

**THE SEVENTH MEETING OF THE TRAFFIC COMMITTEE
OF THE CITY OF GREATER SUDBURY**

**Committee Room C-11
Tom Davies Square**

**Wednesday, April 8, 2009
Commencement: 3:42 p.m.**

Councillor Joe Cimino, Presiding

Councillors

Councillor Rivest, Landry-Altmann

Staff

D. Shelsted, Roads Engineer; D. Kivi, Co-ordinator of Transportation & Traffic Engineering Services; R. Falcioni, Director of Roads & Transportation; L. Oldridge, Deputy City Clerk; L. Collin, Planning Committee Secretary

New Media

Northern Life

**Declaration of
Pecuniary Interest and
the General Nature
Thereof**

None Declared

PRESENTATIONS

Use of Roundabouts

Lionel Rudd, C.E.T. made a verbal presentation regarding the benefits of the use roundabouts at intersections as compared to the use of traffic lights, including saving lives, fuel, time and money. T-bone accidents are less likely to occur, they act as an automatic filtering system for traffic instead of creating artificial traffic jams and emergency vehicles do not have to come to a complete stop on the way to an incident. He demonstrated how roundabouts work with a tutorial from the Region of Waterloo's website and showed pictures of functioning roundabouts in England.

Rules of Procedure

Committee, by two-thirds majority, agreed to dispense with the Rules of Procedure, to alter the order of the Agenda and deal with items R-3, School Zone Speed Limits and R-4, New Technology and Safety Initiatives.

MANAGERS' REPORTS

**R-3 School Zone
Speed Limits**

Report dated March 23, 2009 was received from the General Manager of Infrastructure Services regarding School Zone Speed Limits.

2009-05 Landry-Altmann-Rivest: THAT the School Zone Speed Limit Policy be amend to indicated the following:

R-3 School Zone
Speed Limits
(continued)

That a 40 km/h school zone speed limit be installed at schools with primary grade aged students, and;

THAT the school speed zone be limited to residential streets or residential collector streets, and;

THAT the maximum speed of the roadways considered for school speed zones be 50km/h, and;

THAT if schools are closed, the speed limit will revert back to 50km/h, and;

That staff be directed to implement the school zone speed limit over a two (2) year period, and;

That only those requests that meet the above criteria be brought forward to City Council for consideration, all in accordance with the report from the General Manager of Infrastructure Services dated March 23, 2009.

CARRIED

R-4 New Technology
and Safety Initiatives

Report dated March 23, 2009 was received from the General Manager of Infrastructure Services regarding New Technology and Safety Initiatives.

The following recommendation was presented.

THAT the Capital Roads budget continue to include funding for the installation of Audible Pedestrian Signals at one (1) intersection per year as identified by the Canadian National Institute for the Blind, and;

THAT the 2010 Sign Maintenance Budget be increased by \$50,000 to purchase six (6) Vehicle Activated Traffic Calming Signs. The signs to be installed at locations where speeding problems have been identified on a six (6) month rotational basis, and;

THAT staff continue to purchase and install Uninterruptible Power Supply units for signalized intersections on a priority basis within the existing Capital Roads Budget, and;

R-4 New Technology
and Safety Initiatives
(continued)

THAT the Zebra Crosswalk Marking Program be expanded to other intersections within current budget limitations where pedestrian conflicts occur such as near schools, hospitals, and other high pedestrian generators.

Friendly Amendment

With the concurrence of the mover, Councillor Cimino requested that the foregoing motion be amended by removing the words “the 2010 Sign Maintenance Budget be increased by \$50,000 to purchase six (6) Vehicle Activated Traffic Calming Signs” and replacing it with “the purchase of six (6) Vehicle Activated Traffic Calming Signs be presented as a budget option for the 2010 budget process at a cost of \$50,000.”

Friendly Amendment

With the concurrence of the mover, Councillor Rivest requested that the foregoing motion be amended by removing the “six month” and replacing it with “temporary”.

Main
Recommendation

The following recommendation, as amended, was presented:

2009-06 Landry-Altmann - Rivest: THAT the Capital Roads budget continue to include funding for the installation of Audible Pedestrian Signals at one (1) intersection per year as identified by the Canadian National Institute for the Blind, and;

THAT the purchase of six (6) Vehicle Activated Traffic Calming Signs be presented as a budget option for the 2010 budget process at a cost of \$50,000. The signs to be installed at locations where speeding problems have been identified on a temporary rotational basis, and;

THAT staff continue to purchase and install Uninterruptible Power Supply units for signalized intersections on a priority basis within the existing Capital Roads Budget, and;

THAT the Zebra Crosswalk Marking program be expanded to other intersections within current budget limitations where pedestrian conflicts occur such as near schools, hospitals, and other high pedestrian generators.

