


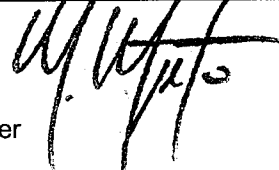
Request for Decision City Council




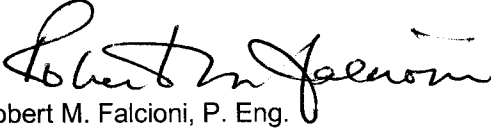
Type of Decision									
Meeting Date	July 11, 2007				Report Date	July 4, 2007			
Decision Requested	x	Yes		No	Priority	x	High		Low
	Direction Only				Type of Meeting	x	Open		Closed

Report Title
<p align="center">New Traffic Signal Installation</p> <p>(1) Lasalle Boulevard and Crescent Park Road / Lorraine Street</p> <p>(2) Kingsway and Moonlight Avenue</p> <p>(3) Long Lake Road and Countryside Drive / Harrison Drive</p>

Budget Impact / Policy Implication	Recommendation
<p>This report has been reviewed by the Finance Division and the funding source has been identified.</p>	<p>That a By-Law be passed to amend Traffic and Parking By-Law 2001-1 for the City of Greater Sudbury, to implement the new traffic signals at the following three (3) locations, all in accordance with the report from the Acting General Manager of Infrastructure Services dated July 4, 2007:</p> <p>(1) Lasalle Boulevard and Crescent Park Road / Lorraine Street</p> <p>(2) Kingsway and Moonlight Avenue</p> <p>(3) Long Lake Road and Countryside Drive / Harrison Drive</p>
<p>★ Background Attached</p>	<p>Recommendation Continued</p>

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

Date: July 4, 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:

New traffic signals are currently being constructed at the intersection of Lasalle Boulevard and Crescent Park Road / Lorraine Street, Kingsway and Moonlight Avenue and Long Lake Road and Countryside Drive / Harrison Drive. It is expected that the work will be completed sometime this summer. An amendment is required to the City's Traffic and Parking By-Law 2001-1 to implement the new traffic signals.

Ward Councillors Doug Craig, Janet Gasparini and Ron Dupuis support these recommendations.


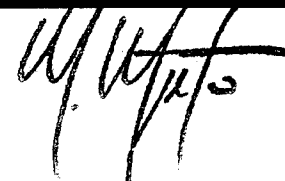
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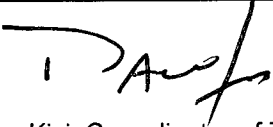

Type of Decision											
Meeting Date		July 11, 2007				Report Date		July 4, 2007			
Decision Requested		x	Yes		No	Priority		x	High		Low
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Report Title
<p style="text-align: center;">All Way Stop Control</p> <p style="text-align: center;">1) Holland Road at Spark's Street 2) Holland Road at Lamothe Street 3) Holland Road at Lillian Boulevard 4) Lamothe Street at Lincoln Road</p>

Budget Impact / Policy Implication		Recommendation	
<p>This report has been reviewed by the Finance Division and the funding source has been identified.</p>			
		<p>That an all way stop be installed at the intersection of Holland Road and Sparks Street;</p> <p>and</p> <p>That an all way stop be installed at the intersection of Holland Road and Lamothe Street;</p> <p>and</p> <p>That traffic control not be changed at the intersections of Holland Road and Lillian Boulevard and Lamothe Street at Lincoln Road;</p> <p>and</p> <p>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 Acting General Manager of Infrastructure Services dated July 4, 2007.</p>	
x	Background Attached		Recommendation Continued

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

Date: July 4, 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 Landry-Altmann presented the following Notice of Motion which was approved by City Council on March 28, 2007:

WHEREAS the areas along Barrydowne Road between Lillian Boulevard and Sparks Street are highly populated;

AND WHEREAS there are three (3) schools situated in the areas along Barrydowne Road between Lillian Boulevard and Sparks Street, including one highschool and two (2) elementary schools;

AND WHEREAS there is excessive speeding in these residential areas because drivers utilize Holland Road as a corridor in order to avoid Barrydowne Road;

NOW THEREFORE BE IT RESOLVED that Council direct City staff to conduct a Traffic Impact Study along Holland Road, Lamothe Street and Sparks Street and determine whether speed limits need to be reduced along those streets;

