


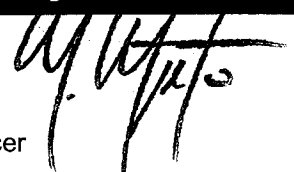
# Request for Decision City Council





Type of Decision									
Meeting Date	August 8, 2007				Report Date	August 2, 2007			
Decision Requested	X	Yes		No	Priority		High		Low
	Direction Only				Type of Meeting	X	Open		Closed

Report Title
<p align="center">All Way Stop Control Intersection of Lamothe Street and Prestige Place</p>

Budget Impact / Policy Implication		Recommendation
<input checked="" type="checkbox"/>	This report has been reviewed by the Finance Division and the funding source has been identified.	<p>That traffic control at the intersection of Lamothe Street and Prestige Place be changed as per the following, all in accordance with the report from the General Manager of Infrastructure Services dated August 2, 2007:</p> <p>That the existing yield sign facing northbound traffic on Prestige Place be changed to a stop sign, and</p> <p>That a by-law be passed to amend Traffic and Parking By-law 2001-01 in the City of Greater Sudbury to implement the recommended change, and</p> <p>That "sharp curve" warning signs with 40 km/hr advisory speed tabs be installed on Lamothe Street, in advance of the curve, for both directions of traffic, and</p> <p>That a "checkerboard" sign be installed on Lamothe Street facing westbound traffic.</p>
<input checked="" type="checkbox"/>	Background Attached	Recommendation Continued

Recommended by the Department	Recommended by the C.A.O.
 Greg Clausen, P. Eng. General Manager of Infrastructure Services	 Mark Mieto Chief Administrative Officer

August 2, 2007

Report Prepared By	Division Review
 Dave Kivi Co-ordinator of Transportation & Traffic Engineering Services	 Robert M. Falcioni, P. Eng. Director of Roads and Transportation

The Councillor for Ward 8 has requested that the need for an all-way stop be reviewed for the intersection of Lamothe Street and Prestige Place to reduce speed and increase safety for residents of the area. The request came as a result of a recent collision east of the intersection and similar collisions in the past.

The subject intersection is located north of Lasalle Boulevard between Paquette Street and Lansing Avenue (see Exhibit "A"). Lamothe Street is designated as a collector roadway that is constructed to an urban standard with a sidewalk on the south side. Prestige Place is a local residential street that intersects with Lamothe Street at approximately ninety degrees, forming a "T" intersection. Traffic on Prestige Place is currently controlled with a "Yield" sign at Lamothe Street. Both intersecting roadways have 50 km/h maximum speed limits.

Immediately east of the subject intersection is a sharp horizontal curve on Lamothe Street. This past winter, a westbound vehicle lost control near the curve under slippery road conditions, which caused an eastbound Sudbury Transit bus to drive onto the sidewalk to avoid a collision. A resident of the area indicated that similar collisions have occurred in the past. A review of the City's collision information from 2002 to 2005 inclusive, revealed that a collision occurred on the curve involving an eastbound vehicle losing control and striking an oncoming vehicle. Our information indicated that no collisions have occurred at the subject intersection during this four year period.

The City of Greater Sudbury Traffic Engineering Section uses the Ontario Provincial warrants for determining the need for all-way stops. For a collector roadway like Lamothe Street, the following are some of the criteria that are used to determine if an all-way stop installed is warranted.

- a) At locations having a high collision frequency which may be susceptible to relief through all-way stop control (ie. right angle and turning type collisions). High collision frequency is defined as four collisions per year over a three year period.
- b) At locations where the total vehicle volume on all approaches exceeds 500 vehicles per hour for an 8 hour period; and where vehicle volume on the intersecting streets is similar, and does not exceed a 70/30 split.

In order to determine if an all-way stop is required, we conducted a 1 ½ hour manual turning movement count at the intersection during the morning peak period on February 2<sup>nd</sup>, 2007. The traffic volume information was applied to the warrants for an all-way stop. The results show that even during the peak 1 ½ hour period, the number of vehicles entering the intersection from Prestige Place is only 21 percent of the minimum requirement to meet the warrant for the installation of an all-way stop. The traffic volume and collision information does not support the need for an all-way stop control at this intersection and therefore, is not recommended.

August 2, 2007

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As previously mentioned, the request for the all-way stop was suggested by area residents to increase safety on the curve on Lamothe Street immediately east of the intersection (Prestige Place). While the addition of stop signs on Lamothe Street will slow vehicles down in the immediate vicinity, it is difficult to conclude whether collisions on the curve will be reduced as a result. The presence of the stop sign will result in all westbound vehicles having to break through the curve which can cause more problems under slippery road conditions. Also, visibility to the stop sign for westbound traffic will be reduced due to the curve which may result in late breaking and non-observance of the stop sign. Similarly, vehicle speeds may actually increase mid-block as drivers attempt to “make up” for lost time.

To help improve safety near the curve on Lamothe Street, it is recommended that a “sharp curve” warning sign with a 40 km/h advisory speed tab be installed on Lamothe Street in advance of the curve for both directions of traffic. It is also recommended that a “checkerboard” sign be installed on the light post located in the southeast corner of the intersection to face westbound traffic. There is an existing “checkerboard” sign that faces eastbound traffic.

The warning signs will provide drivers with information to assist them to safely navigate through the area. We also recommend that the existing yield sign facing northbound traffic on Prestige Place be changed to a stop sign and that Traffic and Parking By-Law, 2001-1, be amended accordingly. This more restrictive form of traffic control may improve safety for pedestrians crossing Prestige Place.

Councillor Ted Callaghan supports these recommendations.

# EXHIBIT: A

