



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, July 8, 2019
Tom Davies Square - Council Chamber

COUNCILLOR DEB MCINTOSH, CHAIR

Mark Signoretti, Vice-Chair

8:45 a.m. OPERATIONS COMMITTEE MEETING
COUNCIL CHAMBER

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DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

PRESENTATIONS

1. Report dated June 26, 2019 from the General Manager of Growth and Infrastructure regarding City of Greater Sudbury Comprehensive Sign By-law Review Update. **4 - 9**
(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)
 - Guido Mazza, Director of Building Services/Chief Building Official(This report provides an update on the revised CGS Sign By-law.)

2. Report dated June 17, 2019 from the General Manager of Growth and Infrastructure regarding Paris - Notre Dame Bikeway Design Update #1. **10 - 20**
(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)
 - Marisa Talarico, Active Transportation Coordinator(This report will provide the Committee with a summary of public consultation undertaken to date and outline how the comments received have shaped the design of the Paris-Notre Dame Bikeway to date. A preliminary design may also be shown to the Committee for their information.)

MEMBERS' MOTIONS

M-1. Green Development Initiative Incentives

As presented by Councillor McIntosh:

WHEREAS the City of Greater Sudbury recently approved development charge policies that not only support economic development, but also support a variety of other policy objectives that City Council believes are important for the City's successful growth;

AND WHEREAS the City of Greater Sudbury also recently declared a "Climate Emergency", signaling its intention to make action on climate change a strategic priority;

AND WHEREAS "green" development initiatives such as solar photovoltaic systems and certification processes like the Leadership in Energy and Environmental Design program (LEED), recognize that sustainability is a key feature of all buildings that can provide substantial community benefits and contribute to larger environmental goals,

THEREFORE BE IT RESOLVED that staff be directed to produce a report in the third quarter of 2019 describing steps required to introduce incentives, such as rebates equivalent to a portion of development charges paid, for green development initiatives for multi-residential and non-residential buildings based on one or more of the following:

1. Solar hot water system that provides for a minimum of 25% of the building's energy needs.
2. Transpired solar collectors that provides for a minimum of 10% of the building's energy needs.

3.Solar photovoltaic system that provides for a minimum of 5% of the building's energy needs.

4.Certification and registry with the Green Building Council of Canada as meeting current and applicable LEED certification requirements and/or its zero carbon standard.

CORRESPONDENCE FOR INFORMATION ONLY

- I-1. Report dated June 21, 2019 from the General Manager of Growth and Infrastructure regarding Update on the Construction & Demolition Material Recycling Area. **21 - 27**
(FOR INFORMATION ONLY)

(This report provides an update on the Construction and Demolition Material Recycling area located within the Sudbury landfill.)

- I-2. Report dated June 21, 2019 from the General Manager of Growth and Infrastructure regarding 2019 Road Safety Assessment. **28 - 40**
(FOR INFORMATION ONLY)

(This report presents collision statistics and trends for roadways in the City of Greater Sudbury and steps that have been to improve safety. In addition, the report will cover the analysis of the top 5 locations for potential safety improvement.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD

ADJOURNMENT

For Information Only

City of Greater Sudbury Comprehensive Sign By-law Review Update

Presented To: Operations Committee

Presented: Monday, Jul 08, 2019

Report Date: Wednesday, Jun 26, 2019

Type: Presentations

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

This report supports the “Quality of Life and Peace” and “Responsive, Fiscal Product, Open Governance” pillars of the Corporate Strategic Plan.

Report Summary

This report provides an update on the comprehensive review of the City of Greater Sudbury Sign By-law since its original passing by Council in 2007. The review included current state, analysis, stakeholder and public consultation as well as citizen survey results. Further it provides information on next steps.

Financial Implications

There are no financial implications associated with this report.

Signed By

Report Prepared By

Guido Mazza
Director of Building Services/Chief
Building Official
Digitally Signed Jun 26, 19

Division Review

Guido Mazza
Director of Building Services/Chief
Building Official
Digitally Signed Jun 26, 19

Financial Implications

Jim Lister
Manager of Financial Planning and
Budgeting
Digitally Signed Jun 26, 19

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Jun 26, 19

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 27, 19

Title: City of Greater Sudbury Sign By-law Review

Date: June 7, 2019

BACKGROUND

Historical

In 1978 the Region of Sudbury passed a sign by-law which regulated the erection of permanent signs and other advertising devices within the Region.

In 1988 the Region of Sudbury passed a new sign by-law which incorporated the previous regulations but also added new controls for the ever growing types and sizes of permanent signs.

Before amalgamation each of the seven area municipalities had zoning by-laws which governed type, size and location of signs on private property.

After amalgamation and further to a public input meeting, a Comprehensive Sign By-law 2007-250 was passed by Council which regulated portable signs and poster signs. In 2010 when the new Comprehensive Zoning By-law 2010-100Z removed permanent signage from the zoning by-laws, By-law 2010-221Z amended Sign By-law 2007-250 to include permanent sign provisions.

Issues with Sign By-law

The feedback from stakeholders prior to review identified a number of issues with the current sign by-law:

- Outdated causing need for numerous sign variance applications
- New technologies and types of signs not included in by-law
- Requires two permits, one for signs under the sign by-law and one for building permit under the Ontario Building Code
- No policy framework for signs in right-of-way
- CGS Tourism signage program does not allow for small farm and agriculture directional signage

Based on the above, a request from Council was made to undertake a review of the sign by-law. A request for proposal for a Comprehensive review of the current sign By-law 2007-250 was issued and Martin Rendl Associates were retained to undertake the review.

Scope of Review

The consultant as part of the Comprehensive Sign By-law review was to:

- 1) Review of current state utilizing background information provided by the staff Steering Committee including the current by-law and policies involving signage with City of Greater Sudbury.
- 2) Assess existing conditions and prepare a report which would evaluate existing conditions including various types of signage currently in use in the City of Greater Sudbury.
- 3) Identify best practices for municipalities of same size, including administration, enforcement, application process and user fees so as to provide approaches for regulating all sign types.
- 4) Undertake public and industry stakeholder consultation.

Consultation Process

An internal staff steering committee was formed to work with Martin Rendl Associates and included divisional representation from various departments within the City of Greater Sudbury.

Title: City of Greater Sudbury Sign By-law Review

Date: June 7, 2019

- By-law Enforcement
- Tourism and Culture
- Planning
- Roads and Transportation
- Leisure Services
- Earth Care Sudbury
- Building Services
- Economic Development

Staff helped to provide the consultant a current state analysis by providing the following from their divisional work with signage.

- Existing sign by-laws and policies
- Existing sign types regulated
- Current administrative and enforcement processes
- User fees
- Review of Committee of Adjustment variance decisions related to signage.

Public and Stakeholder Consultation

Martin Rendl Associates, with the assistance of City staff, embarked on an initial series of fact finding presentations and met with the following stakeholder groups:

- Local sign association members and sign companies
- Sudbury Chamber of Commerce – Municipal Advocacy Committee
- Downtown Sudbury BIA
- Greater Sudbury Food Policy Council
- Sudbury Real Estate Association
- Two public input sessions

As well, citizen surveys were undertaken by the City of Greater Sudbury's Corporate Communications section seeking citizen opinion on current sign standards and their priorities for improvements for a new sign by-law. Over a hundred people responded to the surveys and results were provided to the consultant.

Results of Current State Analysis/Stakeholder Feedback/Public Service

Martin Rendl provided an initial assessment and critique of the existing sign by-law.

Positive Aspects

- Sign By-law has a good overall structure
- Temporary sign regulations meet current industry best practice
- Generally few instances of roadside clutter as a result

Title: City of Greater Sudbury Sign By-law Review

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Negative Aspects

- By-law is outdated, shows its age and origins
- Lack of a consolidated single by-law
- Inconsistent and undefined terms
- Gaps filled by staff interpretations
- Current permanent sign regulations
 - Overly narrow range of permitted sign types
 - Standards often difficult to understand
 - Overly complex
 - Gaps in by-law created
 - Unnecessarily rigid application of standards
 - Reliance on high number of recurring sign variances

Goal of New Sign By-law

Based on the public and stakeholder feedback as well as consultant review our goal is to achieve appropriate community standards as follows:

- Signs that are appropriate in size and number and location to the type of activity or use to which they pertain.
- Signs which provide reasonable and appropriate means for public to locate and identify facilities, businesses and services without difficulty or confusion.
- Signs which are compatible with their surroundings
- Signs that protect and enhance the aesthetic qualities and visual character of the City of Greater Sudbury
- Signs which are consistent with the City of Greater Sudbury Planning, urban design and heritage objectives
- Signs which do not create a distraction or safety hazard for motorists and pedestrians
- Signs which minimize adverse impacts on nearby public or private property
- Signs which allow the public the right and freedom of expression while staying in proportion to the purposes and direction of the By-law
- Signs which are structurally sound and safe to withstand appropriate climate loading

Next Steps

Martin Rendl has recently (May 28th/29th, 2019) undertaken a second series of public and stakeholder meetings to provide the results of his current state analysis with suggested modifications and upgrades to be brought forward for City Council's consideration for a new draft regulatory framework around signage in the City of Greater Sudbury including:

- By-law format

The existing structure and organization of Sign By-law 2007-250 adheres to the drafting norms and best practice for municipal sign by-laws in general but is dated. Sign types allowed are based on zoning by-laws districts which follow best practice.

