

# Request for Decision City Council



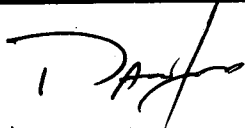
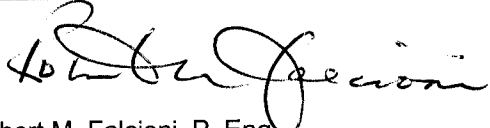
Type of Decision									
Meeting Date	April 11, 2007				Report Date	March 26, 2007			
Decision Requested	x	Yes		No	Priority	x	High		Low
	Direction Only				Type of Meeting	x	Open		Closed

Report Title
Request for Speed Limit Reduction Municipal Road 15 - From Bridge South of Dupont Street to Montee Principale

Budget Impact / Policy Implication	Recommendation
<div> <div>This report has been reviewed by the Finance Division and the funding source has been identified.</div> <div></div> </div>	<div> <div></div> <div> <p>-That the legal speed limit on Municipal Road 15 remain at 80 km/h and not be reduced from 80 km/h to 60 km/h.</p> <p>-That improvements be made to the "Curve Warning" signs for the 'S' curves located west of Montee Principale.</p> <p>-That partially paved shoulders be provided through the curves on this section of Municipal Road 15 as part of future resurfacing plans.</p> <p>-That the Greater Sudbury Police Service be informed of the results of the speed study, and requested to increase the level of enforcement on Municipal Road 15.</p> </div> </div>
<div> <div>X</div> <div>Background Attached</div> </div>	<div> <div></div> <div>Recommendation Continued</div> </div>

Recommended by the Department	Recommended by the C.A.O.
<div> <p>R.G. (Greg) Clausen, P. Eng. Acting General Manager of Infrastructure</p> </div>	<div> <p>Mark Mieto Chief Administrative Officer</p> </div>

Date: March 26, 2007

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

**Background:**

The City's Transportation and Traffic Engineering Section has received a petition from area residents requesting that the speed limit be reduced on the section of Municipal Road 15 from the bridge close to Chelmsford to the "S" curve, east of Belisle Street, from 80 km/h to 60 km/h. A copy of the petition is attached as Exhibit 'A', and a plan of the subject area is shown on Exhibit 'B'. The petition also requests that this section of Regional Road 15 be resurfaced to reduce shaking and damage to homes caused by heavy transport use.

This section of Municipal Road 15 (M.R. 15) is approximately 3.5 kilometres in length, and is constructed to a rural standard with an asphalt surface width of 6.7 metres and gravel shoulders 3.0 metres in width. M.R. 15 is designated as a secondary arterial road way which serves as a major link between the former municipalities of Rayside Balfour and Valley East. The 2004 Annual Average Daily traffic volume along this section of M.R. 15 is 4,200. The existing legal speed limit is 80 km/h, however, the series of 'S' curves located west of Montee Principale have posted advisory speeds of 70 km/h and 60 km/h respectively.

Generally, the speed motorists choose to travel is based on the level of development adjacent to the road, the geometric design of the road, traffic volumes, and prevailing road and weather conditions. Research indicates that drivers tend to select speeds which they consider safe rather than the posted speed limit. It has been found that the 85th percentile speed represents the speed at which motorists feel safe for the existing conditions. The 85th percentile speed is the speed at or below which 85 percent of vehicles surveyed are traveling. It is one of the main criteria for establishing maximum speed limits.

To help determine the appropriate maximum speed limit, we conducted a study of vehicle speeds at the following three locations along M.R. 15:

- Station #1: 1.4 kilometres east of Dupont Street
- Station #2: Between the 'S' curves west of Montee Principale
- Station #3: 1 kilometre west of Martin Road

The speed studies were conducted on August 29, 2006, under ideal road and weather conditions. The speed of more than 100 vehicles was recorded passing each station, and the results are summarized below.

