
**FIRST MEETING OF THE TRAFFIC COMMITTEE
TO BE HELD ON TUESDAY, SEPTEMBER 18, 2007 AT 4:00 P.M.
IN COMMITTEE ROOM C-11, TOM DAVIES SQUARE**

1. Declaration of Pecuniary Interest
2. Appointment of Committee Chair and Vice-Chair

MANAGERS' REPORTS

PAGE NO.

- R-1 Report dated September 6th, 2007 from the General Manager of Infrastructure Services regarding All-Way-Stop Control, Kingston Court (North) at Westmount Avenue
(RECOMMENDATION PREPARED)

1 - 10

(The Councillor for Ward 8, Ted Callaghan, submitted a petition from area residents to install an All-Way-Stop at the north intersection of Kingston Court and Westmount Avenue.

To determine if an All-Way-Stop is warranted, staff conducted a turning movement count and collision analysis at the intersection. The results indicate that an All-Way-Stop is not warranted.

To improve safety, the maximum speed limit has been reduced to 40 km/h on Westmount Avenue in the area, and parking is being prohibited during school hours on the south side of Westmount Avenue adjacent to Westmount Public School.)

- R-2 Report dated September 6th, 2007 from the General Manager of Infrastructure Services regarding All-Way-Stop Control, Intersection of Lamothe Street and Prestige Place
(RECOMMENDATION PREPARED)

11 - 16

(The Councillor for Ward 8, Ted Callaghan, 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 in the area. The request came as a result of a recent collision east of the intersection and similar collisions in the past.

Based on traffic volume and collision information, staff does not recommend that an All-Way-Stop be installed.

To improve safety near the curve on Lamothe Street, east of the intersection, staff have issued work orders to install "Sharp Curve" warning signs and a checkerboard sign facing eastbound traffic.)

MANAGERS' REPORTS

- R-3 Report dated September 6th, 2007 from the General Manager of Infrastructure Services regarding Traffic Control - O'Grady Street and Kent Street, Parking Restricted - Lorraine Street **17 - 19**
(RECOMMENDATION PREPARED)

(As part of the road widening project on Lasalle Boulevard, west of Notre Dame, Lorraine Street was realigned to intersect Lasalle opposite Crescent Park Drive. As part of the project, O'Grady Street was closed at Lasalle Boulevard which redirects the traffic northerly through the intersection at Kent Street. It is recommended that traffic at the intersection of O'Grady Street and Kent Street be controlled with a "Stop" sign facing eastbound traffic on Kent Street.

This area has been used for parking by employees of Revenue Canada in the past. To avoid parking problems on the newly created roadway, it is recommended that parking be prohibited at any time on both sides of Lorraine Street from Lasalle Boulevard to 130 metres northeast of Lasalle Boulevard.)

- R-4 Report dated September 11th, 2007 from the General Manager of Infrastructure Services regarding Temporary School Bus Loading Zone - Larocque Avenue, Pinecrest Public School **20 - 23**
(RECOMMENDATION PREPARED)

(This report recommends that a temporary "School Bus Loading Zone" be designated on the east side of Larocque Avenue, adjacent to Pinecrest Public School until December 1, 2007 and that a by-law be passed by City Council to amend Traffic and Parking By-Law 2001-1.)

NEXT MEETING DATE

ADJOURNMENT (RESOLUTION PREPARED)

COMMITTEE MEMBERS

Councillor Cimino
Councillor Rivest
Councillor Landry-Altmann

DISTRIBUTION

Mayor and Members of Council
M. Mieto
T. Beadman
G. Clausen
D. Donaldson
C. Hallsworth
L. Hayes
C. Matheson
D. Nadorozny
P. Thomson

R. Swiddle
R. Falcioni
D. Kivi
B. Sedgwick
A. Haché

ANGIE HACHÉ
CITY CLERK

FRANCA BORTOLUSSI
COUNCIL SECRETARY

Request for Recommendation Traffic Committee

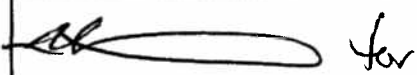


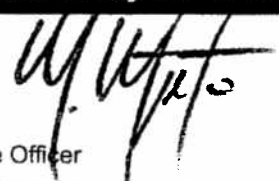
Type of Decision									
Meeting Date	September 18, 2007				Report Date	September 6, 2007			
Recommendation	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title
All-Way Stop Control Kingston Court (North) at Westmount Avenue

Policy Implications + Budget Impact	
<input 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

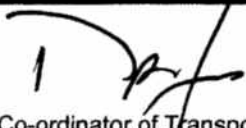
Recommendation	
That a decision regarding an All-Way Stop at the intersection of Kingston Court (North) and Westmount Avenue be deferred pending adoption of an All-Way Stop Policy for the City of Greater Sudbury, all in accordance with the report from the General Manager of Infrastructure Services dated September 6, 2007.	
<input type="checkbox"/>	Recommendation attached

Recommended by the Department Head
 Greg Clausen, P. Eng. General Manager of Infrastructure Services

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

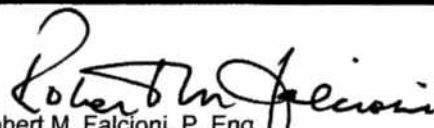
Date: September 6, 2007

Report Authored By



Dave Kivi, Co-ordinator of Transportation and Traffic,
Engineering Services

Division Review



Robert M. Falcioni, P. Eng.
Director of Roads and Transportation

Background:

At the City Council meeting held on August 8, 2007, a report titled "School Zone Speed Limit - Westmount Avenue" was presented for Council's consideration (see Exhibit "A"). Council approved the 40 km/h School Zone Limit, and the signs have been installed. The decision to install an All-Way Stop at the intersection of Kingston Court (North) and Westmount Avenue was referred to the newly created Traffic and Transportation Committee for review.

