this location.

Although not recommended, unwarranted traffic signals can be installed at this location. However, the Region or the Town of Valley East would be responsible for all costs. If signals are to be installed at Neal Street, consideration should be given to eliminating access to Vera Street, if property is sufficient to construct a cul-de-sac. This will route all traffic through the signals at Neal Street and eliminate a potential conflict point. The additional traffic generated by closing Vera Street still does not satisfy the minimum warrants.

The installation of traffic signals at Neal Street would require the removal of the recently installed flashing amber light on the curve warning sign due to its proximity to the intersection. Also, the possible addition of a centre left turn lane at this location in the future may result in the need to reconstruct the signal plant. If the Province decides to construct a by-pass, then the need for signals is eliminated and the majority of costs associated with installation of the signals would be lost.

Table 1. Minimum Requirements For Installation of Traffic Signals

(February 1982)

LOCATION REGIONAL ROAD 80 AT NEAL STREET

MUNICIPALITY VALLEY EAST DATE OF SURVEY 93/03/26

WARRANT	DESCRIPTION	MINIMUM REQUIREMENT FOR TWO-LANE ROADWAYS		COMPLIANCE		
		FREE FLOW	RESTRICTED FLOW			
		OPERATING SPEED GREATER THAN OR EQUAL TO 70 km/h	OPERATING SPEED LESS THAN 70 km/h	SECTIONAL %	ENTIRE %	
INTERSECTION	1. MINIMUM VEHICULAR VOLUME	A Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and	480	720	100	17
		B Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	180 XXXX	170	17	
	2. DELAY TO CROSS TRAFFIC	A Vehicle Volume, Along Major Street for Each of the Heaviest 8 Hours of an Average Day, and	480	720	100	30
		B Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours	50	75	30	
	3. ACCIDENT HAZARD	A Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged Over a 36 Month Period, and	5	0		0
		B Adequate Trial of Less Restrictive Remedies, Where Satisfactory Observance and Enforcement Have Failed to Reduce the Number of Accidents, and	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
		C Fulfillment of Either of the Above Warrants (Minimum Vehicular Volume or Delay to Cross Traffic) to the Extent of 80% or More.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
	4. COMBINATION WARRANT	Two or More of the Above Warrants (1, 2 or 3) Satisfied to the Extent of 80% or More.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			0
	5. MINIMUM PEDESTRIAN VOLUME	A Pedestrian Volume Crossing the Major Street Average per Hour for the Heaviest 8 Hours of an Average Day, and	120	240		
		B Vehicle Volume Along Major Street Average Per Hour for the Same 8 Hours.	290	575		

- NOTES
- ① Vehicle Volume Warrants (1A), (2A) and (5B) for Roadways Having Two or More Moving Lanes in one Direction Should Be 25% Higher Than Values Given Above.
 - ② For Definition of Crossing Volume Refer to Note ④ on the Signal Warrant Analysis Form B2.03.08
 - ③ The Lowest Sectional Percentage Governs the Entire Warrant.
 - ④ For "T" Intersections the Values for Warrant (1B) Should Be Increased by 50%

**SUBJECT: Traffic Control -
R. R. 80, McCrea Heights/Guilleville Area
Town of Valley East**

9 June 1993

Sidewalks

Although the provision of sidewalks in the study area would provide a separation between vehicular and pedestrian traffic, they are the responsibility of the Town of Valley East. Requests for sidewalks should be forwarded to them for consideration. However, Regional Council approval is required prior to their construction.

THE CORPORATION OF THE
Town of VALLEY EAST



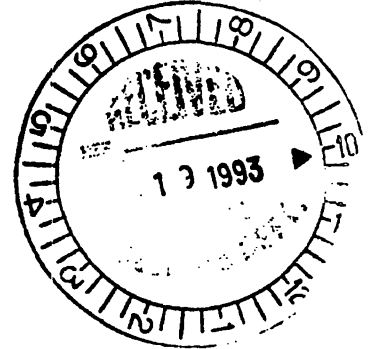
LA MUNICIPALITÉ DE LA
Ville de VALLEY EAST

P.O. BOX - C.P. 430, VAL CARON, ONTARIO P3N 1P8

TELEPHONE: (705) 897-4938

FAX: (705) 897-2667

March 16, 1993



Mr. Paul Phillion
Regional Clerk
The Regional Municipality
of Sudbury
Bag 3700, Station 'A'
Sudbury, Ontario
P3A 5W5

Dear Sir:

The Council of the Town of Valley East, at its regular meeting held March 9th, 1993, passed the following resolutions:

Resolution #93-61


THAT the Corporation of the Town of Valley East request from the Region that a study be conducted at the corner of Neal Street and Regional Road 80 (Hwy 69 North at McCrea Heights) to establish the feasibility of erecting traffic lights at that location, i.e., keeping in mind safety first and foremost.

Resolution #93-63

THAT the Regional Traffic Department, through Regional Engineering, be requested to present alternatives with corresponding costs which would allow pedestrians crossing Regional Road 80 at approximately the vicinity of Neal Street intersecting that road in McCrea Heights.

Thanking you for your co-operation in this matter, I remain,

Yours truly,


Roland O. Chenier
Town Administrator

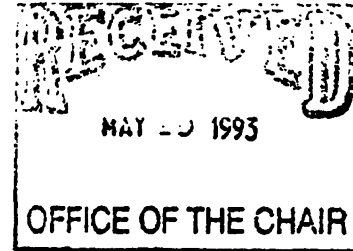
ROC:al

**OFFICE OF THE
REGIONAL ENGINEER**

MAY 20 1993

2058 Regional Road 80,
Guilletville, Ontario,
P3N 1L9
May 18, 1993.

Mr. Frank Mazzuca, Chairman,
Regional Engineering Committee,
Regional Municipality of Sudbury,
Bag 3700, Station 'A',
Sudbury, Ontario, P3A 5W5.



Dear Mr. Mazzuca:

Further to our letter of May 3, 1993, a large delegation from our citizens' committee met with Sudbury East MPP and Minister of Mines and Northern Development, the Honourable Shelley Martel, on May 15th last, to continue discussions on the serious traffic and pedestrian problems in the Guilletville McCrea Heights area.

MPP Shelley Martel has expressed her strong support of the efforts by the Committee of Concerned Residents to correct the long-standing problem of the high rate of traffic accidents and fatalities on the three kilometre section of road through our residential area.

As a result of the May 15th meeting, Ms Martel has, on our behalf, officially requested the Honourable Gilles Pouliot, Minister of Transportation, to consider the following:

R M O S	
CHAIRMAN'S OFFICE	
COPY TO	FOR
C.A.O.	COUNCIL
Clerk's	COMMITTEE
Treasury	REPORT
H & S.S.	INFO
Legal	ACTION
R. Eng.	REPLY
Planning	
SRDC	
Personnel	

A review of and comments upon the Staff Report dated April 14, 1993, prepared by Regional Engineering Traffic and Transportation Division on the topic above mentioned.

A review of the agreement made by the Ministry of Transportation and a commitment made at the time of the establishment of Regional Government to fund 100% of improvements, and whether this commitment would apply to a bypass option in the Guilletville McCrea Heights area.

We are confident that after all the facts and proper information are reviewed, a permanent (bypass) solution to this problem will hopefully be implemented sooner rather than later.

However, even assuming a favourable response from the Minister of Transportation, we are told that it would take at least three years to begin the construction of a bypass. Surely, recent announcements of five new Valley East subdivisions, and other anticipated growth factors, necessitate some short-term safety measures until a permanent solution is possible.

It would appear that the lower 60 kmh speed limit (thanks to your Committee) has had the desired short-term effect and has definitely improved the situation. Experience shows, however, that a Police presence is required on a regular basis to maintain full effectiveness of the lower speed tolerance limit. Regional Police Service personnel are doing an excellent job of this, considering their shortage of staff. In order to continue and expand our current safer traffic experience in the short-term, we would respectfully recommend that the following measures be considered by the Regional Engineering Committee:

- Implement the recommendation dealing with signs denoting that vehicles are using the centre lanes for left turns, and remove the "Keep Right Except to Pass" signs. The Ministry of Transportation may be able to assist with this.
- Post signs at each end of the area in question with the following: "Caution Next 3 Kms - Many Hills, Curves, Driveways"
- (Town of Valley East) Install a regular traffic light at Neal Street with the proper safety modifications to other entrances as suggested by Regional Traffic and Transportation.
- (Town of Valley East) Construct splashguards (paved sidewalks) along the side of regional Road 80 for pedestrian safety.

For all the reasons mentioned in our detailed Submission to the Regional Engineering Committee dated April 22, 1993, we think that a bypass is still the best long-term solution. We therefore reserve further comment on the suggested turning lanes and other recommendations contained in the Staff Report of April 14th, until a final determination is made on the bypass proposal.

We would be pleased to appear before the Regional Engineering Committee, with Valley East Mayor John Robert if he is available, to further discuss this matter or to explain our position in greater detail. Please ask the Regional Clerk's office let us know if and when you would want us to attend and we will gladly make ourselves available.

Thank you for your kind assistance and advice. We trust that the above will be helpful to the Regional Engineering Committee and to the Town of Valley East in continuing to promote a safer traffic/pedestrian situation in our residential area.

Yours very truly,



Simon R. Guillet, Secretary
Committee of Concerned
Residents - Ward 1,
Valley East.

C.C.: Honourable Shelley Martel, MPP
Honourable Gilles Pouliot, Minister
Regional Chair Tom Davies
Valley East Mayor John Robert
Police Chief Richard Zanibbi

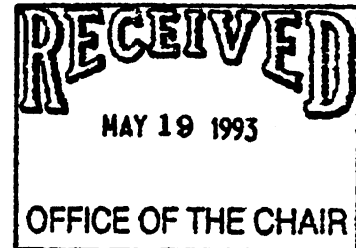
SUBMISSION TO:

**THE HONOURABLE SHELLEY MARTEL
MPP SUDBURY EAST RIDING
MINISTER OF MINES AND NORTHERN DEVELOPMENT**

FROM:

**THE COMMITTEE OF CONCERNED RESIDENTS
WARD 1, VALLEY EAST
SUDBURY EAST RIDING**

May 15, 1993.



Honourable Madam:

We thank you for taking the time to meet with us again today to further discuss the issue of the high accident and high traffic fatality rate on Regional Road 80 (Highway 69 North) in the residential areas of Guilletville and McCrea Heights. We also appreciate the time and effort that you and your staff have already expended on this very important and life-saving issue.

As a group of ordinary, concerned citizens, we have attempted to correct this deadly problem by charting a proper course of action that involved all levels of Municipal, Regional and Provincial Governments, as well as Engineering, Traffic and Transportation, Police Services, Police Advisory Committee and other support staff and officials. While most individuals have been responsive and sympathetic, (especially Valley East Mayor John Robert) we have been frustrated by questionable technical arguments when the only real issue, to us, is the necessity to drastically reduce the number of fatalities and serious accidents in a three-kilometre section of highway that should have been rebuilt in 1977 on an alternate route.