Date: March 26, 2007

**Municipal Road 15 - Speed Study Results**

Station	Location	Average Speed	85 <sup>th</sup> Percentile Speed
#1	1.4 kilometres east of Dupont Street	85 km/h	95 km/h
#2	Between 'S' curves west of Montee Principale	77 km/h	85 km/h
#3	1 kilometre west of Martin Road	81 km/h	93 km/h

The results of the speed study shows that the existing maximum speed limit of 80 km/h is appropriate for this section of M.R. 15. However, the study identified that speeding is a problem. On the straight stretch east of Dupont Street, 65% of drivers were exceeding the legal limit, and nearly 25% were traveling at more than 10 km/h above the limit. The speed study shows that drivers lower their operating speed from an average of 85 km/h to 77 km/h as they travel through the 'S' curves in response to the design of the road and the posted advisory speeds.

Many people believe that lowering the legal speed limit by 10 or 20 km/h will reduce operating speeds by a similar amount. The City and other jurisdictions have conducted speed studies before and after changes to the legal speed limit and found little change in operating speeds. To help determine what the effect might be of lowering the speed limit to 60 km/h in this area, we conducted an additional speed study (Station #3) on M.R. 15 in the 60 km/h zone located 1 kilometre west of Martin Road. The results show that the average speed of vehicles is more than 20 km/h above the maximum speed limit, and only 4 km/h lower than in the 80 km/h zone. The 85<sup>th</sup> percentile speed was only 2 km/h less in the 60km/h zone compared to the 80 km/h speed zone. 95% of drivers surveyed in the 60 km/h zone were exceeding the legal speed limit.

A review of the City's collision information from 2003 to 2005 inclusive, on the section of M.R. 15 from Dupont Street to Montee Principale, revealed a total of 10 collisions during the 3 year period. This results in a collision rate of 0.6 collisions per million vehicle kilometres. While this collision rate is not considered high, a detailed review of the collisions revealed that 5 of the 10 collisions occurred on the 'S' curves west of Montee Principale. To help reduce the number of collisions on the curves, improvements to the existing curve warning signs are recommended. The improvements will include larger signs that will be placed further in advance of the curves.

As part of the future resurfacing plans, additional improvements will include widening the existing traveled portion of the road from 6.7 m to 7.5 m, resurfacing, and paved shoulders. Paved shoulders improve safety by providing a greater recovery and maneuvering area for motorists to take evasive action. They also reduce the potential for vehicles that stray out of the driving lane and lose control on the gravel shoulder.

A review of the collision information also revealed that there was one collision that resulted in a fatality. The collision occurred on a straight stretch and involved a vehicle that turned left in front of a motorcycle. Unfortunately, the potential for this type of collision would not be reduced by lowering the speed limit.

Based on the above analysis, we do not recommend lowering the maximum speed limit to 60 km/h in the study area as it will have very little effect on lowering operating speeds unless it is accompanied by constant and vigorous police enforcement.

Due to the condition of RR#15 from the bridge close to Chelmsford to the S-curve, the heavy transport use, the resultant shaking and damage to our homes, as well as the danger this poses to small children in this area, we, the undersigned are petitioning the City of Greater Sudbury to do the following:

1. resurface RR#15 from the bridge close to Chelmsford to the S-curve
2. lower the speed limit from 80 km/hr to 60 km/hr