As indicated in the attached report, staff uses the Ontario Provincial Warrants for determining the need for All-Way Stops. For a collector roadway such as Westmount Avenue, the following are the criteria which are used to determine if an All-Way Stop installation is warranted:

- I. At locations having a high collision frequency, which may be susceptible to relief through All-Way Stop Control (i.e. right angle and turning type collisions). A high collision frequency is defined as four (4) collisions per year over a three (3) year period.
- II. At locations where the total vehicle volume on all approaches exceeds 500 vehicles per hour for an eight (8) hour period; and where vehicle volume on the intersecting streets is similar, and does not exceed a 70/30 split.

To determine if an All-Way Stop is required, a seven (7) hour manual turning movement count was conducted at both legs of the intersections of Westmount Avenue and Kingston Court on July 20, 2007. The traffic volume information was applied to the warrants for All-Way Stop Control. The results indicated that traffic volume for both intersections of Kingston Court and Westmount Avenue are only three (3) percent of the minimum vehicle volume warrant for an All-Way Stop. The traffic volumes at the intersection north of Kingston Court and Westmount Avenue are too low to warrant All-Way Stop Control.

A review of the City's collision information from 2003 to 2005 inclusive, revealed that there was only one (1) reported collision during this three (3) year period. For the purposes of the warrants, a high collision frequency is an average of four (4) collisions per year over a three (3) year period. Although all collisions are undesirable, the collision rate at this intersection would be considered low. Therefore, the analysis indicates that an All-Way Stop is not warranted.

The purpose of an All-Way Stop is to regulate the right-of-way at an intersection. The unwarranted installation of All-Way Stops will result in rolling stops and non-observance of the stop signs, which will decrease safety for vehicles and pedestrians.

It is recommended that a decision regarding the All-Way Stop be deferred until the review of All-Way Stop Warrants is completed.



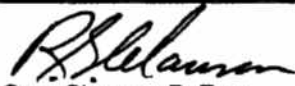

Request for Decision City Council



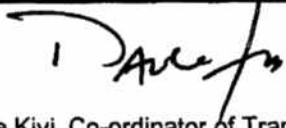
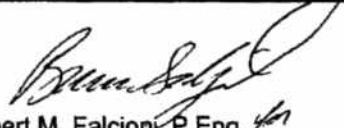
Type of Decision									
Meeting Date	August 8, 2007				Report Date	July 26, 2007			
Decision Requested	X	Yes		No	Priority	X	High		Low
	Direction Only				Type of Meeting	X	Open		Closed

Report Title
School Zone Speed Limit - Westmount Avenue

Budget Impact / Policy Implication		Recommendation	
X	This report has been reviewed by the Finance Division and the funding source has been identified.		
		<p>That a By-law be passed to amend Traffic and Parking By-law 2001-1 in the City of Greater Sudbury to implement a school zone speed reduction.</p> <p>All in accordance with the report from the General Manager of Infrastructure Services date July 26, 2007.</p>	
X	Background Attached		Recommendation Continued

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

Date: July 26, 2007

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

Background:

Councillor Callaghan has submitted a petition from area residents and Westmount Public School to reduce the speed limit on Westmount Avenue to 40 km/h; and to install an all-way stop at the north intersection of Kingston Court and Westmount Avenue (see Exhibits 'A' & 'B').

School Speed Zone

Westmount Avenue is a residential collector road that connects Barry Downe Road and Hawthorne Drive (see Exhibit 'C'). The portion of Westmount Avenue in the vicinity of the school runs in an east-west alignment between Barry Downe Road and the east leg of Elmhurst Court and then curves northerly and extends beyond Gemmell Street. Westmount Avenue is constructed to an urban standard with an asphalt surface width of 11 metres and has a sidewalk along one side. Westmount Avenue carries an Annual Average Daily Traffic Volume (AADT) of 2,600 vehicles. The existing speed limit is 50 km/h.

Westmount Public School is a primary school type and is located in the area between the east leg of Galway Court and east leg of Elmhurst Court.

To deal with numerous requests to reduce the speed limit near schools, City Council adopted a school zone speed reduction policy in 2001. The approved policy states the following:

That staff be directed to bring to the attention of City Council requests for speed reduction zones adjacent to schools based on the following considerations:

- That a school speed zone be installed at schools with primary grade aged students.
- That the school speed zone be limited to residential local streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 50 km/h.
- That the request for the reduction be brought forward by both the Transportation Officer for the School Board, the Principal of the school and the Parent School Council.
- That only those requests that meet the above four criteria be brought forward by staff to City Council for consideration.

As this request from school officials is in keeping with the City's policy, staff recommends that a By-law be passed to amend Traffic and Parking By-law 2001-1 in the City of Greater Sudbury to implement the school zone speed reduction. The Councillor for Ward 8, Ted Callaghan, has indicated his support for the speed limit reduction.

Date: July 26, 2007

Typically school zone speed limits should extend approximately 150 metres beyond the school property. Due to the proximity of Barry Downe Road to the West and the curve to the East, it is recommended that the 40 km/h zone extend from Barry Downe Road to the North leg of Kingston Court.

All-Way Stop at Kingston Court and Westmount Avenue

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 such as Westmount Avenue, the following are the criteria which are used to determine if an all-way stop installation is warranted.

