

School Zone Speed Reductions.

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

- **That school speed zone be installed at schools with primary grade aged students.**
- **That the school speed zone be limited to residential 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.**

The implementation period of this policy will be required so that;

- 1) staff can work with the City of Greater Sudbury Police Services to carry out an information campaign to inform the public of this new incentive by the City of Greater Sudbury;
- 2) a survey of existing speed reduction zones that were implemented due to adjacent schools, can be carried out and implemented into the new legislation;
- 3) staff can work with the school boards to develop a process of review and implementing those school speed zones as per the existing policy.

Ted Callaghan
Councillor, Ward 4 / Conseiller, Quartier 4



May 7, 2001

RECEIVED
MAY 07 2001

CITY OF GREATER SUDBURY ENGINEERING

Mr. Ray Hortness
Co-Ordinator of Traffic and Transportation
City of Greater Sudbury
P.O. Box 5000 Station "A"
200 Brady Street
Sudbury, Ontario
P3A 5P3

City of Greater Sudbury
Ville du Grand Sudbury

1151 DIANE STREET
SUDBURY ON P3A 4H4

705.524.0688
705.524.9807

Dear Sir:

It has been brought to my attention once again by residents living around the vicinity of the Westmount School on Westmount Avenue that drivers are not respecting the fact that this area is a school zone.

I have asked on previous occasions for 40 km speed signs to be installed in this area but have gotten only reasons for not installing such signs.

This letter is requesting someone to now find one reason for installing such a sign. Both the neighbours and myself will be very appreciative when this issue is addressed in the very near future.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'T. Callaghan'.

Ted Callaghan
Councillor Ward 4

c.c. D. Nadorozny, General Manager, Economic Development & Planning Services
A. Potvin, Manager of Development Services
J. Rule, CAO
J. Gordon, Mayor

TC/djc

City Agenda Report


Report To: CITY COUNCIL

Report Date: September 19, 2001

Meeting Date: September 27, 2001

Subject: Intersection Control - Irving Street at Bulmer Avenue

Department Review:

for 
D. Bélisle
General Manager of Public Works

Recommended for Agenda:


J.L. (Jim) Rule
Chief Administrative Officer

Report Authored by: R. R. Hortness, Co-ordinator, Traffic & Transportation

Recommendation:

That to implement the requested alteration of the "STOP" sign control at the intersection of Irving Street and Bulmer Avenue, the attached amendment to Schedule 'O' to the Traffic and Parking By-Law 2001-1 as shown on Exhibit 'B', attached, be approved.

Executive Summary:

A Ward Councillor brought forward a request from residents to alter the traffic control at the intersection of Irving Street and Bulmer Avenue. The intersection presently has a STOP sign facing Irving Street traffic. The request is to change the STOP sign control from Irving Street traffic to Bulmer Avenue traffic. Since Bulmer Avenue traffic was controlled by stop signs prior to 1993 and operating adequately, we would have no technical reason to object to the request brought forward by a Councillor for the area.

Background:

A request was raised at the City of Greater Sudbury Council Meeting of September 13 to alter the traffic control at the "T" intersection of Irving Street and Bulmer Avenue to its pre-1993 designation.

The intersection is located in the Gatchell neighbourhood, (See Exhibit "A"). Both roadways are residential streets. Irving Street runs parallel to Lorne Street and is the stem of the "T" intersection. Bulmer Avenue is two blocks long and extends from Lorne Street north to Mary Street. Both roadways are lightly travelled residential roadways. At present, traffic on Irving Street is controlled by a "STOP" sign and Bulmer Avenue is designated as a through street.

In 1993, the "City of Sudbury" passed By-Law 93-14 which amended their Traffic and Parking By-law that removed the "STOP" signs controlling Bulmer Avenue traffic and replaced the traffic control with a "STOP" sign for eastbound traffic on Irving Street.

With the low traffic volumes along both roadways, there is no technical reason to favour traffic flow in one direction over the other. Due to the low volumes and generally low speeds within this residential area, there is also no technical reason to implement other forms of intersection control such as an all-way "STOP". Therefore, the Traffic and Transportation Section has no technical reason to object to the proposed alteration of the "STOP" control at this intersection to the pre-1993 signing.