CARRIED

Motion of
Reconsideration

2009-07 Landry-Altmann - Cimino: THAT Recommendation 2009-05 be reconsidered.

CARRIED

MANAGERS' REPORTS (cont'd)

R-3 School Zone Speed Limits

That following recommendation was presented:

Landry-Altmann – Rivest: THAT the School Zone Speed Limit Policy be amended to indicated the following:

THAT a 40 km/h school zone speed limit be installed at schools with primary grade aged students, and;

THAT the school speed zone be limited to residential streets or residential collector streets, and;

THAT the maximum speed of the roadways considered for school speed zones be 50km/h, and;

THAT if schools are closed, the speed limit will revert back to 50km/h, and;

THAT staff be directed to implement the school zone speed limit over a two(2) year period, and;

THAT only those requests that meet the above criteria be brought forward to City Council for consideration, all in accordance with the report from the General Manager of Infrastructure Services dated March 23, 2009.

The following amendment to the recommendation was presented:

2009-08 Cimino-Rivest: THAT the recommendation be amended to read:

THAT staff bring forward a budget option in the 2010 budget process.

CARRIED

That main recommendation as amended, was presented:

2009-09 Landry-Altmann – Rivest: THAT the School Zone Speed Limit Policy be amended to indicated the following:

THAT a 40 km/h school zone speed limit be installed at schools with primary grade aged students, and;

THAT the school speed zone be limited to residential streets or residential collector streets, and;

R-3 School Zone
Speed Limits
(continued)

THAT the maximum speed of the roadways considered for school speed zones be 50km/h, and;

THAT if schools are closed, the speed limit will revert back to 50km/h, and;

That staff be directed to implement the school zone speed limit over a two(2) year period, and;

THAT staff bring forward a budget option in the 2010 budget process, and;

THAT only those requests that meet the above criteria be brought forward to City Council for consideration, all in accordance with the report from the General Manager of Infrastructure Services dated March 23, 2009.

CARRIED

R-1 Various
Uncontrolled
Intersections

Report dated March 16, 2009 was received from the General Manager of Infrastructure regarding Various Uncontrolled Intersections.

2009-10 Rivest-Cimino: That the Traffic Control measures be implemented at the following locations:

That the Dena Court and Benita Boulevard intersection be controlled with a "Yield" sign facing northbound traffic on Dena Court, and;

That the Hillside Court and Rideau Avenue intersection be controlled with a "Yield" sign facing northbound traffic on Hillside Court, and;

That the Cook Street and Walter Street intersection be controlled with a "Stop" sign facing northbound traffic on Cook Street, and;

That the Gloria Avenue and Walter Street intersection be controlled with a "Stop" sign facing northbound traffic on Gloria Avenue, and;

That the Fram Road and Spencer Road intersection be controlled with a "Yield" sign facing southbound traffic on Fram Road, and;

R-1 Various
Uncontrolled
Intersections
(continued)

That the Chesser Street and Mott Street intersection be controlled with a “Yield” sign facing northbound traffic on Chesser Street, and;

That the MacMillan Street and Mott Street intersection be controlled with a “Yield” sign facing northbound traffic on MacMillan Street, and;

That the Cobalt Street and MacMillan Street intersection be controlled with a “Yield” sign facing westbound traffic on Cobalt Street, 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 changes all in accordance with the report from the General Manager of Infrastructure Services dated March 16, 2009.

CARRIED

R-2 Traffic Control –
Community of
Rockville, Walden

Report dated March 23, 2009 was received from the General Manager of Infrastructure Services regarding Traffic Control – Community of Rockville, Walden.

2009-11 Cimino-Rivest: THAT Traffic Control be installed at the following intersections with the Community of Rockville in Walden, as follows:

THAT the David Street and Selma Avenue intersection be controlled with a “Stop” sign facing eastbound traffic on David Street, and;

THAT the Suzanne Avenue and John Street intersection be controlled with a “Stop” sign facing southbound traffic on Suzanne Avenue, 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 legalize the existing “Stop” signs, 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 changes all in accordance with the report from the General Manager of Infrastructure Services dated March 16, 2009.

CARRIED

All-Way Stop

Councillor Landry-Altmann inquired about the status of the report concerning the request for all-way stop signs at the intersection of Roy Avenue at Lamothe Street and Woodbine Avenue at Agincourt Avenue.

The Co-ordinator of Transportation & Traffic Engineering Services responded that a report will be on the next agenda.

Next Meeting

The next meeting of the Traffic Committee is scheduled for Wednesday, May 6, 2009 at 3:30 p.m.

Adjournment

2009-12 Landry-Altmann - Rivest: That this meeting does now adjourn. Time: 5:48 p.m.

CARRIED

Lisa Oldridge, Deputy City Clerk

Councillor Cimino, Chair