- I. At locations having a high collision frequency, which may be susceptible to relief through all-way stop control (i.e. right angle and turning type collisions). A high collision frequency is defined as four (4) collisions per year over a three (3) year period.
- II. At locations where the total vehicle volume on all approaches exceeds 500 vehicles per hour for an eight (8) hour period; and where vehicle volume on the intersecting streets is similar, and does not exceed a 70/30 split.

To determine if an all-way stop is required, we conducted a 7 hour manual turning movement count at both legs of the intersections of Westmount Avenue and Kingston Court on July 20, 2007. This traffic volume information was applied to the warrants for all-way stop control. The results indicated that traffic volume from both intersections, Kingston Court and Westmount Avenue are only three (3) percent of the minimum vehicle volume warrant for an all-way stop. The traffic volumes at the intersection north of Kingston Court and Westmount Avenue are too low to warrant all-way stop control.

A review of the City's collision information from 2003 to 2005 inclusive, revealed that there was only one (1) reported collision during this three year period. For the purposes of the warrants, a high collision frequency is an average of four collisions per year over a three year period. Although all collisions are undesirable, the collision rate at this intersection would be considered low. Therefore, the analysis indicates that an all-way stop is not warranted.

The purpose of an all-way stop is to regulate the right-of-way at an intersection. The unwarranted installation of all-way stops will result in rolling stops and non-observance of the stop signs, which will decrease safety for vehicle and pedestrians.

Based on the above information, it is recommended that all-way stop control not be installed at the north intersection of Kingston Court and Westmount Avenue.



Ted Callaghan
ted.callaghan@greatersudbury.ca

June 29th, 2007

Councillor Ward 8
Conseiller Quartier 8

1151 Diane Street
Sudbury, ON P3A 4H4

1151, rue Diane
Sudbury, ON P3A 4H4

705-524-0688 ☎
705-524-9807 📠

www.greatersudbury.ca
www.grandsudbury.ca

Mr. Greg Clausen
Acting General Manager of Infrastructure
City of Greater Sudbury

Dear Mr. Clausen:

RE: Westmount Avenue Speeding Problem

On Thursday, June 28th, 2007, a meeting was held regarding the issue of speeding and accidents that have been happening on Westmount between Barrydowne and Gemmell. The meeting was well attended, with approximately 25 residents, where concerns and solutions of various sorts were expressed, of which I will itemize later on in the letter.

In attendance were Bruce Sedgwick, Dave Kivi and also from the Greater Sudbury Police Service, Constable John Koluzzi. They represented the City well and answered questions and responded to comments in a professional manner, and as you are aware, the Speed Watch Program was introduced to the residents. Just for your information, there has been a process started by some residents already regarding the Speed Watch Program, and Dave is going to connect with the contact person who has put in this previous request.

Regarding how to implement meeting solutions and comments, I would like to put forth the idea that in this case, a petition requesting the various items I am going to refer to is not required. Instead, I am using the meeting as authorization to get things started. Attached to this correspondence is a copy of the attendance sheet.

Pertaining directly to the requests which I would like investigated, is for staff to look at installing no parking signs for either the south or north side of Westmount, at the Westmount School. I would like staff to investigate the idea of installing a three way stop at the corner of Kingston Court north entrance and Westmount. Further, as a good will gesture, I would ask that staff be directed to install, as soon as possible, 40 km/hr speed signage in the Westmount School area, up to and including the curve in the road, and further, that more visible school zone signs be erected in the school area.



In closing, one issue which I would appreciate help with is an appropriate way to approach school officials regarding the issue of how children disembark and embark both from private vehicles and school buses. Currently, Westmount is used at the beginning and end of the school day for this purpose and it creates very unsafe conditions. As you are aware, with summer here, it is always difficult to contact school authorities and this is why I would like staff to use their resources to contact the appropriate school officials in this regard.

Yours very truly,

A handwritten signature in cursive script, appearing to read 'T. Callaghan'.

Ted Callaghan
Councillor Ward 8

c.c. Mark Mieto
Bruce Sedgwick
~~Steve~~ Kivi
Sgt. Gary Lavoie, Greater Sudbury Police Service
Const. John Koluzzi, Greater Sudbury Police Service

EXHIBIT: A

NAME	ADDRESS	PHONE
Desjardins	575 Westmount Ave	566-1261
W. Humphrey	582 Westmount Ave	560-5565
A. Brisebois	555 Westmount Ave	560-0453
E. Moore	490 Westmount Ave	566-3022
Robert Jauron + Margaret	482 Westmount	566-2446
Joan Chmara	475 Westmount	566-3201
Christine Macle	606 Westmount	566-0658
John King	656 Westmount -	566-0465
Ann, Beebe	610 Westmount	524-3141
Mary Krewan	656 Westmount	566-0465
Alexandra Coffey	631 " Ave	566-1638
Angela Silver	616 Westmount Ave	560-4654
Steven Whitworth	43 Kipling Court	524-6757
Rick Kitlax	686 Westmount Ave	521-1814
Juan McDougal	62 Kipling Court	560-3566
DANIEL COFFIN	857 Westmount Ave	566-5257
JACKIE KOHAN	466 WEST MOUNT AVE	566-7074
U. J. CURRIE	655 Westmount Ave	560-2833
Will Currie	655 Westmount Ave	560-2833
Sonia Ross	160 Kipling Crt	560-9879
Joan Chmara	475 Westmount	566-3201
G. J. Bouchette	518 Westmount	560-9171 *
W. B. Bouchette	Hockey Manager Westmount	521-0359
W. B. Bouchette	655 Danforth Ave	560-6623