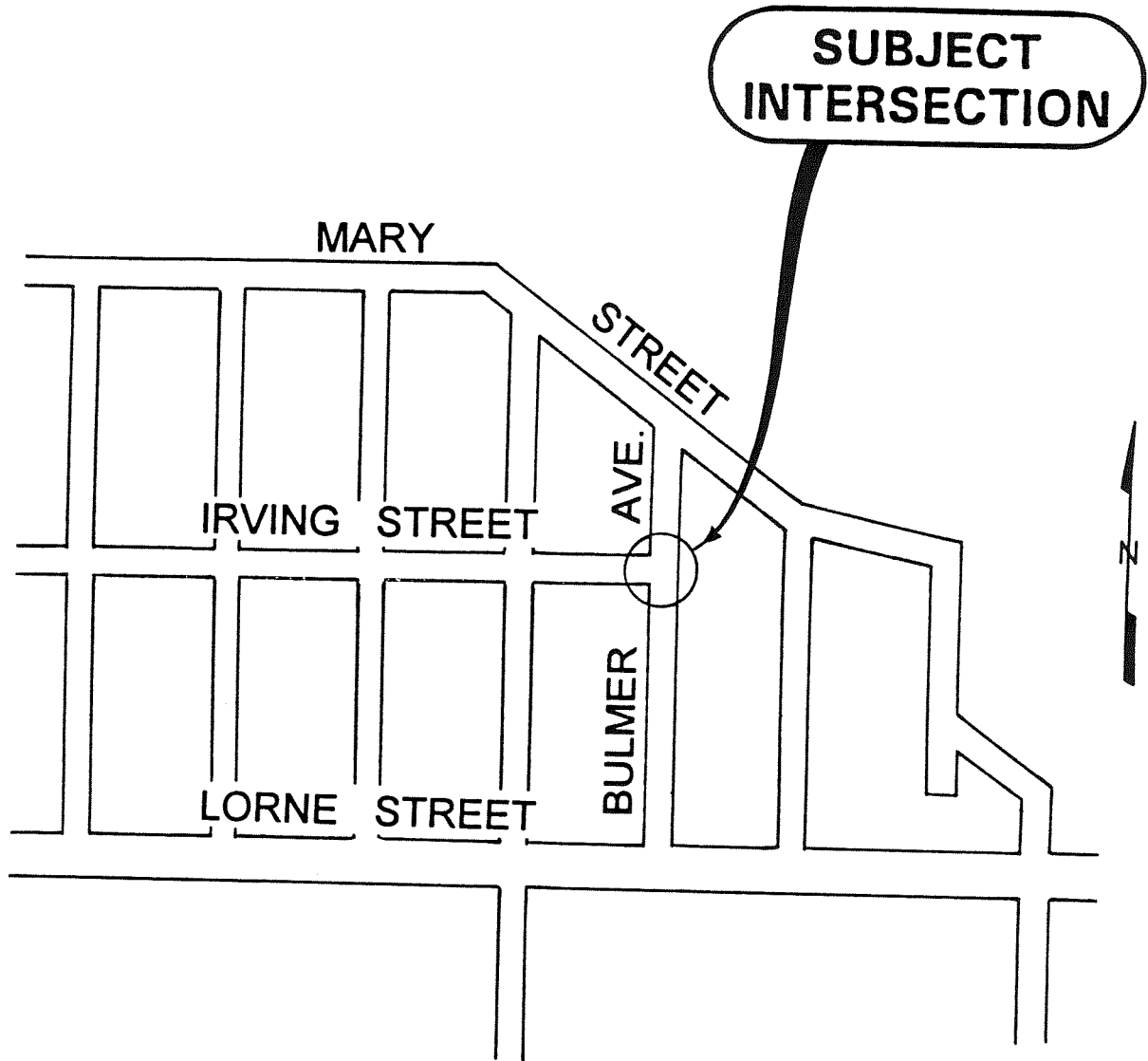


EXHIBIT: A

THE CITY OF GREATER SUDBURY

SCHEDULE "O" TO BY-LAW 2000-1

THROUGH HIGHWAYS

(1)
Intersection

(2)
Direction of Travel

Delete:

Irving Street - Bulmer Avenue (Sudbury)

East on Irving

Add:

Irving Street - Bulmer Avenue (Sudbury)

North and South on Bulmer
Avenue

EXHIBIT : B

Report To: CITY COUNCIL

Report Date: September 19, 2001

Meeting Date: September 27, 2001

Subject: Traffic Control - Stonegate Drive

Department Review:



for D. Bélisle
General Manager of Public Works

Recommended for Agenda:



J.L. (Jim) Rule
Chief Administrative Officer

Report Authored by: R. R. Hortness, Co-ordinator of Traffic & Transportation

Recommendation:

It is recommended that:

- the turn restrictions at the intersection of Beatrice Crescent and Stonegate Drive be removed; and
- Schedule 'L' of the City of Greater Sudbury's Traffic and Parking By-Law 2001-1 be amended, as per Exhibit "C", to implement the removal of the turn restrictions; and
- the Traffic and Transportation Section carry out an in-depth study of traffic calming measures and that a report be brought forward for consideration by Council outlining the findings of this analysis, with recommendations for possible warrants and locations for evaluations; and
- a centre line be installed on Stonegate Drive as an initial attempt in addressing residents' concerns regarding speeds.

Executive Summary:

Based on the concerns raised by residents of the area of Beatrice Crescent and Stonegate Drive, a review of the Stonegate Drive report dated June 5, 2001 was carried out. Also, we analysed the effect of the resultant implementation of the turn restrictions at the intersection of Beatrice Crescent and Stonegate Drive. The findings were that though there is a substantial reduction of traffic along Stonegate Drive, many vehicles using Stonegate Drive are in contravention of the intersection restrictions. The installation of unwarranted devices requires excessive demands of the Police Services to implement the legislation. The implementation of the traffic controls only shifted traffic volumes and hazards to other areas of the same neighbourhood.