We will attempt, below, to outline our reasons and logic for the necessity of constructing a short bypass around the area, as well as other recommendations, and the probable benefits that would ensue.

Chronological sequence of events:

Regional Road 80, formerly Highway 69 North and before that, known as the Capreol Road, was originally built in the early 1900's to connect Sudbury and the developing railroad town of Capreol, and the agricultural area of Hanmer. With exception of bypassing what is now Donaldson Crescent in the 1940's, and the realignment of a few curves, the road today basically follows the same route that was originally a wagon trail to Capreol. When the road was being repaired and surveyed through the rugged terrain now known as McCrea Heights and Guilletville in the early 1940's, a previously unnamed lake, sometimes called Halfway Lake, was named after the then Minister of Highways, Charles McCrea.

Although a resort and dance hall, called the Halfway House, (which burned down in the mid-1940's) and a farm occupied the Guilletville area in the late 1930's and early 1940's, housing development really started about 1948 - 1949 in what is now Guilletville. Within two or three years, a subdivision was surveyed in McCrea Heights by developer Moyle A. Swinn. The Capreol Road, a narrow two-lane, 'cold-mix' tar and gravel road was the main traffic artery for the light traffic of the time.

With rapid population growth in the Val Caron, Hanmer and other areas of Valley East, and the advent of Regional Government, an Engineering Report was commissioned in 1974 (W.P. 36-72, W.P. 37-72, W.P. 609-72) to examine the various alternatives of improving traffic flow to the Valley. The Report (professionally done) examined four bypass alternatives, two of which would have bypassed Guilletville/McCrea Heights, (one to the east and one to the west). However, three of these alternatives (the fourth was the extension of Barrydowne Road) would have also bypassed Val Caron, Val Therese and most of Hanmer and would have exited at the intersection of Reg. Rd 80 and Reg. Rd 84, thereby also bypassing most of the businesses and existing or planned shopping centres. (See Figure 1, attached).

Not surprisingly, a strong anti-bypass lobby was formed within the business and commercial sector and helped to defeat those alternatives. In what can only be described as an underhanded move by officials at the time, the residents of McCrea Heights and Guilletville (who were even

then generally in favour of a bypass) were not allowed to vote as an area in the "unofficial balloting" that was conducted to gain community input. Their votes were lumped in with Val Caron, where a strong Val Est Shopping Centre and other business lobby campaigned against the bypass. Yet, the ballots from other similar size areas, such as Blezard Valley, Val Therese, were counted separately. In spite of weighing the outcome against the residents of Guilletville/ McCrea Heights, the combined vote from Val Caron and our area was 30% in favour of a west bypass, 48% in favour of four-laning the existing route, and the balance for other bypass options. However, it is important to note, that even in 1974-75, a majority of 52% of combined Val Caron, Guilletville and McCrea Heights residents voted in favour of "other options" and 48% voted in favour of four-laning the existing route. Many of our residents (including our Chairman Jean Guy Rainville and Ralph and Lucy Lalonde, Robert Perreault, and others) attended the public meetings held at the time to cry "foul" and to fight for a bypass, but the decision had obviously already been made by officials, apparently in deference to a strong business lobby. This major error, in our opinion, was culminated by four-laning the existing route in 1977-1978. And the accidents and fatalities have been frequent ever since.

Serious Error Committed by Previous Government:

For the above reasons, it is our position that the Provincial Government in 1974 to 1978, made a serious error by disregarding the wishes of McCrea Heights/Guilletville residents, by disregarding the expected increase in traffic and population, and by disregarding the obvious danger of leaving the Highway at its existing location and widening it, thereby resulting in the present unacceptable high-accident, high-fatality traffic situation. We sincerely hope that the present Government, through the efforts of our MPP Shelley Martel, will act decisively and quickly to correct the problem left by an earlier Government.

With each succeeding fatality and serious accident (of which there were many) there were cries from residents to lower the speed limit, build sidewalks to protect pedestrians and arguments in favour of a bypass were revived.

The Regional Traffic and Transportation Division conducted a traffic study of the area for a three year period, 1989 to 1991. The study area focused on the section of road starting from near the service station just south of Donaldson Crescent to 300 metres north of Simon Street (approximately 2.7 kilometres). The study found that the average cumulative motor vehicle collision rate was 1.9 collisions per million vehicle kilometres, which is 73% higher than the Provincial King's Highway average of 1.1 c/mvkm. Although no statistics are available, it is generally agreed by officials and residents that the fatality rate is also much higher.

1992 as the Turning Point:

The year after this study was conducted, 1992, was an especially bad year for fatalities and accidents on the same 2.7 km section of road. We now believe that if no corrective action had been taken, such as the reduced speed limit and the intense focus of attention, the fatality and accident rate would have continued to rise.

On February 10, 1992, a driver lost control of her vehicle on the McCrea Lake curve and struck an oncoming vehicle, very seriously injuring three people plus herself. The driver was recently found guilty of 'dangerous driving causing bodily harm', was fined \$2,000, prohibited from driving for five years and placed on probation for three years.

On April 24, 1992, two young men, B. Blais and G. Lalonde, were killed when their car ran into a culvert and embankment in front of Ralph and Lucy Lalonde's residence near the curve. (Ralph and Lucy Lalonde have seen more than their share of accidents and fatalities and are strong advocates of a bypass to save lives).

On November 8, 1992, Clément Arbour was driving back from shopping in Sudbury when he was killed instantly during a head-on collision with another vehicle whose driver appeared to have lost control. Mr. Arbour was a cousin of our Committee Chairman. The accident occurred about 100 metres north of Simon Street and was viewed by many members of this Committee. This last accident and needless fatality was the breaking point for residents, and this Committee was

started on the same day.

Committee Actions and Submissions:

Almost immediately after this last accident, our Chairman, Jean Guy Rainville, made an appointment to see Valley East Mayor, John Robert, to request action. The Committee Secretary, Simon Guillet, then wrote a detailed letter to the Mayor dated December 7, 1992, pointing out the various hazards and problems and proposing both short term and long term solutions. This letter, and many subsequent letters by Committee members and concerned residents, were printed in the Sudbury Star, Northern Life, Le Voyageur and Valley Vision.

On December 8, 1992, Valley East Council, (for reasons still not understood) at their regular council meeting, voted against lowering the speed limit in our area to 60 kmh by a vote of four to three.

On December 11, 1992, a letter from Mayor John Robert was received by the Secretary informing us that our recommendations had been received and that the Mayor was requesting the Region to conduct a traffic study of the area. Also dated December 11th, a letter from MPP Shelley Martel was sent to the Hon. Gilles Pouliot, Minister of Transportation, regarding the high collision rate of vehicles turning left at Simon Street.

On January 7, 1993, after several letters to the Editor, the Sudbury Star ran almost a full page coverage of the problem and our concerns. MCTV television station in Sudbury also ran several reports and interviews with our Chairman and other Committee members regarding the situation, all of which heightened public awareness and thereby improved safety. It must be noted that the Sudbury area news media has acted very responsibly and positively on the issue of saving lives in our area. The news coverage has been extensive and always positive.

On January 11, Sudbury Board of Education Superintendent Patricia Falter wrote to us to express her concern regarding the safety of students in school buses in the area.

On January 12, at the Valley East Council meeting , a motion was put forth by Councillor Niceforo to request the Region to conduct a study of the feasibility of constructing a bypass around the area. The motion was deferred until a planned January 25th Council Open Meeting with concerned residents.

Open Meeting with Valley East Council:

Our Committee, and close to 100 residents filled the Valley East Library meeting room and presented a detailed Brief containing 300 signatures in support of a bypass, and many personal verbal submissions, to Valley East Council and to others attending, including Regional Police, Police Advisory Committee, Regional Engineering staff and others. Mayor Robert suggested that we form an ad hoc committee to approach the Region, since the road was really a Regional responsibility. Major media coverage continued. The previous deferred motion on the Bypass was adopted by Valley East Council on January 26th. On January 27th, the Mayor informed Regional Engineering of the motions passed and requested that splashguards (paved sidewalks) be built and that snowbanks be lowered.

Our Committee Executive met with MPP Shelley Martel on February 11th, to apprise her of actions to date and to request future assistance, after a determination had been received from the Region.

On February 16th, our Committee again met with Valley East Council to discuss the draft copy of an expanded Brief being prepared for the Regional Engineering Committee.

Following intense media coverage of the situation, we requested, and appeared before the Regional Engineering Committee on February 18, 1993, and presented an enlarged detailed Brief for their consideration. We also requested that the speed limit be lowered to 60 kmh immediately, and informed the Committee that Valley East Council had already defeated a motion to do so. The Committee requested Regional Engineer Pat Morrow to investigate the possibility of lowering the speed limit to 60 kmh and to report back to the Committee. We subsequently met with Valley East Council to further discuss the issues described by

the Engineering Committee as Valley East responsibilities, such as sidewalks, traffic lights, etc.

On March 2nd, we were advised that the Regional Engineer would recommend (as expected) to the Engineering Committee that the speed limit remain at its present level. A Traffic and Transportation Staff Report of a traffic survey conducted on January 11 was the basis used for the rejection of the lower speed limit. Our Committee prepared a detailed and critical response of the traffic survey and circulated our document to the Engineering Committee members before their meeting of March 4th.

At the March 4th meeting, our Committee and supporters were successful in having the Engineering Committee disregard the Staff recommendation and vote in favour of a reduced speed limit. (Regional Council subsequently endorsed the motion and the new speed limit was posted on March 18th.) Regional Police assisted greatly with good enforcement and much publicity.

There were subsequent efforts by Valley East Councillor Roger Trottier to circulate a petition and foster interest in increasing the speed limit back to 70 kmh. However, this was met by a strong and determined effort to keep the limit at 60 kmh. Our reasoning was that we had tried 70 kmh for decades and many people were killed. Let us try 60 kmh and save lives until we obtain a bypass.

Favourable media coverage continued and on April 14th, our Committee rented, at its own expense, a large electric bilingual sign which was placed near the road to thank motorists for slowing down and for making our community a safer place.

On April 17th, we were informed by Mayor Robert of the release of the Regional Engineering Staff Report, dated April 14th, on the bypass proposal and the traffic situation in our area. After studying the Staff Report, our Committee prepared an eight-page response and critique of many aspects of the Report, a copy of which we forwarded to your office. It is therefore unnecessary to repeat our concerns regarding this Report but, despite our serious reservations with the bypass comments in the Staff Report, there were several good recommendations. Our

response to the Staff Report was again circulated to all Engineering Committee members prior to their scheduled meeting.

Our Committee attended the April 21st Engineering Committee meeting with Mayor John Robert. The members voted in favour of deferring action on the Engineering Staff Report until our Committee had an opportunity to meet with you and conclude discussions on Provincial funding for a bypass. On April 22, we submitted a letter to you, (copy attached) officially putting forth our position and request. On May 3rd, we wrote to Engineering Committee Chairman Frank Mazzuca (who, with elected members of his committee, have been very helpful) to inform him that our discussions were ongoing and would inform him as soon as possible of any relevant information.