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Westmount Avenue Public School

511 Westmount Avenue, Sudbury, Ontario P3A 1B3 Tel: 705.566.1770 Fax: 705.566.3400

Lynne Kulha, BA, MA
Principal

Lynn Bertrand, BA
Lead Teacher

Wendy Cullens
Secretary

July 12, 2007

Dear Councillor Callaghan:

Thank you for scheduling a meeting with me and with the Manager of Plant for the Rainbow District School Board, Ron Spina, on July 11, 2007. Ron and I appreciated the opportunity to speak with you about the concerns brought to your attention by residents of Westmount Avenue as they relate to the safety of our primary students at Westmount Avenue Public School. During our meeting, the three of us considered many options which would facilitate the safe arrival and dismissal of our students and also be financially sound. I have since contacted our School Council and the Sudbury Student Services Consortium.

Because we all share common concerns related to the safety of our students at arrival and dismissal times, both with bussing and children being dropped off and picked up by parents, we would like to put the following recommendations forward for Council's consideration.

- that the school zone speed along Westmount Avenue, between Barrydowne and Kingston, be reduced to 40 km/h
- that there not be parking allowed on the south side of Westmount Avenue across from the school
- that a flashing light be installed near the school, activated from 8:00 a.m. to 9:00 a.m. and again from 2:30 p.m. to 3:30 p.m., to alert drivers to exercise extra caution as they travel through the school zone during the most dangerous times for our students

Thank you for your assistance, as we all endeavour to keep our children safe.

Respectfully,

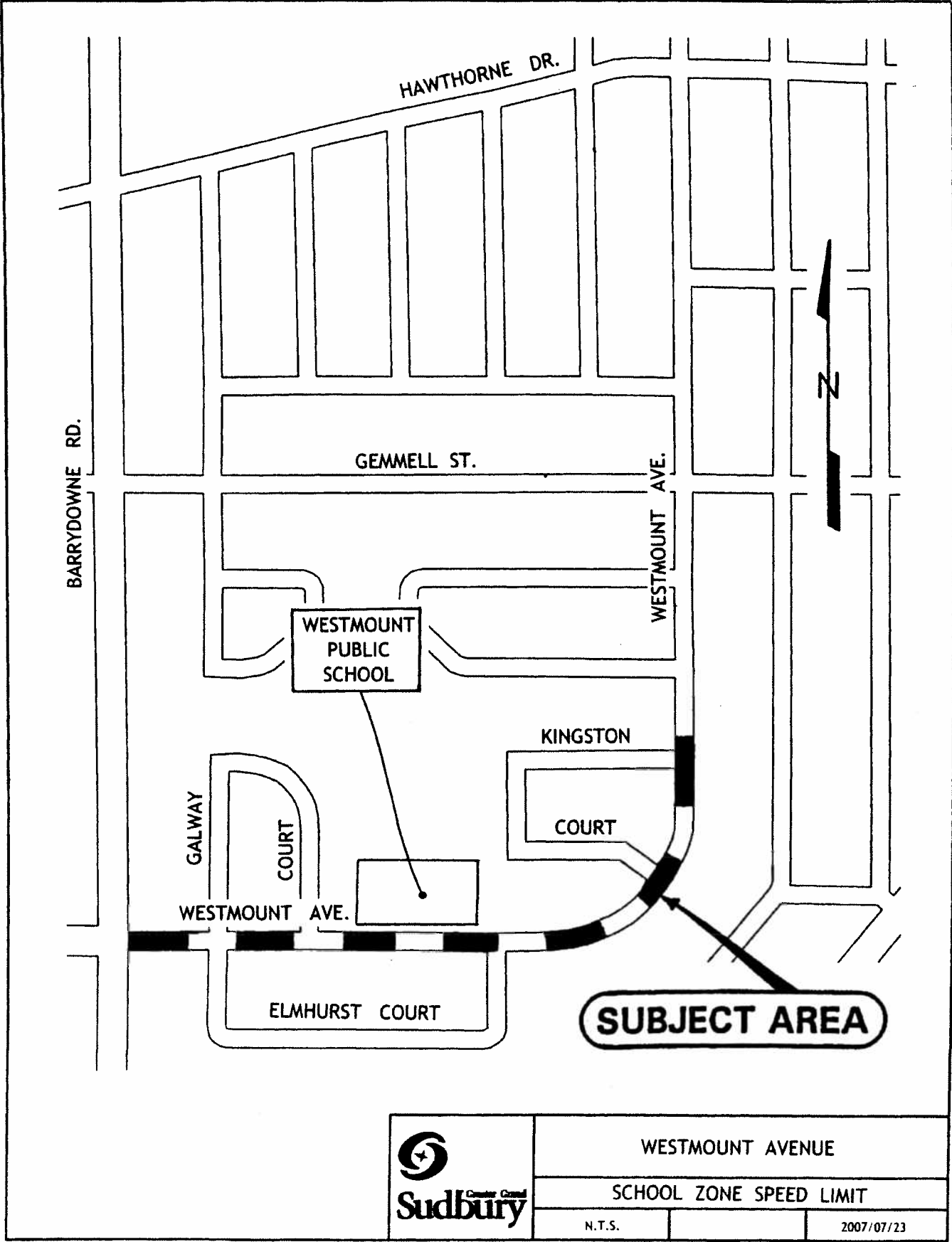
Nancy Beland Jo-Anne Harrison Lynne Kulha