This report recommends the removal of the turn restrictions previously installed at the intersection of Beatrice Crescent and Stonegate Drive, that the Traffic and Transportation Section investigate traffic calming measures as a possible tool in addressing neighbourhood traffic concerns, and further that no traffic calming measures be implemented until such time as proper evaluation and analysis has been undertaken and a report with recommendations for guidelines and policies be approved by Council.

Background:

In early May, Councillor David Courtemanche received a request from residents of Stonegate Drive to address various traffic related concerns. These concerns were brought forward in a report to Council at its June 14 meeting, see Exhibit "A".

The report outlined measures recommended by the residents of the area to address traffic volumes, speeding of vehicles, and safety, as follows:

- 1) Traffic calming intersection nodes (goosenecks) be constructed at both ends of Stonegate Drive,
- 2) Left turns from Stonegate Drive onto Beatrice Crescent be prohibited,
- 3) Right turns from Beatrice Crescent onto Stonegate Drive be prohibited,
- 4) The Greater Sudbury Police Services be requested to significantly increase patrol in this area to enforce traffic speeds and prohibition of illegal left/right turns, and
- 5) Staff will continue to monitor traffic volumes on these streets, and if volumes do not significantly decrease then the internal chicane traffic calming attention be further considered as a secondary measure.
- 6) The recommendation for the installation of turn restrictions at the intersection of Stonegate Drive and Beatrice Crescent was proposed as a trial to evaluate its effect on traffic volumes.

An additional recommendation focussed on a pedestrian walkway along the west side of Attlee Street between Stonegate and Westmount.

The only recommendation brought forward in the June report and approved by Council was to implement turn restrictions at the intersection of Stonegate Drive and Beatrice Crescent in an attempt to reduce traffic volumes.

As a result of the implementation of the turn control legislation, the City has received numerous calls requesting the removal of the signs. Also, a petition, attached as Exhibit "B", was forwarded to the City from neighbourhood residents that do not live along Stonegate Drive similarly requesting the removal of the intersection control signs.

In response to the concerns raised by the phone calls and the petition, the Traffic and Transportation Section has reviewed the initial report, evaluated the results of the turn restrictions culminating, and has prepared this report to Council with recommendations.

Initial Report

An analysis of the June report revealed that there was insufficient information for Council deliberations, specifically,

- ▶ Neither Beatrice Crescent or Stonegate Drive are “residential collector” streets as reported. Both are residential streets.
- ▶ Annual Average Daily Traffic volumes in excess of 1,000 vehicles on a residential street are not excessive. Examples Boland Avenue 1,400 AADT; Lauzon Street 1,000 AADT; Jean Street 2,400 AADT; Robinson Drive 2,000 AADT; Churchill Street 1,900 AADT.
- ▶ The alteration of traffic patterns on one street does not necessarily alter the overall traffic safety within the neighbourhood. Alterations in traffic patterns reduces traffic volumes in one area and increases traffic volumes in other areas of the same neighbourhood.

Traffic Volumes

One of the concerns brought forward in the initial study was the additional, “non street generated traffic”, along Stonegate Drive. Implementing turn restrictions at the intersection of Stonegate Drive and Beatrice Crescent has resulted in a major reduction of traffic volumes. Before and after automatic traffic counts revealed that the traffic volume along Stonegate Drive was reduced from approximately 1,000 vehicles/day to slightly over 400 vehicles/day.

The resultant 600 vehicle/day decrease in traffic volumes along Stonegate Drive, has resulted in a 600 vehicle/day increase along sections of both Beatrice Crescent and Attlee Avenue.

An analysis based on generation rates outlined in the June report, indicated that slightly less than 50% of the traffic along Stonegate Drive is illegally coming from or going onto Beatrice Crescent. An 8:00 a.m. site review revealed that in a fifteen minute period over 75% of the traffic along Stonegate Drive consisted of illegal right turns from Beatrice Crescent to Stonegate Drive and left turns from Stonegate Drive to Beatrice Crescent.

Safety Improvements

The reduction in traffic volumes along Stonegate Drive has reduced conflicts and therefore increased safety for these residents. However, the shift in traffic patterns has also resulted in increased conflicts and reduced safety along sections of Beatrice Crescent and Attlee Avenue and on other roadways within the same neighbourhood.

Analysis:

Requests such as this from the Stonegate Drive residents are based on a desire to reduce traffic volume along their street, to reduce vehicle speeds, and/or to allow their children to safely play along the roadway.