All of which brings us to the present, and this meeting with you today. We are all hopeful that your preliminary discussions regarding a bypass with Minister of Transportation Gilles Pouliot have been encouraging. We are prepared to assist in any way possible.

Thank you, on behalf of all of us here, and all the residents of Guilletville and McCrea Heights who wish they could be here, for your interest and assistance to this point.

Although you and your staff are familiar with the grim statistics of fatalities and serious accidents in our area, we wanted to end our submission by reminding everyone why we are here and what our only purpose and objective is: TO SAVE LIVES.

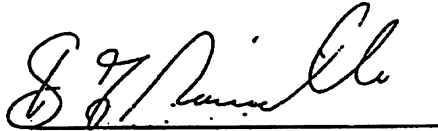
- Between 17,500 and 19,000 vehicles daily travel through our residential area which is the 'small end of the funnel' of the Highway 69 North corridor, and which contains the most rugged terrain of the whole highway corridor.


- **Valley East Council has recently approved five new subdivisions in the Valley, the Mount Fraleck Ski Resort development is progressing, more large ore trucks will transport products from a new Quarry north of Capreol (in addition to Whistle Mine trucks) and population is expanding, all indicating additional traffic in this residential area.**
- **The motor vehicle collision rate in the three-kilometre section of road in question was 73% higher than the Provincial King's Highway average during a recent three-year study.**
- **In recent memory (approx 10 years) at least eight people have been killed in traffic/pedestrian accidents on the three kilometre section of road in question. We estimate that another 10 have been killed at the major curve over the years (probably a conservative estimate) for a total fatality count of 18 people. Six of these lost their lives in accidents away from the curve.**
- **At last count, a total of 44 School Buses carrying 2,350 students travel through our area every school day, possibly setting the stage for a disaster.**
- **While a lower speed limit (and other temporary measures) certainly help, they depend upon a high level of Police enforcement. While Police have done an excellent job, it would be impossible, given their present staffing levels, for them to continually enforce this area. A permanent solution is required.**
- **A bypass would resolve the major problems, and also assist in the economic development of Valley east by providing a safer, faster, and unencumbered road access to the Valley.**

Copies of all our earlier submissions with more detailed information are available at any time.



Sincerely,

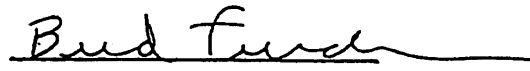
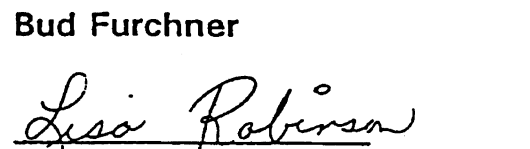
The Committee of Concerned Residents, Ward 1 - Valley East.


J. Guy Rainville,
Chair


Simon R. Guillet,
Secretary

Executive Committee Members


Jean Paul Chiasson, P.Eng.

Ralph Lalonde


Bud Furchner

Lisa Robinson

Community Representatives:

Mary Anne Boulay	Robert Boulay	Connie Chiasson
Ron Dupuis	Gertrude Fournier	Lionel Fournier
Léanne Furchner	Juliette Gaboury	Serge Gaboury
Rachel Guillet	Lucienne Lalonde	Maurice Lavoie
Irene Newfeld	Denise Perreault	Robert Perreault
Laurette Rainville	Suzanne Turrene	

Figure 1
Options in 1974 Study

- A:** Existing route
- B:** West bypass
- C:** East Bypass
- D:** Barrydowne ext.

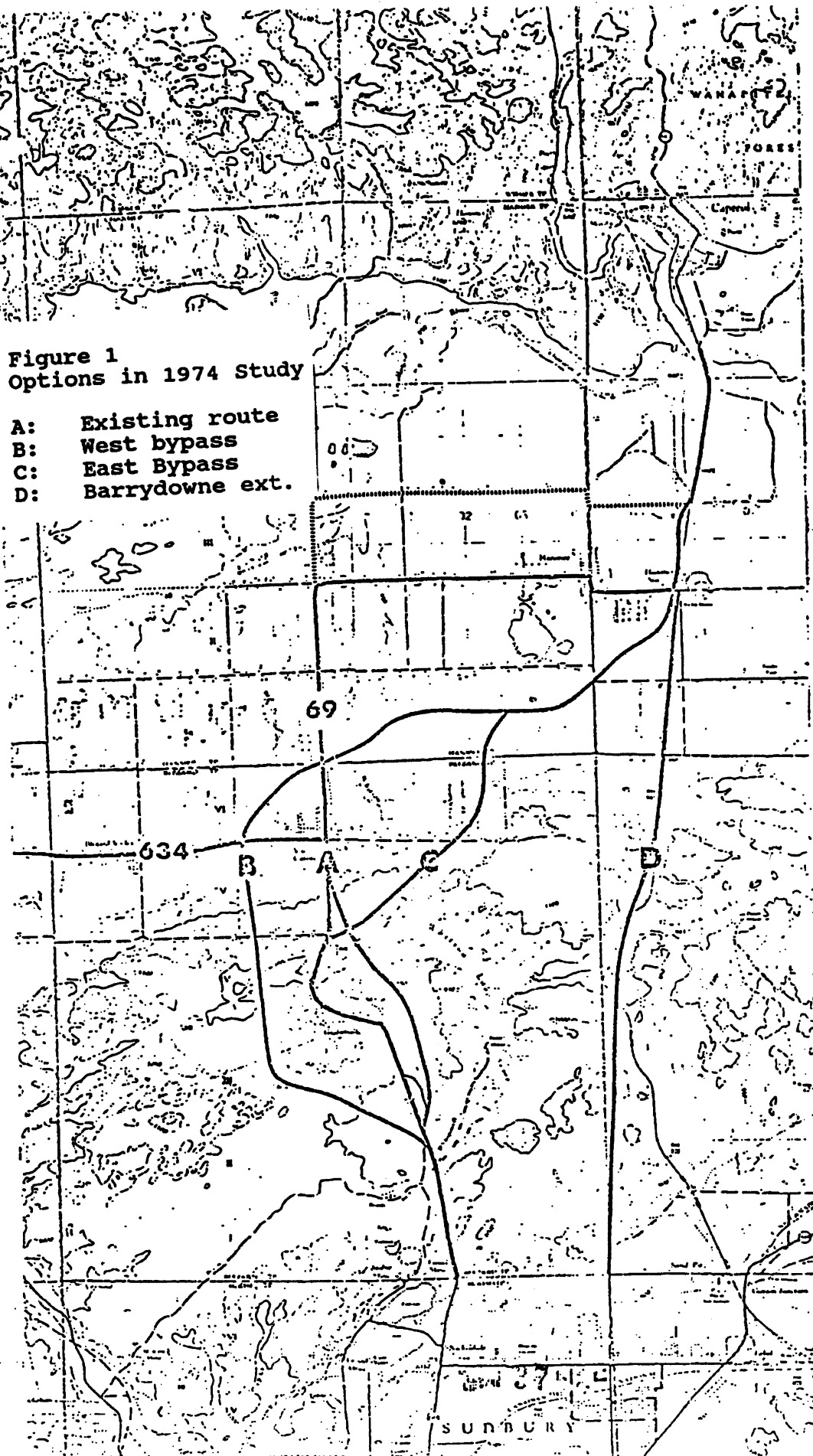
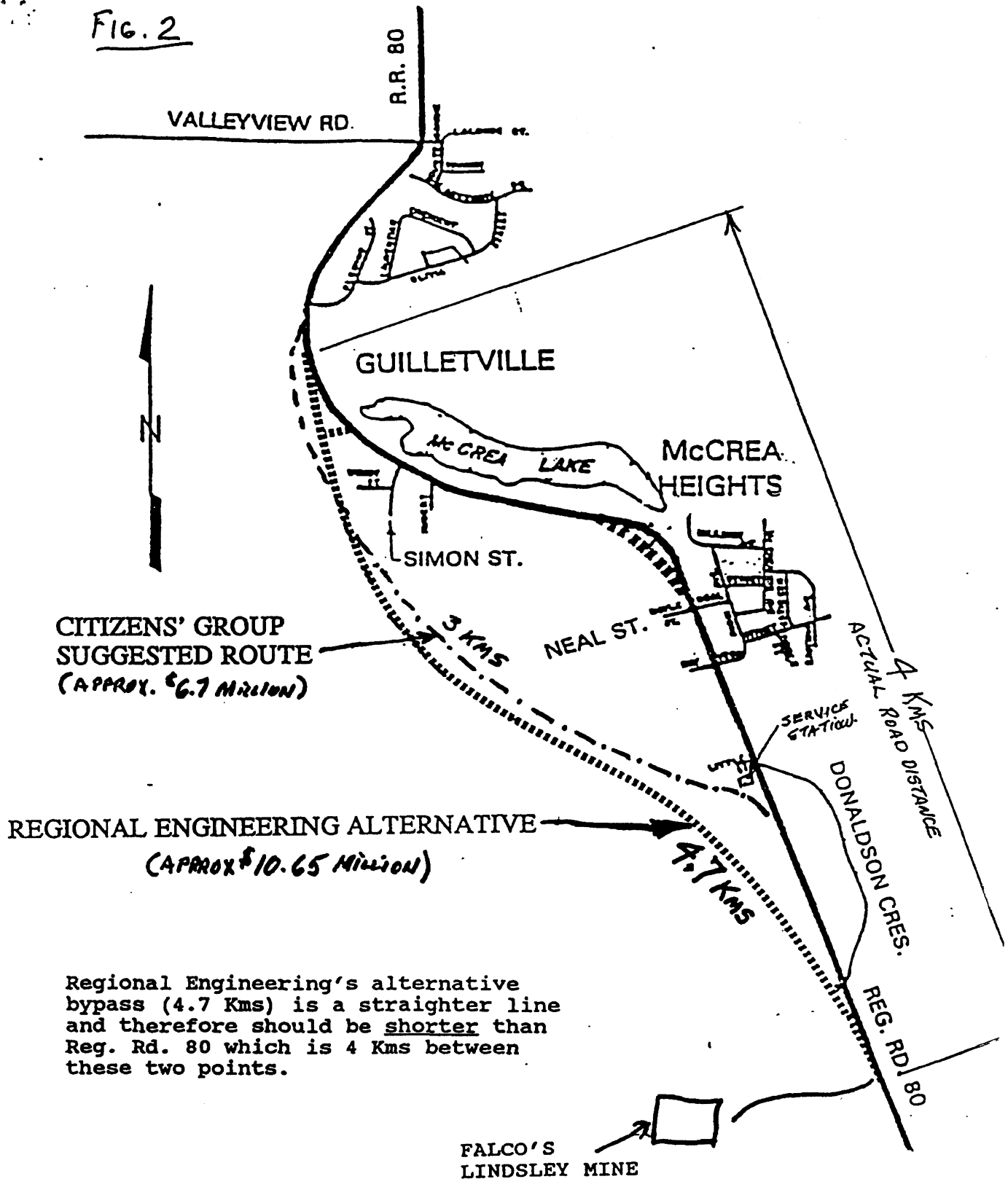


Fig. 2



Regional Engineering's alternative bypass (4.7 Kms) is a straighter line and therefore should be shorter than Reg. Rd. 80 which is 4 Kms between these two points.