Lynne Kulha, Principal

Jo-Anne Harrison, Manager & CEO, Sudbury Student Services Consortium

Nancy Beland, Co-Chair, Westmount Avenue P.S. School Council

EXHIBIT: C



Request for Recommendation Traffic Committee



Type of Decision

Meeting Date	September 18, 2007				Report Date	September 6, 2007			
Recommendation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Priority	<input checked="" type="checkbox"/> High	<input type="checkbox"/> Low		
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/> Open	<input type="checkbox"/> Closed		

Report Title

All-Way Stop Control
Lamothe Street at Prestige Place

Policy Implications + Budget Impact

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

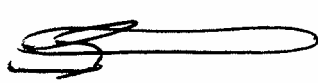
☒ Background attached

Recommendation

That a decision regarding an All-Way Stop at the intersection of Lamothe Street and Prestige Place be deferred pending adoption of an All-Way Stop Policy for the City of Greater Sudbury, all in accordance with the report from the General Manager of Infrastructure Services dated September 6, 2007.

Recommendation attached

Recommended by the Department Head

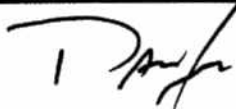

Greg Clausen, P. Eng.
General Manager of Infrastructure Services

Recommended by the C.A.O.


Mark Mieto
Chief Administrative Officer

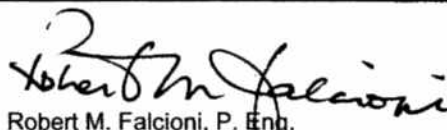
Date: September 6, 2007

Report Authored By



Dave Kivi, Co-ordinator of Transportation and Traffic,
Engineering Services

Division Review



Robert M. Falcioni, P. Eng.
Director of Roads and Transportation

Background:

At the City Council meeting held on August 8, 2007, a report titled "All-Way Stop Control - Lamothe Street at Prestige Place" was presented for Council's consideration (see Exhibit "A"). The All-Way Stop was requested to reduce speed and increase safety for residents of the area, and came as a result of a recent collision that occurred east of the intersection. Council approved the installation of "Sharp Curve" warning signs with 40 km/h advisory speed tabs and a checkerboard sign facing eastbound traffic. However, the decision to install an All-Way Stop was referred to the newly created Traffic and Transportation Committee.

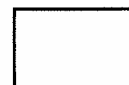
As indicated in the attached report, staff uses the Ontario Provincial Warrants for determining the need for All-Way Stops. For a collector roadway such as Lamothe Street, the following are the criteria which are used to determine if an All-Way Stop installation is warranted:

- I. At locations having a high collision frequency, which may be susceptible to relief through All-Way Stop Control (i.e. right angle and turning type collisions). A high collision frequency is defined as four (4) collisions per year over a three (3) year period.
- II. At locations where the total vehicle volume on all approaches exceeds 500 vehicles per hour for an eight (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, 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.

As previously mentioned, the request for the All-Way Stop was suggested by area residents to increase safety on the curve of 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 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.

It is recommended that a decision regarding the All-Way Stop be deferred until the review of All-Way Stop Warrants is completed.



Request for Decision City Council




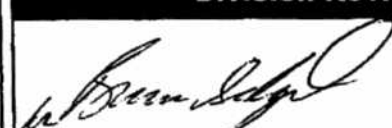
Type of Decision									
Meeting Date	August 8, 2007				Report Date	August 2, 2007			
Decision Requested	X	Yes		No	Priority		High		Low
	Direction Only				Type of Meeting	X	Open		Closed

Report Title
All Way Stop Control Intersection of Lamothe Street and Prestige Place

Budget Impact / Policy Implication		Recommendation
X	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>
X	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 2nd, 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