One of the reasons that cul-de-sac residential streets are prime and therefore more expensive, is that they offer the residents reduced traffic volumes, slower vehicle speeds, increased neighbourhood involvement in personal and material security. As well, pressure by neighbours forces drivers to act more responsibly within the cul-de-sac. The reality is that not all residential roadways are cul-de-sacs. Stonegate Drive is a residential street and is the most direct access to Attlee Street and Barry Downe Road for neighbours living on other streets.

Public vs Private Access

The Traffic and Transportation Section often have to balance the desires of adjacent residents to reduce traffic along their street with the public requirement for ease of access. Municipal streets are created to allow for access to abutting lands, to allow for the free coming and going of people, as well as the delivery of goods and services such as public utilities.

The Traffic and Transportation Section receive many requests in a year for some form of traffic management to prevent "them" from travelling over "our" street. These requests are often based on safety and quality of life issues and can focus on truck traffic, municipal buses, school buses, through traffic as well as the presence of pedestrians and recreational vehicles. The objective of the Traffic and Transportation Section has always been to balance the desires of residents with the needs of the community for reasonable access.

In many cases specific aspects of these requests can be addressed by carrying out up or downstream traffic improvements. As an example Traffic and Transportation staff have approached commercial enterprises on behalf of residents to resolve trucking problems. In no case has the municipality in the past, other than for a truck route signing, implemented active traffic management tools such as legislated turn controls,

to restrict public access.

Service Delivery

The installation of turn restrictions such as at the intersection of Stonegate Drive and Beatrice Crescent, will affect the delivery of services. The installation of traffic management tools places constraints that can affect school bus routes, transit routes, garbage routes, snowplow routes, as well as other day to day, private and public delivery services.

Traffic Management

Traffic management is a tool by which a municipality alters traffic patterns through barricading, unwarranted intersection control devices, traffic calming measures, turn restrictions and lowered speed limits. Traffic management is used in those instances where traffic, either by size and type, or origin and destination should not be in an area. The most noticeable traffic management tool is the designation of truck routes.

Municipalities normally regulate traffic flow through zoning, street patterns and the designation of collector and arterial roadways. These collectors and arterials are designated through legislation. These roadways are constructed to a higher standard and have additional traffic constraints such as prohibition of parking. In many larger municipalities where traffic is congested along higher classification roadways, arterial traffic does end up filtering through residential streets. This is the only time that traffic management constraints such as turn restrictions are accepted by the public.

Enforcement

Canada is an open society, and its people do not quickly accept the implementation of restrictive legislation such as speed limits or turn controls that are not obviously justified. The only way to implement a form of "unwarranted" control is through the continued presence of police enforcement.

The City of Greater Sudbury Police Services has over the past indicated its manpower constraints. There are manpower limitations in any police service in its ability to address enforcement of legislation. The attention to high collision areas within any city would be the first concern of a police department. Municipalities must take into account limitations in police manpower when regulating traffic. When a municipality over regulates traffic through excessive intersection controls, or lower than justified speed limits, without the resources for proper police enforcement, the result is flagrant disregard for not only those unwarranted devices but also for those warranted devices.

The Traffic and Transportation Section only proposes to Council recommendations for traffic legislation that is based on documented safety issues taking into consideration the constraints on the Police Services in its ability to enforce legislation.

Speed

Almost all residential streets in the City of Greater Sudbury suffer from some form of speeding. In most cases, speeding vehicles represent a small proportion of vehicular traffic but these drivers cause most of the safety concerns for residents.

The request for speed control on residential streets can be addressed through passive traffic management methods such as traffic calming. Stonegate Drive presently has some of the features that promote slower speeds. The roadway was constructed with curves and the presence of on street parking also results in reduced speeds.

One traffic calming measure not discussed is the installation of a painted centre line. A centre line effectively reduces the lane width available to drivers. Narrower lanes normally reduces vehicle speeds. The installation of centre lane lines in other locations within the City of Greater Sudbury has resulted in reduced speeds.

Traffic Calming

Traffic calming, the installation of passive devices on existing roadways or the choosing of roadway design elements, is an attempt to deal with the desire of residents for safer and more inhabitable roadways. The field of roadway design has in the past focussed on the quick efficient movement of people. Since most of the trips taken are by vehicles, the focus was on vehicular efficiency. This design focus is still valid but it must now be tempered with other considerations.

The main function of primary arterials is to move large volumes of traffic safely and quickly with its secondary concerns of access to abutting properties. A residential street on the other hand focus should be on adequate access but lower speeds and the realization that the street is in effect the communal front porch.

To reduce speed and assist in traffic management, the transportation field is changing from wide to narrow roadways, straight roadway designs to curves and chicanes, from wide radii at intersections to narrow radii, and traffic islands and raised intersections. These designs are chosen to passively promote slower speeds.

Traffic and Transportation staff as well as Engineering and Planning staff are looking into evaluating appropriate design elements, and recommending to Council a trial of these various elements. A report will be brought forward to Council regarding a new

policy for roadway designs, effective traffic calming measures and a policy for the choice of locations to implement these tools.