Title: City of Greater Sudbury Sign By-law Review

Date: June 7, 2019

However, new sign by-laws should address the following shortfalls in current by-law:

- Consistency in the terms used
 - Clear definition for key terms within it
 - Update regulation to address post 2007 signage trends including electronic and digital displays in signs.
- Types of signs regulated

The current sign by-law provisions for temporary signs are generally appropriate and consistent with best municipal practice.

The provisions for permanent signs are the greatest weakness in the current sign by-law and some are as follows:

- Too narrow a range of permitted sign types
 - Difficult to understand standards
 - Overly complex provisions that impede understanding by users
 - Failure of sign by-laws to recognize common sign types associated with modern development resulting in a high reliance on minor variance applications to fill by-law gaps.
- Sign standards

Appropriate best practice sign standards for size and location for all permanent signs including wall signs, canopy and awning signs, projecting signs, ground signs and billboard signs will be provided for Council consideration.

- Aesthetic and safety consideration

The sign by-law will review current regulations and provide Council best practice standards to ensure that for various sign types their size, location and illumination will be consistent with the municipality's Planning and Community Design Policies. This shall ensure signage that is appropriate and suitable for their role and context so as to reinforce the physical character of their surroundings and maintain visual quality.

The recommendations will ensure signage does not create or conflict with other signs, specifically signs located adjacent to public road allowance.

- Approval processes

Martin Rendl has reviewed the current administration and approvals processes related to signage within the City of Greater Sudbury including permits, variances and fees. This review was for all types of signs, portable, permanent and tourism signs as well as signs in public road allowances to offer recommendations on governance as well as process improvements for Council's consideration.

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- **Enforcement**

Enforcement provisions for signs has also been reviewed for best practice recommendations to be provided to Council. Again this involved all sign types, however specific attention was provided to poster signs on City right-of-ways, based on citizen input.

- **Signs located on public road allowance**

The current state review has identified the need for clarity on how the City of Greater Sudbury manages signs in the public road allowance involving traffic control signs, tourism as well as agricultural directional signs. Signage on public road allowance within business improvement areas was also specifically reviewed.

Council will be provided recommendations on governance as well as appropriate frame work for managing non-traffic control signs in the road allowance.

The consultant was provided further feedback at these second stakeholder sessions including two public open houses, which he will further refine for presentation to City Council on September 24th, 2019 for Council's consideration and direction including a new draft by-law.

Resources Cited

Report Presented to [Policy Committee May 19, 2010](#)

Report Presented to [Policy Committee July 14, 2010](#)

Report Presented to [Policy Committee June 22, 2011](#)

Presented To:	Operations Committee
Presented:	Monday, Jul 08, 2019
Report Date	Monday, Jun 17, 2019
Type:	Presentations

For Information Only

Paris - Notre Dame Bikeway Design Update #1

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

Implementing recommendations of the Transportation Master Plan (TMP) by building new cycling infrastructure and developing new policies, programs and initiatives, supports the achievement of priorities under the Sustainable Infrastructure pillar of the Strategic Plan. Providing quality multimodal transportation options to connect neighbourhoods and communities within Greater Sudbury will also assist in promoting a quality of life that attracts and retains youth and professionals in our community.

Report Summary

This report will provide the Committee with a summary of public consultation undertaken to date and outline how the comments received have shaped the design of the Paris-Notre Dame Bikeway to date. A preliminary design may also be shown to the Committee for their information.

Financial Implications

On December 4, 2017, the City of Greater Sudbury received confirmation of provincial funding in the amount of \$1,122,543 from the Ontario Municipal Commuter Cycling Program towards the implementation of approved, eligible cycling infrastructure projects. Under the OMCC program requirements, the City has put forth a municipal contribution of \$224,509, from the approved 2018 Cycling Infrastructure Capital Budget, towards the delivery of eligible projects.

In September 2018, a consultant was competitively retained to complete the design at a cost of approximately \$450,000 to be funded 80% from the OMCC funding and 20% from municipal contributions,

Signed By

Report Prepared By

Marisa Talarico
Active Transportation Coordinator
Digitally Signed Jun 17, 19

Manager Review

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Jun 17, 19

Division Review

Stephen Holmes
Director of Infrastructure Capital
Planning
Digitally Signed Jun 17, 19

Financial Implications

Jim Lister
Manager of Financial Planning and
Budgeting
Digitally Signed Jun 20, 19

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Jun 20, 19

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 27, 19

previously included within the 2018 Capital Budget.

Paris-Notre Dame Bikeway Design Update

Background:

The Paris-Notre Dame Bikeway ('Bikeway') is planned to be a physically separated cycling facility on Paris Street and Notre Dame Avenue that will act as a spine to connect the City's cycling network from Regent Street in the south to Turner Avenue in the north end.

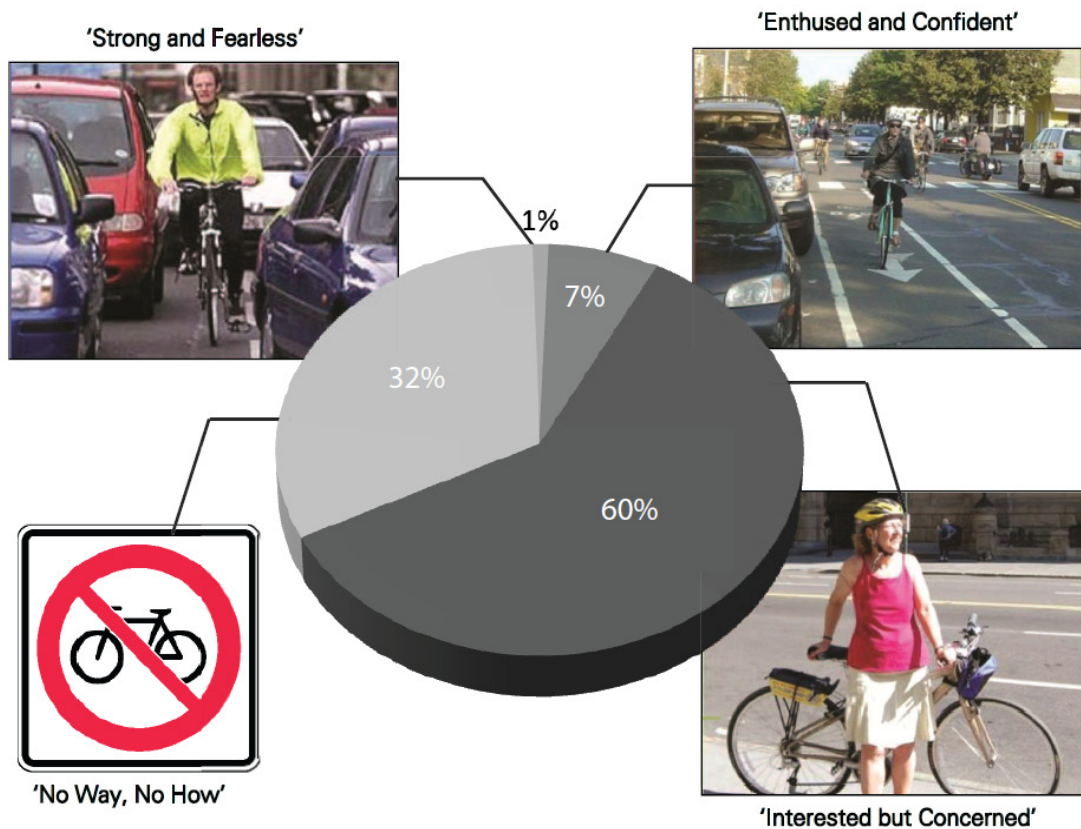
Paris Street and Notre Dame Avenue are primary arterial roads with average annual daily traffic volumes in excess of 26,000 to 32,000 vehicles. Both streets have sidewalks on both sides of the corridor, with the exception of the east side of Notre Dame Ave between Louis Street and Leslie Street, and cycling infrastructure is limited to the first segment of the Bikeway that was completed in 2017 between York Street to Walford Road.

The design of the remainder of the 9 km project is currently being completed in two phases. The South Phase extends from Walford Road to Regent Street while the North Phase focuses on the segment from York Street to Turner Avenue (Figure 1).



Figure 1. Paris – Notre Dame Bikeway project limits.

