

Request for Decision City Council



Type of Decision

Meeting Date	May 12 th , 2005				Report Date	May 4 th , 2005			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title

Municipal Road 35 Speed Limit

Policy Implication + Budget Impact

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

N / A

Background Attached

Recommendation

THAT the speed limit be increased from 80 km/h to 90 km/h on MR #35 from Clarabelle Road to Montee Rouleau and that the City of Greater Sudbury's Traffic and Parking By-Law 2001-1 be amended accordingly, and,

THAT the Police Services continue their speed enforcement campaign in this area to address the concerns which have previously been identified.

Recommendation Continued

Recommended by the Department Head


Alan Stephen
General Manager of Infrastructure & Emergency Services

Recommended by the C.A.O.


Mark Mioto
Chief Administrative Officer

Date: May 4th, 2005

Report Prepared By



Nathalie Mihelchic, P. Eng.
Manager of Transportation Engineering Services

Division Review



R.G. (Greg) Clausen, P. Eng.
City Engineer

Background:

At the Council meeting of April 14th, 2005, Councillor Bradley brought forward a notice of motion requesting that the speed limit on Municipal Road (MR) #35 from Montee Rouleau to Clarabelle Road increased from 80 km/h to 90 km/h. He also requested that a report be brought back to Council at it's meeting of May 12th, 2005.

This six kilometre section of MR #35 has recently been reconstructed and widened from a two lane cross-section to a four lane cross-section with a one metre wide centre flush median and 1.5 metre paved shoulders. The annual average daily traffic (AADT) volume on MR #35 west of Lasalle Boulevard is 17,000 vehicles and east of Notre Dame Street in Azilda is 15,000. The reconstructed roadway was designed for a design speed of 100 km/h. Speed limits are posted 10 km/h - 20 km/h below the design speed of the road.

Posted speed limits are determined based on a number of criteria including the design speed of the road, the collision history and the 85th percentile speed, i.e., the speed at or below which 85 percent of people drive the roadway based on their comfort level.

In response to the request, speed studies were carried out in April 2005 on MR #35 east of Montee Rouleau and west of Clarabelle Road under ideal road and weather conditions. The speed of approximately 100 vehicles was recorded passing the stations and the results indicate that the 85th percentile speed was 98 km/h east of Montee Rouleau and 94 km/h west of Clarabelle Road.

Generally, the speed motorists choose to travel is based on several factors including 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 and is commonly used for establishing appropriate speed limits. The 85th percentile speed is the speed at or below which 85 percent of vehicles surveyed are traveling.

In conjunction with speed studies, the collision history of the roadway is examined. The number and type of collisions are normally verified. However, collision history is not yet available for the newly reconstructed road. Research has shown that collisions appear to depend less on the actual travel speed and more on the variation of speeds. While contributing to the severity of a collision, there is little technical evidence to indicate that travel speed is a cause of collisions.

There is a general belief that raising the speed limit will increase the speeding problem proportionately. Studies have consistently shown that changing the posted speed limit does not have a major effect on the operating speeds which people use.

Based on the results of our speed study, research of related technical literature, and the recent physical alterations to MR #35, the existing posted speed does not reflect the perceived safe speed along this roadway.

Date: May 4th, 2005

While the technical data supports an increase in speed to 90 km/h, the Sudbury Police Services expressed a concern with increasing the speed limit along this stretch of road. The Police Services may wish to address Council on this matter.

The Transportation Engineering Service Section supports the request to increase the speed limit from 80 km/h to 90 km/h on MR #35 from Clarabelle Road to Montee Rouleau and recommends that the City of Greater Sudbury's Traffic and Parking By-Law 2001-1 be amended to reflect the recommended change.

Staff will continue to monitor speeds on MR #35. We also recommend that the Police Services continue their enforcement campaign in this area.