Due to the costs and possibility of implementing ineffective traffic calming devices, it is recommended that traffic calming measures not be carried out without proper analysis. Stonegate Drive could be one of the locations considered for traffic calming trials.

Until such time as the City has accepted a process, the recommendations by the Stonegate Drive residents for various structural traffic calming measures should be held in abeyance. The curb alterations at Stonegate Drive intersections could be considered should funds be available this year or placed for consideration in the 2002 Capital Budget process.

Attachments



City Agenda Report

Report To: CITY COUNCIL

Report Date: June 5, 2001

Meeting Date: June 14, 2001

Subject: Traffic Control - Stonegate Drive

Department Review:

D. Bélisle
General Manager of Public Works

Recommended for Agenda:

J.L. (Jim) Rule
Chief Administrative Officer

Report Authored by: R.G. (Greg) Clausen, P.Eng., Director of Engineering

Recommendation:

That Council pass the by-law amending Schedule 'L' of the Traffic and Parking By-law #2001-1 prohibiting:

- 1) Left hand turns from Stonegate Drive on to Beatrice Street and
- 2) Right hand turns from Beatrice Street onto Stonegate Drive.

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Executive Summary:

The residents of Stonegate Drive, in the former New Sudbury, see Exhibit 1, attached, have submitted a petition to Councillor David Courtemanche requesting appropriate action be taken on Stonegate to reduce both traffic volume and vehicle speed. Staff have carried out appropriate analysis including traffic counts and along with both Councillor David Courtemanche and Councillor Mike Petryna, presented the analysis to a public information meeting held on Wednesday, May 16th, 2001.

The recommendations emanating from the meeting include the following:

- 1) Traffic calming intersection nodes (goosenecks) be constructed at both ends of Stonegate Drive,
- 2) Left turns from Stonegate Drive onto Beatrice Street be prohibited,
- 3) Right turns from Beatrice Street onto Stonegate Drive be prohibited,
- 4) The Greater Sudbury Police Service be requested to significantly increase patrols in this area to enforce traffic speeds and prohibition of illegal left/right turns as discussed above, and
- 5) Staff continues to monitor traffic volume in these streets, and if volumes do not significantly decrease then internal chicane traffic calming will be further considered as a secondary measure.

Similarly, due to the significant pedestrian traffic along Stonegate Drive to and from the Barrydowne Street area, the residents are requesting that a sidewalk be constructed along the west side of Attlee Street between Stonegate Drive and be connected to the existing sidewalk on the south side of Westmount Drive. This would eliminate pedestrians having to cross Attlee at Stonegate Drive, and again at Attlee and Westmount Avenue.

To prohibit left and right turns to and from the west end of Stonegate Drive, appropriate changes must be made to the Traffic and Parking By-law #2001-1. Therefore, Council is requested to pass the enclosed by-law which will change Schedule 'L' to By-law #2001-1 as shown on Exhibit 3 attached.

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Background:

Councillor Courtemanche over the last several months has received numerous complaints from concerned residents on Stonegate Drive see Exhibit 1. The concerns have been primarily related to both the volume and speed of traffic along Stonegate. Recently, a petition was received by Councillor Courtemanche.

Stonegate has become a residential collector street for motorists travelling to and from the Westmount/Barrydowne area into the subdivision leading to Beatrice/Cumberland and Manchester Streets. Traffic volumes are highest first thing in the morning and late afternoon when residents are travelling to and from work. Also during the winter months, traffic volumes are high during the evenings and on weekends due to both the Adanac Ski Hill and Barrydowne Arena, recreational facilities.

The high traffic volumes were recently confirmed by traffic counts carried out by our Traffic Engineering department. Twenty-four hour counts on the following four (4) streets indicated AADT (Annual Average Daily Traffic) counts as follows:

Stonegate Drive	1068	
Beatrice (between Stonegate and Attlee)	614	
Beatrice (near Manchester)	1682	(extrapolated)
Soloy	559	
Attlee	3820	

The AADT for a residential street is normally calculated to be between 8 to 10 vehicle trips per day per residence. For the 28 residences on Stonegate a normal AADT of 224 to 280 would be expected. The actual AADT 1068, confirms the residents concern about the excessively high traffic volumes for a residential street.

Speed checks carried out on this street by the Greater Sudbury Police Services during earlier investigations indicates that the average travel speed is 50 km/h, the posted speed limit. When compounded with the high traffic volume the residents' perception is that the traffic is speeding.

Similarly, over the last several years requests for all-way stops at the intersection of Beatrice and Attlee Streets, and Stonegate/Santa Monica and Attlee Streets have been received from residents on both Stonegate and Santa Monica Streets. Traffic counts indicate a ratio of 4:1 to 3:1 for traffic on Attlee Street versus traffic entering onto Attlee from either Beatrice or Stonegate/Santa Monica. A ratio of 2.3:1 is considered necessary to warrant the installation of an all-way stop. However, a "Hidden Intersection" sign was installed on southbound Attlee Street approaching the Stonegate/Attlee intersection in an effort to alert southbound traffic of the intersection.