A key opportunity and measure of success for this project will be its ability to transition residents from travelling in single occupant vehicles to choosing to cycle for transportation. To successfully achieve this mode shift, the Bikeway project is being designed to appeal to the significant proportion (60%) of the population that is “interested by concerned” (Figure 2). This group of individuals is generally not comfortable riding in mixed traffic or on roads that do not have physically-separated cycling infrastructure due to perceived risks to personal safety.



Source: ALTA Planning & Design, 2010 - Based on information from the City of Portland, Oregon, 2010

Figure 2. The four different types of cyclists.

Strategic Significance of the Paris-Notre Dame Bikeway:

The Bikeway has the potential to support and encourage the transformation of the Paris Street and Notre Dame Avenue corridors into more vibrant, connected and equitable streets that improve quality of life for all Greater Sudbury residents. Due to its central location, running directly through the core of the city centre, and connecting some of the largest employers, post-secondary institutions and dense residential areas in Greater Sudbury, the communities situated along the Bikeway are

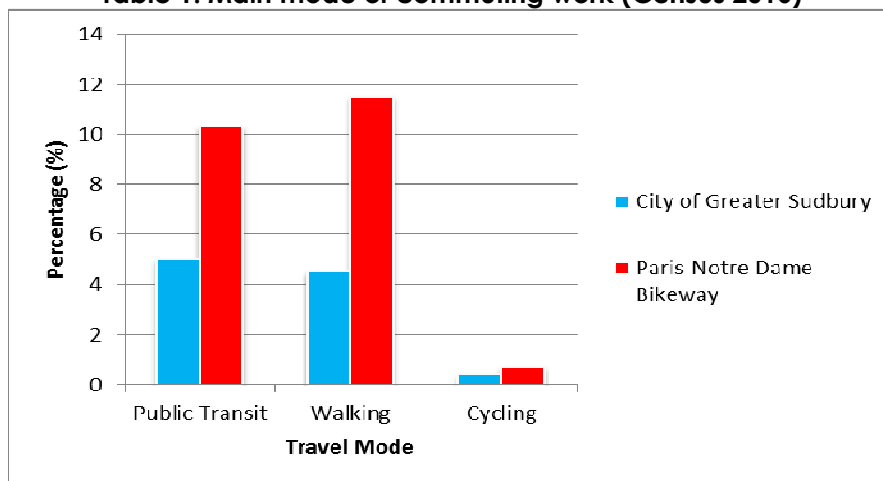
diverse. The following presents a demographic profile of the Paris Street and Notre Dame Avenue corridors.

Nearly 13% of the City's population, or 21,000 people, live either directly on or adjacent to the Bikeway (Census 2016). In addition, a higher proportion of these individuals are between 20 and 29 years of age when compared to the rest of the City of Greater Sudbury, indicating that many of the City's young adult population are choosing to locate on the corridor. According to recent research, this population is also more likely than previous generations to not have a driver's license or access to a private vehicle and is generally more interested in pursuing sustainable travel modes such as walking, cycling and using public transit.

In Greater Sudbury, the median household income is approximately \$71,000, whereas along the Bikeway, the median household income is 36% less at approximately \$46,000 (Census 2016). Understanding that income is often considered to be a barrier to accessing a vehicle or public transit for some individuals and families, this may indicate that a higher proportion of residents situated along the corridor may choose to cycle or walk as their primary modes of transportation.

According to Census 2016 data, residents who live on or adjacent to Paris Street and Notre Dame Avenue are already more than twice as likely to use public transit, cycling or walking as their main mode of commuting to employment compared to the general Greater Sudbury population (Census 2016, Table 1). Providing safe, equitable space for all residents in Greater Sudbury, regardless of chosen travel mode will contribute positively to creating a healthier community.

Table 1: Main mode of commuting work (Census 2016)



When examining employment data for the corridor, two distinct trends emerge. There is a slightly higher percentage of the population who works in the retail, accommodation and food services sectors than throughout the rest of the City. Also, there are a higher proportion of individuals who work in professional, scientific and technical services, in addition to health care and social service professions (Census 2016).

When completed, the Bikeway will likely play a significant role in increasing the modal split for people who bike in Greater Sudbury and may also contribute to improving the attractiveness of the community as a place to invest, visit as a tourist or to relocate. In addition, having available walking, cycling and public transit infrastructure is becoming a growing factor in being able to attract and retain a diverse, talented and skilled workforce.

In addition, it is well understood that passenger transportation-related emissions account for the most significant proportion of greenhouse gas emissions in Ontario (<https://www.ontario.ca/page/ontarios-climate-change-update-2014#section-4>). In line with recent Council direction for the Draft 2019-2027 Strategic Plan, the implementation of the Paris – Notre Dame Bikeway will contribute to the achievement of the strategic objective of ‘Climate Change’. The Bikeway will provide a viable alternative for residents to choose to cycle for transportation, which may lead to increased mitigation of the impacts of climate change locally.

Summary of Project Consultation Efforts:

Internal Consultation

The project team overseeing the day-to-day progress of the Bikeway includes a team of engineers and designers from the project consultant, as well as a project manager from Engineering Services and subject matter experts from Infrastructure Capital Planning Services.

To ensure alignment with other strategically important projects across the organization, a collaborative staff Working Group has also been assembled and has been meeting at regular intervals. This Working Group includes City staff from Leisure Services, Transit, Housing Services, Engineering Services, Linear Infrastructure Services and Infrastructure Capital Planning Services. This team has been meeting at critical times in the project to ensure all City-related interests in the corridor are represented and considered as the project design progresses.

External Consultation

As this project will significantly affect the public realm on the Paris-Notre Dame corridor, receiving ideas and feedback from the public has been an important component of guiding and informing the preferred engineering design of this cycling facility. To help achieve diverse and meaningful engagement, two rounds of public engagement for the project were planned and carried out.

Round 1 Public Consultation – November 2018

The first round of public consultation for the Paris-Notre Dame Bikeway project took place in fall 2018 with a stakeholder meeting, drop-in public consultation session and opportunity to provide input online using the Over to You online engagement platform. This round of consultation focused primarily on the South Phase of the project and gathering residents' input on what type of cycling facility they wanted to see in the corridor.

Stakeholder Meeting

The first community stakeholder session took place on November 20, 2018 where representatives from the project team presented the overall study process, opportunities and constraints, design objectives and examples of potential design alternatives. Participants were further provided with a virtual tour of the corridor and given the opportunity to offer input into the design of the facility. Approximately 15 stakeholders, including representatives from various advocacy groups, local businesses, not-for-profit organizations and service agencies, significant employers and members of Council, participated in the meeting.

Public Consultation Session

The Public Consultation Session, held on November 20, 2018 at Science North, was attended by more than 50 residents and interested members of the public. Similar information to the Stakeholder Meeting was presented and residents were provided an opportunity to help shape the design of the cycling facility in the South Phase of the corridor.

Over to You

As part of the consultation efforts for the Paris-Notre Dame Bikeway, an online survey and interactive map were made available for a period of

three weeks on the City's Over to You platform. More than 20 additional residents provided input on the design of the South Phase of the project.

What we heard during Phase 1:

Overall, the project team received more than 170 comments from all sources, the trends of which are summarized here (Figure 2):

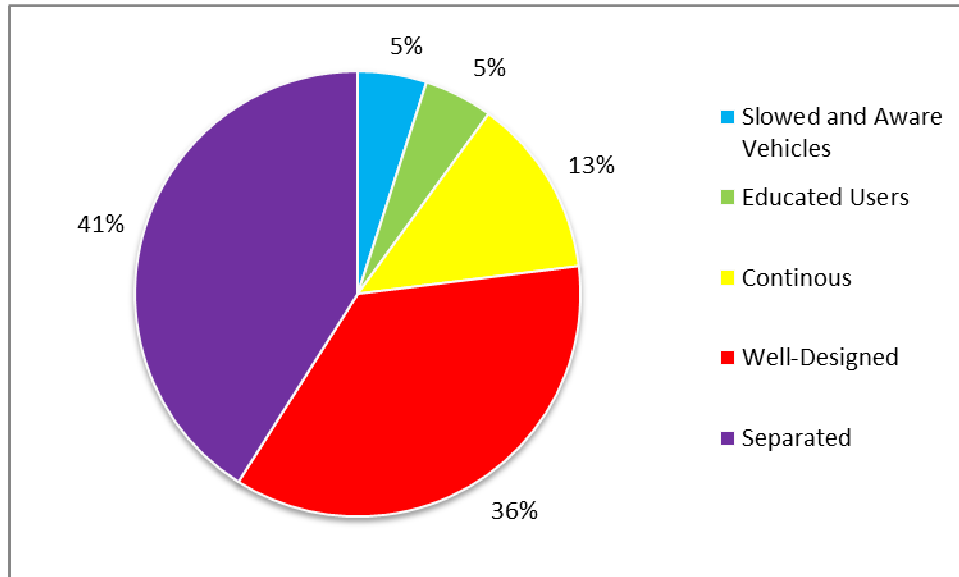


Figure 2. Public feedback on Design Objectives from Round 1 Public Consultation

1. **Separated (41%):** Feedback in this category relates to the grade or other physical separation of the bikeway. The most frequent comment received from residents was for the bikeway to be separated from other traffic modes.
2. **Well-designed (36%):** Comments included in this category relate to the pavement condition, signage, intersection treatment or landscaping along the route
3. **Continuous (13%):** Residents expressed that the bikeway should be connected to other cycling infrastructure throughout the City
4. **Comfortable to Use:**
 - a. **Slowed and Aware Vehicles (5%):** Changing vehicle behaviour through infrastructure interventions (such as traffic calming)

b. **Educated Users (5%):** Changing driver or cyclist behaviour through education and programming

For the full Round One Consultation Summary, visit:

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/cycling/cycling-infrastructure-projects/>

Round 2 Public Consultation – May 2019

The second round of public consultation for the Paris-Notre Dame Bikeway project took place in spring 2019 with an additional stakeholder meeting, drop-in public consultation session and opportunity to provide input online using the Over to You online engagement platform. The latest round of consultation presented a summary of what was heard during the previous round of consultation, presented conceptual renderings of the South Phase of the project and gathered input on design priorities for the North Phase of the Paris-Notre Dame Bikeway.