AND BE IT RESOLVED that in an effort to further control speeding along these roads, that Council direct City staff to review, as part of the traffic impact study, whether the following intersections require additional traffic stops or signals as requested below:

- a) That there be a four (4) way stop at the intersection of Sparks Street and Holland Road.
- b) That there be a four (4) way stop at the intersection of Holland Road and Lamothe Street.
- c) That there be a three (3) way stop at the intersection of Holland Road and Lillian Boulevard.
- d) That walking lights be installed at the intersection of Lamothe Street and Barrydowne Road, as requested in the petition filed at the February 14, 2007 meeting of Council.
- e) That there be a four (4) way stop at the intersection of Lincoln Road and Lamothe Street.

AND BE IT FURTHER RESOLVED that if the Traffic Impact Study reveals that any of the above noted recommendations are warranted, that City staff be directed to prepare a report to Council with the recommended By-Law amendments.

Date: July 4, 2007

Based on the above Notice of Motion, staff have analysed the requests for all way stop control and offer the following information. All traffic counts and a speed study were conducted while Cambrian College was in session.

The request for pedestrian signals at the intersection of Barrydowne Road and Lamothe Street will be reported on at the next Council meeting.

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. 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 Holland Road, the following are some of the criteria that are used to determine if an all way stop 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 (4) collisions per year over a three (3) year period.
- B) 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.

1) Intersection of Holland Road and Sparks Street

The subject intersection is located one (1) block north of Lasalle Boulevard (see Exhibit A). Holland Road is designated as a collector roadway that is constructed to an urban standard complete with a sidewalk along the west side. Sparks Street is a local roadway that provides access to the rear of the commercial properties along Lasalle Boulevard and abutting residential development. Sparks Street is also used as a "cut through" route by some drivers trying to avoid congestion along Lasalle Boulevard. Currently, traffic at the intersection is controlled with stop signs facing east and westbound traffic on Sparks Street.

In order to determine if an all way stop is required, a 1.5 hour manual turning movement count was conducted on February 27, 2007, during the afternoon peak period, from 3:30 p.m. to 5:00 p.m. The results show that traffic volumes passing through the intersection are approximately 70 percent of the minimum required for the installation of an all way stop. It should be noted that the count occurred during the peak hour, and the actual eight (8) hour traffic volume would be less than 70 percent of the minimum requirement.

A review of the City's collision information from 2002 to 2004 inclusive, revealed that a total of seven (7) collisions occurred during this three (3) year period. As previously stated, the warrant for all way stop control based on collisions, is an average of four (4) collisions per year over a three (3) year period. While the number of collisions do not satisfy the minimum warrants, the collision experience is higher than would normally be expected at this type of intersection. A detailed analysis of the collisions indicates that they were all angle type collisions. Angle type collisions can be reduced by the installation of an all way stop.

Although not technically warranted, staff recommend that an all way stop be installed to reduce the number of collisions at the intersection.

2) Intersection of Holland Road and Lamothe Street

As previously mentioned, Holland Road is a collector roadway with a sidewalk along the west side. Lamothe Street is a local residential road that is constructed to a rural standard with gravel shoulders and no sidewalks. St. Andrew's Separate School is located in the northwest corner of the intersection. Currently traffic on Lamothe Street is controlled with stop signs at this cross type intersection.

To determine if an all way stop is required, a 1.5 hour manual turning movement count was conducted on February 26, 2007, during the afternoon peak period. The results show that traffic volumes are less than 40 percent of the minimum required to warrant an all way stop.

Date: July 4, 2007

A review of the City's collision data for this intersection from 2002 to 2004 inclusive revealed that a total of four (4) collisions occurred during this three (3) year period. A detailed review of the collisions revealed that all the collisions are the type that can be reduced with the installation of an all way stop. While the number of collisions is less than the minimum required to warrant an all way stop, it is more than would normally be expected at this type of intersection.

Angle type collisions occur when drivers do not stop and yield right of way to vehicles on the through street. The presence of sight line obstructions can be a factor in these types of collisions. A review of the sight lines at the intersection revealed that there are restrictions related to vegetation, fences and driveways. While vegetation can be trimmed to improve visibility, fences and driveways are more difficult to deal with.