Request for Decision City Council

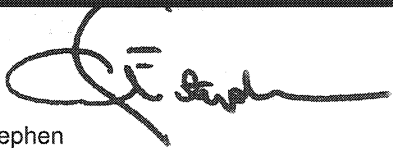



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Report Title
Intersection and Road Improvements - Paris Street, Regent Street and Long Lake Road, and Long Lake Road and St. Charles Lake Road Intersection at Long Lake Road

Policy Implication + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
Cost of Traffic Signals is part of contract which will be part of the Roads Capital allocation.	
<input checked="" type="checkbox"/>	Background Attached

Recommendation
<p>THAT the City of Greater Sudbury's Traffic and Parking By-Law 2001-1, be amended as necessary to implement the proposed road and intersection improvements as described in the report from the General Manager of Infrastructure and Emergency Services dated May 4th, 2005.</p>
Recommendation Continued

Recommended by the Department Head
 Alan Stephen General Manager of Infrastructure & Emergency Services

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

Report Prepared By



Nathalie Mihelchic, P. Eng.
Manager of Transportation Engineering Services

Division Review



R.G. (Greg) Clausen, P. Eng.
City Engineer

Background:

The Southridge Mall in the southend of the City is currently undergoing a major expansion to accommodate approximately 93,790 square feet of new retail space. The Traffic Study report carried-out for the expansion has identified the need for traffic signals at the intersection of St. Charles Lake Road at the south entrance to the Mall, as well as entrance improvements on Long Lake Road.

In conjunction with the road / intersection improvements required by the Mall expansion, the City will carry-out identified improvements / upgrades to Long Lake Road between St. Charles Lake Road and Regent Street. Also, improvements will be carried-out at the Paris Street / Regent Street / Long Lake Road (Four Corners) intersection.

Both projects have been combined to minimize traffic congestion and frustration for the motoring public in this area of the City and to co-ordinate with the Mall Expansion Grand Opening scheduled for this July. The balance of the roadwork and intersection improvements will be completed this summer and fall.

These improvements are required to correct existing deficiencies and to accommodate the anticipated increase in traffic that will be generated by the Mall expansion.

The City will co-ordinate and carry-out all the roadwork under one City project. The developer will pay for the new traffic signals and entrance improvements along Long Lake Road. The City's share of the necessary road and intersection improvements are included in the 2005 Capital Roads Budget.

A general overview of the proposed road and intersection improvements is shown on Exhibit 'A', attached. Dual left turn lanes are proposed for southbound to eastbound traffic from Paris Street to Regent Street and northbound to westbound traffic from Long Lake Road to Regent Street.

A centre dual left turn lane will be constructed on Long Lake Road between the Four Corners intersection and the St. Charles Lake Road intersection.

It is recommended that the City of Greater Sudbury's Traffic and Parking By-Law 2001-1, be amended to implement the proposed changes.

The City of Greater Sudbury
 Schedule "A" to By-Law 2001-1
 Placement of Traffic Control Signal System Devices

ADD:

Location	Former Area Municipality
Long Lake Road at St. Charles Lake Road	Sudbury

The City of Greater Sudbury
 Schedule "R" to By-Law 2001-1
 Designated Traffic Lanes

DELETE:

Highway	Between	Lane or Lanes	Time or Days	Direction of Travel
Paris Street	Regent Street	2 nd Lane from West Curb	Anytime	Left turn, Southbound to Eastbound and Southbound to Southbound