Stakeholder Meeting

The second community stakeholder session took place on May 15, 2019 at Tom Davies Square, where representatives from the project team presented the updated study process and schedule, opportunities and constraints, and proposed designs of both the North and South Phases. Participants were further provided with roll plans of the corridor and given the opportunity to offer input into the design of the facility using sticky notes. Approximately 10 stakeholders, including representatives from various advocacy groups, not-for-profit organizations and service agencies, significant employers, post-secondary institutions and members of Council, participated in the meeting.

Public Consultation Session

The second Public Consultation Session, held on May 15, 2019 at St. Mary's Catholic Ukrainian Church on Notre Dame Avenue, was attended by over 30 interested members of the public. Similar information to the Stakeholder Meeting earlier in the day was presented and residents were provided an opportunity to review the proposed design of the cycling facility in the South Phase of the corridor and to provide input on the design of the North Phase.

Over to You

To provide an additional opportunity for residents to provide input outside of the Public Consultation Session, an online survey and interactive map were again made available for a period of one month on City's Over to You platform.

What we heard during Phase 2:

Generally, the project team received fewer comments from all sources during this phase of public consultation, the trends of which are summarized here (Figure 3):

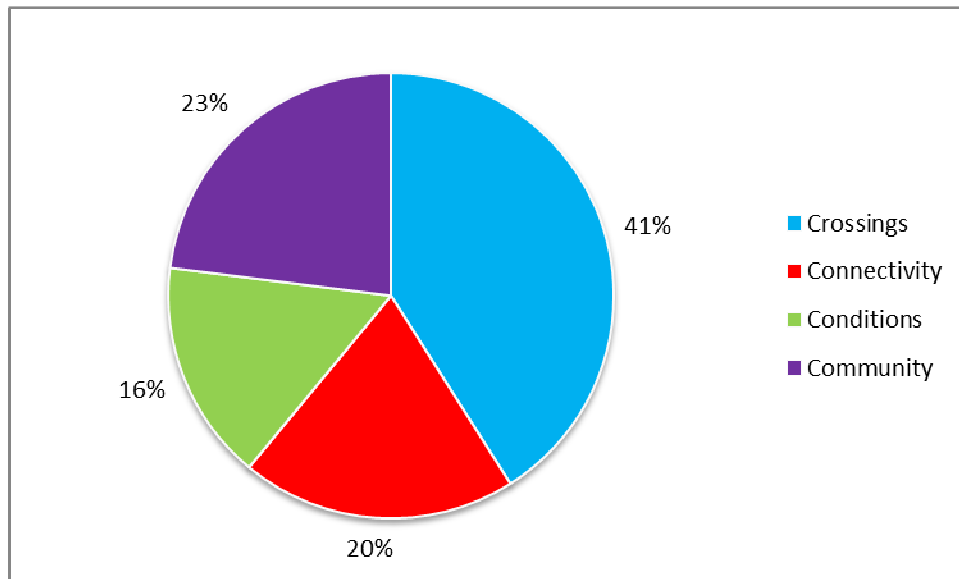


Figure 3. Public feedback by category from Round 2 Public Consultation

1. **Crossings (41%):** Comments included in this category focused on safety and/or comfort of cyclists at intersections and midblock crossings, including the need for more crossings throughout the corridor
2. **Community (23%):** Any comments related to the surrounding land uses, streetscaping, traffic calming, or road-user education were grouped into this category
3. **Connectivity (20%):** Comments regarded connectivity of the bikeway to surrounding features, including to the growing cycling and trail networks, transit service and surrounding community amenities and destinations

4. **Conditions (16%):** Feedback received in this category including comments related to poor existing conditions along the bikeway, and the lack of right-of-way to accommodate a comfortable cycling facility

For the full Round Two Consultation Summary, visit:

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/cycling/cycling-infrastructure-projects/>

Current Status and Next Steps:

Design work on the Paris – Notre Dame Bikeway continues to progress, incorporating the feedback received from both rounds of consultation. The design of South Phase of the project is anticipated to be completed in Fall 2019, while the design of the North Phase of the Bikeway is planned to be completed by the end of 2019.

A report presenting the final design of the Paris – Notre Dame Bikeway will be brought before the Operations Committee in the first quarter of 2020. Part of this forthcoming report will present options to move forward with the construction of a segment of the Bikeway using the remaining funds from the Ontario Municipal Commuter Cycling (OMCC) Fund, which is required to be completed by December 2020.

At a later date in 2020, staff will bring forward an additional report to the Operations Committee presenting an implementation and funding strategy for the Bikeway.

For Information Only

Update on the Construction & Demolition Material Recycling Area

Presented To: Operations Committee

Presented: Monday, Jul 08, 2019

Report Date: Friday, Jun 21, 2019

Type: Correspondence for Information Only

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

This report provides an update on the Construction and Demolition Material Recycling Site located within the Sudbury landfill.

It also provides current services levels and the process for recommending enhanced service levels for construction and demolition waste.

Financial Implications

There are no financial implications associated with this report. Future expansion of the Construction and Demolition Processing program will be presented as a business case in future years budgets.

Signed By

Report Prepared By

Aziz Rehman
Manager of Waste Processing & Disposal Services
Digitally Signed Jun 21, 19

Division Review

Chantal Mathieu
Director of Environmental Services
Digitally Signed Jun 21, 19

Financial Implications

Jim Lister
Manager of Financial Planning and Budgeting
Digitally Signed Jun 21, 19

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jun 21, 19

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 25, 19

Introduction

The purpose of this report is to provide the Committee with an update on the development of an alternate site for processing construction & demolition waste at the Sudbury Landfill.

According to Statistics Canada data, construction and demolition waste accounts for approximately 12% of all solid waste generated in Canada. In Greater Sudbury, handling and processing a large portion of this waste category has helped reduce the consumption of landfill space and is expected to extend landfill life by three years. This is a key goal in the management of solid waste.

Current Operation

The majority of construction & demolition waste delivered separately to the Sudbury Landfill has been and continues to be stockpiled and handled within the waste disposal footprint. The waste disposal footprint is the only area within a landfill site that can ultimately be used to bury garbage. Refer to Appendix A for additional details.

At the Sudbury Landfill, areas within the waste disposal footprint are also used to process organic waste, stockpile and process major categories of construction & demolition waste, stockpile cover material and store landfill equipment and supplies.



Sudbury Landfill: Partial view of the waste disposal footprint.

Future Operation

At the Sudbury Landfill, non-disposal activities such as the handling of construction & demolition waste and the processing of organic waste will need to be relocated away from the waste disposal footprint.

The first process to be relocated will be the handling and processing of construction and demolition waste. A new area to deal with this waste has been developed within the site and will be operational in mid 2021 under the next operational contract.

The handling and processing of organic waste will be the next major project. Staff is currently reviewing options for processing organic waste and will report back to Committee later this year with processing options.

New Construction & Demolition Material Recycling Area

A new and dedicated area has been developed to handle and process construction and demolition materials. The area is located within the buffer zone of the Sudbury Landfill, west of the small vehicle drop-off and south of the waste disposal footprint.



Sudbury Landfill: New Construction & Demolition Material Recycling Area

Work on the new area was staged and included:

- Clearing and grubbing of the area
- Construction of a two lane access road
- Perimeter ditching, check dams, interlocking concrete bunkers and a shelter
- Construction of a single lane alternate emergency access road
- Installation of signs

Staff also submitted an application to amend the site's environmental compliance approval for the new handling and processing area. The amendment included permission to process construction and demolition waste at this new location, including the ability to process additional waste categories. The new area is now licensed to handle and process paper, cardboard, carpeting, plastic materials, inert granular materials, non-wooden flooring; scrap steel, mixed and specialty metals; drywall; non-recyclable glass; asphalt roofing; concrete, brick & block; ceramic fixtures; clean & other wood waste and mixed construction & demolition waste.