Therefore, to improve safety at the intersection, staff recommend that an all way stop be installed at the intersection of Holland Road and Lamothe Street.

3) Intersection of Holland Road and Lillian Boulevard

Holland Road intersects with Lillian Boulevard at ninety degrees forming a "T" intersection. Both roadways are constructed to an urban standard with a sidewalk along one side. Currently, traffic on Holland road is controlled with a yield sign.

To determine if an all way stop is required, a 1.5 hour manual turning movement count was conducted on February 20, 2007, during the afternoon peak period. The results show that the peak hour traffic volumes are approximately 60 percent of the minimum required to warrant an all-way stop.

A review of the City's collision information from 2002 to 2004 inclusive shows that only one (1) collision occurred during this three (3) year period. While all collisions are undesirable, the collision experience would not be considered high, and does not show a pattern that could be corrected with an all way stop.

Based on the traffic volumes and collision history, staff does not recommend installing an all way stop at the intersection of Holland Road and Lillian Boulevard.

4) Intersection of Lamothe Street and Lincoln Road

Both Lamothe Street and Lincoln Road are designated as local residential roads that are constructed to a rural standard with gravel shoulders and no sidewalks. Currently, traffic on Lamothe Street is controlled with stop signs at this "cross" type intersection.

A peak hour traffic count conducted in the morning on February 28, 2007 revealed that the traffic volumes are 22 percent of the minimum required to satisfy the warrants for an all way stop. The vehicle volume warrant for local roads is less than it is for collector roads. A peak hour traffic volume of 350 vehicles is required for local roads versus 500 vehicles per hour for each of eight (8) hours is required for collector roadways.

A review of the City's collision data from 2002 to 2005 inclusive indicates that no collisions have occurred during the three (3) year period. The collision information indicates that the intersection is operating safely at this time.

Based on the traffic volume and collision information, no change to traffic controls are recommended at this time.