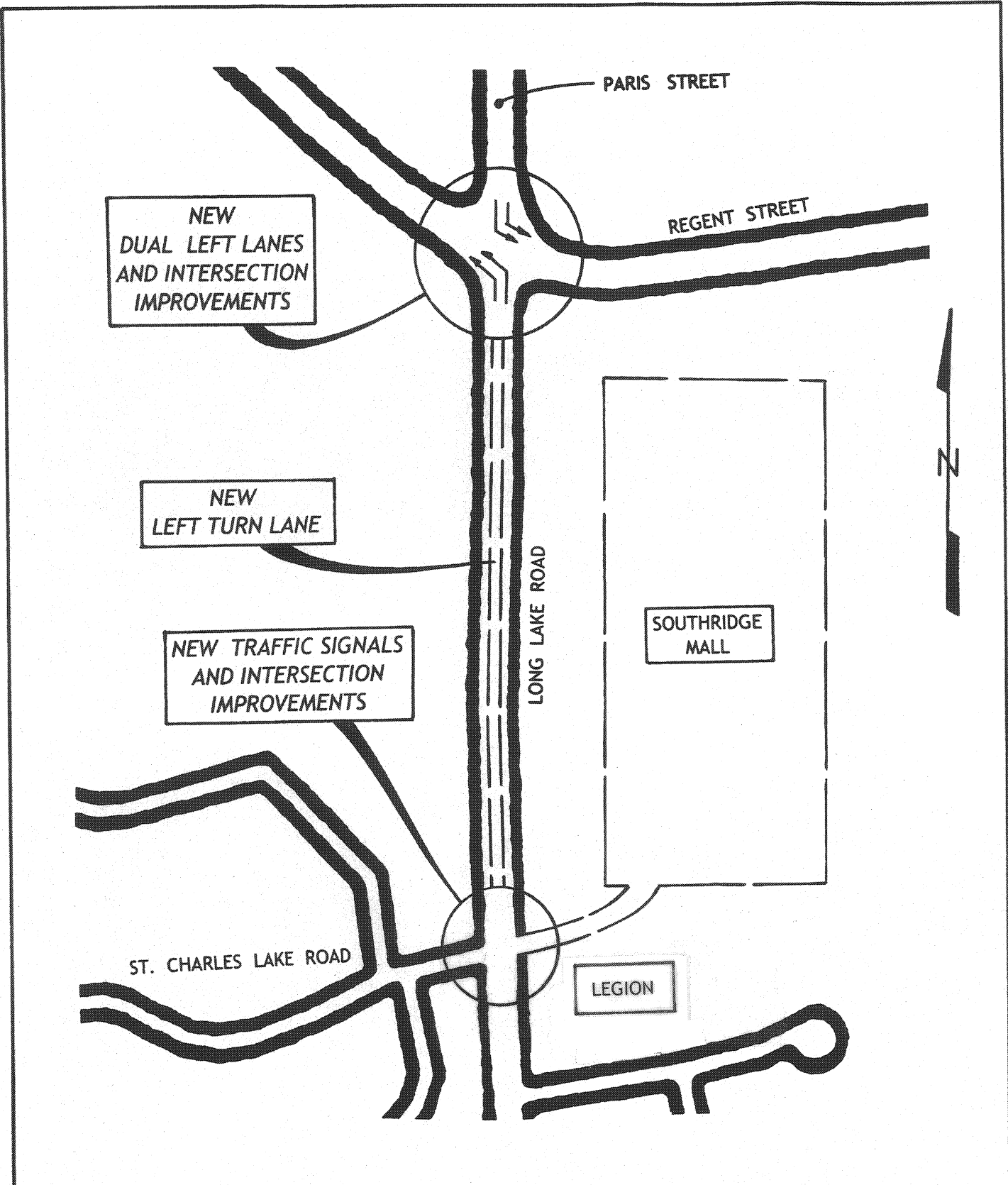
ADD:

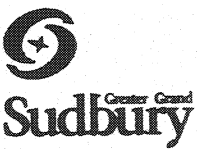
Highway	Between	Lane or Lanes	Time or Days	Direction of Travel
Paris Street	Regent Street	4 th and 5 th Lane from West Curb	Anytime	Left turn, Southbound to Eastbound
Long Lake Road	Regent Street	3 rd and 4 th Lane from East Curb	Anytime	Left Turn, Northbound to Westbound

The City of Greater Sudbury
 Schedule "S" to By-Law 2001-1
 Designated Centre Lane of Roadway for Left-Turns Only

Highway	From	To
Long Lake Road	Regent Street	St. Charles Lake Road

EXHIBIT: A



	REGENT STREET AT PARIS STREET / LONG LAKE ROAD, LONG LAKE ROAD AND LONG LAKE ROAD AT ST. CHARLES LAKE ROAD INTERSECTION IMPROVEMENTS	
	2005/05/04	N.T.S.