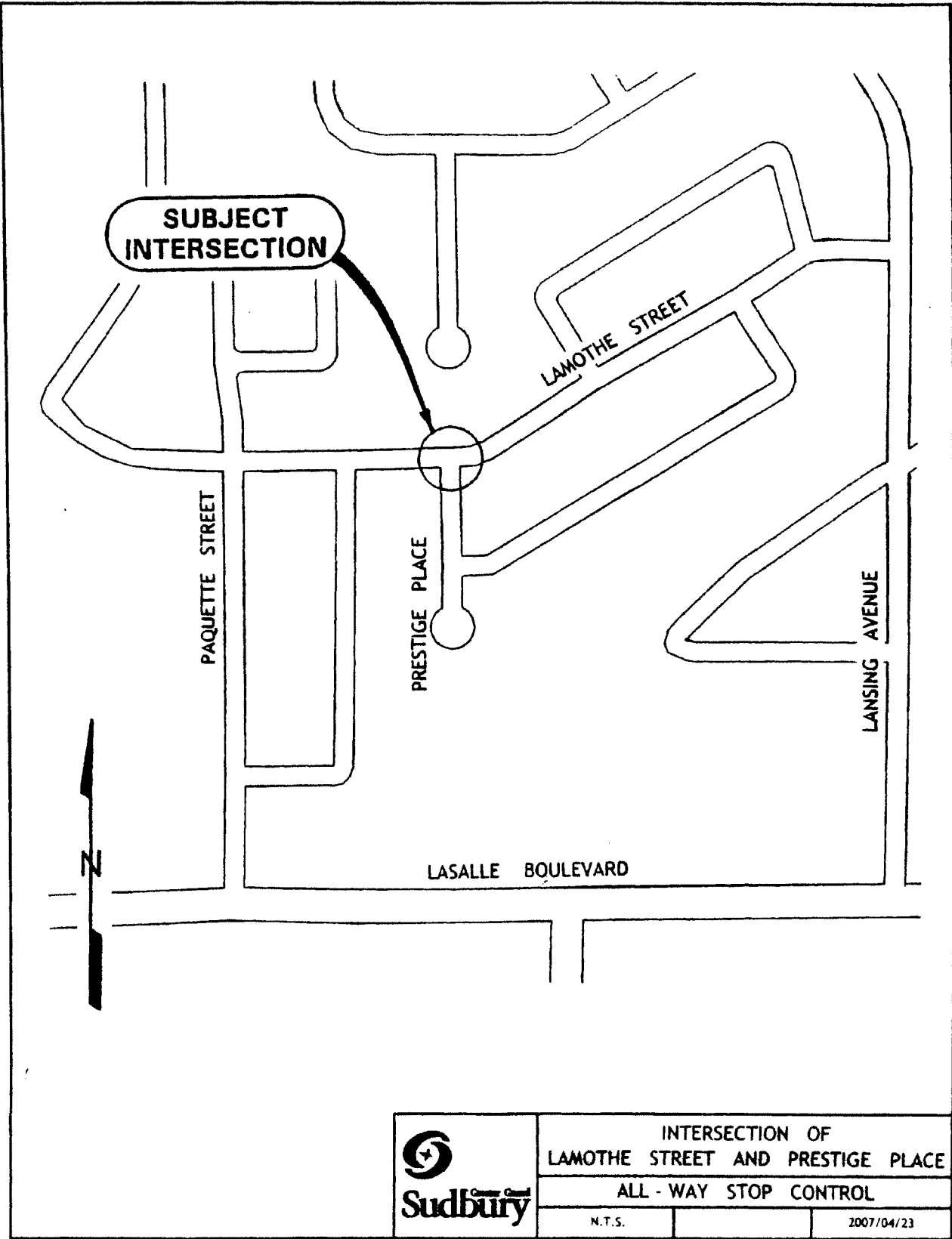
As previously mentioned, the request for the all-way stop was suggested by area residents to increase safety on the curve on Lamothe Street immediately east of the intersection (Prestige Place). While the addition of stop signs on Lamothe Street will slow vehicles down in the immediate vicinity, it is 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



Request for Recommendation Traffic Committee



Type of Decision

Meeting Date	September 18, 2007				Report Date	September 6, 2007			
Recommendation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Priority	<input checked="" type="checkbox"/> High	<input type="checkbox"/> Low		
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/> Open	<input type="checkbox"/> Closed		

Report Title

Traffic Control - O'Grady Street at Kent Street
Parking Restrictions - Lorraine Street

Policy Implications + Budget Impact

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

☒ Background attached

Recommendation

That the O'Grady Street and Kent Street
intersection be controlled with a "Stop" sign facing
eastbound traffic on Kent Street;

and

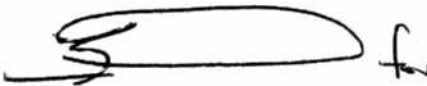
That parking be prohibited at any time on both
sides of Lorraine Street from Lasalle Boulevard to
130 metres northeast of Lasalle Boulevard;

and

It is also recommended that a By-Law be passed
to amend Traffic and Parking By-Law 2001-1 in
the City of Greater Sudbury, to implement the
recommended changes, all in accordance with the
report from the General Manager of Infrastructure
Services dated September 6, 2007.

Recommendation attached

Recommended by the Department Head


Greg Clausen, P. Eng.
General Manager of Infrastructure Services

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

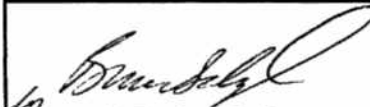
Date: September 6, 2007

Report Authored By



Dave Kivi, Co-ordinator of Transportation and Traffic,
Engineering Services

Division Review



Robert M. Falcioni, P. Eng.
Director of Roads and Transportation

Background:

Traffic Control - O'Grady Street at Kent Street

As part of the road widening project on Lasalle Boulevard, west of Notre Dame Avenue, Lorraine Street was realigned to intersect Lasalle Boulevard opposite Crescent Park Drive. O'Grady Street was also closed at Lasalle Boulevard which redirects traffic northerly through the intersection at Kent Street (see Exhibit A).