Although the City's license to accept and process the numerous categories of construction & demolition waste was approved by the Province, current service levels for the processing of this waste is listed in Appendix B. Items not listed in the chart are immediately buried upon receipt, with the exception of reusable items pulled from mixed loads by the landfill operator and sold on-site at the Reuse Store (e.g. doors, windows, cabinets etc.).

Expanding the Construction & Demolition Material Recycling Program

The City's current approved service levels process the most significant categories of segregated construction and demolition waste with the exception of sheetrock/drywall/plasterboard, dedicated loads of asphalt roofing shingles and mixed construction & demolition loads. This is based on a 2010 waste audit (refer to Appendix C) conducted on 12 inbound mixed construction & demolition loads. Although the audit was completed 9 years ago, staff considers the results current and representative of today's waste stream.






Staff will continue to monitor and evaluate the possibilities of expanding the program, especially for areas that will significantly conserve landfill space. These evaluations typically follows successful pilot projects, confirmation of sustainable end-markets, viable alternative end uses and/or the establishment of new producer funded programs. If these conditions develop, staff will be prepare a report, including a business case for the Committee's consideration.

Appendix A
Aerial View of the Sudbury Landfill



Appendix B

Current Approved Service Levels for Construction/Demolition Waste

<p>Concrete, Brick & Block</p> 	<p>The material is stockpiled within the waste disposal footprint. The material is ground once per year or used as is for substitute granular materials.</p>	<p>Processing fee for this category of waste delivered without other garbage is \$43 per tonne.</p>
<p>Other Wood Waste</p> 	<p>The material is stockpiled within the waste disposal footprint. The material is ground four times per year and mixed with cover material as an alternate daily cover or applied on temporary internal access roads during inclement weather.</p>	<p>Processing fee for this category of waste delivered without other garbage is \$43 per tonne.</p>
<p>Clean Wood Waste</p> 	<p>The material is stockpiled on the Leaf & Yard Pad. The material is ground regularly and shipped to Vale. Vale blends the material with other organic waste materials and uses the blended mix to reclaim tailings.</p>	<p>Processing fee for this category of waste delivered without other garbage is at no charge.</p>
<p>Scrap Metal</p> 	<p>Scrap metal is placed in containers and regularly shipped off site to scrap yards/end-markets for recycling.</p>	<p>Processing fee for this category of waste delivered without other garbage is at no charge.</p> <p>Processing fee for this category of waste delivered with garbage is \$155 per tonne.</p>
<p>Cardboard and Paper</p> 	<p>Cardboard and paper are placed in containers at the small vehicle drop off. This material is then shipped to the Recycling Centre for further processing.</p>	<p>Processing fee for this category of waste delivered without other garbage is at no charge.</p> <p>Processing fee for this category of waste delivered with garbage is \$233 per tonne.</p>

Appendix C

Construction & Demolition Waste Audit

C&D Landfilled Waste Stream	Average Composition (by weight)
Recyclable Paper/Packaging *	1.83%
Recyclable Plastics *	0.54%
Recyclable Metals *	0.03%
Recyclable Glass *	0.07%
HSW	0.19%
Compostable Organics/Paper *	0.82%
Leaf & Yard Waste *	1.67%
Electronics *	0.35%
Tires *	0.00%
Carpeting, Underlay	1.05%
Vinyl flooring, Linoleum and Tiles	0.25%
Sheetrock, Drywall, Plasterboard, etc. (mostly treated)	6.15%
Concrete, Brick & Block *	12.66%
Asphalt Roofing (often delivered in segregated loads)	0.78%
Plastic pipes and fittings	0.02%
Insulation	1.24%
Wiring, fixtures, etc.	0.12%
Non-metal sinks, toilets, etc.	1.36%
Scrap Metal *	3.37%
Window and door glass	1.13%
Pallets, Lumber *	12.06%
Doors, Cabinets, Painted Lumber, etc. *	17.16%
All other wood waste	4.10%
Rock, stones, sand, clay, other fines (certain items can be reused internally)	13.54%
Other Waste Not Currently Divertible	19.51%
Total All	100.00%

* reused/recycled if segregated

The samples were taken from mixed loads of construction and demolition waste and not from dedicated loads of one type of waste material (e.g. wood, concrete, asphalt roofing etc.). The City does receive segregated loads of asphalt roofing and that type of waste is not adequately represented in the above table.

For Information Only

2019 Road Safety Assessment

Presented To: Operations Committee

Presented: Monday, Jul 08, 2019

Report Date: Friday, Jun 21, 2019

Type: Correspondence for
Information Only

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

This report presents collision statistics and trends for roadways in the City of Greater Sudbury and outlines steps that have been taken to improve road safety for all users. In addition, the report provides an update on the status of the network screening program.

Financial Implications

The review of previously identified locations for potential safety improvements was completed within existing approved budgets and staff complement. Any additional funding required to implement identified countermeasures will be included as part of the 2020 Road Safety budget item for capital budget prioritization.

Signed By

Report Prepared By

Ryan Purdy
Traffic and Transportation Engineering
Analyst
Digitally Signed Jun 21, 19

Manager Review

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Jun 21, 19

Division Review

Stephen Holmes
Director of Infrastructure Capital
Planning
Digitally Signed Jun 21, 19

Financial Implications

Jim Lister
Manager of Financial Planning and
Budgeting
Digitally Signed Jun 24, 19

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Jun 24, 19

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 27, 19

2019 Road Safety Assessment

Resolutions:

For information only.

Relationship to the Strategic Plan:

This report refers to operational matters.

Report Summary:

This report presents collision statistics and trends for roadways in the City of Greater Sudbury and outlines steps that have been taken to improve road safety for all users. In addition, the report provides an update on the status of the network screening program.

Financial Implications:

The review of previously identified locations for potential safety improvements was completed within existing approved budgets and staff complement. Any additional funding required to implement identified countermeasures will be included as part of the 2020 Road Safety budget item.

Background:

The Transportation and Innovation Services section is responsible for the safe and efficient movement of people and goods on the City of Greater Sudbury's transportation network. Road jurisdictions have found that the most successful way to improving road safety is through the 3 Es; Engineering, Enforcement and Education. Over the last number of years, the City of Greater Sudbury has implemented a variety of initiatives to improve safety for cyclists, pedestrians and motorists.

In 2018, staff presented the first [Road Safety Assessment](#) of all roads under the jurisdiction of the City of Greater Sudbury and outlined a network screening process. The 2019 Road Safety Assessment will focus on the following areas:

- 1) Provide collision statistics and trends over the past 5 years.
- 2) Identify improvements that have been undertaken to enhance safety for road users.
- 3) Present countermeasures to improve safety for the top five locations outlined in the 2018 Road Safety Assessment.
- 4) Outline planned safety improvements for the next five locations.
- 5) Identify next steps in the network screening process.

1) Collision Statistics and Trends

The City of Greater Sudbury receives copies of collision reports from Greater Sudbury Police Services. These reports are received on a regular basis and data entry is completed to enter the records into the City's database. It is not unusual for the City to receive a copy of a report 3 to 6 months after a collision has occurred. As such, the statistics provided below represent the data the City has available as of June 2019 and these statistics will be updated as more reports are received by the City. In addition, the statistics below do not include collisions which have occurred in parking lots or on off road trails.

In 2018 there were a total of 1,847 reported collisions on roadways in the City of Greater Sudbury. Figure 1 illustrates the breakdown of collisions by the classification of the collision.

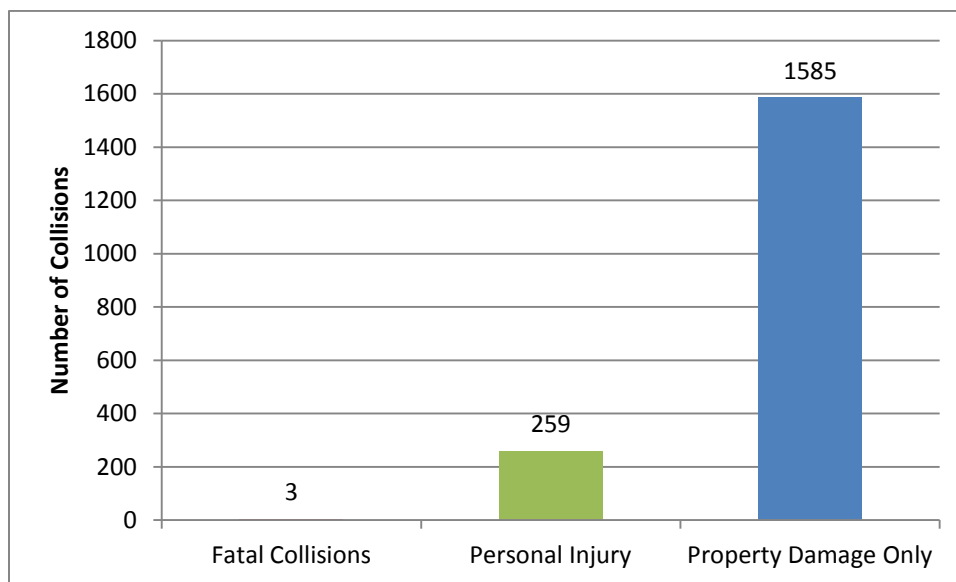


Figure 1: 2018 Collisions by Classification

When looking at a five year trend from 2014 to 2018, the total number of collisions has decreased (Figure 2). In addition the total number of fatal and injury collisions as a percentage of total collisions has declined.