2058 Regional Road 80,
Guilleville, Ont P3N 1L9,
April 22, 1993.

The Honourable Shelley Martel,
MPP/Députée, Sudbury East,
Hanmer Valley Plaza,
Hanmer, Ontario,
P3P 1P7

Dear Shelley:

**Re: Regional Road 80 Traffic Problems
Guilleville and McCrea Heights Area**

We respectfully request your assistance and support to resolve a long-standing traffic and pedestrian problem that has resulted in many fatalities and serious accidents. The three kilometre section of road through McCrea Heights and Guilleville has been responsible for approximately 18 traffic and pedestrian deaths over the years. Three motorists died in 1992, three pedestrians have been killed in the last decade, and at least six of the eighteen who have died here were involved in accidents that occurred in the 3 km section away from the major curve. Therefore, as dangerous as the one curve is, it is not the sole cause of the many fatalities and accidents.

During the three year period 1989 to 1991 during which a Regional Engineering study was conducted, this area had a motor vehicle collision rate of 1.9 collisions per million vehicle kilometres, compared to the Provincial King's Highway average of 1.1 c/mvkm. The collision rate here is therefore 73% higher than the Provincial Highway average (such as 69S, 400, 17 etc.). Although no exact statistics are available, it is known that the number of fatalities are much higher than the Provincial average.

When our Committee polled residents door to door about the problem, close to 300 signed a petition in favour of a three-kilometre bypass around the problem area. That has been our long term focus, although, as you know, we have recommended several short-term measures to reduce accidents and fatalities. The lower speed limit has helped, but some commuters are frustrated by the low commuting speeds to and from Sudbury. Also, Regional Engineering and others have suggested turning lanes and other improvements to the present road (costing a total of \$4.2 million) instead of a bypass.

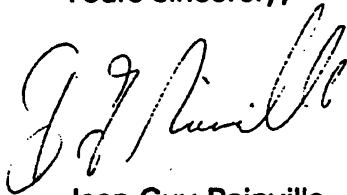
It is our opinion that short term improvements will only prolong the inevitable, that in a few more years, with increased traffic and population, a bypass will still be required. In addition, turning or collector lanes in the built up areas of McCrea Heights and Guilletville will seriously reduce front yard and driveway allowances, possibly adding to the danger of exiting from driveways in heavy traffic, and negatively affecting real estate values. The heavy traffic and dangerous pedestrian problem would still be with us. Also spending large amounts of money on realigning the curve will help, but will not resolve the whole problem of fatalities and accidents all along the 3 km section that has a collision rate of 1.9 c/mvkm.

Regional Engineering has made it clear that there is no money, nor any plans, for the Region to solve this problem by building a bypass. Having exhausted all options that are open to us as citizens, we are hereby requesting if you, as our MPP, can assist us with any type of special funding for such a project. Clearly, our solution, which we think is best for all concerned and for the economic development of the Valley, is not favoured by the Region, as it does not fit into their master long term plan for highway improvement. We think that safety, and the prevention of more fatalities in our area takes precedence. We have attempted to follow the correct procedure in our efforts, and now turn to you for help.

As background information, we have included copies of the brief we presented to the Regional Engineering Committee, the Engineering Department Traffic Staff Report and our critique of their traffic Staff Report.

We sincerely appreciate anything that you may be able to do for us.

Yours sincerely,



Jean Guy Rainville,
Chair



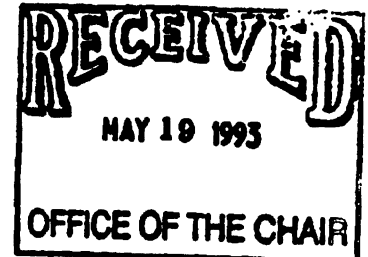
Simon R. Guillet
Secretary

Committee of Concerned Residents of Ward 1, Valley East.

C.C.: Regional Chair Tom Davies
 Valley East Mayor John Robert

**COMMITTEE OF CONCERNED RESIDENTS - WARD 1
VALLEY EAST**

NEWS RELEASE



May 19, 1993 - For Immediate Release:

The citizens' action group fighting to reduce fatalities in the Guilleville - McCrea Heights area of Highway 69 North have raised concerns about the five new subdivisions being approved in Valley East. The group says that while they are in favour of development, they want **SAFETY** as the first priority.

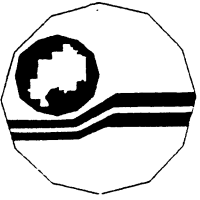
In a recent letter to Valley East Mayor John Robert, the Committee of Concerned Residents warned that the resulting increase in traffic could add to the serious past record of serious accidents and fatalities in their residential area. The Guilleville and McCrea Heights communities are located on a crooked and hilly three-kilometre section of Hwy 69N that is situated between the Valley and Sudbury.

In the letter to the Valley East Mayor, Committee Secretary Simon Guillet recommends that: "before final approval is given to new subdivisions and/or major development, a long-term solution, such as a bypass, be implemented to correct the known traffic problem in the Guilleville McCrea Heights area." The letter questioned the wisdom of proceeding with development that increases traffic without first correcting a serious and obvious problem.

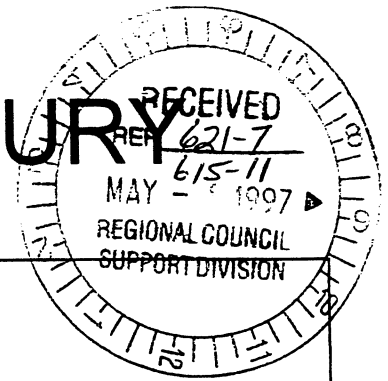
The Committee made it clear that its members are in favour of new developments, but believe that a permanent long-term solution to the accident rate problem should be the first priority for Valley East Council.

- 30 -

**Contacts: Jean Guy Rainville 897-5411
Simon Guillet 897-5680**



REGION of/de SUDBURY



PUBLIC WORKS COMMITTEE

For Action

Date: April 25, 1997

File No.:


Subject:

7°00' Curve North of Neal Street (Regional Road 80)
McCrea Heights Area

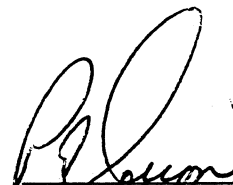
Recommendation:

- That a median barrier not be installed on the 7°00' horizontal curve located approximately two hundred (200) metres north of Neal Street at this time.
- That the need for realigning the 7°00' curve at a cost of 1.75 million dollars be reviewed prior to resurfacing within the next five years.
- That the guide rail on the east side of the 7°00' curve be extended north and the driveway embankments and side slopes be flattened at the north end of the curve, subject to maintenance funding being made available in the 1998 Current Budget in the amount of \$35,500.
- That "Chevron Alignment" signs be installed around the outside of the 7°00' curve, facing both directions of traffic.
- That the Regional Police Services be requested to continue the current level of enforcement on the speed limit.

Recommended for Approval by:



Chief Administrative Officer



P.J. Morrow, Commissioner of
Public Works

Background:

On February 11th, 1997, the Council of the Town of Valley East passed the following Resolution #97-43:

WHEREAS The Corporation of the Town of Valley East has requested, on numerous occasions, the Region to rectify a dangerous situation on the infamous stretch of Regional Road 80, in the McCrea Heights area known as killer curve;
WHEREAS minor attempts to improve this area of Regional Road 80 such as a caution light, reduced speed limit and police surveillance have failed to improve this area of Regional Road 80 to an acceptable standard;
AND WHEREAS the Region has denied requests made by the Citizens Committee of the area to have a by-pass to eliminate the problems of this treacherous stretch of Regional Road 80 due to the costs involved;
AND WHEREAS traffic accidents continue to occur in great numbers with the last accident resulting in a tragic fatality;
BE IT RESOLVED THAT the Town of Valley East pleads with the Region to reevaluate this portion of Regional Road 80 so that a feasible solution can be attained to resolve this dangerous situation once and for all through proper road realignment and or dividing median to eliminate accidents, especially head on collisions on this section of road.

Subsequently, on April 11th, 1997, the Town of Valley East forwarded letters they have received supporting their Resolution (see Appendix "A").

The following report outlines the results of the Region's review.

The section of Regional Road 80 under review is located in the Town of Valley East in the Community of McCrea Heights (see Exhibit "A"). More specifically, the section of Regional Road 80 being reviewed consists of a 7°00' horizontal curve located approximately two hundred (200) metres north of Neal Street. Regional Road 80 in this area carries a 1996 Average Annual Daily Traffic (AADT) volume of 19,000 vehicles and has a posted speed limit of 60 km/h.

The 7°00' curve was constructed in 1977-78 with four (4) twelve foot wide driving lanes plus an additional three feet of asphalt for widening on the curve and eight foot gravel shoulders. This curve is the sharpest in the area with a design speed of 80 km/h which is 20 km/h greater than the existing speed limit.

- 2 -

As a result of a previous review, a collision analysis was undertaken for the subject curve for the three year period from 1989 to 1991 inclusive. During this period, there were a total of eighteen (18) collisions on the curve, with the majority involving northbound vehicles losing control under adverse road and/or weather conditions.

In the spring of 1993, a number of measures were implemented to try and reduce the number of collisions. These include:

- 1) Reducing the legal speed limit to 60 km/h from 70 km/h. ^{80?}
- 2) Installing new oversized curve warning signs with flashing amber beacons, in advance of the curve, for both directions of traffic.
- 3) Installing large checkerboard signs on the outside of the curve for both directions of traffic.

Based on the Town's request, we have reviewed our collision records from 1993 to 1995 inclusive to determine if the above measures have been effective. The results indicate that the number of collisions on the curve is nine (9) for the three year period. This is half the number of collisions which occurred during our previous review.

While all collisions are undesirable, it appears that the above noted measures combined with rigorous Police enforcement and media attention have significantly reduced the number of collisions in this area.

Central Median Barrier

As requested by the Town of Valley East, the possibility of providing a median barrier throughout the 7°00' curve north of Neal Street was reviewed.

Median barriers are installed to prevent vehicles travelling in opposite directions from colliding. Moreover, they eliminate head-on collisions. Regional Road 80 was not designed as a divided roadway, and there are a number of problems with introducing this type of treatment. There are a number of private driveways on or near the curve which would be restricted to right-in, right-out access only. The barrier would also restrict sight lines for vehicles entering or exiting Regional Road 80 in the vicinity of the barrier. In addition, a solid barrier could increase problems associated with snow drifting and roadway icing.

In order to accommodate a median barrier, the curve would have to be widened by approximately four (4) metres. The Region's Engineering Department has estimated

- 3 -

the cost to be four hundred and ninety thousand dollars (\$490,000) which includes the widening and the barrier. The cost provides for no improvement to the alignment of the curve. Also, the termination points of the barrier are a hazard themselves, and would have to be protected with expensive energy attenuation systems.