City Public Works Department staff have visited the area on several occasions to study traffic flow patterns. Also, in late April Councillor Courtemanche and the writer met on site with several residents.

Based on the above information, and in consultation with the Ward Councillor, staff investigated and studied all options proposed by the local residents. Staff recommendations were that traffic calming measures be implemented on Stonegate Drive. Several articles on traffic calming are included in Exhibit 2 of this report and provide Council with background information.

Specifically, staff recommends that nodes be designed and constructed at each entrance to Stonegate. These nodes simply extend the existing curb decreasing the radius of the intersection therefore forcing traffic to slow down as they enter or exit the intersection. Also, by having to slow down to make the turn and having the perception of a narrow intersection, motorists hopefully will be encouraged not to use Stonegate as a through street, but to continue to the Beatrice/Attlee intersection.

Similarly, staff recommended that offsetting-nodes be positioned at two (2) locations midway on Stonegate thereby creating two (2) chicanes in the roadway. The chicanes, which could also be enhanced by trees/shrubbery, will also decrease/break up the line of sight along the roadway resulting in motorists having to slow down, and ultimately hopefully not use Stonegate as a through street. A draw back to the chicane construction is that on-street parking is effectively eliminated by one-half along the street.

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With the support of the Ward Councillor and the residents, staff would then carry out the detailed design and costing of these traffic calming measures. The project would be ranked with other similar neighbourhood improvements. Based on the high traffic volumes and safety issues, staff was confident that this project would score highly and could possibly be considered in the next several years capital programs.

At the public meeting, staff presented the traffic calming recommendations discussed. The consensus of attendees at the meeting herein was that this project should be developed in two (2) stages. Stage one will include the construction of nodes at both intersections to discourage turning movements onto Stonegate. Also, instead of construction of the internal chicanes and the elimination of on-street parking, the residents wished to prohibit left-hand turns from Stonegate Drive onto Beatrice Street and to prohibit right-hand turns from Beatrice onto Stonegate Drive.

Staff has several concerns with the effectiveness of the prohibition of turns at Stonegate and Beatrice Streets in achieving the desired objective. The effectiveness of prohibition of turns is dependent upon significant police enforcement. Residents and frequent through traffic will tend to travel down Beatrice and/or Stonegate and continue to make the applicable turns. They will only not turn if there is a police presence. Similarly, infrequent visitors/guests into the area will continue to make the illegal turns. Staff can not recommend this scenario that relies on significant enforcement to be effective.

These concerns, were discussed in great detail at the public meeting. In the end, it was the recommendation of the neighbourhood residents and Ward Councillors that the following measures be implemented:

- 1) Traffic calming intersection nodes (goosenecks) be constructed at both ends of Stonegate Drive,
- 2) Left turns from Stonegate Drive onto Beatrice Street be prohibited,
- 3) Right turns from Beatrice Street onto Stonegate Drive be prohibited,
- 4) The Greater Sudbury Police Services be requested to significantly increase patrol in this area to enforce traffic speeds and prohibition of illegal left/right turns, and
- 5) Staff will continue to monitor traffic volumes on these streets, and if volumes do not significantly decrease then the internal chicane traffic calming attention be further considered as a secondary measure.

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Similarly, due to the significant pedestrian traffic along Stonegate Drive to and from the Barrydowne Street area, the residents are requesting that a sidewalk be constructed along the west side of Attlee Street between Stonegate Drive and be connected to the existing sidewalk on the south side of the Westmount system. This would eliminate pedestrians having to cross Attlee at Stonegate Drive, and again at Attlee and Westmount Avenue.

To prohibit left and right turns to and from the west end of Stonegate Drive, appropriate changes must be made to Traffic and Parking By-Law #2001-1. Therefore, Council is requested to pass the enclosed by-law which will change Schedule 'L' to By-Law #2001-1 as shown on Exhibit 3 attached.