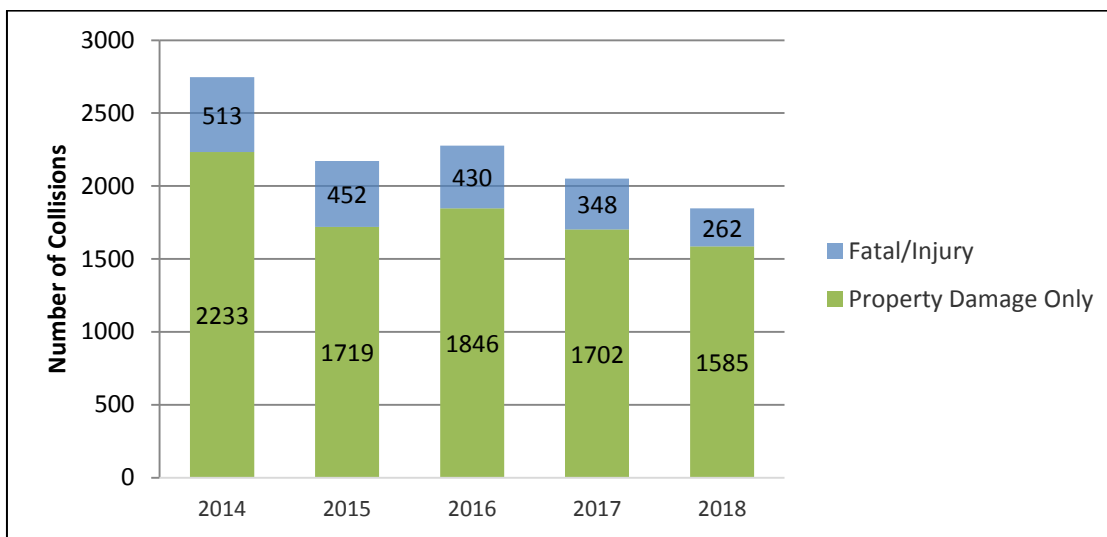


Figure 2: 2014-2018 Total Collisions by Classification

Total collisions per month from 2014 to 2018 shows an above average number of collisions during the winter months while spring and summer months are below average (Figure 3).

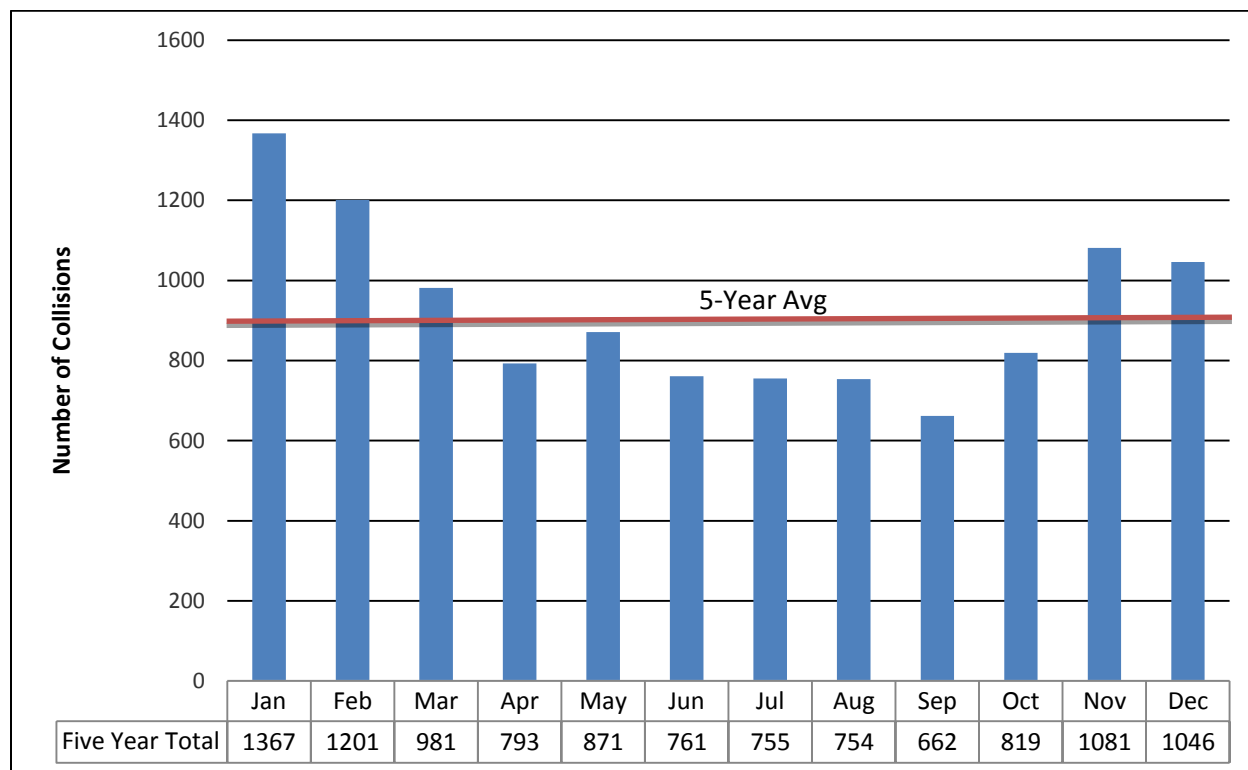


Figure 3: 2014-2018 Total Collisions by Month

Over a five year period, the number of collisions taking place during weekdays exceeds those on the weekend, with Friday experiencing the most collisions overall (Figure 4).

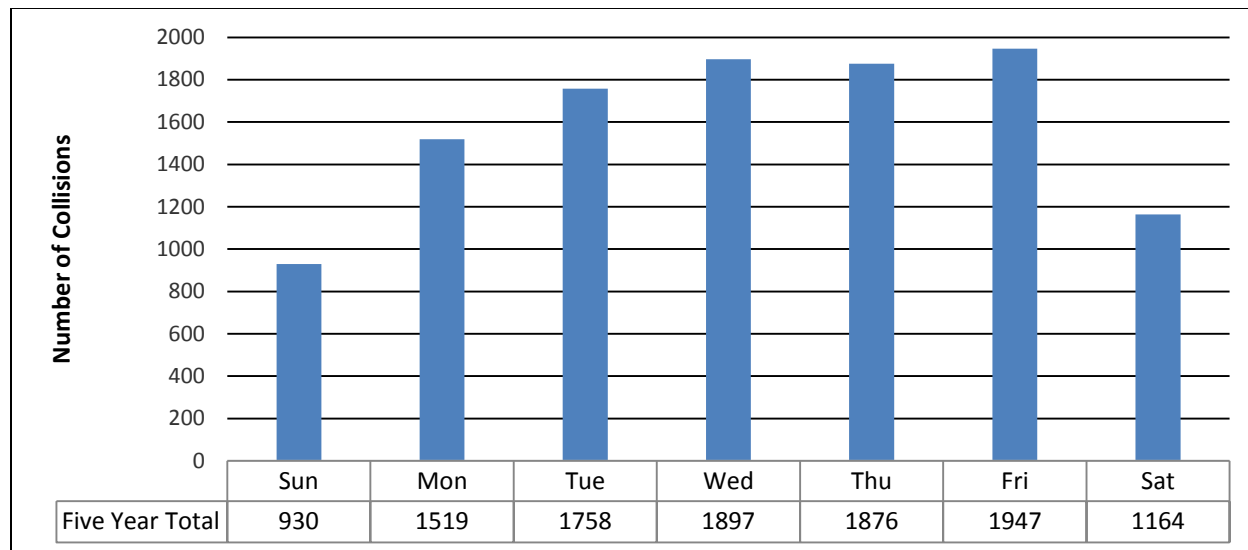


Figure 4: 2014-2018 Collisions by Day of the Week

The number of collisions by house of the day shows that there are an increased number of collisions during the tail end of the typical Greater Sudbury morning rush hour (9 AM to 10 AM) and throughout the afternoon rush hours from 3:00 pm to 7:00 pm (Figure 5).