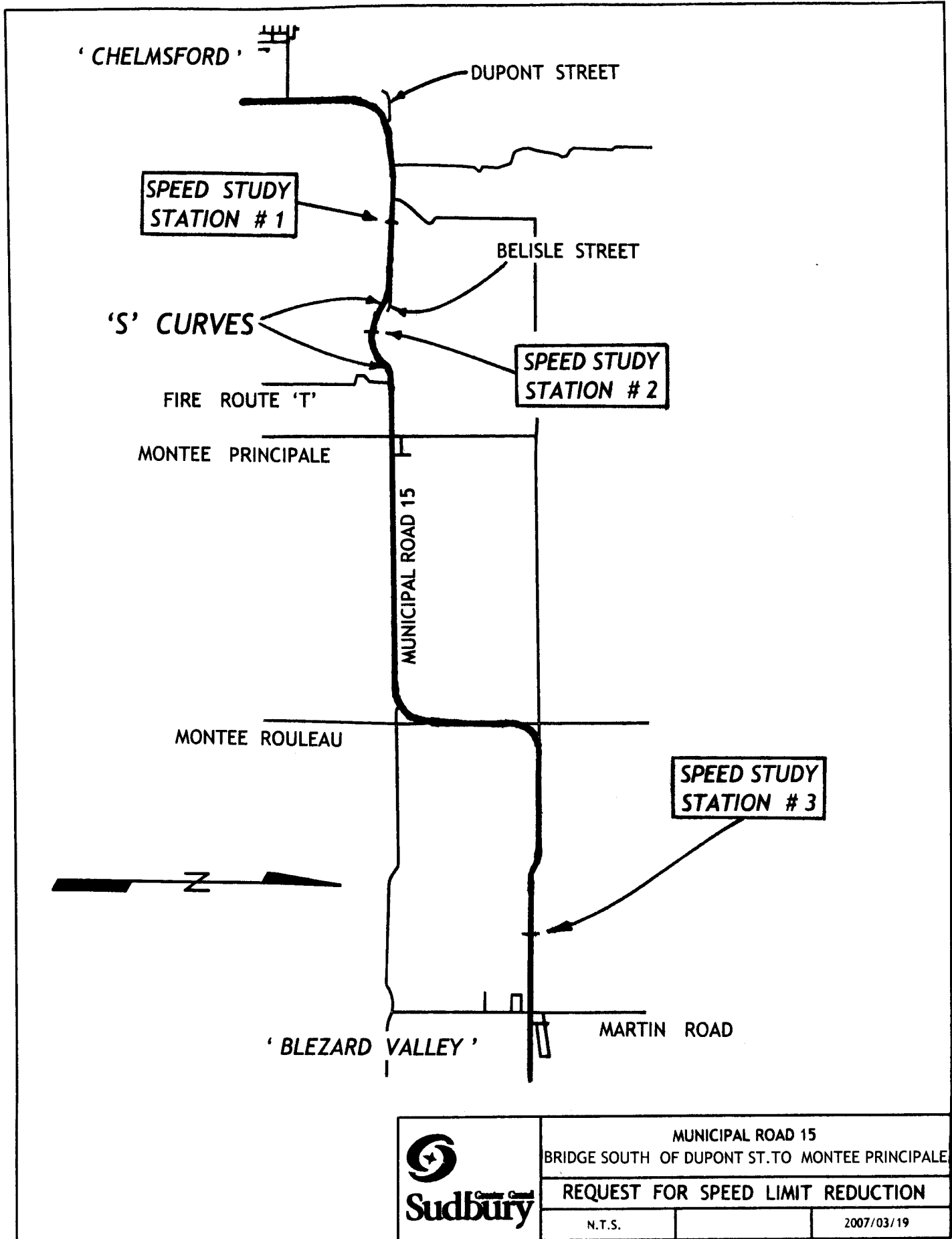
NAME	ADDRESS	PHONE #
Lary Chartrand	4246 RR#15	855-3268
<del>Norm St-Jean</del>	<del>4241 RR#15</del>	<del>855-5007</del>
<del>Paul St-Jean</del>	<del>4245 RR#15</del>	<del>855-7559</del>
David St-Jean	4245 R.R. #15	855-9559
NICHOL BLAIS	4236 R.R. #15	855-3166
Helen Blais	4238 RR#15	855-2597
Yvon Blais	4238 RR#15	855-2597
CLAIRE BLAIS	4236 RR#15	855-3158
Vicky Mansfield	4237 RR#15	855-0618
Paulette Chartrand	4217 RR#15	855-3379
Rolly Methe	4300 R.R. #15	855-3088
Gilles Gaudu	4200 R.R. #15	855-8284
Lee Ann Seward	4303 RR#15	855-3061
Lise Gurneau	4307 RR#15	855-6635
Jean Chrastka	131 Gaudette, Chelmsford	855-7534
Albert Chartrand	4264 RR#15	855-5824
Roland Chartrand	4250 RR#15	855-2548
MARCEL MESSIER	4265 RR#15	855-8270
NATALIE BIDAL	4265 RR#15	855-8270