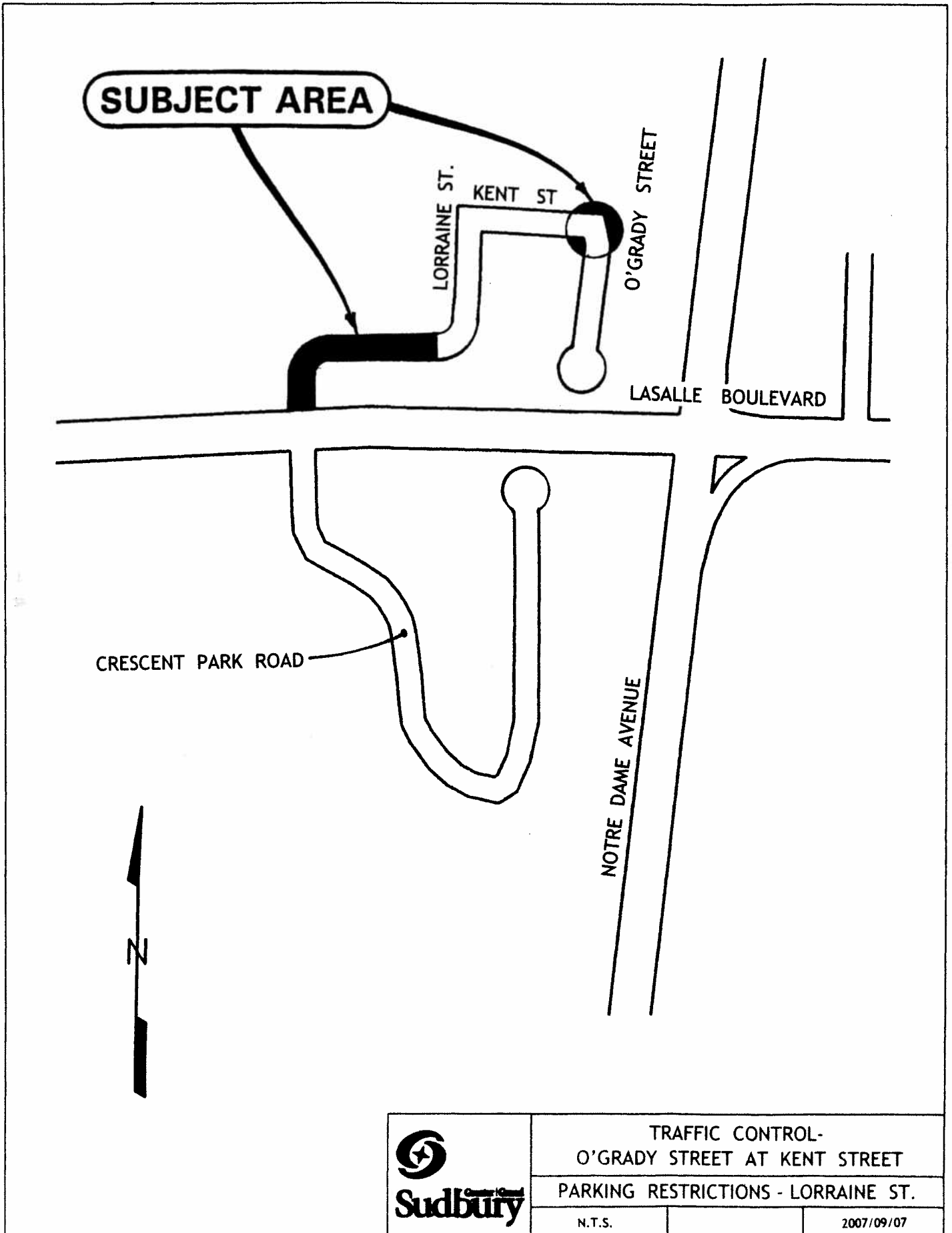
Kent Street intersects O'Grady Street forming a "T" intersection. Currently, there is no traffic control at the intersection. Uncontrolled intersections have no stop or yield signs and the "Right-of-Way Rule" applies. Under this rule, the driver on the left yields Right-of-Way to the vehicle on the right. Uncontrolled intersections are becoming less common in urban areas. Due to road grades, it is recommended that traffic at this intersection be controlled with a "Stop" sign facing eastbound traffic on Kent Street.

Parking Restrictions - Lorraine Street

The area surrounding the newly realigned Lorraine Street has been used for parking by employees of Revenue Canada in the past. To avoid parking problems on the newly created roadway, it is recommended that parking be prohibited at all times on both sides of Lorraine Street from Lasalle Boulevard to 130 metres northeast of Lasalle Boulevard.



EXHIBIT: A



Request for Recommendation Traffic Committee



Type of Decision

Meeting Date	September 18, 2007				Report Date	September 11, 2007			
Recommendation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Priority	<input checked="" type="checkbox"/> High	<input type="checkbox"/> Low		
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/> Open	<input type="checkbox"/> Closed		

Report Title

Temporary School Bus Loading Zone - Larocque Avenue, Pinecrest Public School

Policy Implications + Budget Impact

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

☒ Background attached

Recommendation

That a Temporary "School Bus Loading Zone" be designated on the east side of Larocque Avenue, adjacent to Pinecrest Public School until December 1, 2007;

and

That a by-law be passed by City Council to amend Traffic and Parking By-Law 2001-1 in the City of Greater Sudbury to implement the recommended change, all in accordance with the report from the General Manager of Infrastructure Services dated September 11, 2007.

Recommendation attached

Recommended by the Department Head

Greg Clausen, P. Eng.
General Manager of Infrastructure Services

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

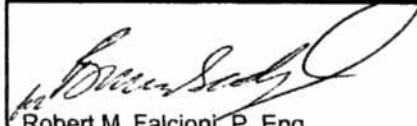
Date: September 11, 2007

Report Authored By



Dave Kivi, Co-ordinator of Transportation and Traffic,
Engineering Services

Division Review



Robert M. Falcioni, P. Eng.
Director of Roads and Transportation

Background:

The Sudbury Student Services Consortium has requested that a Temporary School Bus Loading Zone be designated on Larocque Avenue adjacent to Pinecrest Public School (see Exhibit "A"). The loading zone will only be required until December 1, 2007 while the School Board undertakes construction on their property.

The purposed of a School Bus Loading Zone is to protect school bus users while they are boarding and exiting the bus. The signs that are installed serve to caution drivers to be on guard for school bus pedestrian traffic. While loading and unloading school children within the school bus loading zone, bus drivers do not activate the flashing red lights or extend the stop sign. Therefore, drivers do not have to stop.

Pinecrest Public School is located on the north side of Dominion Drive between Lillian Street and Larocque Avenue (see Exhibit "B"). Currently, school bus loading zones are designated on Dominion Drive and Lillian Street, although the Consortium has indicated that buses currently only load on Lillian Street. The Temporary School Bus Loading Zone is requested while the school board undertakes construction work on their property.