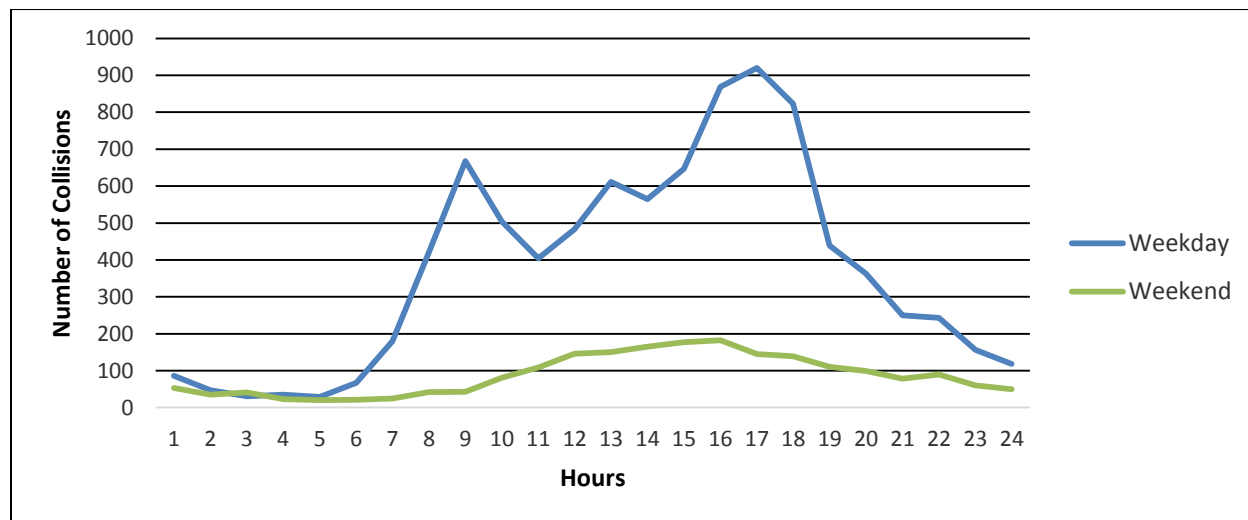


Figure 5: Collisions by Hour of the Day

The number of collisions by road classification highlights that the majority of serious collisions occur on arterial roads, which are typically higher volume, higher speed roads than collector or local roads (Figure 6).

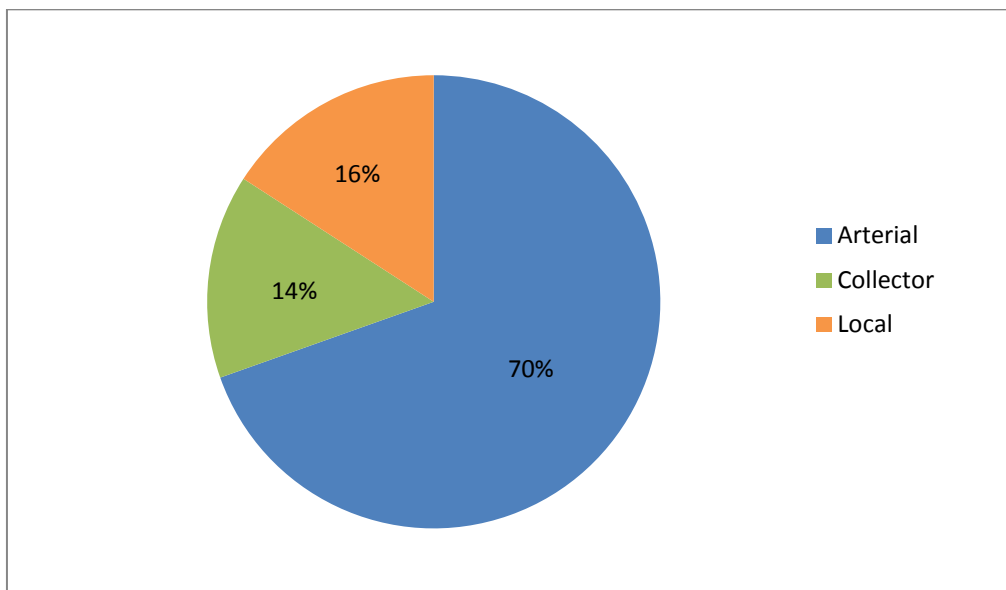


Figure 6: Collisions by Road Classification Type

Over 80% of collisions in Greater Sudbury occur on roadways where the posted speed limit is 50 km/h or 60 km/h (Figure 7).

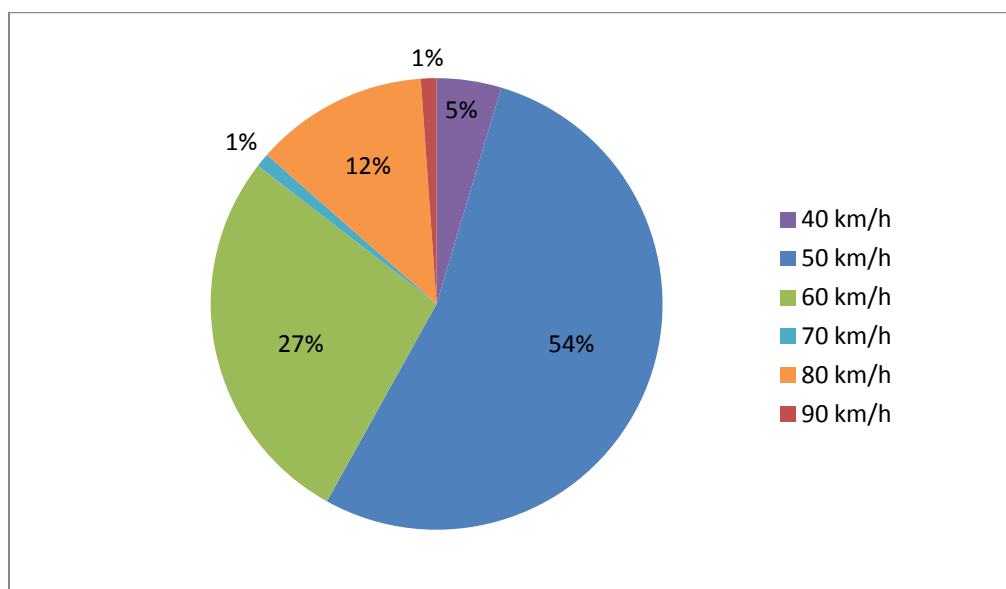


Figure 7: 2014-2018 Collisions by Posted Speed Limit

The numbers remain consistent for fatal and injury collisions by posted speed limit with 72% of collisions occurring when the speed limit is 50 km/h or 60 km/h (Figure 8). It should be noted that a higher proportion of fatal and injury collisions are occurring on roads with a speed limit of 80 km/h when compared to the total number of collisions by speed limit.

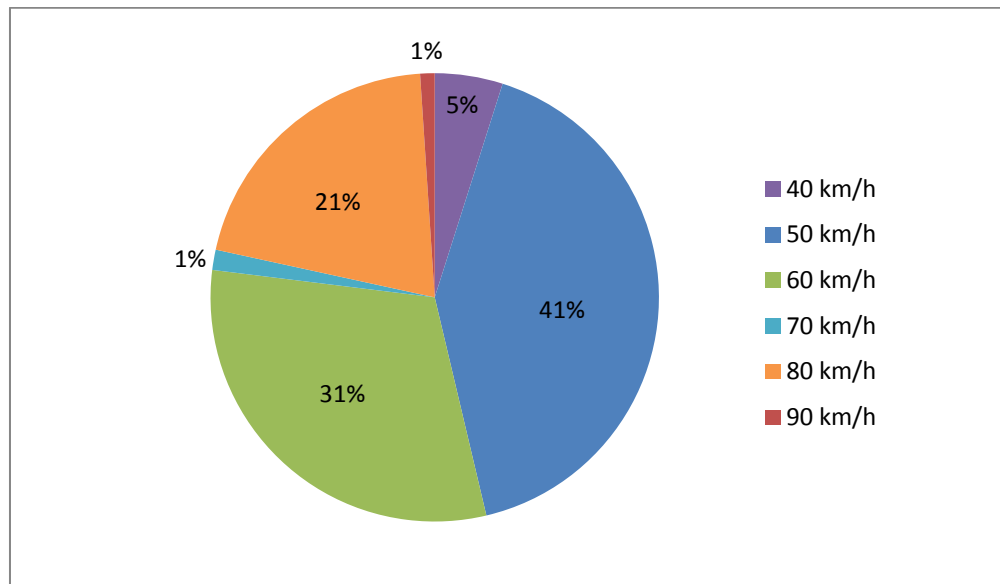


Figure 8: 2014-2018 Fatal/Injury Collisions by Posted Speed Limit

2) Improvements for Road Users

Policies

In July 2018, City Council approved a Complete Streets Policy for the City of Greater Sudbury. This policy will guide current and future transportation infrastructure planning and delivery to ensure citizens of all ages and abilities, using all modes of transportation, are best accommodated during the planning, design, construction and maintenance of City infrastructure.