A review of our collision records revealed that five of the nine collisions involved a vehicle crossing the centre line, and only two collided with an oncoming vehicle.

The installation of a median barrier without any improvements to the alignment of the road will not reduce the number of collisions. This combined with the high cost and negative impact of the adjacent property owners, makes this option undesirable at this time.

Realignment of 7°00' Curve North of Neal Street

The feasibility of improving the vertical and horizontal alignment of the 7°00' curve, north of Neal Street has been reviewed by the Region's Engineering Department. Alignments based on a design speed of 90 km/h and 100 km/h have been evaluated.

The design based on a speed of 100 km/h involved moving the road to the west which results in the construction of a new road through the rock. This alternative also involved the need to acquire approximately five residences on the west side of the road. Due to the high construction costs and the negative impact on local residents, this option was eliminated from further study.

The design, which improves the horizontal and vertical alignment, to a design speed of 90 km/h also shifts the road to the west (see Exhibit "B"). However, it still utilizes some of the existing road bed which reduces the cost. From the preliminary drawings, it appears that property requirements are minimal. The preliminary cost-estimate for the realignment is 1.75 million dollars.

Realignment of the curve to a design speed of 90 km/h will make it more consistent with the other curves in the area. Improving the alignment of the curve would likely reduce the number of collisions that are presently occurring by allowing drivers to negotiate it at a higher rate of speed. This may be a negative impact on local residents who have expressed concern about the speed of traffic.

This realignment option includes the cost of widening the road to provide for a centre left turn lane which would act as a flush median. The flush median would provide a recovery area for out-of-control vehicles and is wide enough to accommodate a barrier if cross median type accidents were occurring.

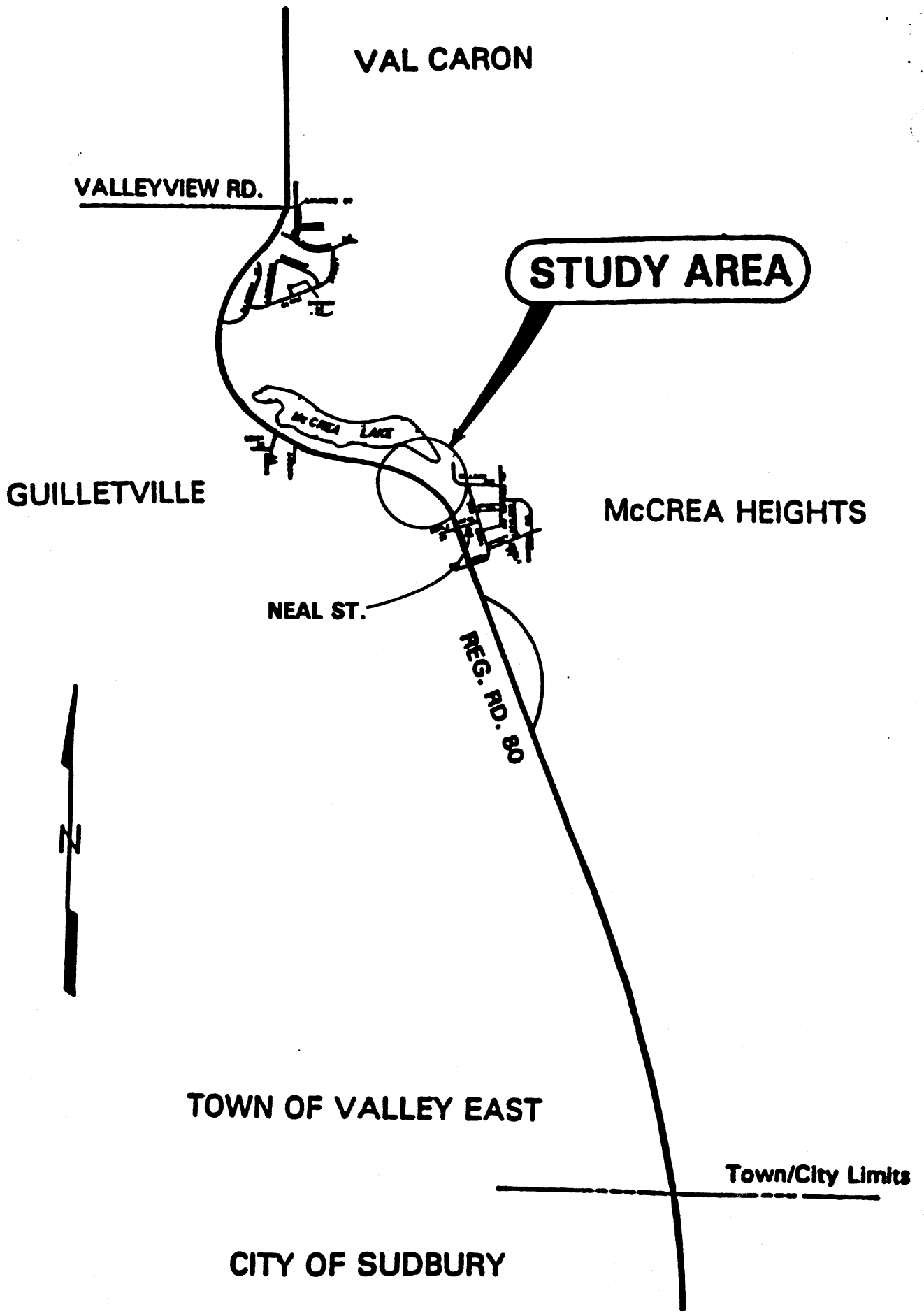
- 4 -

It is recommended that the collision experience on the curve be reviewed prior to resurfacing this section of Regional Road 80 which is anticipated within the next five years. If the number of collisions have not remained at a reduced level, then realignment of the curve should be considered for placement on the priority list of the Capital Roads Program.

A review of the collision reports for the curve showed that a number of collisions involved northbound vehicles losing control near the north end of the curve and striking the driveway embankments. As an interim measure, the guide rail on the east side should be extended north and the driveway and side slope embankments flattened to reduce the hazard should a vehicle leave the roadway. The estimated cost for these improvements is thirty thousand, four hundred dollars (\$35,500).

To provide additional guidance to drivers negotiating the sharp curve, it is recommended that "Chevron Alignment" signs be installed around the outside of the curve for both directions of traffic.

DRK/sl



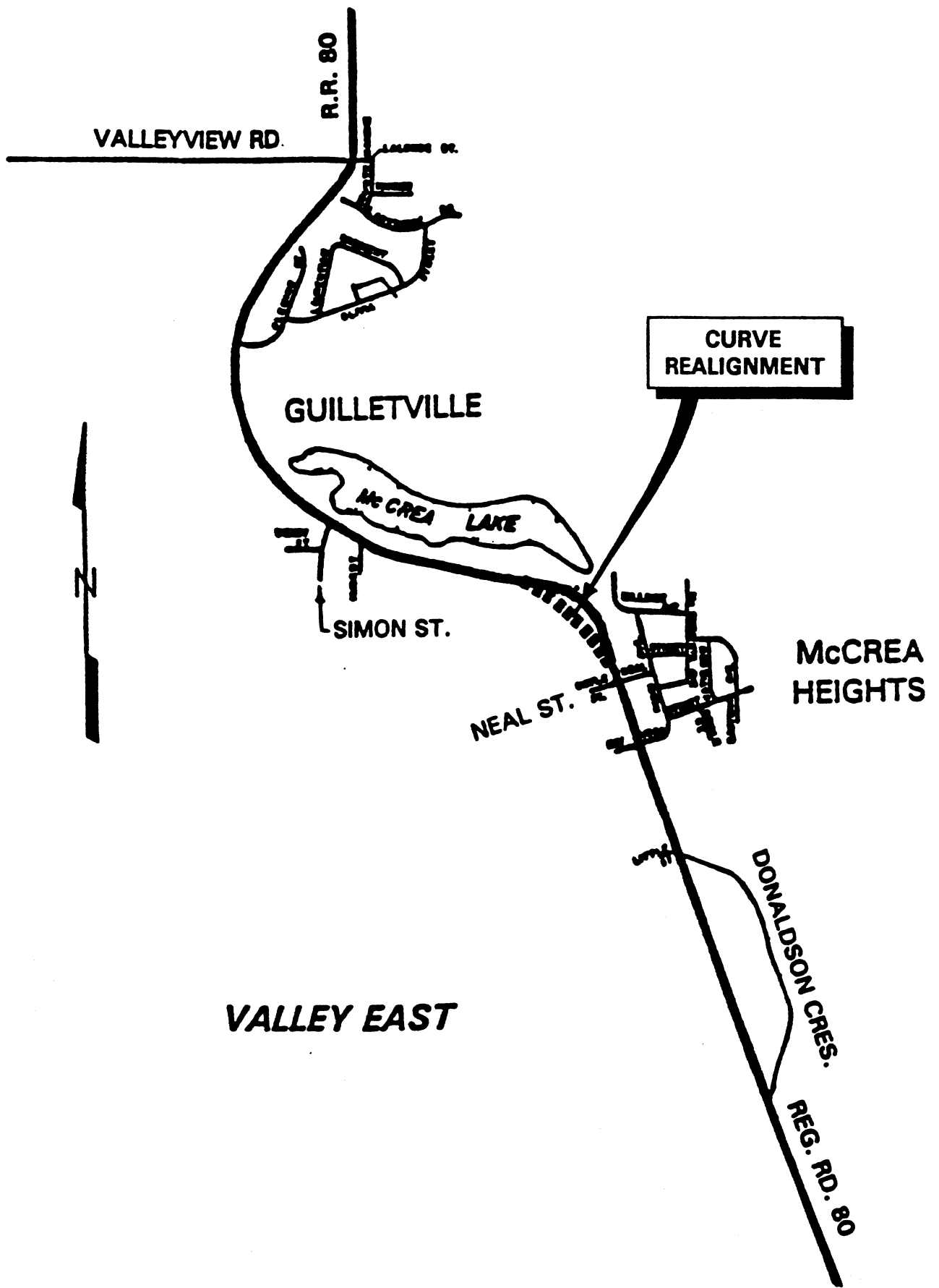


EXHIBIT: B

THE CORPORATION OF THE
Town of VALLEY EAST



LA MUNICIPALITÉ DE LA
Ville de VALLEY EAST

P.O. BOX - C.P. 430, VAL CARON, ONTARIO P3N 1P6

TELEPHONE: (705) 897-4838

FAX: (705) 897-2667

April 11, 1997

The Regional Municipality of Sudbury -
c/o Ms. Angie Hache
Director of Council Support Services/
Regional Clerk
Bag 3700, Station 'A'
Sudbury, Ontario
P3A 5W5



Dear Ms. Hache:

Re: Regional Road 80 - McCrea Heights

Since passing Resolution 97-43 which requested the Region to reevaluate the stretch of Regional Road 80 in the McCrea Heights area known as "Killer Curve" we have received letters from residents supporting our efforts.

We are forwarding these letters in order that you may redirect them to the proper department.