Staff recommends that the Temporary School Bus Loading Zone be approved. The Councillor for Ward 6, Andre Rivest, has indicated that he supports staff's recommendation.



1760 Regent Street South, 1st floor • Sudbury • Ontario • P3E 3Z8 • Tel./ Tél. (705) 521-1234 • Fax / Téléc. (705) 521-1344

August 1st, 2007

Dave Kivi
Acting Coordinator of Traffic and Transportation
Box 5000, Station A
200 Brady Street
Sudbury, Ontario
P3A 5P3

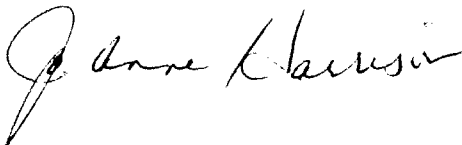
Dear Dave :

Further to our conversation, please find below a written list of our requirements. We require the following :

- A. Temporary designated bus loading zone, with English signs
Duration : from September to November 2007, inclusively
Location : Pinecrest Public School, Larocque Street, Val Caron
Entire distance of school property and adjacent to school property
- B. Four-way stop
Location : Intersection of Hyland Street and Connaught Street, Sudbury

Thanking you in advance for your anticipated cooperation and prompt attention to these safety concerns.

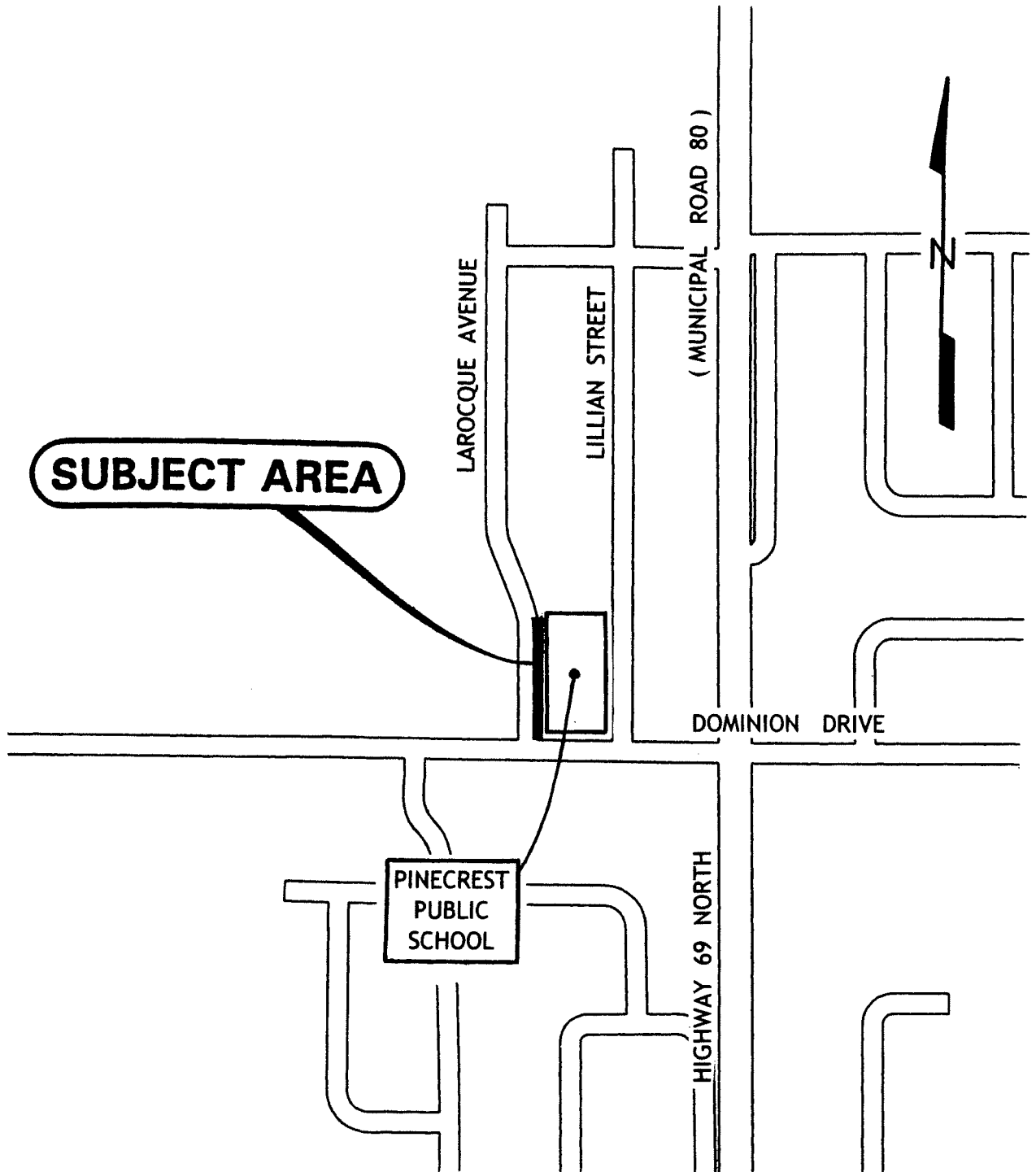
Sincerely,



Jo-Anne Harrison
Executive Director

c.c. School Principals, Superintendents
File

EXHIBIT: B



TEMPORARY SCHOOL BUS LOADING ZONE LAROCQUE AVENUE		
PINECREST PUBLIC SCHOOL		
N.T.S.		2007/09/07