The Complete Streets Policy report, originally presented to the Operations Committee on June 18, 2018 may be accessed at

<https://agendasonline.greatersudbury.ca/?pg=agenda&action=navigator&lang=en&id=1256&itemid=14595>

Pedestrians

The pedestrian crossover program continues to be expanded. By the end of 2019 there will be 46 pedestrian crossovers installed throughout the community including two new

crossovers at Westmount Avenue and William Street and on Loach's Road at Windle Drive. Staff continues to monitor compliance for those areas and evaluate new requests as they are received. A detailed report on the current status of the pedestrian crossover program will be presented at the August 2019 Operations Committee meeting.

The Leading Pedestrian Interval (LPI) program also continues to be expanded. A LPI gives pedestrians a head start when crossing an intersection while traffic on all sides have a red light. In 2017 a LPI was piloted at the intersection of Notre Dame Avenue and Kathleen Street. This pilot project demonstrated a significant reduction in the number of conflicts between pedestrians and turning vehicles. In January 2018, a policy was adopted to formalize the process to implement additional LPIs in the city.

More information on the policy and LPIs is presented in the January 15, 2018 Operations Committee report entitled Leading Pedestrian Interval Policy, <http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1251&itemid=14364&lang=en>.

In 2018 the City implemented additional LPIs at the following intersections:

- Elgin Street at Ste Anne Road
- Notre Dame Avenue at Ste Anne Road
- Notre Dame Avenue at King Street
- Notre Dame Avenue at Wilma Street
- Lasalle Boulevard at Lasalle Court Mall

Cyclists

For the City of Greater Sudbury, improving safety for cyclists begins with building cycling infrastructure. In 2018 the city installed approximately 16.4 centreline kilometres of cycling infrastructure. In 2018 the City of Greater Sudbury also had its first dedicated bicycle signals installed at the Regent Street crossing at the Junction Creek Waterway Park and its first bike box installed at Second Avenue and Scarlett Road.

Staff also began stakeholder engagement for the design of the Paris-Notre Dame Bikeway project. This 9 km cycling route, along Paris Street and Notre Dame Avenue from Regent Street in the south to Turner Avenue in the north will form the spine of the City's growing cycling network.

More information on cycling initiatives that were completed in 2018 can be found in the January 21, 2019 Operations Committee Report entitled 2018 Active Transportation Annual Report,

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1338&itemid=15931>.

Motorists

Over the last several years, the City has implemented a number of initiatives to improve safety for people who drive. While categorized as safety improvements for motorists, many of these initiatives also improve safety for vulnerable road users such as pedestrians and cyclists. In the past year, the most significant safety improvement for motorists was the removal of potentially hazardous loose rock at over 20 locations throughout the City. These locations were identified through the City's rock cut inventory and inspection program with the scope of work defined by a consulting rock engineer.

3) Review of Network Screening Process

In 2018, the city adopted a network screening program, based on the Highway Safety Manual (HSM), as a proactive way to analyze areas that have higher than expected number of collisions. The network screening tools and methodology in the HSM identify and prioritize locations in the City's road network that have a high potential for safety improvements (PSI). This proactive approach will allow staff to better prioritize resources for road safety based on a ranking of locations based on its Potential for Safety Improvement (PSI).

The network screening process is as follows:

1. Conduct a network screening on all intersections and roads in the city network and ranking them based on the PSI score.
2. Once the ranking is complete, the top 20 locations are selected for review by staff and community partners.
3. On an annual basis, five locations plus upcoming capital projects will be reviewed. Each location will have a series of countermeasures selected to address the number of severity of collisions. This will continue for three years.
4. Provide an annual update to Operations Committee showing locations that have been selected for review and the countermeasures that have been identified.
5. At the end of the three year period, the network screening will be refreshed and locations that have already been reviewed will not be looked at for another three years so that the effectiveness of the countermeasures can be analyzed.

4. Recommendations for Safety Improvements

The top 20 ranking of locations presented in the Road Safety Assessment report in 2018 has been revised. Barry Downe Road at Lasalle Boulevard has been removed from the list, as it was already improved as part of a capital project delivered in 2015. Based on the revised top 20 ranking, staff have reviewed 10 of the 20 locations. The table below includes all 20 locations and the analysis and recommendations for the 10 locations that have been reviewed to date. As previously indicated, five additional locations will be reviewed in the upcoming year.

PSI Rank	Location	Year of Improvement	Analysis	Recommendation
1	Brady Street at Paris Street	2019	There is a large number of turning movement and angle collisions involving southbound and northbound vehicles	Implement a fully protected left turn phase for southbound vehicles so that they turn on a left turn arrow.
2	Long Lake Road at Paris Street /Regent Street	2019	There are turning movement and angle collisions caused by confusion over lane configurations for west bound traffic on Regent Street. Drivers seem to be having trouble determining if they are in a through lane or turning lane.	It is recommended to improve the pavement symbols on all west bound lanes of Regent Street.
3	Falconbridge Road at Kingsway / Second Avenue	2019	The majority of incidents are rear end collisions occurring during ideal driving conditions. In most instances the number one driver behaviour is distracted driving or follow too close to another vehicle.	Staff is working with its partners on the Sudbury Road Safety Committee to develop and implement a distracted driving education campaign.
4	Lasalle Boulevard at Notre Dame Avenue	2019	The majority of incidents are rear end collisions occurring during ideal driving conditions. In most instances the number one driver behaviour is distracted driving or follow too close to another vehicle.	Staff is working with its partners on the Sudbury Road Safety Committee to develop and implement a distracted driving education campaign.
5	Falconbridge Road at Lasalle Boulevard	2019	The majority of incidents are rear end collisions occurring during ideal driving conditions. In most instances the number one driver behaviour is distracted driving or follow too close to another vehicle.	Staff is working with its partners on the Sudbury Road Safety Committee to develop and implement a distracted driving education campaign.
6	Paris Street at Van Horne Street	2020	The majority of incidents are angle collisions that	The Red Light Camera report identified Paris Street

PSI Rank	Location	Year of Improvement	Analysis	Recommendation
			occur when a driver is disobeying a traffic signal.	at Cedar Street as a location that would benefit from the red light camera being installed. As detailed in the Red Light Camera study from AECOM, staff anticipate the halo effect of installing a Red Light Camera system at Paris and Cedar Street will reduce the number of angle collisions at this intersection. Staff will closely monitor this intersection to see if these expected safety benefits materialize.
7	Regent Street between Caswell Drive and Paris Street/Long Lake Road			
8	Kingsway between the private road east of McDonalds and Silver Hills Drive			
9	Paris Street at Ramsey Lake Road			
10	Municipal Road 80 at Main Street			
11	Lasalle Boulevard at Auger Avenue			
12	Barry Downe Road at Westmount Avenue	2020*	The majority of incidents are rear end collisions occurring during ideal driving conditions. In most instances the number one driver behaviour is distracted driving or follow too close to another vehicle.	Staff is working with its partners on the Sudbury Road Safety Committee to develop and implement a distracted driving education campaign. In addition, as part of the upcoming Barry Downe Road capital project, asphalt will be replaced at this location. This is expected to improve roadway friction which may result in reduced rear end collisions.
13	Lasalle Boulevard at Attlee Avenue	2020*	The majority of incidents are rear end collisions occurring during ideal driving conditions. In most instances the number one driver behaviour is distracted driving or follow too close to another vehicle.	Staff is working with its partners on the Sudbury Road Safety Committee to develop and implement a distracted driving education campaign.
14	Elm Street at Lloyd Street / Notre Dame Avenue			
15	Notre Dame Avenue at Louis Street / Ste			

PSI Rank	Location	Year of Improvement	Analysis	Recommendation
	Anne Road			
16	Paris Street at Cedar Street	2020	The majority of incidents are angle collisions that occur when a driver is disobeying a traffic signal.	Through the Red Light Camera Report, staff has identified Paris Street at Cedar Street as a location for a red light camera.
17	Barry Downe Road at Kingsway	2020*	The majority of incidents are rear end collisions occurring during ideal driving conditions.	Staff is working with its partners on the Sudbury Road Safety Committee to develop and implement a distracted driving education campaign.
18	Notre Dame Avenue between Wilma Street and Cambrian Heights Drive			
19	Paris Street at Centennial Drive			
20	Lorne Street at Douglas Street			

* Location was evaluated in advance of locations with a higher priority due to an upcoming scheduled capital project.

Next Steps:

As described in the recommended network screening process, staff will continue working with community partners to review the next five locations with the greatest potential for safety improvement along with any other locations that have a scheduled capital project. It is important to note that locations within the Top 20 presented above, which have road rehabilitation projects scheduled in the upcoming year, will be reviewed ahead of locations with a higher PSI.

Staff will include funding for the development and implementation of a distracted driving educational campaign as part of the 2020 Road Safety budget item.