Due to the condition of RR#15 from the bridge close to Chelmsford to the S-curve, the heavy transport use, the resultant shaking and damage to our homes, as well as the danger this poses to small children in this area, we, the undersigned are petitioning the City of Greater Sudbury to do the following:

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2. lower the speed limit from 80 km/hr to 60 km/hr

NAME	ADDRESS	PHONE #
ROGER LAFONTAINE	4228 REG RD 15 CHELMSFORD	855-4143
Nancy Lafontaine	4228 Reg. Rd. 15 Chelmsford	855-4143
no 4 GRAVELLE	4222 REG RD 15 Chelmsford	855-7006
Joanne GRAVELLE	4222 REG. RD 15 CHELMSFORD	855-7006
MAY GRAVELLE	4222 REG. RD 15 CHELMSFORD	855-7006
Gilbert Carrière	no 2 Aurone St Chelmsford	855-5425
Chantale Contois	4208 R.R. 15 Chelmsford	855-8861
Richard Contois		
Richard Bitick	4188 Regional Road 15	855-3527
Lorraine Pitre	4184 Belisle Street	855-3855
Yvon Gravel	4184 Belisle Street	855-3855
Roger Frenett	4176 Belisle Street	855-5498
Lyne St Jacques	4241 Regional RD 15	855-5007
BERNARD Guad PICTE	266 Regional Boulevard	855-2132
Sabra Stinson	4246 RR#15 Chelmsford	855-3268
Alyssa Morin-Chartrand	4246 RR#15 Chelmsford	855-3268

# EXHIBIT: B



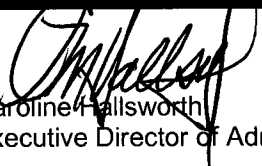
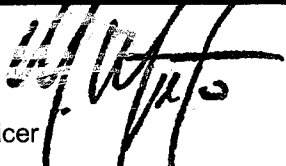
# Request for Decision City Council



Type of Decision									
Meeting Date	April 11, 2007				Report Date	April 3, 2007			
Decision Requested	X	Yes		No	Priority	X	High		Low
	Direction Only				Type of Meeting	X	Open		Closed


Report Title
Council Representation - Outside Boards

Budget Impact / Policy Implication	Recommendation
<p>This report has been reviewed by the Finance Division and the funding source has been identified.</p> <p><b>Policy Implication</b></p> <p>The procedure for appointments will be made in accordance Council's Procedure By-law 2006-100.</p> <p><b>Budget Impact</b></p> <p>There is no budget impact associated with these appointments.</p>	<p>That Councillor Callaghan be appointed to the Boards of the Northern Centre for Advanced Technology Inc., the Children's Aid Society and the Parkside Older Adult Centre Sudbury;</p> <p>That Councillor Craig be appointed to Board of the Sudbury Theatre Centre;</p> <p>That these appointments be to November 30, 2010 or until their successors are appointed whichever occurs later.</p>
<p>X Background Attached</p>	<p>Recommendation Continued</p>

Recommended by the Department	Recommended by the C.A.O.
 Caroline Hallsworth Executive Director of Administrative Services	 Mark Mieto Chief Administrative Officer

Date: April 3, 2007

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Report Prepared By	Division Review
 Angie Haché City Clerk	Name Title

**Summary**

A number of agencies have requested Council appointees to their Boards. While these Boards include Council representation in their terms of reference, there is no binding legal requirement for Councillors to sit on these bodies:

1. Children's Aid Society - 3 members
2. Sudbury Theatre Centre - 1 member
3. Parkside Older Adult Centre Sudbury - 1 member
4. Northern Centre for Advanced Technology Inc. - 1 member
5. One Eleven Senior Citizens Centre - 1 member

A number of Councillors have advised the City Clerk's Office of their interest in being members as follows:

Children's Aid Society - Councillor Callaghan  
Sudbury Theatre Centre - Councillor Craig  
Parkside Older Adult Centre Sudbury - Councillor Callaghan

Northern Centre for Advanced Technology Inc. has requested that Councillor Callaghan be reappointed to their Board. A resolution confirming his appointment to the NORCAT Board is required.

**Term**

Appointments will be for the term of Council to November 30, 2010 or until their successors are appointed whichever occurs later.