Trusting this is satisfactory, I remain,

Yours truly,

Diane B. Trottier, A.M.C.T.
Deputy Clerk

DBT:gm
Enclosure

APPENDIX: A

TOWN OF VALLEY EAST

MAR 10 1997

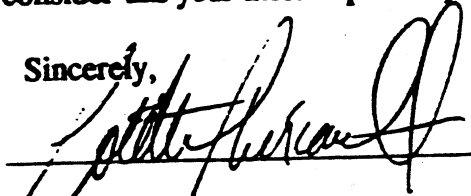
REC'D

March 10th 1997

Mayor J.Y. Robert
P.O. Box 430
Val Caron, Ontario
P3N 1P6

This letter is in response to an article published in the March 5th 1997 edition of The Vision paper intitlled "Action being called for to improve road safety at McCrea Heights curve". As concerned citizens, we feel that something should definetely be done in the near future to improve the curve. This problem deserves utmost priority as innocent lives are constantly at risk. Please, consider this your most important project and give it the urgency it deserves.

Sincerely,



(signed on behalf of the following people)

Colette & Francis Theriault
3148 Leduc Ave
Val Caron, ON. P3N 1C1
897-6956

Joelle Duguay-Groleau
1568 Laval,
Val Therese, ON. P3P 1S4
969-1342

Steve & Annic Michaud
3138 Leduc Ave,
Val Caron, ON P3N 1C7
897-3165

Sandra Wilson
2100 Valleyview Rd
Val Caron, ON. P3N 1E1
897-1410

Pat & Vi Lantier
3158 Leduc Ave,
Val Caron, ON P3N 1C1
897-5544

Anna Hanseman
2130 Valleyview Rd
Val Caron, ON. P3N 1E1
897-4801

Mr. & Mrs. Normand Lachance
1150 Donaldson Cr.
Val Caron, ON.
897-6070

Mr. & Mrs. Fernand Renaud
1680 Fourth St.
Val Caron, ON P3N 1K3
897-5808

Mr. & Mrs. Aurel Carriere
1665 Valley View Rd
Val Caron, ON. P3N 1K7
897-4024

Mr. & Mrs. Gerald Groulx
2496 Hwy 69 N
Val Caron, ON P3N 1K6
897-5251

Mr. & Mrs. Ronald Laderoute
4696 Notre Dame
Hanmer, ON. P3P 1X5
969-2270

Mrs. Louella Hess
4275 St. Michel
Hanmer, ON.
969-4703

Mr. & Mrs. R. Lapointe
3155 Leduc Ave.
Val Caron, ON P3N 1C1
897-5563

Mr. & Mrs. Guy Michaud
3142 Leduc Ave
Val Caron, ON. P3N 1C1
897-4494

Mr. & Mrs. Donald Moyle
1468 Olivia St
Val Caron, ON. P3N 1C6
897-5216

Mr. & Mrs. Luc Richard
3033 Louis St
Val Caron, ON. P3N 1C5
897-2963

Mr. & Mrs. Gerard Courchesne
4596 St Joseph St
Hanmer, ON. P0M 1Y0
969-3151

Mr. & Mrs. Preston Johnson
3877 MacMillan St
Val Caron, ON. P3N 1H9
897-7452

Mr. & Mrs. Rene Proulx
4862 Lafontaine
Hanmer, ON
969-5587

Danny & Louise Hince
1854 Main St.
Val Caron, ON
897-2681

3:34

March 9-1997

Dear MR. Mayor J. Y. Robert:

This is in response to the article in the March 5 issue of the Vision on improving the road on McCre Heights Curve.

On November 8, 1992 our dear friend passed away in a car accident on that road. Decisions were then made to lower the speed limit to 60. The problem continues. Something must be done.

I strongly believe that if there is extra money to be spent on special projects - then look no further. McCre Heights curve should be top of the list.

I cannot emphasize how impatient it is to rectify this problem. Driving on that road is a constant reminder of our loss. I hope other citizens will take the time to voice their opinions.

Let not let someone else loved one be another statistic.

A concerned citizen,
Lise Mailer.

TOWN OF VALLEY EAST

March 5, 1997

Mayor J.Y. Robert
P.O. Box 430,
Val Caron, ON
P3N 1P6.

REC'D

Dear Mr. Robert!

I am a very concerned Valley East citizen. I drive through McCrea Heights stretch several times weekly. Since I work in Sudbury, I have shared this highway from Hanmer with all kinds of drivers, all kinds of weather, at different times of the day for the last 3 years. I used to live in Hanmer 20 years ago, then it was a two lane highway. There is a big improvement on the McCrea Heights curve plus the four lane highway.

I read recently in the Vision : there had been no deaths in that area since they reduced the speed limit to 60 Km per hour. The area residents were proud of that change. I was happy to read that also. Until I heard of that lady a month ago was killed on that particular curve losing control of her car. At the end of that some week of her death, the Valley was hit with freezing rain. I left work early to hopefully missing it. Unfortunately, I drove right into it. What I was worried about was the hill and the curve in McCrea Heights. The road was sheer ice. I had never seen traffic drive so slow and I commend everyone on that highway on that particular day. Everybody was keeping their distance from each other and being aware with one false move we would have a chain reaction of fender benders. We all made it through the McCrea Heights area with no accidents and holding our breaths and our tears and as we drove by this lady's funeral flowers left by her relatives on the snowbank where she was killed because of a slippery road and losing control of her vehicle and meeting her death. What do you think we were thinking as we were crawling by.

I was very surprised there was no salt and sander truck that peppered that road. I lived 18 years in the snowbelt area down south. There are many hills in that area. The hills are very well and firstly peppered. It makes a big difference. You know you will make it up and down the hill. In between, you drive your best.

In the Valley we don't have that many hills but I feel it should be PRIORITY to salt and sand the Val Caron hill and McCrea Heights area at least before anything else. This is a temporary solution for the existing problem.

It's true the highway is patrolled frequently. Realistically, the traffic flows faster than 70 Km per hour. I have seen many accidents along this stretch. Everybody is in a hurry to get to work. Many drive impatiently.

I would like to see the Valley East Town Council put that extra money towards constructing a barrier between lanes and widening the curve to reduce the carnage on this curve. I think this should be a PRIORITY in improving this stretch of highway.

I only wish I had brighter ideas to help solving the problem. But I don't. I really think that McCrea Heights area is a very dangerous area to drive and it's high time the Valley East Town Council look into this matter and put money into improving the " Killer Curve".

I love to live in the Valley. The drive into Sudbury during the winter is a nightmare at times. Let's protect our Valley people.

How about that Malley Drive extension to the Valley? Any progress with that project? It would be ideal to have another highway to cut down the traffic.

I hope this letter makes a difference with the rest of the concerned citizens of our beautiful Valley East.

J. Brisson (Hanmer)

MEMORANDUM

TO: Mayor John Robert

TOWN OF VALLEY EAST

Re: McCrea Heights Curve

MAR 17 1997

REC'D

I am sending this note to express my concern on the above stated issue. It is crucial that something has to be done to increase the safety of the individuals residing in McCrea Heights as well as to the numerous individuals utilizing this stretch of road. It is time for some money to be directed towards this cause to prevent future fatalities. I do not think that the people of the Valley would mind some money being diverted from other areas to improve the safety of the McCrea Heights stretch. Something must be done.

Sincerely,

50

Pauline Lauchane
M. R. ...

MEMO

TOWN OF VALLEY EAST

TO: Mayor John Robert

Re: McCrea Heights Curve

FEB 7 1997

REC'D

I am sending this note to express my concern on the above stated issue. It is crucial that something has to be done to increase the safety of the individuals residing in McCrea Heights as well as to the numerous individuals utilizing this stretch of road. It is time for some money to be directed towards this cause to prevent future fatalities. I do not think that the people of the Valley would mind some money being diverted from other areas to improve the safety of the McCrea Heights stretch. Something must be done.

Sincerely,

Marcel Lordeau
1711 - Hwy 69 N. McCrea Hts

7 MARCH

TOWN OF VALLEY EAST

TO: Mayor John Robert

Re: McCrea Heights Curve

MAR 17 1997

REC'D

I am sending this note to express my concern on the above stated issue. It is crucial that something has to be done to increase the safety of the individuals residing in McCrea Heights as well as to the numerous individuals utilizing this stretch of road. It is time for some money to be directed towards this cause to prevent future fatalities. I do not think that the people of the Valley would mind some money being diverted from other areas to improve the safety of the McCrea Heights stretch.

Something must be done.

Sincerely, *Hazel Rorlean*

1711 - Hwy 69N - McCrea Hgts

7 MCMCND

TOWN OF VALLEY EAST

TO: Mayor John Robert

Re: McCrea Heights Curve

MAY 17 1997

REC'D

I am sending this note to express my concern on the above stated issue. It is crucial that something has to be done to increase the safety of the individuals residing in McCrea Heights as well as to the numerous individuals utilizing this stretch of road. It is time for some money to be directed towards this cause to prevent future fatalities. I do not think that the people of the Valley would mind some money being diverted from other areas to improve the safety of the McCrea Heights stretch. Something must be done.

Sincerely,

Mina Raley Bennett
1708 Argway Blvd

53

MEMO

TOWN OF VALLEY EAST

TO: Mayor John Robert

Re: McCrea Heights Curve

MAY 17 1997

REC'D

I am sending this note to express my concern on the above stated issue. It is crucial that something has to be done to increase the safety of the individuals residing in McCrea Heights as well as to the numerous individuals utilizing this stretch of road. It is time for some money to be directed towards this cause to prevent future fatalities. I do not think that the people of the Valley would mind some money being diverted from other areas to improve the safety of the McCrea Heights stretch. Something must be done.

Sincerely,

George Couchman

8975467 1715 McCrea Heights

TO: Mayor John Robert
Re: McCrea Heights Curve

TOWN OF VALLEY EAST

MAR 17 1997

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I am sending this note to express my concern on the above stated issue. It is crucial that something has to be done to increase the safety of the individuals residing in McCrea Heights as well as to the numerous individuals utilizing this stretch of road. It is time for some money to be directed towards this cause to prevent future fatalities. I do not think that the people of the Valley would mind some money being diverted from other areas to improve the safety of the McCrea Heights stretch. Something must be done.

Sincerely,

M. H. Bobbie

MEMO

TOWN OF VALLEY EAST

TO: Mayor John Robert

Re: McCrea Heights Curve

MAR 17 1987

REC'D

I am sending this note to express my concern on the above stated issue. It is crucial that something has to be done to increase the safety of the individuals residing in McCrea Heights as well as to the numerous individuals utilizing this stretch of road. It is time for some money to be directed towards this cause to prevent future fatalities. I do not think that the people of the Valley would mind some money being diverted from other areas to improve the safety of the McCrea Heights stretch. Something must be done.

Sincerely,

Susan Haggart

MEMO

TOWN OF VALLEY EAS.

TO: Mayor John Robert
Re: McCrea Heights Curve

MAR 17 1997

REC'D

I am sending this note to express my concern on the above stated issue. It is crucial that something has to be done to increase the safety of the individuals residing in McCrea Heights as well as to the numerous individuals utilizing this stretch of road. It is time for some money to be directed towards this cause to prevent future fatalities. I do not think that the people of the Valley would mind some money being diverted from other areas to improve the safety of the McCrea Heights stretch. Something must be done.