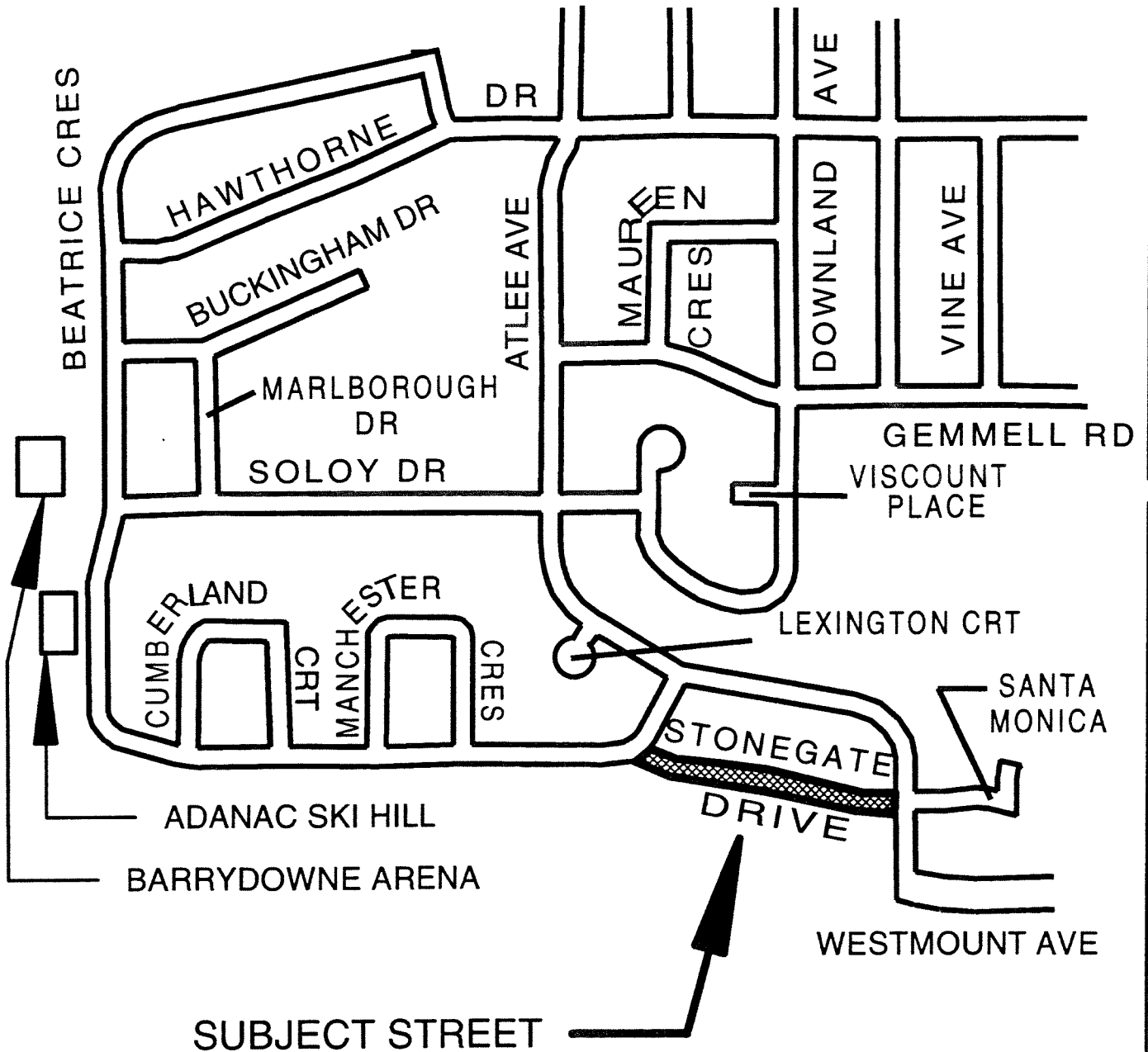
Staff will endeavour to have the intersection traffic calming nodes constructed this season as part of the 2001 Capital Roads and Drainage budgets.


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EXHIBIT 3
THE CITY OF GREATER SUDBURY
SCHEDULE 'L' TO BY-LAW #2001-1
TURNS PROHIBITED

ADD:			
(1)	(2)	(3)	(4)
HIGHWAY	DIRECTION OF TRAFFIC	DIRECTION	TIME AND/OR DAYS
STONEGATE DRIVE	Westbound	Left turn to Beatrice Street	Anytime
BEATRICE STREET	Northbound	Right turn to Stonegate Drive	Anytime