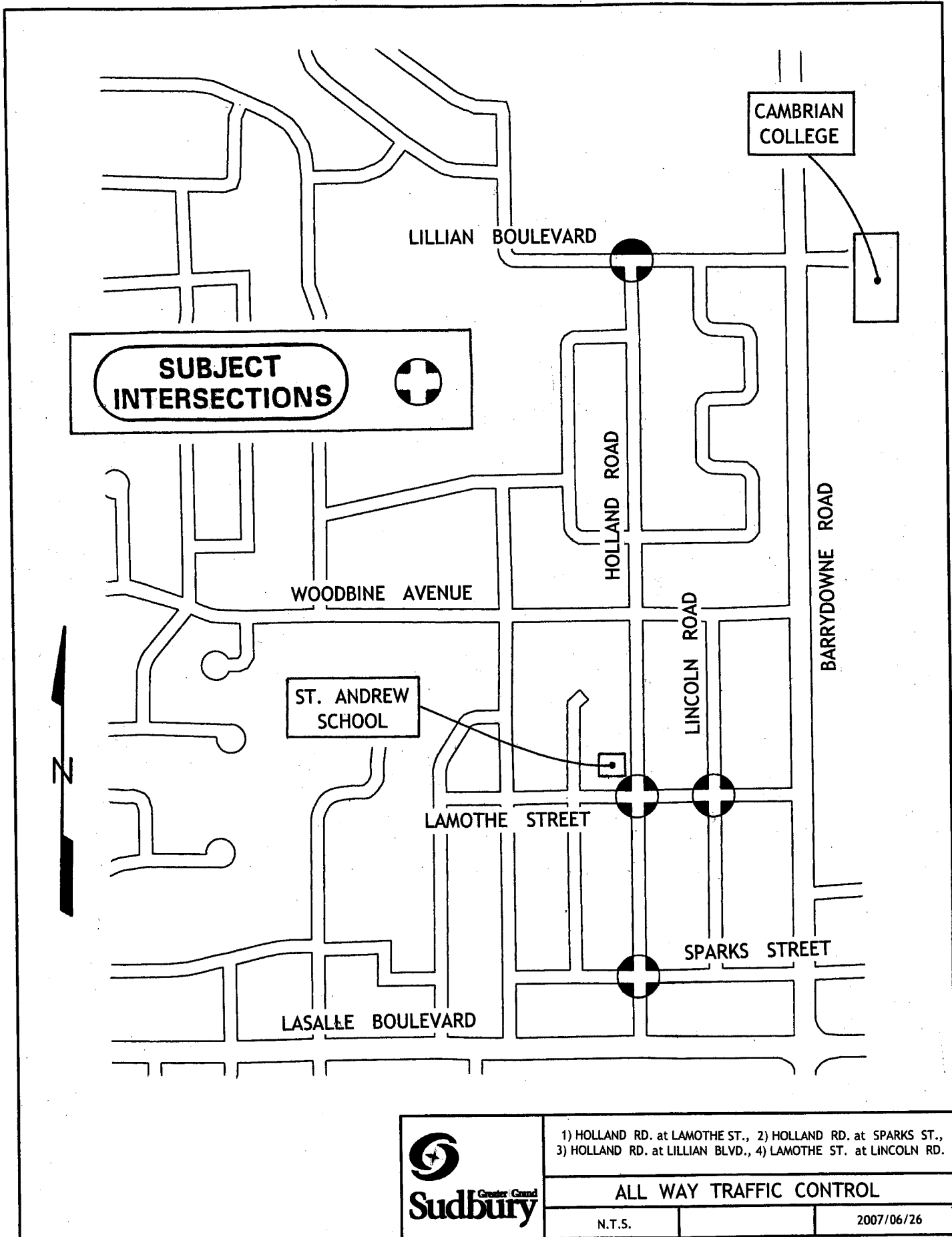
Date: July 4, 2007

Speeding

The Notice of Motion indicates that speeding is one of the main concerns. All way stops are not effective as a speed control device. Studies have shown that stop signs only influence drivers to slow down within close proximity of the sign, and speeds may actually increase mid-block as drivers attempt to make up for lost time. To determine existing operating speeds near St. Andrew's Separate School, staff conducted a survey of vehicle speeds on Holland Road north of Lamothe Street. The speed of 86 vehicles was recorded between 3:30 p.m. and 4:30 p.m. on February 26, 2007, under good weather and road conditions. The results show that the average speed of vehicles was 53 km/h in this 50 km/h zone. The speeds recorded on Holland Road are typical of other similar roadways, and is not usually high. Based on the results of the speed study, staff does not recommend any changes to the speed limit at this time.

The Ward Councillor Joscelyne Landry-Altmann does not support staff's recommendations and will address Council accordingly. Staff will be in attendance to answer any questions that Council may have.

EXHIBIT: A




Request for Decision City Council

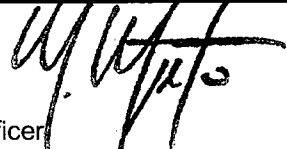


Type of Decision									
Meeting Date	July 11, 2007				Report Date	June 28, 2007			
Decision Requested	X	Yes		No	Priority		High	X	Low
	Direction Only				Type of Meeting	X	Open		Closed


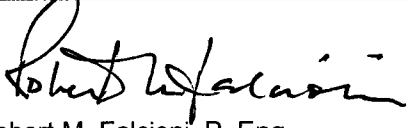
Report Title
<p align="center">Parking Restrictions Walford Road, Nepahwin Avenue to East End</p>

Budget Impact / Policy Implication	Recommendation
<p>This report has been reviewed by the Finance Division and the funding source has been identified.</p>	<p>That parking be prohibited on the south side of Walford Road from Nepahwin Avenue to the east end.</p> <p>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 Acting General Manager of Infrastructure Services dated June 20, 2007.</p>
<p>✕ Background Attached</p>	<p>Recommendation Continued</p>

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

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

Date: June 28, 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

BACKGROUND

The City's Transportation and Traffic Engineering Services Section received a complaint from an area resident regarding parking problems at the east end of Walford Road near the Idylwylde Golf and Country Club.