Sincerely,

James Carver

MAR 17 1997

le 10 mars 1997

REC'D

Mayor J. Y. Robert

I am writing regarding the killer highway 69. Yes it is a killer! We have lost a dear member of our family on Nov. 8 1992. He was only 33 years old, with a young family. He was coming home with a high chair for his 6 month old daughter. It will be 5 years that he is gone, and every day is a reminder when driving on highway 69 North of the danger we put ourself on that stretch of road.

You may not feel or understand our pain, but Mr. Robert don't wait. Believe me! it is devastating to loose a loved one.

As a tax payer I find this situation should be #1 priority on your list.

Town of Valley East MAYOR'S OFFICE	
COPY TO	FOR
Council	Council
C.A.O.	Info
Treasurer	Action
Sup. of P.S.	Report
Sup. of C.S.	Reply
Dep. Clerk	
Dep. Sec.	
Date Received	

Apr 8/97

Denis & Suzanne Turcotte
1554 Lakeshore Dr.
Val Caron, Ont.
P3N 1L3

and please copy the Region
Return the letters to me!

Managers' Reports

Request for Recommendation Finance Committee




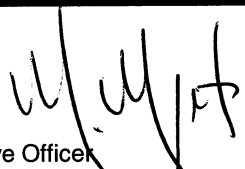
Type of Decision									
Meeting Date	December 6, 2004				Report Date	November 30, 2004			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title
Criteria for Capital Roads Prioritization

Policy Implication + Budget Impact	
N/A	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<input checked="" type="checkbox"/>	Background Attached

Recommendation
<p>That Council approve the criteria for prioritizing Capital Road projects, as outlined in the report dated November 30, 2004.</p>
Recommendation Continued

Recommended by the General Manager
 D. Bélisle General Manager of Public Works

Recommended by the C.A.O.
 M. Mieto Chief Administrative Officer

Date: November 30, 2004

Report Prepared By


D. Bélisle
General Manager of Public Works

Division Review

Council has stated that its top priority for the remainder of its term is to increase capital allocations for road construction and rehabilitation. As the funding allocations increase in the next few years, Council has asked for criteria whereby projects are selected in a rational, defensible manner.

We believe that this is a two step process.

1. Council should adopt allocations for different types of road classifications and various other project types contained in the annual Capital Budget. Accordingly, we are proposing the following formula.

Major roads and arterials	30%
Minor roads, local streets, and sidewalks	20%
New roads/widenings	20%
Bridge rehabilitation	15%
Storm water systems	5%
Engineering consulting services, design & supervision	5%
Traffic signals, new and upgrades	1%
Miscellaneous (street lighting, crack sealing, contingencies)	<u>4%</u>

Total: 100%

2. Once the category allocations are set, the first four categories (major roads, minor roads, new roads, bridges) would be evaluated and rated under the following weighted criteria.

	<u>Points</u>
a) Safety: are there any safety concerns that a project would solve	25
b) Associated with water/wastewater projects: where water/wastewater construction or rehabilitation is required, the road would be restored/upgraded	20
c) Economic development opportunity: this could be site specific, such as the Trinity development on the Kingsway, or general, such as M.R. #35 widening	15
d) Environment and traffic congestion: it has been demonstrated that reducing bottlenecks and resulting idling can reduce carbon monoxide and carbon dioxide between 50% and 80%	10
e) Condition rating/cost benefit: this is where the roads are physically examined in terms of structural condition, ride smoothness, truck traffic, traffic volumes, drainage. The raw data is fed into a computerized Pavement Management System (PMS), which generates recommended rehabilitation strategies and costs, by road classification, and at pre-established budget scenarios. Enclosed are sample PMS runs for three classes of roads, arterial, collector, and local, under an "unlimited" budget scenario.	<u>30</u>

Total: 100

2002 Programme

Section	Length (m)	Road	From	To	Treatment	Cost
00545-003793	1,835.00	Bancroft Dr (Sud)	Fourth Ave	Moonlight Ave	RCUM	\$2,445,495
00545-005628	3,110.00	Bancroft Dr (Sud)	Moonlight Ave	Caruso St	RCRM	\$2,118,112
00580-000574	243.00	Barrydowne Rd (Sud)	0.1 km North of Kingsway	Westmount Ave	RCUM	\$323,845
00580-000817	1,070.00	Barrydowne Rd (Sud)	Westmount Ave	CNR Crossing	RCUM	\$1,425,984
00580-001887	443.00	Barrydowne Rd (Sud)	CNR Crossing	Lasalle Blvd	RCUM	\$590,384
00580-003513	531.00	Barrydowne Rd (Sud)	0.07 km North of Lillian Blvd	Maley Dr	RCRM	\$361,646
01035-000000	560.00	Brady St (Sud)	Douglas St	CPR Crossing	RCUM	\$746,309
01915-000000	120.00	Cote Blvd (VE)	Hwy 69N	Radnor Road	RCRM	\$81,728
02390-000533	377.00	Douglas St (Sud)	Lorne St	Brady St	RCUM	\$502,426
02680-000203	99.00	Elgin St (Sud)	Elm St	Cedar St	RCUM	\$131,937
02680-000302	101.00	Elgin St (Sud)	Cedar St	Larch St	RCUM	\$134,602
02680-000403	194.00	Elgin St (Sud)	Larch St	Durham St	RCUM	\$258,543
02680-000955	571.00	Elgin St (Sud)	Minto St	Nelson St	RCUM	\$760,969
02750-000000	393.00	Elm St (Sud)	Paris St	Durham St	RCUM	\$523,749
02985-002155	2,234.00	Falconbridge Hwy (NC)	0.07 km East of Pilotte Rd	Church St	RCUM	\$2,977,241
02990-000000	296.00	Falconbridge Hwy (Sud)	Kingsway	Auger Ave	RCSM	\$247,563
02990-001857	193.00	Falconbridge Hwy (Sud)	CNR Crossing	Lasalle Blvd	RCUM	\$257,210
02990-002050	643.00	Falconbridge Hwy (Sud)	Lasalle Blvd	Josephine St	RCUM	\$856,923
03360-001090	611.00	Frood Rd (Sud)	Kathleen St	Shevchenko Ave	RCUM	\$814,277
04310-003966	830.00	Hwy 69N (VE)	Donaldson Cr	0.4 km North of Neal St	RCSM	\$694,179
04310-004796	742.00	Hwy 69N (VE)	0.4 km North of Neal St	0.3 km South of Hubert St	RCRM	\$505,350
04310-005538	480.00	Hwy 69N (VE)	0.3 km South of Hubert St	Fleming St	RCUM	\$639,694
04310-006018	1,337.00	Hwy 69N (VE)	Fleming St	0.2 km South of Valleyview Rd	RCRM	\$910,584
04310-007355	293.00	Hwy 69N (VE)	0.2 km South of Valleyview Rd	0.1 km North of Valleyview Rd	RCRM	\$199,552
04310-007648	880.00	Hwy 69N (VE)	0.1 km North of Valleyview Rd	Fifth St	RCUM	\$1,172,772
04310-008528	440.00	Hwy 69N (VE)	Fifth St	Second Ave	RCRM	\$299,669
04310-008968	500.00	Hwy 69N (VE)	Second Ave	Main St	RCUM	\$666,347
04835-001369	3,249.00	Kingsway (Sud)	Moonlight Ave	Falconbridge Hwy	RCRM	\$2,212,780
04835-006824	932.00	Kingsway (Sud)	Bancroft Dr	0.9 km West of Bancroft Dr	RCUM	\$1,242,072
04835-007756	453.00	Kingsway (Sud)	0.9 km West of Bancroft Dr	Argyle St	RCUM	\$603,711
04835-008209	170.00	Kingsway (Sud)	Argyle St	Lloyd St	RCUM	\$226,558
05215-002599	384.00	Lasalle Blvd (Sud)	Falconbridge Hwy	0.055 km East of Gary Ave	RCUM	\$511,755
05215-004625	207.00	Lasalle Blvd (Sud)	Barrydowne Rd	0.030 km West of Holland Rd	RCUM	\$275,868
05215-004832	1,265.00	Lasalle Blvd (Sud)	0.030 km West of Holland Rd	Montrose Ave	RCUM	\$1,685,859
05215-007754	485.00	Lasalle Blvd (Sud)	Grady St	0.5 km West of Notre Dame Ave	RCUM	\$646,357
05540-000000	265.00	Lloyd St (Sud)	Kingsway	Brady St	RCUM	\$353,164
05540-000265	386.00	Lloyd St (Sud)	Brady St	Paris St	RCUM	\$514,420

2002 Programme

Section	Length	Road	From	To	Treatment	Cost
	(m)					
00065-000000	670.00	Agincourt Ave	Woodbine Ave	0.1 km South of Dorchester Cr	RCUM	\$892,906
00065-000670	306.00	Agincourt Ave	0.1 km South of Dorchester Cr	West End	RCUM	\$407,805
00545-000000	985.00	Bancroft Dr (Sud)	Kingsway	0.1 km West of Waterview Apt Entrance	RCUM	\$1,312,705
00595-000000	257.00	Bay St (Wal)	Old Hwy 17W	Elizabeth St	RCSM	\$214,945
00920-000000	1,200.00	Blacklake Rd	Old Hwy 17	1.2 km South of Hwy 17	RCSM	\$1,003,632
00920-001704	1,446.00	Blacklake Rd	1.7 km South of Hwy 17	End Of Pavement At Trailer Park	RCRM	\$984,820
00960-000000	1,519.00	Bodson Dr	Kalmo Rd	Notre Dame Ave	RCRM	\$1,034,538
01450-000000	300.00	Cedar St (NC - Con)	Edward Ave North	Third Ave	SDOM	\$107,367
01550-000000	200.00	Charlebois St	Landry St	Junction Ave	RCSM	\$167,272
01550-000200	400.00	Charlebois St	Junction Ave	Jollette St	RCSM	\$334,544
01820-000000	300.00	Colette St	Notre Dame Ave	Dead End	RCSM	\$250,908
01825-000000	230.00	College St (Sud)	Elm St	Flood Rd	RCUM	\$306,520
02170-000653	432.00	Dell St (Sud)	Morin Ave	Snowden Ave	RCUM	\$575,724
02240-000060	632.00	Desmarais Rd (VE)	Kenneth Dr	Talon St	RCUM	\$842,263
02240-001605	3,283.00	Desmarais Rd (VE)	Gravel Dr	North End	RCRM	\$2,235,936
02315-004693	300.00	Dominion Dr	Hwy 69N	Velma St	SSOM	\$44,883
02390-000000	408.00	Douglas St (Sud)	Horobin St	Regent St	RCUM	\$543,740
02490-000000	213.00	Dunvegan Court	Shields St	North End	RCUM	\$283,864
02555-000000	300.00	Eastern Ave (Wal)	First Ave	Fourth Ave	RCUM	\$399,808
02625-000000	385.00	Edward Ave (RB)	Hwy 144	Keith Ave	RCSM	\$321,999
02675-000000	791.00	Eleventh Ave	RR 24	6th Ave	RCUM	\$1,054,162
02835-000000	1,300.00	Errington Ave South (RB)	Lavallee Road	0.5 km South Of Hwy 144	RCRM	\$885,384
02955-004613	4,886.00	Fairbank Lake Rd (Wal)	2.1 km West of Crane Hill	Spanish River Rd	RCRM	\$3,327,684
03225-000000	377.00	Fourth Ave (NC)	Pine St	Concession St	RCUM	\$502,426
03285-000000	1,300.00	Fraser Ave	Fraser Extension	RR 8	RCUM	\$1,732,503
03335-000000	120.00	Front St	Lakeshore St	Young St	RCUM	\$159,923
03470-000000	710.00	Gunnell St	Attlee Ave	Barrydowne Rd	RCUM	\$946,213
03560-000000	229.00	Gillman St	Victoria St	Spruce St	RCUM	\$305,187
03640-000725	423.00	Godfrey Dr (Sud)	Jones St	Inco Property Limit	RCRM	\$288,090
03815-000000	1,700.00	Guenette Dr	Radar Rd	Notre Dame Ave	RCRM	\$1,157,810
03955-000000	1,115.00	Hawthorne Dr	Beatrice Cr	Barrydowne Rd	RCUM	\$1,485,955
04150-000000	328.00	Hillcrest Dr (Wal)	Cuthbertson Dr	Brian St	RCSM	\$274,326
04210-000000	570.00	Holland Rd	Lasalle Blvd	Lillian Blvd	RCUM	\$759,636
04385-000000	200.00	Isidore St	Hwy 144	Laurette St	RCSM	\$167,272
04550-000000	200.00	Jollette St	RR 21	Charlebois St	RCUM	\$266,539
04585-000563	323.00	Josephine St (Sud)	Will St	Falconbridge Hwy	RCUM	\$430,460
04645-000590	961.00	Kalmo Rd	Bridge	Main St	RCRM	\$654,503