160

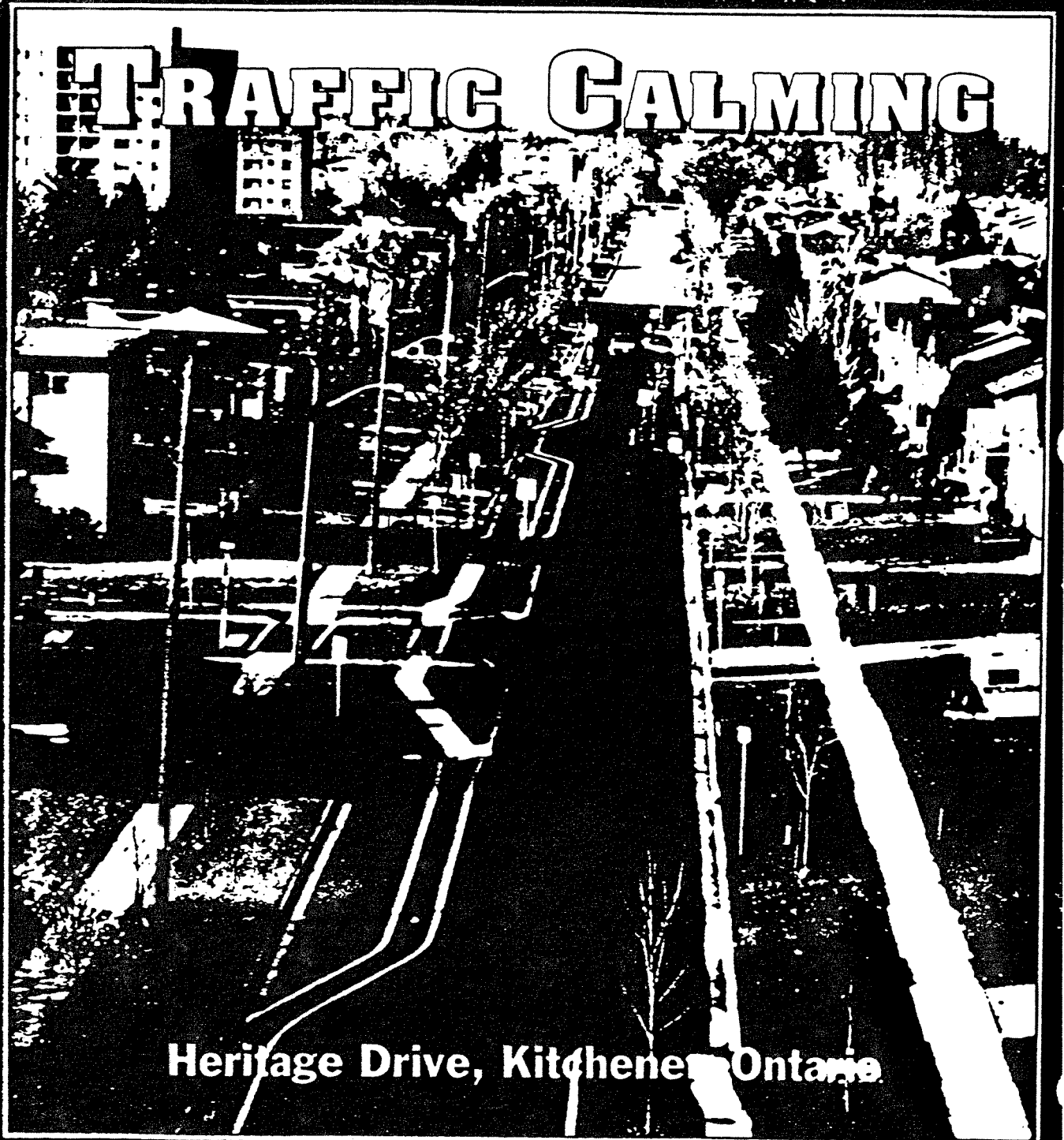


	TITLE			
	TRAFFIC CONTROL			
	STONEGATE DRIVE			
	SIZE	DATE:	City of Greater Sudbury	
		June 2001		
SCALE	N.T.S.	BY: A Bryant	1 of 1	

TRAFFIC CALMING

162

ONTARIO TRAFFIC



Heritage Drive, Kitchener, Ontario

KITCHENER'S EXPERIENCE

By: Richard Parent,
*Traffic Technician, City of Kitchener,
Traffic and Parking Division*

Heritage Drive has been a political focal point over the last twenty years. A Community Plan drafted in the early 70's by the City of Kitchener Planning Department proposed that Heritage Drive be cul-de-saced addressing residents' complaints of speeding vehicles and through traffic. In March 1993, Heritage Drive was temporarily closed for a set time of 1 year. This would allow not only the affected residents, but also the entire community and the Traffic Department to closely examine the full ramifications of the closure. However, additional roadways, changing traffic patterns and conflict-

ing viewpoints forced the reconsideration of the road closure.

In the summer of 1994, City Council voted that Heritage Drive remain open, with the condition that the Traffic and Parking Division implement traffic calming measures to address speeding and through traffic concerns raised by area residents.

BACKGROUND

Heritage Drive is a two lane minor collector roadway located in the Grand River Community. Lorraine Avenue to the east leg of Oakhurst Crescent is fronted with single family dwellings, the latter section of Heritage Drive east to Ottawa Street North is fronted with Rosenberg Park and the Grand River Recreation Complex on the north side, and Grand River Collegiate High School and Arena on the south side.

During the summer of 1994, staff of the Traffic and Parking Division researched various types of traffic calming measures used throughout North America. Staff agreed that the model selected must not only address the concerns of the area residents, but must also incorporate access for cyclists, parking for residents, and be aesthetically pleasing not only to passing motorists but also to the residents.

The traffic calming measures were to be implemented on Heritage Drive in two stages. Stage one, from Lorraine Avenue to the east leg of Oakhurst Crescent, would be completed in 1994, and stage two, from the east leg of Oakhurst Crescent to Ottawa Street North in 1995. This two stage operation would disperse costs and provide the Traffic and Parking Division with an opportunity to study the effects of the traffic calming measures in stage one prior to proceeding with stage two.

STAGE ONE

A node design was developed and integrated at the intersections of Indian Road and both legs of Oakhurst Crescent (see Figure 1). These nodes are simply an exten-

(Please turn to page 12)

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