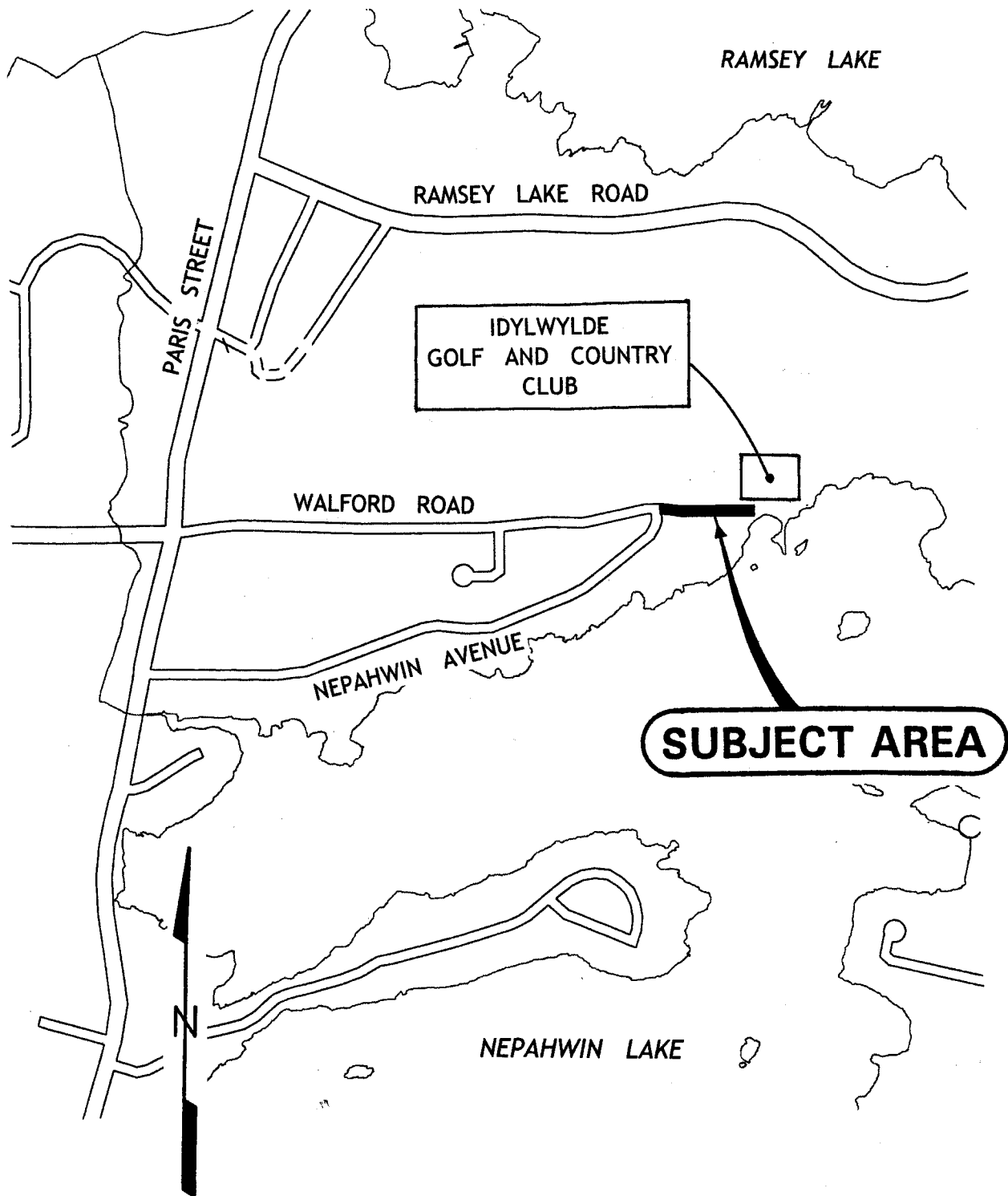
Walford Road east of Nepahwin Avenue, is a local road that provides access to the Idylwylde Golf and Country Club and some residential properties (see Exhibit A). In this area, Walford Road narrows with an asphalt surface width of less than eight (8) metres. During some special events at the Idylwylde Golf and Country Club, vehicles park on both sides of the street making it difficult for vehicles to by-pass each other, and for residents to access or exit their property.


To improve safety, it is recommended that parking be prohibited along the south side of Walford Road from Nepahwin Avenue to the east end.

The Idylwylde Golf and Country Club Manager, Gerry Boswell, has indicated his support for the prohibition.

Ward Councillor Caldarelli supports this recommendation.

EXHIBIT: A



	WALFORD ROAD NEPAHWIN AVENUE TO EAST END		
	PARKING RESTRICTIONS		
	N.T.S.		2007/06/26