Programme Report by Year (Filtered)

Analysis Set: ASET_LOC

2002 Programme

Section	Length (m)	Road	From	To	Treatment	Cost
00000-000000	340.00	a St (Wal)	Second Ave	Sixth Ave	RCUL	\$344,410
00040-000000	600.00	Addy Cr	Mederic St West	Mederic St East	RCSL	\$337,386
00085-000000	200.00	Airport Rd	Grassy Lake Rd	North End	RCRL	\$106,372
00105-000000	800.00	Albert St (RB)	0.16 km North Of Landry St	South End	RCSL	\$449,848
00110-000152	84.00	Albert St (Sud)	Whittaker St	West End	RCSL	\$47,234
00115-000000	200.00	Albert St (Wal)	Randolf St	Eldon Ave	RCRL	\$106,372
00155-000000	100.00	Algoma St	Main St	King St	RCUL	\$101,297
00175-000000	300.00	Alice St (Wal)	Simon Lake Dr	North End	RCSL	\$168,693
00190-000000	300.00	Alma St	Mountain View St (East)	Mountain View St (West)	RCSL	\$168,693
00255-000000	80.00	Ann Court	Patricia St	South End	RCSL	\$44,985
00265-000000	150.00	Anna St (Wal)	Kusk Rd	South End	RCSL	\$84,346
00275-000000	200.00	Anne St	Riverside Dr	Poplar St	RCSL	\$112,462
00280-000000	100.00	Anne St (Wal)	Henry St	Elizabeth St	RCSL	\$56,231
00300-000000	220.00	Anthony St (Wal)	Graham Rd	South End	RCSL	\$123,708
00305-000000	100.00	Anton Ave	North End	0.1 km North of Baker St	RCSL	\$56,231
00305-000100	200.00	Anton Ave	0.1 km North of Baker St	Second St	RCUL	\$202,594
00305-000300	400.00	Anton Ave	Second St	South End	RCSL	\$224,924
00360-000000	220.00	Armstrong St (Sud)	Loachs Rd	South End	RCSL	\$123,708
00380-000000	132.00	Arnold St (Wal)	John St	Elaine St	RCSL	\$74,225
00390-000000	380.00	Arvo Ave	Sparks St	North End	RCSL	\$213,678
00410-000000	168.00	Ash St (Sud)	Alder St	Beatty St	RCSL	\$94,468
00415-000000	274.00	Ash St (Wal)	Maple St	South End	RCSL	\$154,073
00430-000000	160.00	Aspenwood Court	Loachs Rd	East End	RCUL	\$162,075
00450-000000	200.00	August St	Fergus Av	West End	RCSL	\$112,462
00460-000000	300.00	Aurore Dr	Lenard St	Bathurst St	RCSL	\$168,693
00465-000000	200.00	Aurore St	Monique St	East End	RCSL	\$112,462
00005-000000	350.00	b St (Wal)	Tenth Ave	Sixth Ave	RCUL	\$354,539
00495-000000	91.00	Baikie St	Victoria St	South End	RCUL	\$92,180
00500-000000	300.00	Baker Ave	Second St	Anton Ave	RCSL	\$168,693
00520-000000	120.00	Balmoral Dr	Agincourt Ave	Shelley Dr	RCUL	\$121,556
00590-000000	200.00	Bathurst St	Hwy 144	Leonard Ave	RCSL	\$112,462
00605-000000	100.00	Bayou St	Misit Ave	North End	RCUL	\$101,297
00635-000000	400.00	Beaudry Cr	Marcel St	Ronald Dr	RCSL	\$224,924
00640-000000	150.00	Beaudry Rd	Hwy 17E	South End	RCRL	\$79,779
00690-000000	500.00	Belanger St (RB - Azl)	Notre Dame St West (West)	Notre Dame St West (East)	RCSL	\$281,155
00695-000000	194.00	Belanger St (RB - Che)	Main St West	Bridge St	RCUL	\$196,516
00725-000000	300.00	Bell St (OF)	Riverside Dr	Hesta St	RCSL	\$168,693

2005 Capital Budget Review

Request for Recommendation Finance Committee

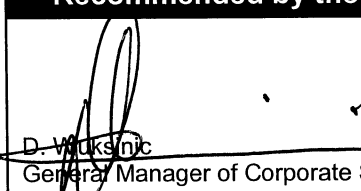


Type of Decision									
Meeting Date	December 6, 2004				Report Date	December 3, 2004			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title
2005 Capital Budget

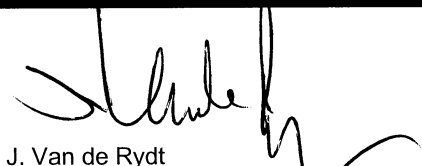
Policy Implication + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<input checked="" type="checkbox"/>	Background Attached

Recommendation
<p>That Council approve the 2005 Capital Budget, as summarized on the following schedule, to allow those projects approved to proceed in a timely fashion; and</p> <p>That the 2006 and 2007 Capital Forecasts be received.</p>
Recommendation Continued

Recommended by the General Manager
 D. Wicks General Manager of Corporate Services

Recommended by the C.A.O.
 M. Mieto Chief Administrative Officer

Report Prepared By



J. Van de Rydt
Co-Ordinator of Capital Budget & Risk Management

Division Review

for 

S. Jonasson
Director of Finance/City Treasurer

2005 CAPITAL PROGRAM

Public Works	Roads	\$ 18,384,510
	Water	7,589,300
	Wastewater	7,407,500
	Solid Waste	1,009,190
	Facilities	1,920,300
	Fleet & Equipment	3,404,000
	Parking	80,000
Citizen and Leisure Services	Library	124,000
	Leisure Services	1,159,858
	Community Improvement Plans	200,000
	Neighbourhood Participation Projects	150,000
	Cemetery	315,000
	Transit	3,050,000
Corporate Services	Corporate Infrastructure	308,960
	Information Technology	100,000
	Community Support Projects	1,295,000
Economic Development & Planning		230,170
Emergency Services	Fire Services	305,120
	Emergency Planning & Strategic Services	160,000
	Ambulance	1,338,650
Health & Social Services		686,400
Police Services		<u>1,424,740</u>
TOTAL CAPITAL PROGRAM		<u>\$ 50,642,698</u>

with funding to be provided as follows:

Current Fund - Capital Envelopes		\$ 39,553,910
Contributions from Reserves & Reserve Funds		
1. MR #80 Reserve Fund	400,000	
2. Roads Capital Financing Reserve Fund	300,000	
3. Parking Improvement Reserve Fund	80,000	
4. Vehicle & Equipment Replacement Reserve Fund	4,164,182	
5. Waste-water Capital Financing Reserve Fund	86,520	
6. Emergency Services (Ambulance) Reserve Fund	1,498,650	
7. Citizen & Leisure Capital Financing Reserve Fund	382,300	
8. Adanac Ski Chalet Reserve	50,108	
9. Cemetery Reserve Fund	165,000	
10. Gas Tax Reserve Fund	338,518	
11. Police Vehicle & Equipment Replacement Reserve Fund	385,000	
12. Police Capital Financing Reserve Fund	<u>556,610</u>	8,406,888
Grant or Subsidies		650,000
Other Recoveries		<u>2,031,900</u>
TOTAL FUNDING		\$ <u>50,642,698</u>

BACKGROUND

The 2005 Capital Budget document has been distributed under separate cover. The capital program summarized above is recommended to Council for adoption.

Certain capital projects previously approved by Council in past years will be rescinded, through year-end adjustments to close out and reallocate excess capital, with capital funding returned to reserves: namely, \$556,610 for Police Mobile Data Terminals returned to the Police Capital Financing Reserve Fund, and \$382,300 returned to the Citizen & Leisure Capital Financing Reserve Fund for capital projects for the Adanac Ski Hill. Both of these reserve funds will be drawn upon in 2005 to fund project expenditures in the Police and Citizen & Leisure Services capital programs.

Should Council accept Option 4 (identified in the 2005 Capital Budget document) and the use of managed debt as a financing alternative for the municipal portion of a COMRIF project, staff will immediately begin the search for financing arrangements and make an application for funding to the Canada-Ontario Municipal Rural Infrastructure Fund. Public Works will develop an enhanced Roads program and report back to Council in January 2005.

The Long Term Financial Plan Update (November 2003) identified capital funding gaps over the next ten years 2004 to 2013. During the preparation of the three-year capital forecast, every effort was made to match the timing of the needs identified in the LTFP but there may be discrepancies, on a year to year basis, as some projects may have been accelerated, or delayed in some cases. A significant change, worthy of comment, is the announced gas tax funding for Transit. This alone has reduced our capital gap by \$8 million.

As directed by Council at its Priorities Setting Exercise of September 24th and 25th, 2004, a report addressing the Long-Term Financial Strategy for Total Infrastructure will be prepared and presented in the Spring of 2005. This report will present both financing scenarios....one outlining meeting infrastructure requirements using own funds, as well as managed debt to meet the unfunded capital needs in all areas.